



Washington State  
**Highway Safety Plan**

**2017**





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WASHINGTON STATE  
2017 HIGHWAY SAFETY  
PERFORMANCE PLAN

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2017

WASHINGTON TRAFFIC SAFETY COMMISSION  
621 8<sup>th</sup> Avenue SE, Suite 409  
P.O. Box 40944  
Olympia, Washington 98504-0944

June 30, 2016

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STATE OF WASHINGTON

## WASHINGTON TRAFFIC SAFETY COMMISSION

621 8th Avenue SE, Suite 409, PO Box 40944, Olympia, Washington 98504-0944 (360) 725-9860

June 30, 2016

TO: Washington State Citizens

FROM: Darrin T. Grondel, Director

A handwritten signature in black ink, appearing to read "D. Grondel", written over the printed name of the Director.

SUBJECT: Highway Safety Performance Plan

### **Is Target Zero® the traffic safety goal for your family?**

Interested and concerned citizens like you can make a difference and help save lives on Washington's roadways.

A year in which no one dies or is seriously injured on our roads sounds improbable, but that is our vision and it should be yours. The way we get there is by soliciting your support and targeting our resources and investments in the areas of highest priority. Washington State's 2017 Highway Safety Plan (HSP) is our agency's expenditure plan for the coming year and outlines proven and evidence-based strategies to reach Target Zero. The HSP is data-driven, illustrating important trends, identifying problems, and ultimately focusing on the areas of greatest concern. It also outlines a list of significant projects the Washington Traffic Safety Commission (WTSC) will fund during the coming year, along with critical measures of performance to help gauge success of the strategies and our investments.

The 2017 HSP is directly linked to Washington's Strategic Highway Safety Plan (SHSP). The SHSP, often referred to as the Target Zero Plan, is the statewide beacon that governs traffic safety endeavors throughout Washington. In this year's HSP, Target Zero Plan strategies align with each project selected for funding. This is a continuing best practice and a great way to ensure our resources and investments align with the SHSP.

While our agency's annual HSP helps satisfy federal requirements for traffic safety grants, it also helps us inform our partners and the public of the traffic safety projects we have planned for the upcoming year. Together these projects represent significant opportunities to reduce fatal and serious injury collisions on our roadways.

I hope you will join the Target Zero Team in making this vision a reality for your family and our great state, and make Washington's roadways the safest in the world.

Thank you.

## **INTRODUCTION**

The Washington Traffic Safety Commission (WTSC) is our state's designated highway safety office. We share a vision with numerous other state and local public agencies. That vision is to reduce traffic fatalities and serious injuries to zero by 2030. The WTSC Director is the Governor's Highway Safety Representative, which is a designated position each state is required to have in order to qualify for federal traffic safety funding. Our Commission is made up of 23 employees and 10 Commissioners chaired by Washington's Governor Jay Inslee. The Commissioners are the heads of various state agencies or represent other organizations with an interest and responsibility in making our roads safer for everyone. They represent the four E's: Education, Enforcement, Engineering, and Emergency Medical Services (EMS). Agencies represented on the Commission include the Washington State Patrol (WSP), the Departments of Transportation, Health, Licensing, Social and Health Services, and the Office of the Superintendent of Public Instruction (OSPI). In addition, the Washington State Association of Counties and Association of Washington Cities, and the Judiciary are represented.

Washington is a national leader in traffic safety. We work with communities and tribes to identify and help resolve traffic safety issues. This work includes:

- Gathering, analyzing, and reporting data on traffic deaths in Washington
- Conducting public education campaigns
- Distributing state and federal traffic safety grants

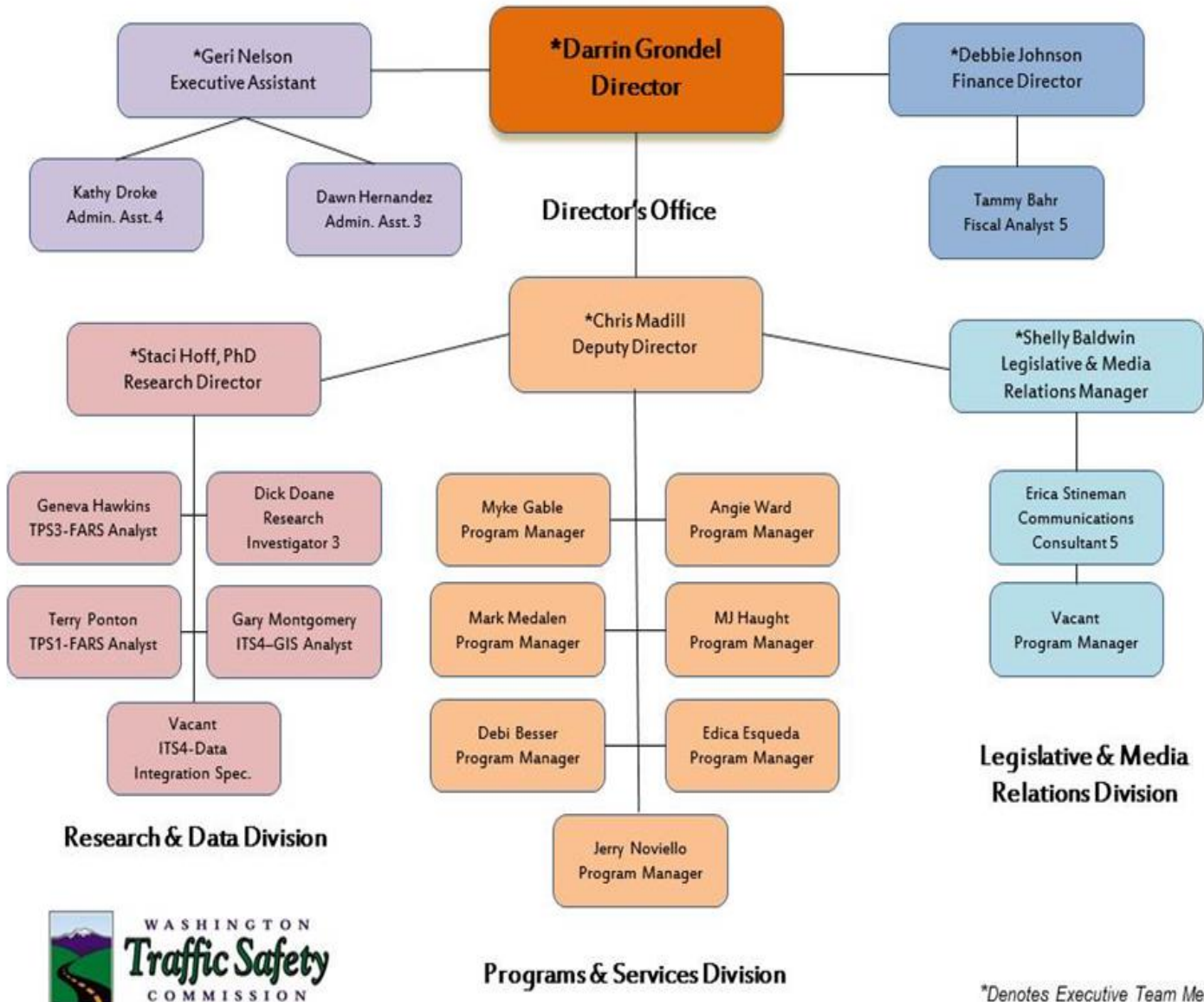
Most of our funding comes from the National Highway Traffic Safety Administration (NHTSA), but we also utilize state funding to support traffic safety projects. We use these funds to award grants to state and local governments, tribes, law enforcement, and non-profit organizations for traffic safety projects that change driver behavior and help us realize the Target Zero vision.

## **MISSION STATEMENT**

Washington's Traffic Safety Commission leads statewide efforts and builds partnerships to save lives and prevent injuries on our roadways for the health, safety, and benefit of our communities.

# ORGANIZATIONAL CHART

## Washington Traffic Safety Commission



*\*Denotes Executive Team Member  
Update 8-3-2016*



## HIGHWAY SAFETY PLANNING

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This section provides a description of the data sources and processes used by Washington State to:

- Identify and prioritize our traffic safety problems
- Describe our highway safety performance measures included in the Performance Plan
- Define performance targets included in the Performance Plan
- Develop and select evidence based countermeasures and strategies to address identified problems and achieve performance targets

### The Washington State Strategic Highway Safety Plan (SHSP), known as Target Zero®, and the HSP are directly linked

Our agency's HSP is directly linked to Washington's SHSP. The SHSP, often referred to as the Target Zero Plan, is the statewide guiding light document that governs traffic safety investments throughout Washington.

The HSP adopts all of the evidence-based, proven countermeasures and performance measures directly from the Target Zero Plan. Target Zero goes through a significant review and update every three years, with the most recent revision cycle concluding in summer 2016. The HSP, as well as evidence-based strategies, performance measures, and performance targets are updated annually during the three-year period between full reviews. The process we use for the HSP is the same as the SHSP process we employ to identify problems, define performance measures, and select evidence-based countermeasures. Annual performance targets set in the HSP are based on five-year rolling averages using the linear trend of these averages. Our primary sources for evidence-based strategies are the NHTSA "Countermeasures That Work," the National Cooperative Highway Research Program (NCHRP) 500 series, and scientifically sound evidence-based research regarding strategies not already identified by the Governor's Highway Safety Association (GHSA) or the NCHRP.

### The SHSP (and the HSP) process - many partners

Many traffic safety partners come together to develop Washington State's SHSP – Target Zero. The plan coordinates state traffic safety programs, aligns priorities and strategies, and establishes a common language and approach to traffic safety efforts across Washington State. The Target Zero traffic safety partnership is co-led by WTSC and Washington State Department of Transportation (WSDOT).

The 2013 update of Target Zero was the fourth version of the plan since its inception in 2000. The update involved various levels of groups and organizations, each providing recommendations to the next, until ultimately Governor Inslee approved the Plan. Nineteen public and non-profit organizations were represented on one or more of the project oversight committees, as represented by this graphic:



The 2016 revision of the Target Zero Plan kicked off in May 2015. This will be the fifth version of Washington's SHSP and will closely follow the process and structure created during the 2013 revision. The following describes in detail the various groups involved in the revision process:

**The Data Analyst Team** is responsible for developing recommendations for performance measures, performance targets, long term and intermediate goals, and identifying and prioritizing traffic safety problems. The primary indicators used by the Target Zero Data Analyst Team to assess risk are the number of fatalities and serious injuries that result from traffic crashes. This team ranks problem areas into Priority Levels One, Two, or Three based on the number of traffic deaths and serious injuries associated with a particular emphasis or problem area. Calendar year performance targets in the SHSP follow a straight line, starting from the current five-year average to zero traffic deaths by 2030. Five-year rolling average performance targets set in the HSP are based on the current linear trend of those averages.

Experts representing the following Washington State agencies comprise the Data Analyst Team:

- Department of Licensing (DOL)
- Department of Health (DOH)
- WSDOT
- Washington State Patrol (WSP)
- WTSC
- Office of Financial Management (OFM)

**The Project Team** updates the content and evidence-based strategies, and consists of manager-level representatives from the agencies listed above, plus the following organizations:

- County Law Enforcement
- Puget Sound Regional Council
- Target Zero Manager (TZM) Network
- Results Washington
- Harborview Injury Prevention
- Northwest Association of Tribal Enforcement Officers (NATEO)
- OSPI
- Tribal Transportation Planning Organization (TTPO)

To gather input from an expanded stakeholder group, a Target Zero Partner's meeting will be held in December 2015. At that meeting, we expect more than 180 additional individuals involved in traffic safety across the state will provide input on the strategies for addressing the state's priority areas. In early spring 2016, a draft of the plan will be sent out for external review by tribes, state agencies, and other stakeholders. Feedback will be reviewed, changes made, and the Steering Committee will then endorse the plan. We anticipate providing Governor Inslee with a copy for his review, approval, and signature in August 2016.

In addition to the Target Zero process described above, there are numerous key groups representing the traffic safety community that are critical participants in each step of the SHSP and HSP processes, including:

- The WTSC Technical Advisory Committee (TAC)
- Washington Traffic Safety Commissioners
- The Washington Impaired Driving Advisory Council (WIDAC)
- Washington Traffic Records Committee (TRC)

## **The WTSC TAC**

The TAC reviews and makes recommendations to the commissioners regarding the WTSC staff proposed HSP and consists of:

- A representative from each Commission organization, and
- Representatives of key traffic safety stakeholder groups, including the tribes, NHTSA, the Federal Motor Carrier Safety Administration (FMCSA), and the Federal Highway Administration (FHWA)

## **Washington Traffic Safety Commissioners (Final Approval Authority for the HSP)**

The 10 Commissioners include: Governor (Chair), Superintendent of Public Instruction, representative from the Judiciary, Chief of the WSP, representative of the Washington State Association of Counties, representative of the Association of Washington Cities, Secretary of Social and Health Services, Secretary of Transportation, Director of Licensing, and Secretary of Health.

## **The WIDAC**

WIDAC was formed in June 2009 and is composed of 14 signing agency representatives, an expanded group of advisory members, and agency staff. WIDAC membership includes all appropriate stakeholders and meets the membership requirements of MAP-21. Stakeholders include representatives from the highway safety office, law enforcement, prosecution, adjudication and probation, driver licensing, treatment/rehabilitation, ignition interlock programs, data and traffic records, public health, and communication. The statewide Impaired Driving Plan, developed by WIDAC, uses the most current version of the Impaired Driving section in the Target Zero Plan. It provides in-depth information specific to impaired driving and organizes the information in accordance with the general areas stated in NHTSA's Uniform Guidelines for State Highway Safety Programs No. 8— Impaired Driving. This approach meets MAP-21 requirements for a qualifying impaired driving strategic plan.

## **Washington TRC**

The TRC is a statewide stakeholder forum with representatives from the transportation, law enforcement, criminal justice, and health professions. This cross-discipline team leads efforts to improve the quality and timeliness of the data used for key programs and policy decisions. TRC's work includes implementing projects that streamline data collection and processing, and enhance the accessibility and integration among the various data sources. Each year, TRC develops and prioritizes a funding proposal based on key data quality benchmarks and data system needs. This proposal is submitted through WTSC's annual grants process to be considered alongside all other traffic safety proposals. The traffic records project list and funding recommendations that emerge from this process become the following year's spending plan for Washington's Section 405c – State Traffic Safety Information System Improvement Grants.

## HSP/SHSP Traffic Safety Problem Identification and Priority Level Assignments

In any endeavor, addressing the biggest issues first will provide the most favorable results. Eliminating deaths and serious injuries on our roadways is no different. To focus efforts, the primary factors in serious traffic crashes have been grouped into three Priority Levels. The levels are based on the percentage of traffic fatalities and serious injuries associated with each factor. Priority Level One includes the factors associated with the largest number of fatalities and serious injuries in the state. Each of these factors was involved in at least 30 percent of the traffic fatalities or serious injuries between 2009 and 2011. Traffic Data Systems, while not a cause of fatalities, is considered a Level One priority because of the potential for data to significantly improve our analysis and deployment of resources to address traffic fatalities and serious injury crashes.

Priority Level Two factors, while frequent, are not seen as often as Priority Level One items. Level Two factors were seen in at least 10 percent of traffic fatalities or serious injuries. EMS is considered a Level Two priority because of the significant impact effective EMS response has on preserving life and minimizing injury.

Priority Level Three factors are associated with less than 10 percent of fatalities and serious injuries. There is less discussion of these areas in the Target Zero Plan. However, we believe if we address the more common factors in Priority Levels One and Two, such as impairment, speeding, and run-off-the-road collisions, Level Three numbers will decrease as well. The resulting impact of focusing on Level One and Level Two will make our roads safer.

The priority levels established for the SHSP and HSP consider both fatality and serious injury numbers. The SHSP maintains the importance of addressing fatalities, while encouraging consideration for, and strengthening of, serious injury data.

### Priorities (Percent Fatalities/Percent Serious Injuries)

#### Priority Level One

Impaired Driver Involved (50.1 percent/21 percent)

Run-Off-the-Road (43.7 percent/29.7 percent)

Speeding Involved (39.5 percent/29.3 percent)

Young Drivers 16-25 Involved (34.6 percent/38 percent)

Distracted Driver Involved (30.3 percent/11.9 percent)

Intersection Related (20.6 percent/34.1 percent)

Traffic Data Systems (N/A)

#### Priority Level Two

Unrestrained Vehicle Occupants (24.8 percent/10.5 percent)

Unlicensed Driver Involved (18 percent/not available)

Opposite Direction (15.7 percent/9.7 percent)

Motorcyclists (14.7 percent/17 percent)

Pedestrians (13.7 percent/12 percent)

EMS and Trauma Systems (N/A)

#### Priority Level Three

Older Drivers 75+ Involved (9 percent/5.2 percent)

Heavy Truck Involved (8.2 percent/4.7 percent)  
Drowsy Driver Involved (3.2 percent/3.6 percent)  
Bicyclists (1.8 percent/4.7 percent)  
Work Zone (0.6 percent/1.8 percent)  
Wildlife (0.6 percent/1.1 percent)  
School Bus Involved (0.2 percent/0.2 percent)  
Vehicle-Train (0.6 percent/0 percent)

## **Data Sources Used to Identify State Traffic Safety Problems, Performance Measures, and Identify Evidence-Based Strategies**

In order to identify traffic safety problems unique to Washington, we utilized the following primary data systems:

- Traffic Fatalities – Fatal Analysis Reporting System (FARS)
- All Collisions – Collision Location and Analysis System (CLAS)
- Licensed Drivers and Registered Vehicles - Driver Database and Vehicle Register
- Commercial Motor Vehicles – Motor Carrier Management Information System (MCMIS) and Aspen Software
- Injury Surveillance Systems – Washington EMS Information System (WEMSIS), Trauma Registry, and Comprehensive Hospital Abstract Reporting System (CHARS)
- Roadway Information – Transportation and Information Planning Support (TRIPS)
- Location Information via Geographic Information Systems (GIS) - WSDOT Multi-Modal Layer
- Observational surveys are conducted by WTSC periodically to assess state usage rates for seat belts, child safety restraints, motorcycle and bicycle helmets, and cell phone use

## Project Development

WTSC distributes the annual Announcement of Grant Availability via email, at meetings and conferences, and publishes the announcement on the WTSC website. This announcement explains allowable vs. unallowable costs and, most importantly, lists our goals and priority areas. Project proposals that address Target Zero high-priority problem areas and employ a proven strategy are highly scored in the evaluation process.

All grant applications are initially reviewed by the WTSC Deputy Director. Each project is then assigned to a Program Manager for further review. The Program Managers study individual projects and present them to the WTSC staff. The staff makes priority and funding recommendations, which are sent to the TAC for consideration. The TAC reviews current data, proposed goals, and project applications, and makes funding recommendations to the WTSC Director. The Director presents the recommendations to the Commissioners for approval. The following diagram illustrates how this process works:



## Evidence-Based Enforcement Plan

Washington's SHSP establishes High Visibility Enforcement (HVE) as one of its hallmark strategies. Executing effective HVE requires enforcement efforts targeted to the appropriate behavioral areas and locations coupled with meaningful media and public education outreach. The agency's evidence-based enforcement plan outlines a three-step strategy to ensure effectiveness: Data Analysis, Resource Allocation, and Project Oversight. The strategy starts with an annual analysis of fatality and serious injury data to identify problems and ultimately allocate funding to projects through the annual grants process. This in-depth analysis produces the HSP Performance Report and the Performance Analysis contained within each program area, which in turn drives the allocation of resources to the areas of greatest need. Following analysis and resource allocation, WTSC staff work closely with grant recipients to ensure projects are implemented successfully, making mid-year adjustments as new data trends and changing traffic safety priorities emerge. The result is an evidence-based HVE program designed to address the areas and locations at highest risk and with the greatest potential for improvement. There are two primary ways in which this plan is implemented: Target Zero Teams (TZTs) and National and Locally-Led Mobilizations.

## Target Zero Teams

TZTs are a high-visibility, data-driven DUI enforcement partnership between the WTSC, WSP, local law enforcement, prosecutors, local traffic safety taskforces, and the Washington State Liquor and Cannabis Board (LCB). These teams run in King, Pierce, Snohomish, Spokane, and Yakima Counties, representing 62 percent of the state's population.

These counties account for nearly half of the state's traffic deaths and 57 percent of serious injuries. Enforcement efforts are coupled with media and public education outreach designed to let the public know about the increased enforcement, increasing their awareness of the likelihood of being caught. Outreach efforts include using billboards, bus tail ads, variable message boards, public service announcements, and earned media events. The teams use geo-coded crash data, 911 calls from citizens reporting DUI drivers, DUI arrests, traffic stops, and liquor violations to determine the locations and times that are most in need of enforcement efforts. This data is updated every 42 days to allow the teams to adjust the patrol areas based on most current data.

### **National and Locally-Led Mobilizations**

The agency allocates funding to state and local law enforcement to participate in multijurisdictional mobilizations in conjunction with paid and news media efforts. The enforcement campaigns include two campaigns for DUI (Holiday and Drive Sober or Get Pulled Over (DSOGPO)) and one for seat belts (Click It or Ticket). Funding for these campaigns is allocated to locations throughout the state using data-weighted scores based on fatalities, serious injuries, and exposure (Vehicle Miles Traveled (VMT), population). Enforcement is coordinated with national- and state- level media buys to ensure strong media and public education outreach. WTSC staff and local coordinators may make mid-year adjustments to law enforcement allocations in response to changing priorities or emerging needs. This design allows the evidence-based enforcement program to follow emerging data trends and remain flexible in order to target investments to the areas of greatest need.

In summary, accurate and timely data is the foundation of this HSP. Fatal and serious injury crash data are used to establish Target Zero priorities. All projects presented in the HSP are directly linked to Target Zero's priorities and strategies. Data provide the basis for evaluating the effectiveness of completed projects and tracking our progress toward zero.

# ELEMENTS OF THE PERFORMANCE PLAN

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## Overview

The following section presents the overall outcome measures used to track the success of Washington's traffic safety efforts. A detailed description of each program area follows the overall outcome measures and includes:

- An overview and background description
- A performance analysis
  - Historical look at performance for each outcome measure
  - Performance targets for the coming year
- A list of planned investment projects for 2016
- A funding summary

## Highway Safety Performance Measures and Targets

The performance measures found within each program area have been adopted from the SHSP, Target Zero. Calendar year Target Zero goals in the SHSP are derived by the straight decline to zero by 2030 from the middle of the most recent five-year average. Performance targets in the 2017 HSP were derived from the linear trend of the five-year rolling averages using 10 years of final data and one year of preliminary data, if available. If a trend is increasing, targets are set equal to the baseline average. **This is a new method of target setting** derived from the proposed rules for MAP-21 performance evaluation that were released in 2014. In previous HSPs, targets were set based on calendar years. Beginning with the 2015 HSP, targets are now based on five-year rolling averages. The five-year rolling average linear trend is monitored against the Target Zero line from the SHSP.

The Target Zero line is aspirational and achievable, but is based on a vision. Using five-year rolling averages to set annual targets in the HSP is more appropriate in order to compensate for calendar year fluctuations and creates a more performance-based method, rather than the vision-based method employed in the SHSP. Washington State may be making acceptable progress on performance measures, while at the same time not meeting the aggressive Target Zero goal to reach zero fatalities and serious injuries in 2030. In order to align with the SHSP, several new performance measures were adopted in the 2014 HSP.

In addition to the performance measures, WTSC submitted a proposal in 2014 to the Washington State DOH to include a set of traffic safety questions on the Behavioral Risk Factor Surveillance System (BRFSS) survey. This proposal was accepted and data collection began on January 1, 2015. The 2015 BRFSS collected data on cell phone use while driving, driving within three hours of consuming marijuana, and awareness of emphasis patrol enforcement, including the venue in which respondents heard about emphasis patrols. The 2016 BRFSS survey, currently underway, is collecting data on cell phone use while driving and driving within three hours of consuming marijuana. These same questions will be proposed for the 2017 BRFSS survey. Data from the 2015 BRFSS survey may be available for reporting in the 2016 Annual Report.

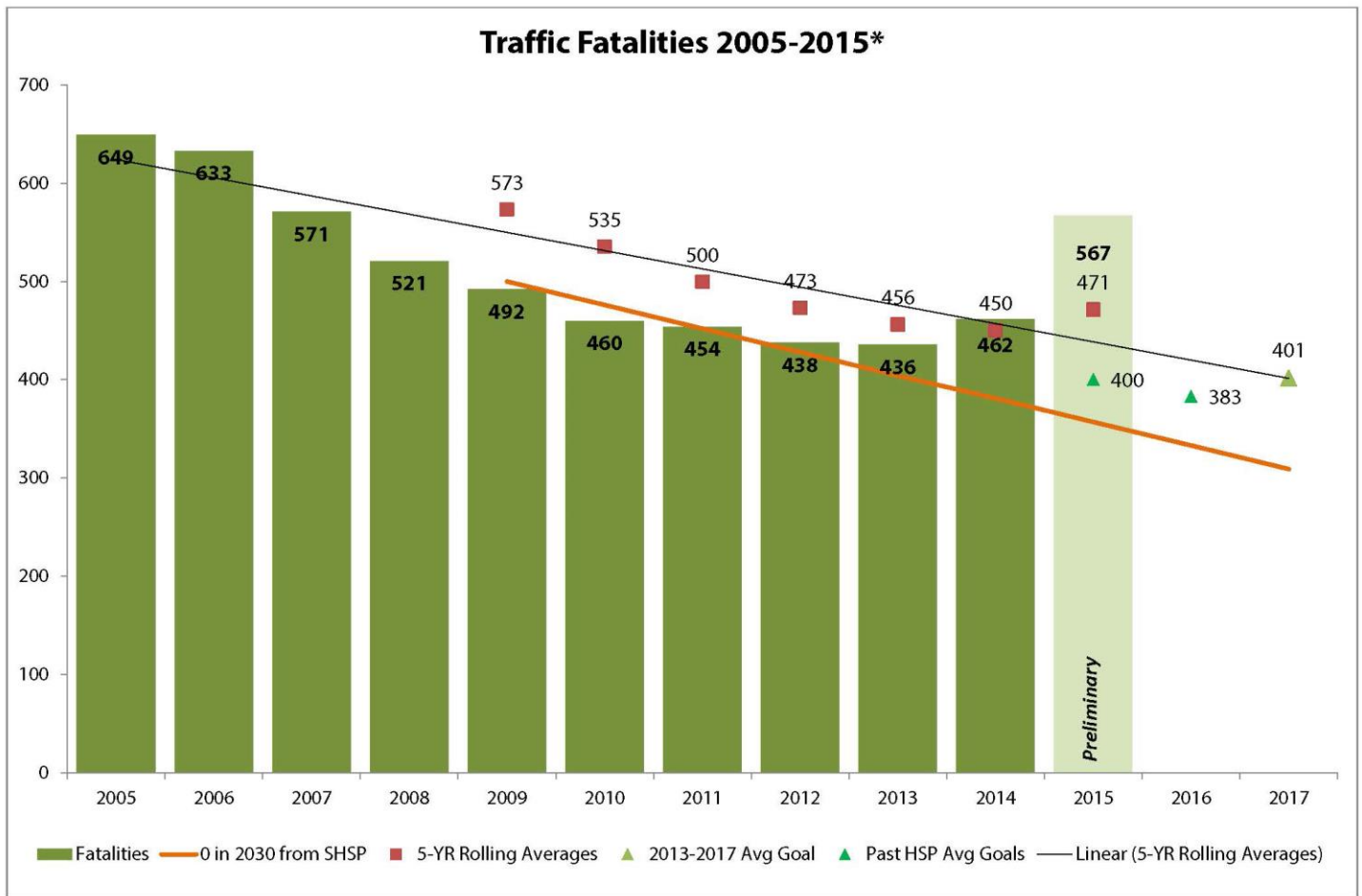


# OVERALL OUTCOME MEASURES

## Traffic Fatalities

**Performance Measure:** Decrease traffic fatalities by 10.9 percent from the 2010-2014 five-year rolling average of 450 to 401 by December 31, 2017.

**Preliminary Performance Report:** Preliminary 2011-2015 rolling average shows there was an average of 471 fatalities, missing the HSP 2015 goal of 400 by 17.8 percent.

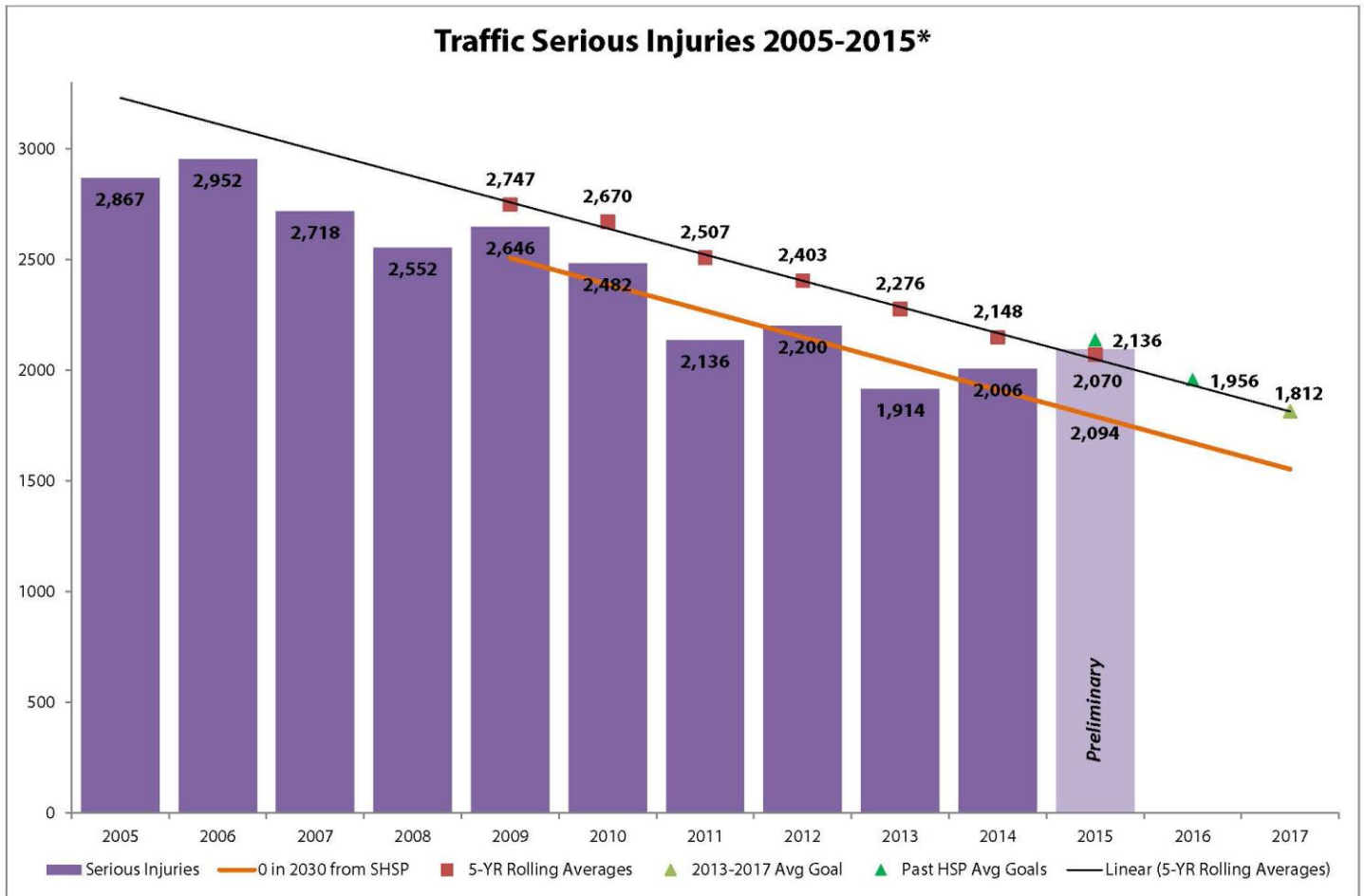


SOURCE: WA FARS

## Traffic Serious Injuries

**Performance Measure:** Decrease traffic fatalities by 14.9 percent from the 2011-2015 five-year rolling average of 471 to 401 by December 31, 2017.

**Preliminary Performance Report:** Preliminary 2011-2015 rolling average shows there was an average of 471 fatalities, missing the HSP 2015 goal of 400 by 17.8 percent.

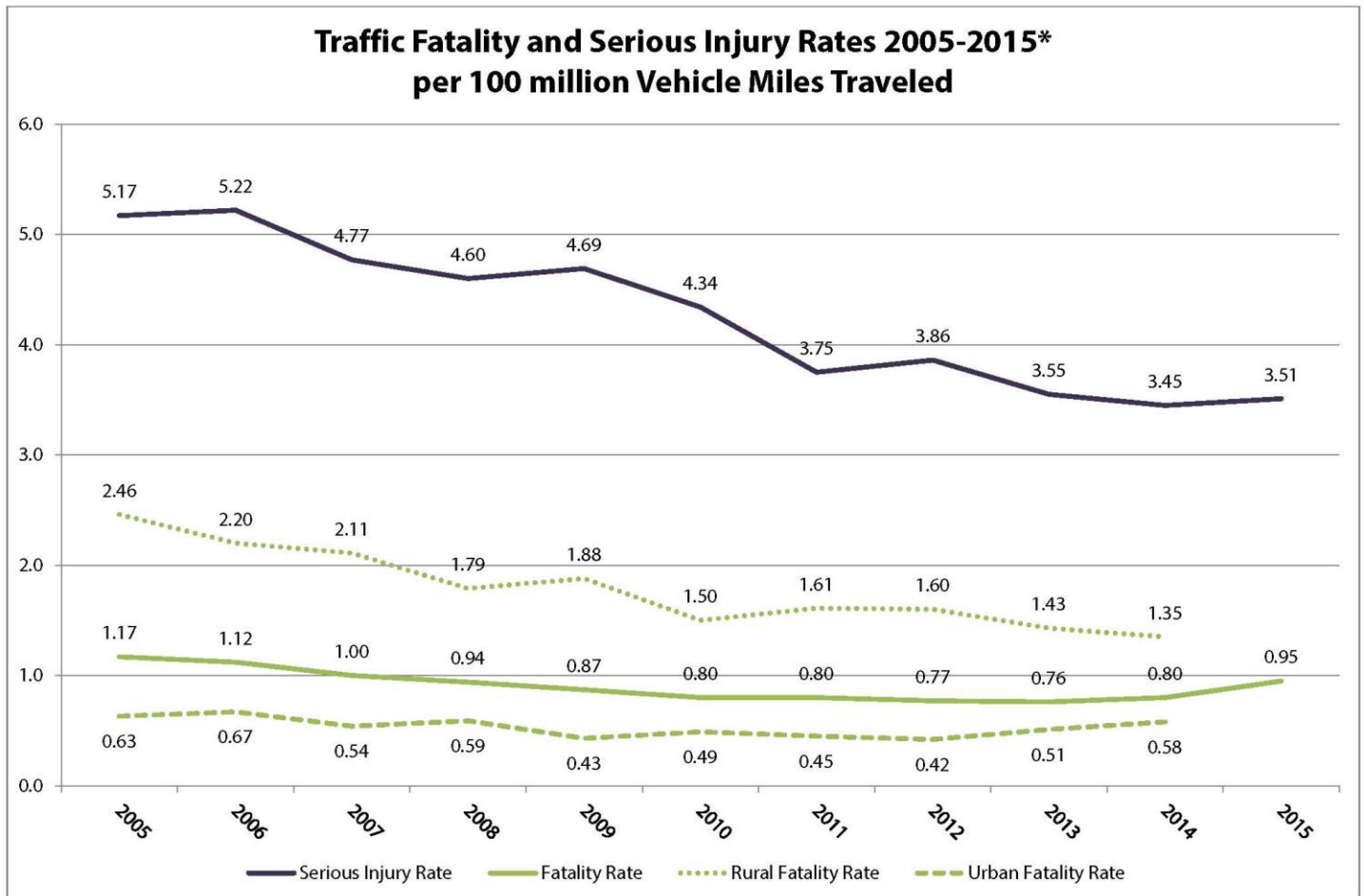


SOURCE: WSDOT

## Fatal and Serious Injury Rates

**Performance Measure:** Maintain or decrease the 2010-2014 traffic fatality rate five-year rolling average of 0.79 percent by December 31, 2017.

**Preliminary Performance Report:** In 2014, the traffic fatality rate was 0.80, missing the HSP 2014 goal of 0.76 by 5.3 percent. The preliminary 2015 traffic fatality rate is 0.95, missing the HSP 2015 goal of 0.73 by 30.1 percent. The serious injury rate decreased in 2014, down from 3.55 in 2013 to 3.45 in 2014. Preliminary data shows that the serious injury rate increased to 3.51 in 2015. The rural road fatality rate decreased in 2014 from 1.43 to 1.35, while the urban fatality rate increased from 0.51 to 0.58. Preliminary 2015 estimates for VMT by rural and urban for rate calculations are not yet available.



SOURCE: WA FARS, WSDOT

# PERFORMANCE REPORT

## COLLISION DATA AND PERFORMANCE MEASURES

Outcome Measure	2010	2011	2012	2013	2014	2015*	2015 Goal	2017 Goal
Fatality Rate	0.80	0.80	0.77	0.76	0.80	0.95	0.73	0.82 <sup>#</sup>
Rural Road Fatality Rate	1.50	1.61	1.60	1.43	1.35	*	^	^
Urban Road Fatality Rate	0.49	0.45	0.42	0.51	0.58	*	^	^
Serious Injury Rate	4.34	3.75	3.86	3.55	3.45	3.51	^	3.62 <sup>#</sup>
Fatalities	460	454	438	436	462	567	^	^
<i>5YR Rolling Average</i>	535	500	473	456	450	471	400	401
Serious Injuries	2,482	2,136	2,200	1,914	2,006	2,094	^	^
<i>5YR Rolling Average</i>	2,670	2,507	2,403	2,276	2,148	2,070	2,136	1,812
Rural Road Fatalities	257	274	271	224	214	287	^	^
<i>5YR Rolling Average</i>	315	297	280	268	248	254	233	229
Urban Road Fatalities	196	178	167	212	246	277	^	^
<i>5YR Rolling Average</i>	218	199	189	185	200	216	162	159
Fatalities Involving a Driver with BAC <sub>≥</sub> .08 (Imputed)	169	157	143	151	134	NA	^	^
<i>5YR Rolling Average</i>	195	182	172	165	151	NA	132	118
Fatalities Involving an Alcohol Impaired (not imputed) or Drug Positive Driver	244	214	215	229	229	262	^	^
<i>5YR Rolling Average</i>	272	252	239	234	226	230	205	199
Serious Injuries Involving a Drug or Alcohol Impaired Driver	470	479	501	412	375	367	^	^
<i>5YR Rolling Average</i>	566	536	509	486	447	427	453	369
Speeding Involved Fatalities	176	169	162	184	159	156	^	^
<i>5YR Rolling Average</i>	216	200	187	180	170	166	158	138
Speeding Involved Serious Injuries	688	586	579	524	520	518	^	^
<i>5YR Rolling Average</i>	819	756	701	646	579	545	602	429
Distracted/Inattentive Driver Involved Fatalities	134	131	121	120	130	170	^	^
<i>5YR Rolling Average</i>	154	144	135	133	127	134	123	115

^ No performance target set for this outcome.

\* 2015 estimates are based on preliminary data; 2015 detailed VMT not available for rural/urban rate calculation.

# 2017 goals regarding fatal and serious injury rates are equal to the five year average of the rates 2011-2015.

Outcome Measure	2010	2011	2012	2013	2014	2015*	2015 Goal	2017 Goal
Number of Drivers ages 20 or Younger Involved in Fatal Crashes	66	61	40	70	58	71	^	^
<i>5YR Rolling Average</i>	91	80	66	65	59	60	46	40
Number of Drivers ages 16-20 Involved in Serious Injury Crashes	401	337	287	245	237	260	^	^
<i>5YR Rolling Average</i>	449	408	371	344	301	273	285	202
Number of Drivers ages 21-25 Involved in Fatal Crashes	92	80	83	75	79	97	^	^
<i>5YR Rolling Average</i>	103	94	89	84	82	83	73	67
Number of Drivers ages 21-25 Involved in Serious Injury Crashes	434	363	355	311	320	337	^	^
<i>5YR Rolling Average</i>	469	429	400	379	357	337	342	282
Unrestrained Occupant Fatalities	102	99	99	89	106	113	^	^
<i>5YR Rolling Average</i>	145	125	114	106	99	101	77	68
Unrestrained Passenger Serious Injuries	256	211	219	205	202	218	^	^
<i>5YR Rolling Average</i>	290	261	242	237	219	211	188	169
Motorcyclist Fatalities	70	72	83	73	69	75	^	^
<i>5YR Rolling Average</i>	74	72	75	74	73	74	72	73
Unhelmeted Motorcyclist Fatalities	6	0	4	4	0	5	0	0
Unendorsed Motorcyclist Fatalities	21	10	28	18	15	19	^	^
Motorcyclist Serious Injuries	388	364	404	347	361	404	^	^
<i>5YR Rolling Average</i>	462	437	427	396	373	376	396	332
Pedestrian Fatalities	61	64	71	49	75	85	^	^
<i>5YR Rolling Average</i>	62	61	64	61	64	69	62	64
Pedestrian Serious Injuries	292	288	337	259	307	288	^	^
<i>5YR Rolling Average</i>	298	290	299	293	297	296	293	296
Bicyclist Fatalities	6	11	12	11	7	14	^	^
<i>5YR Rolling Average</i>	9	10	9	10	9	11	9	9

^ No performance target set for this outcome.

\* 2015 estimates are based on preliminary data.

Outcome Measure	2010	2011	2012	2013	2014	2015*	2015 Goal	2017 Goal
Bicyclist Serious Injuries	117	114	110	82	102	107	^	^
<i>5YR Rolling Average</i>	116	115	113	107	105	103	106	98
Run-off-the-Road Fatalities	200	188	158	189	169	193	^	^
<i>5YR Rolling Average</i>	229	213	196	192	181	179	167	149
Run-off-the-Road Serious Injuries	675	627	612	577	555	618	^	^
<i>5YR Rolling Average</i>	806	751	709	670	609	598	623	495
Intersection Related Fatalities	105	89	75	92	109	119	^	^
<i>5YR Rolling Average</i>	111	103	94	91	94	97	80	83
Intersection Related Serious Injuries	867	757	751	669	705	704	^	^
<i>5YR Rolling Average</i>	913	855	826	779	750	717	724	634
Observed Daytime Seatbelt Use	97.6%	97.5%	96.9%	94.5% <sup>+</sup>	94.5%	94.6%	≥95%	≥95%

^ No performance target set for this outcome.

\* 2015 estimates are based on preliminary data.

# Not measured

<sup>+</sup> New data collection methodology implemented, not comparable to years 2012 and prior, new baseline estimate.

## FFY 2015 PERFORMANCE ACTIVITY MEASURES

Activity Measure	4 Grant-Funded Mobilizations, Local Flex & Corridors	Target Zero Teams	Total
Number of seat belt citations issued during grant-funded enforcement activities	4043	19	4062
Number of impaired driving arrests made during grant-funded enforcement activities	730	306	1036
Number of speeding citations issued during grant-funded enforcement activities	6330	379	6709

# IMPAIRED DRIVING

## Overview

From 2013-2015, impaired drivers were a factor in 49.2 percent of traffic fatalities and 19.2 percent of serious injuries. Impaired driver-involved fatalities increased 7 percent in 2013-2015 (720) compared with 2010-2012 (673). During this same time period, serious injuries involving an impaired driver decreased by 20.4 percent (1,450 to 1,154).

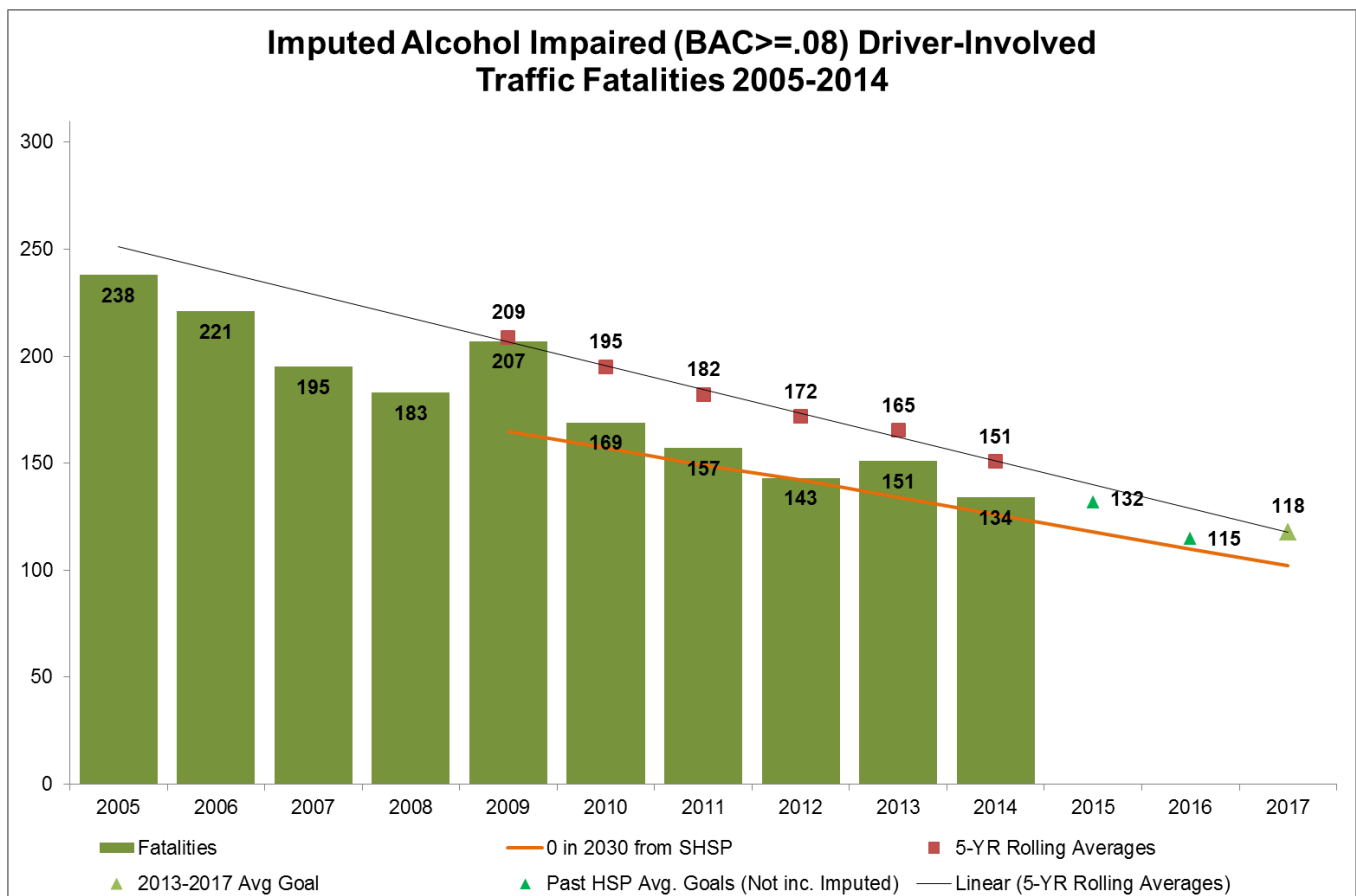
Preliminary data for 2015 show that 36.5 percent of fatalities involved a drug positive driver and 24 percent involved an alcohol impaired driver. Drug positive driver-involved fatalities first became more frequent than alcohol impaired driver-involved fatalities in 2010. In 2015, that gap continues to grow. Many drivers were impaired by both drugs and alcohol.

## Performance Analysis

### Fatalities Involving a Driver with BAC>.08 (Imputed)

**Performance Measure:** Decrease fatalities involving a driver with a BAC>.08 by 21.9 percent from the 2010-2014 five-year rolling average of 151 to 118 by December 31, 2017.

**Performance Report:** The 2010-2014 rolling average shows there was an average of 151 fatalities involving a driver with a BAC $\geq$ .08 (imputed), and 134 fatalities in the 2014 calendar year (imputed). The 2014-2016 HSP goals were based on non-imputed data and are therefore not comparable to the imputed data shown in the chart below.

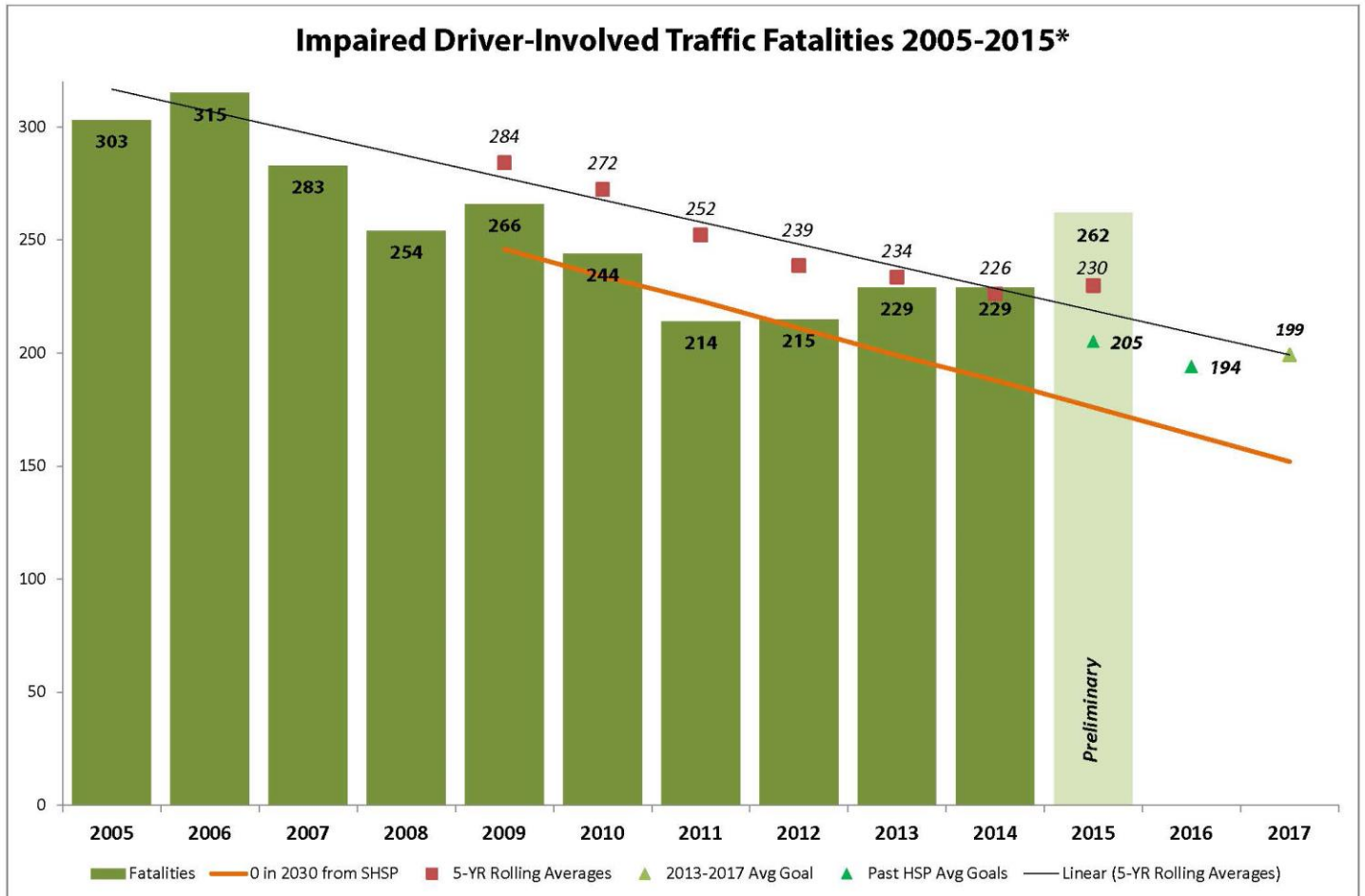


Source: WA FARS

## Fatalities Involving an Alcohol Impaired or Drug Positive Driver

**Performance Measure:** Decrease fatalities involving a drug or alcohol impaired driver by 13.5 percent from the 2011-2015 five-year rolling average of 230 to 199 by December 31, 2017.

**Preliminary Performance Report:** Preliminary 2011-2015 rolling average shows there was an average of 230 fatalities involving a drug or alcohol impaired driver, missing the HSP 2015 goal of 205 by 12.2 percent.



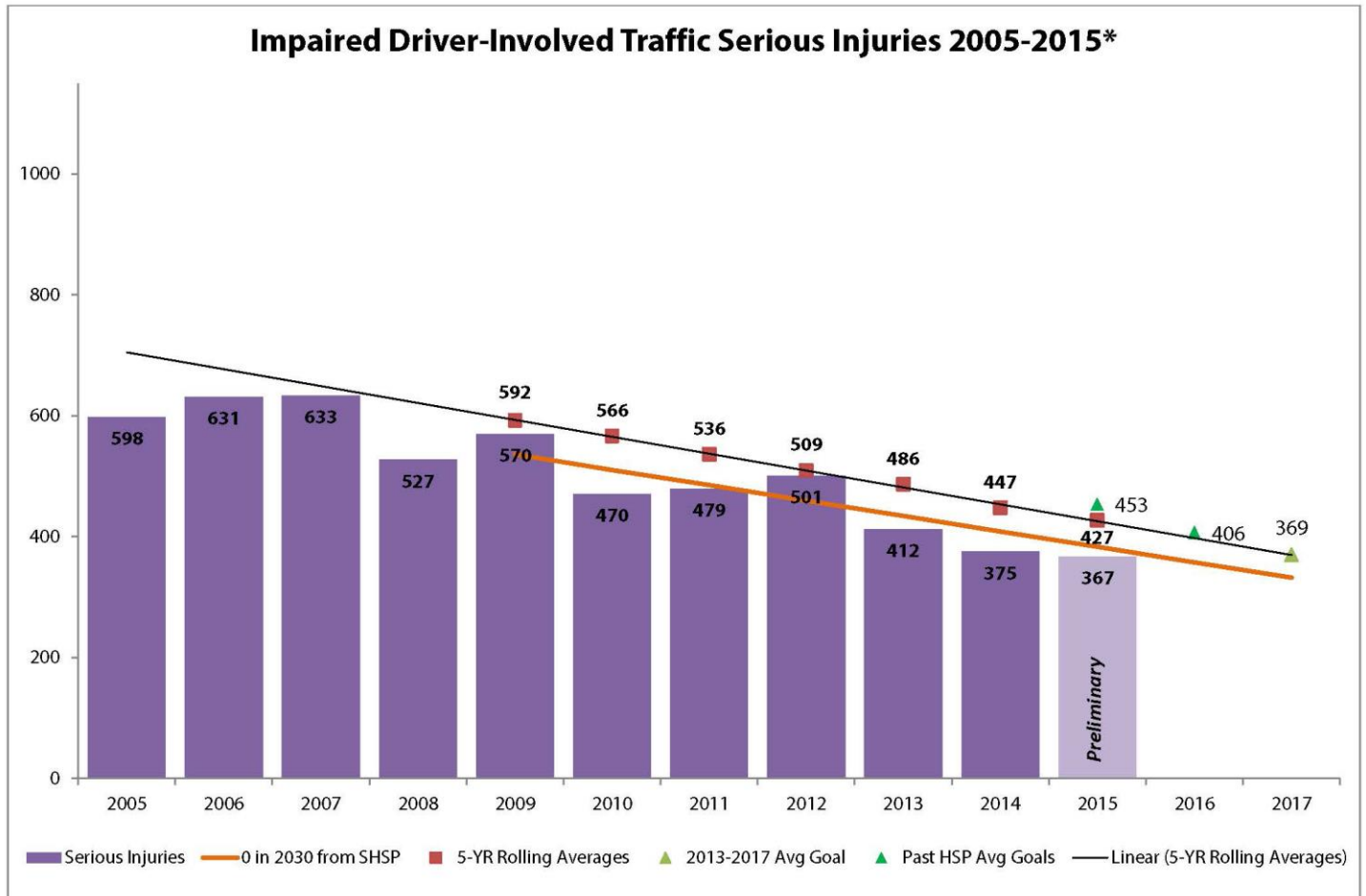
SOURCE: WA FARS



## Serious Injuries Involving a Drug or Alcohol Impaired Driver

**Performance Measure:** Decrease serious injuries involving a drug or alcohol impaired driver by 13.6 percent from the 2011-2015 five-year rolling average of 427 to 369 by December 31, 2017.

**Preliminary Performance Report:** Preliminary 2011-2015 rolling average shows there was an average of 427 serious injuries involving a drug or alcohol impaired driver, achieving the 2015 HSP goal of 453 by 5.7 percent.



SOURCE: WSDOT

## FFY 2017 Impaired Driving Projects

The following projects have been selected for funding in FFY 2017. These projects were chosen as a result of their anticipated impact on the core outcome measures listed above. Each project aligns with one or more strategies listed in Washington State's SHSP, called Target Zero.

Grant Recipient Spokane County Prosecuting Attorney's Office		Federal Project # M1*AL17-02	Program Manager Mark Medalen	
The Eastern Washington Target Zero Prosecutor will continue to work as a liaison between Washington state prosecutors, law enforcement, judges, and the traffic safety community with the goal of obtaining a greater traffic safety record and more effective prosecutions of DUI and other traffic safety cases. This includes assistance and training to address changes in law, procedures, evidence gathering, blood warrant procedures and use, understanding of the Draeger breath testing instrument, and challenges of legal marijuana.				
SHSP (Target Zero Plan) Link ID 1.1, 3.1, 7.1, 8.2, 8.3	Fund Source MAP-21 405b	Amount Approved \$150,000	Benefit to Local \$0	

Grant Recipient WSP		Federal Project # M1*AL17-01	Program Manager Debi Besser	
Develop within SECTOR an integrated system that allows users to complete the current DUI process and associated administrative tasks electronically. Tasks include data collection, form printing, information storing, administrative processing, routing, data retention and the two-way transmission of information. The system will provide a data source capable of report creation, data distribution and extraction resulting in impactful decision making and efficient, accurate, timely prosecution. (Funded partially with 405c and partially with 405b.)				
SHSP (Target Zero Plan) Link TDS 1.8	Fund Source MAP-21 405b	Amount Approved \$320,000	Benefit to Local \$0	

Grant Recipient Seattle Police Department		Federal Project # M6X17-02	Program Manager Mark Medalen	
Seattle Police Department (SPD) is the largest law enforcement agency in the state of Washington with 1200+ commissioned officers. This grant provides the SPD with impaired driving enforcement trainings including Advanced Roadside Impaired Driving Enforcement (ARIDE), Standard Field Sobriety Testing (SFST) and refreshers, DUI refreshers, and Drug Recognition Experts (DRE) field certifications. By increasing the number of SPD officers with this impaired driving training, we hope to see increases in DUI arrests and reductions in fatal and serious injury crashes in Seattle and throughout Washington State.				
SHSP (Target Zero Plan) Link ID 1.1, 5.1, 6.1, 6.2, 6.3, 7.1, 14.1	Fund Source MAP-21 405d	Amount Approved \$60,000	Benefit to Local \$0	

Grant Recipient WSP	Federal Project # M6X17-03	Program Manager Mark Medalen	
<p>The WSP Impaired Driving Section (IDS) will administer impaired driving and traffic safety projects primarily focused on strategies designed to further Target Zero goals. This grant provides assistance to the IDS to manage the statewide DREs, Ignition Interlock, and SFST programs, as well as manage and operate the Mobile Impaired Driving Units (MIDU) at events statewide.</p>			
SHSP (Target Zero Plan) Link ID 5.1, 6.1, 6.2, 6.3, 10.1, 10.2, 10.3, 14.1	Fund Source MAP-21 405d	Amount Approved \$511,540	Benefit to Local \$0

Grant Recipient King County Sheriff's Office	Federal Project # M6X17-04	Program Manager Mark Medalen	
<p>The Traffic Safety Resource Prosecutor (TSRP) program is identified in the Target Zero plan as a best practice to reduce the incidence of impaired driving. TSRPs have access to the state's experts in BAC testing, toxicology, SFST, Ignition Interlock, and DRE programs. These programs comprise the bulk of the issues, which make DUI cases scientifically complex and are often the area's defense counsel challenge. Easy access to these resources, on behalf of statewide prosecutors, is a tremendous benefit for our state's many prosecutors. This grant will continue to expand the state's TSRP program through online training and resources with the Training Unit of the King County Sheriff's Office.</p>			
SHSP (Target Zero Plan) Link ID 1.1, 3.1, 7.1, 8.2, 8.3	Fund Source MAP-21 405d	Amount Approved \$172,308	Benefit to Local \$0

Grant Recipient Municipal Research and Services Center	Federal Project # M6X17-07	Program Manager Mark Medalen	
<p>The TSRP program is identified in the Target Zero plan as a best practice to reduce the incidence of impaired driving. Municipal Research and Services Center (MRSC) hosts one of the statewide TSRPs. The TSRPs have access to the state's experts in Blood Alcohol Content (BAC) testing, toxicology, SFST, Ignition Interlock, and DRE programs. These programs comprise the bulk of the issues, which make DUI cases scientifically complex and are often the area's defense counsel challenge. Easy access to these resources, on behalf of statewide prosecutors, is a tremendous benefit for our state's many prosecutors.</p>			
SHSP (Target Zero Plan) Link ID 1.1, 3.1, 7.1, 8.2, 8.3	Fund Source MAP-21 405d	Amount Approved \$172,308	Benefit to Local \$0

Grant Recipient King County Sherriff's Office	Federal Project # M6X17-08	Program Manager Myke Gable	
Complete and implement the Electronic Law Enforcement Interface for the Acquisition of Search Warrants (ELIAS) in partnership with the King County Sheriff's Office. The application will be implemented for use by the agency pursuant to this grant with the anticipation of availability statewide in the future.			
SHSP (Target Zero Plan) Link ID 14.1	Fund Source MAP-21 405d	Amount Approved \$43,600	Benefit to Local \$0

Grant Recipient Yakima County District Court	Federal Project # M6X17-09	Program Manager Edica Esqueda	
The Yakima DUI Court implements a best practice model and a Target Zero Strategic Plan strategy by providing a program aimed at promoting sobriety for high risk, repeat DUI offenders that also holds them accountable for staying sober. The court provides substance abuse treatment, enhanced supervision of offenders, drug and alcohol case management, and treatment for people who have three or more DUIs on their record. The court monitors drug and alcohol abstinence with random urinalysis testing. The court also provides community support by referring the offender to education, medical, housing, employment, mentoring, and volunteering programs.			
SHSP (Target Zero Plan) Link ID 8.3	Fund Source MAP-21 405d	Amount Approved \$58,840	Benefit to Local \$0

Grant Recipient Pierce County Task Force	Federal Project # M6X17-10	Program Manager Myke Gable	
This grant funds a Party Intervention Patrol (PIP) project in Pierce County. The PIP concept is an important strategy aimed at reducing fatal and serious injury crashes associated with underage drinking parties. This project involves a cooperative effort including law enforcement, chemical dependency professionals, and community volunteers who bust underage drinking parties and provide brief interventions and referrals to youth post-arrest, along with providing substance abuse prevention information to parents. The results of the PIP campaigns are a reduction in fatalities and serious injuries from crashes due to underage drinking.			
SHSP (Target Zero Plan) Link ID 1.1, ID 1.3, ID 2.2, ID 2.3, ID 2.5, ID 5.3, ID 11.1	Fund Source MAP-21 405d	Amount Approved \$47,360	Benefit to Local \$0

<b>Grant Recipient</b> Vancouver Police Department	<b>Federal Project #</b> M6X17-11	<b>Program Manager</b> Edica Esqueda	
<p>In this second year of the project, Vancouver Police Department will continue to coordinate a regional evidence-based project based on a multi-agency initiative to reduce and prevent impaired driving fatalities in Clark County. Work will continue to develop a coalition of partners focusing on impaired driving issues while monitoring other traffic safety concerns, such as distracted driving and pedestrian safety. The coalition will have representation from local law enforcement, judicial, prosecutorial, and release supervision partners, therapeutic courts, LCB, and media partners. Designed to be similar to TZTs.</p>			
<b>SHSP (Target Zero Plan) Link</b> ID 5.2, 5.3	<b>Fund Source</b> MAP-21 405d	<b>Amount Approved</b> \$146,480	<b>Benefit to Local</b> \$0

<b>Grant Recipient</b> WTSC	<b>Federal Project #</b> M6X17-12	<b>Program Manager</b> Edica Esqueda	
<p>Effective DUI courts are patterned after the highly successful drug court model that recognizes the importance of combining treatment with the structure and accountability of the judge and supporting team in a court setting. This project would provide grant funds to one or two DUI candidate courts in Washington for training and startup costs associated with starting a new court.</p>			
<b>SHSP (Target Zero Plan) Link</b> ID 8.3	<b>Fund Source</b> MAP-21 405d	<b>Amount Approved</b> \$125,000	<b>Benefit to Local</b> \$0

<b>Grant Recipient</b> Bellingham Police Department	<b>Federal Project #</b> M6X17-13	<b>Program Manager</b> Edica Esqueda	
<p>With this grant, the Bellingham Police Department (BPD) will allocate six time slots a month for officers to sign up for DUI emphasis patrols. BPD will also widely publicize these patrols through social media. This is a continuation of the 2016 grant that so far has been successful, with one additional goal. For 2016-2017, BPD was awarded a state Target Zero DUI grant for a highly-trained and motivated DRE/ARIDE-trained officer to work DUI enforcement on his weekend work days, while back filling his patrol position. This officer also trained all new BPD patrol officers and senior officers in improved DUI patrol tactics. The additional goal for this grant period is to do a direct, side by side, comparison of BPD DUI arrest numbers from filling extra weekend slots for DUI patrols, and then backfilling the highly-trained and motivated DRE officer.</p>			
<b>SHSP (Target Zero Plan) Link</b> ID 5.2-5.3	<b>Fund Source</b> MAP-21 405d	<b>Amount Approved</b> \$26,784	<b>Benefit to Local</b> \$0

Grant Recipient King County Behavioral and Health Recovery	Federal Project # M6X17-14	Program Manager Mark Medalen
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This project will focus on reducing impaired driving due to alcohol, marijuana, and other drugs in King County. It includes coordinated efforts with the King County Target Zero Task Force and enhanced public education through media campaigns, signage, and materials in key locations to reach populations including parents, caregivers, youth, and young adults. King County will lead the project in collaboration with its network of providers, community groups, and other local government entities.

SHSP (Target Zero Plan) Link ID 1.1, 1.3, 2.3, 2.5, 4.1, 5.1	Fund Source MAP-21 405d	Amount Approved \$100,000	Benefit to Local \$0
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Grant Recipient Clark County District Court	Federal Project # M6X17-16	Program Manager Edica Esqueda
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The Clark County District Court Corrections will implement the 'Decisions Points Project' and send four probation officers to the National Association of Drug Court Professionals (NADCP) conference. Decision Points is evidence-based cognitive behavioral programming that will equip facilitators with the tools to provide decision making skills workshops to higher risk, multiple DUI offenders. The NADCP conference provides DUI Court workshops with the latest research, training, and program information.

SHSP (Target Zero Plan) Link ID 8.3	Fund Source MAP-21 405d	Amount Approved \$65,162	Benefit to Local \$0
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Grant Recipient Okanogan Community Coalition	Federal Project # M6X17-17	Program Manager Edica Esqueda
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The OCC proposes expanding the current City of Omak project, which modifies the PIP model to accommodate rural challenges. The project will include local community partners, Washington Fish and Wildlife, WSP, and Colville Tribal Police and expand to Brewster and Oroville Police Departments. This will allow the project to cover a broader geographic area. The OCC will work with local law enforcement agencies to ensure each event meets high-visibility enforcement requirements and use local and social media before, during, and after the event to publicize the patrols.

SHSP (Target Zero Plan) Link ID 2.2, 5.2, 11.1; YD 4.1, 5.2	Fund Source MAP-21 405d	Amount Approved \$48,681	Benefit to Local \$0
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Grant Recipient Washington State University	Federal Project # M6X17-18	Program Manager Myke Gable	
<p>This project will use a mixed-methods approach to examine FARS data and the causal relationship between THC and fatal crashes from 2010-2014. It will compare drivers with THC in their blood to drivers with alcohol and other intoxicants in their system. The qualitative analysis will involve the detailed study of the files of 56 drivers who had only THC in their blood. The quantitative analysis, using statistical matching techniques, will allow the ability to estimate causal effects of marijuana use on driver fault.</p>			
SHSP (Target Zero Plan) Link TDS 3.4; ID	Fund Source MAP-21 405d	Amount Approved \$59,393	Benefit to Local \$0

Grant Recipient DOL	Federal Project # M6X17-19	Program Manager Myke Gable	
<p>In 2015, nearly 75,000 people came to a DOL office within three months of their 21st birthday to conduct a licensing transaction. These drivers come into a driver licensing office to get a “horizontally-formatted” license because they are under the impression it is required at bars. This grant funds a project to develop and provide printed information specifically about the risks of impaired driving to these 21-year-olds at the “point of sale” during the licensing transaction. This transaction presents a unique opportunity for DOL to provide brief information around the impacts of impaired driving to these customers.</p>			
SHSP (Target Zero Plan) Link ID 1.1, ID 2.3, ID 2.5, YD 3.6, YD 5.2	Fund Source MAP-21 405d	Amount Approved \$35,000	Benefit to Local \$0

### Statewide DUI HVE Projects

Grant Recipient WTSC	Federal Project # PT17-01	Program Manager Angie Ward	
<p>The Impaired Driving HVE project funds overtime for local law enforcement agencies to participate in two statewide mobilizations with the goal of reducing impaired driving fatalities and serious injuries. This grant works in concert with the WSP overtime grant M6X 16-01 and is dependent upon the media support in project M5PEM16-01 to warn drivers in advance of the patrols.</p>			
SHSP (Target Zero Plan) Link ID 5.1	Fund Source 402	Amount Approved \$400,000	Benefit to Local \$400,000

Grant Recipient WSP	Federal Project # M6X17-05	Program Manager Angie Ward	
<p>The Impaired Driving HVE project funds overtime for the WSP to participate in two statewide mobilizations and local flex patrols with the goal of reducing impaired driving fatalities and serious injuries. This grant works in concert with the local law enforcement overtime grant PT17-01 (local law enforcement overtime funds) and is dependent upon the media support in projects M6X17-01 and PM 17-01 to warn drivers in advance of the patrols.</p>			
SHSP (Target Zero Plan) Link ID 5.1	Fund Source MAP-21 405d	Amount Approved \$400,000	Benefit to Local \$0

### TZT Projects

Grant Recipient Target Zero Teams – Local Law Enforcement/Media East Counties	Federal Project # M6X17-15	Program Manager Edica Esqueda	
<p>TZTs in Yakima and Spokane Counties will focus on high-visibility, multijurisdictional enforcement patrols backed by media outreach designed to let the public know about the increased enforcement, increasing their perception of being caught if they should choose to drive impaired. The patrols will follow a strict schedule and will reinforce publicity efforts. Media efforts will provide educational information quarterly in high fatality and serious injury locations by use of billboards, bus tail ads, variable message boards, public service announcements, and earned media events. This project will utilize the Home Safe Bar Program education and compliance visits by local law enforcement officers and Washington State LCB officers on the evenings of enforcement patrols in high fatality and serious injury collisions areas. The project will promote ride-alongs by local media and generate public service announcements by local law enforcement. The task force is comprised of representatives from engineering, law enforcement, education, prevention, health, insurance, and citizens working toward Target Zero goals.</p>			
SHSP (Target Zero Plan) Link ID 5.2	Fund Source MAP-21 405d	Amount Approved \$220,000	Benefit to Local \$0



<b>Grant Recipient</b> Target Zero Teams – Local Law Enforcement/Media West Counties	<b>Federal Project #</b> M6X17-20	<b>Program Manager</b> Edica Esqueda	
<p>TZTs in King, Pierce, and Snohomish Counties will focus on high-visibility, multijurisdictional enforcement patrols backed by media outreach designed to let the public know about the increased enforcement, increasing their perception of being caught if they should choose to drive impaired. The patrols will follow a strict schedule and will reinforce publicity efforts. Media efforts will provide educational information quarterly in high fatality and serious injury locations by use of billboards, bus tail ads, variable message boards, public service announcements, and earned media events. This project will utilize the Home Safe Bar Program education and compliance visits by local law enforcement officers and Washington State LCB officers on the evenings of enforcement patrols in high fatality and serious injury collision areas. The project will promote ride-alongs by local media and generate public service announcements by local law enforcement. The task force is comprised of representatives from engineering, law enforcement, education, prevention, health, insurance, and citizens working toward Target Zero goals.</p>			
<b>SHSP (Target Zero Plan) Link</b> ID 5.2	<b>Fund Source</b> MAP-21 405d	<b>Amount Approved</b> \$250,000	<b>Benefit to Local</b> \$0

## WIDAC Projects

<b>Grant Recipient</b> WTSC	<b>Federal Project #</b> N/A	<b>Program Managers</b> Edica Esqueda and Mark Medalen	
<p>Through the WIDAC, our Commissioners hear from all agencies and organizations working to reduce impaired driving. WIDAC helps coordinate their work. The advisory council is made up of:</p> <ul style="list-style-type: none"> <li>• 10 voting members from 7 state agencies with direct responsibility for traffic safety</li> <li>• 15 advisory members with expertise in prevention, deterrence, treatment, rehabilitation, and program management</li> </ul> <p>The following projects, which began May 2016 and will conclude June 2017, will be funded with state WIDAC DUI funds:</p>			
<b>Sub-grantee</b>	<b>Project Description</b>	<b>Amount</b>	
Lynnwood Police Department	Lynnwood Police Department will use current location-based data for targeted enforcement, education including alcohol server curriculum, ARIDE training for officers, and local media outreach.	\$28,000	
Skagit County Public Hospital	Skagit Traffic Safety Pilot Project (STSP) applies a multijurisdictional approach to traffic safety programming in Skagit County. The project targets at-risk, East County youth through PIPs.	\$47,000	
<b>Continued on next page</b>			

Grant Recipient  
WTSC

Federal Project #  
N/A

Program Managers  
Edica Esqueda and Mark Medalen

Sub-grantee	Project Description	Amount
City of Bellingham	The Bellingham Town and Gown project will educate young adults, ages 18-25, about the potential impacts of their actions on the community when they attend parties that involve the consumption of alcohol and/or drugs. The primary strategy will be to implement a Party Registration Program. Another strategy will be to conduct a Mock DUI Investigation that is commonly done at high schools in Washington State; however, we would seek to host it at a local college campus involving students, residents, and local resources to demonstrate the real nature and impact of DUI related collisions.	\$10,000
Bellingham Police Department	The BPD will promote training for experienced officers, comprehensive training for new hire officers, and Field Training and Enforcement with an ARIDE trained DRE officer. The funds will also allow for highly trained officers to work DUI emphasis patrol shifts when otherwise scheduled to work patrol.	\$34,000
Yakima County District Court	The Yakima County DUI Court project will provide a Sheriff's deputy to participate in community supervision. This will enhance the existing DUI court program by adding additional substance use testing and support for supervision of our participants in the community.	\$41,000
City of Federal Way Municipal Court	The City of Federal Way Municipal Court will work with local youth to determine if the in-person DUI Victim Impact Panel (VIP) model would be an effective means to teach new drivers about the dangers of DUI, texting, cell phone use, drowsy driving, and other areas of distracted driving.	\$6,000
Kent Police Department	The Kent Police Department will conduct DUI emphasis patrol projects in King County. A media and education campaign will coincide with the enforcement efforts.	\$48,000
Spokane County Prosecuting Attorney's Office	A good trial notebook is the foundation for any successful prosecutor. This grant provides funding for Spokane County to provide Driving While Impaired (DWI) prosecutors with the training, guidance, and supplies to build and maintain a trial notebook.	\$17,000

Continued on next page

Sub-grantee	Project Description	Amount		
Neighborhood House – Seattle	Implement a comprehensive 'Talk With Your Kids' campaign to decrease the rising rates of youth and young adults driving under the influence of marijuana. Advertising strategies and educational materials include billboards, digital ads, and postcards, in coordination with the 'Start Talking Now' website.	\$50,000		
Cowlitz County Health and Human Services	In partnership with the Castle Rock CARE Coalition, Castle Rock Police Department will incorporate alcohol purchase surveys, compliance checks, and retailer education to encourage responsible alcohol sales practices. Media campaign with DUI prevention and education will target retailers and parents.	\$14,000		
WA Department of Fish and Wildlife	Department of Fish and Wildlife will purchase a new Draeger Alcotest 9510 breath test machine to ensure impaired boaters are stopped before they become impaired drivers on our roads.	\$10,000		
Mt. Rainier National Park	Mt. Rainier National Park will purchase a new Draeger Alcotest 9510 breath test machine for more reliable DUI breath testing at Mt. Rainier National Park.	\$10,000		
Municipal Research and Services Center	Municipal Research and Services Center will hire a full-time intern to assist the TSRP Program with trainings.	\$5,000		
Municipal Research and Services Center	The state TSRP, in partnership with the Spokane Target Zero Prosecutor, will facilitate an Eastern Washington DUI Bootcamp for up to 25 prosecutors in 2016-2017 to train the additional prosecutors.	\$10,000		
Thurston County Mental Health and Veterans Court	Thurston County will use these funds to offset the costs of indigent court participants sentenced to ignition interlock in order to complete the two-year treatment program.	\$11,520		
Fife Police Department	Fife Police Department will purchase a new Draeger Alcotest 9510 breath test machine to be housed in the department jail, which is a secure and convenient BAC processing area for WSP, Tacoma, Fife, Milton, and Pierce County Sheriff's Office.	\$10,000		
Lakewood Police Department	Lakewood Police Department will establish a Law Enforcement Phlebotomist Pilot Program within the police department aimed at training law enforcement officers to draw blood from suspected impaired drivers for the purpose of forensic alcohol and drug testing and submission as evidence in court. It is expected to have an increase in DUI convictions and reduce the DUI breath test refusals.	\$50,000		
SHSP (Target Zero Plan) Links ID		Fund Source State–DUI	Amount Approved \$401,520	Benefit to Local \$0

## Impaired Driving Funding Summary

Project #	Project Title	Budget	Budget Source
PT17-01	Impaired Driving HVE Local	\$400,000	402
<b>Total 402</b>		<b>\$400,000</b>	
M1*AL17-01	WSP Electronic DUI Processing	\$320,000	405b
M1*AL17-02	Spokane Target Zero Prosecutor	\$150,000	405b
<b>Total 405b high flex</b>		<b>\$470,000</b>	
M6X17-02	Seattle PD Impaired Driving Initiative	\$60,000	405d low
M6X17-03	WSP Impaired Driving Operations	\$511,540	405d low
M6X17-04	King Co Sheriff – TSRP	\$172,308	405d low
M6X17-05	WSP Block Grant – DUI	\$400,000	405d low
M6X17-07	MRSC – TSRP	\$172,308	405d low
M6X17-08	King Co SO – ELIAS	\$43,600	405d low
M6X17-09	Yakima Co DUI Court	\$58,840	405d low
M6X17-10	Pierce Co PIP	\$47,360	405d low
M6X17-11	Vancouver-Clark Reduce Fatal Crash	\$146,480	405d low
M6X17-12	DUI Training & Candidate Court	\$125,000	405d low
M6X17-13	Bellingham PD DUI Patrols	\$26,784	405d low
M6X17-14	King Co Prevent Impaired Driving	\$100,000	405d low
M6X17-15	TZT Local – East	\$220,000	405d low
M6X17-16	Clark Co DUI Court	\$65,162	405d low
M6X17-17	Okanogan Co RUAD	\$48,681	405d low
M6X17-18	WSU - Role of Drugs on Accidents	\$59,393	405d low
M6X17-19	DOL Happy 21st Birthday	\$35,000	405d low
M6X17-20	TZT Local – West	\$250,000	405d low
<b>Total 405d low</b>		<b>\$2,542,456</b>	
DRE	Overtime for DRE Callouts	\$25,000	State Funds
DUI Accountability	WIDAC/WTSC DUI Projects	\$230,000	State Funds
<b>Total State Funds</b>		<b>\$255,000</b>	
<b>Total All Funds</b>		<b>\$3,838,976</b>	

# SPEEDING

## Overview

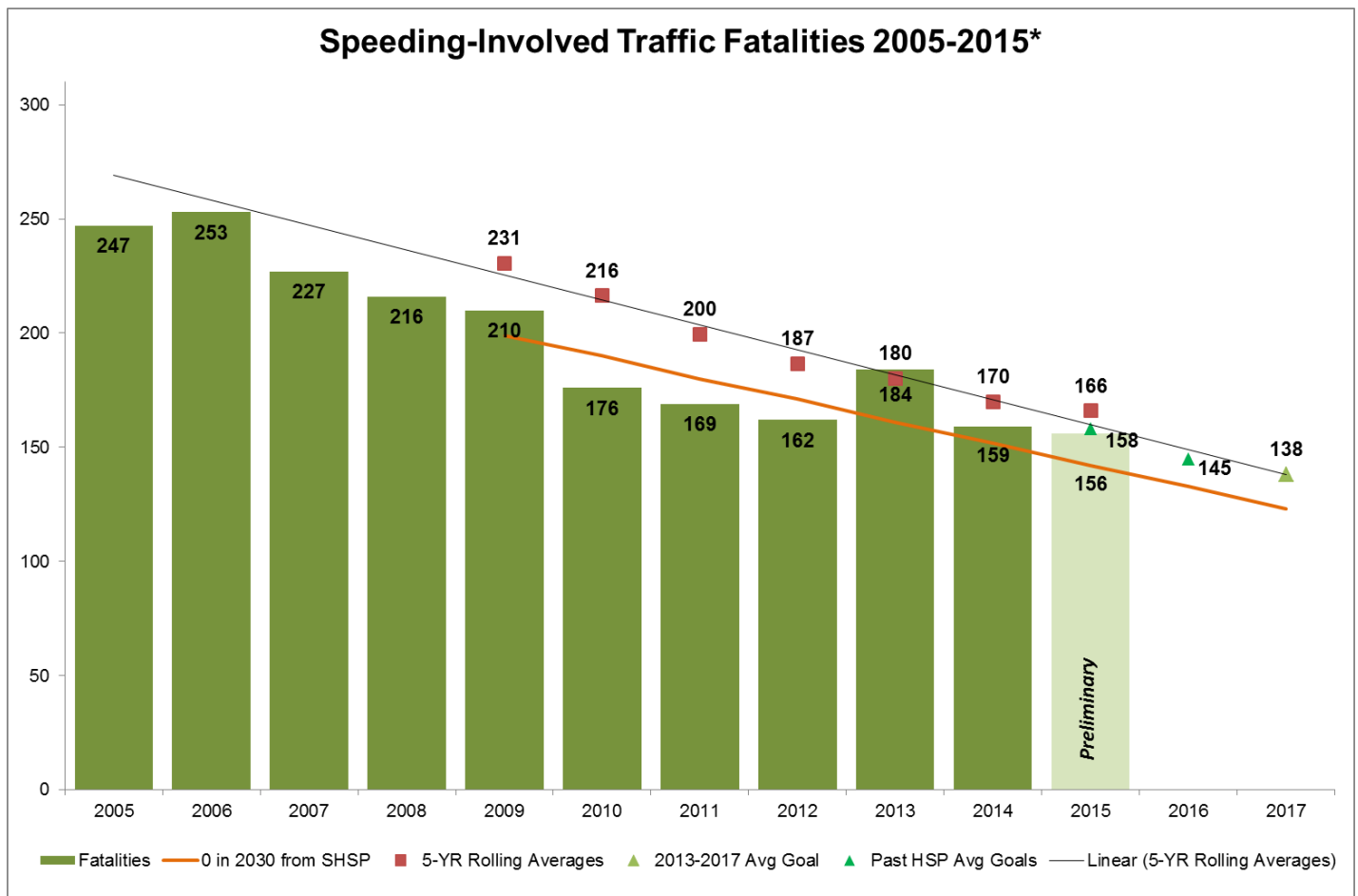
From 2013-2015, speeding was a factor in 34.3 percent of traffic fatalities and 26 percent of serious injuries. Speeding involved fatalities decreased 1 percent in 2013-2015 (502) compared to 2010-2012 (507). During this same time period, speeding involved serious injuries increased by 10.6 percent (1,853 to 2,050).

## Performance Analysis

### Speeding-Involved Fatalities

**Performance Measure:** Decrease speeding involved fatalities by 18.8 percent from the 2010-2014 five-year rolling average of 170 to 138 by December 31, 2017.

**Preliminary Performance Report:** Preliminary 2011-2015 rolling average shows there were 166 speeding-involved fatalities, missing the HSP 2015 goal of 158 by 5.1 percent.

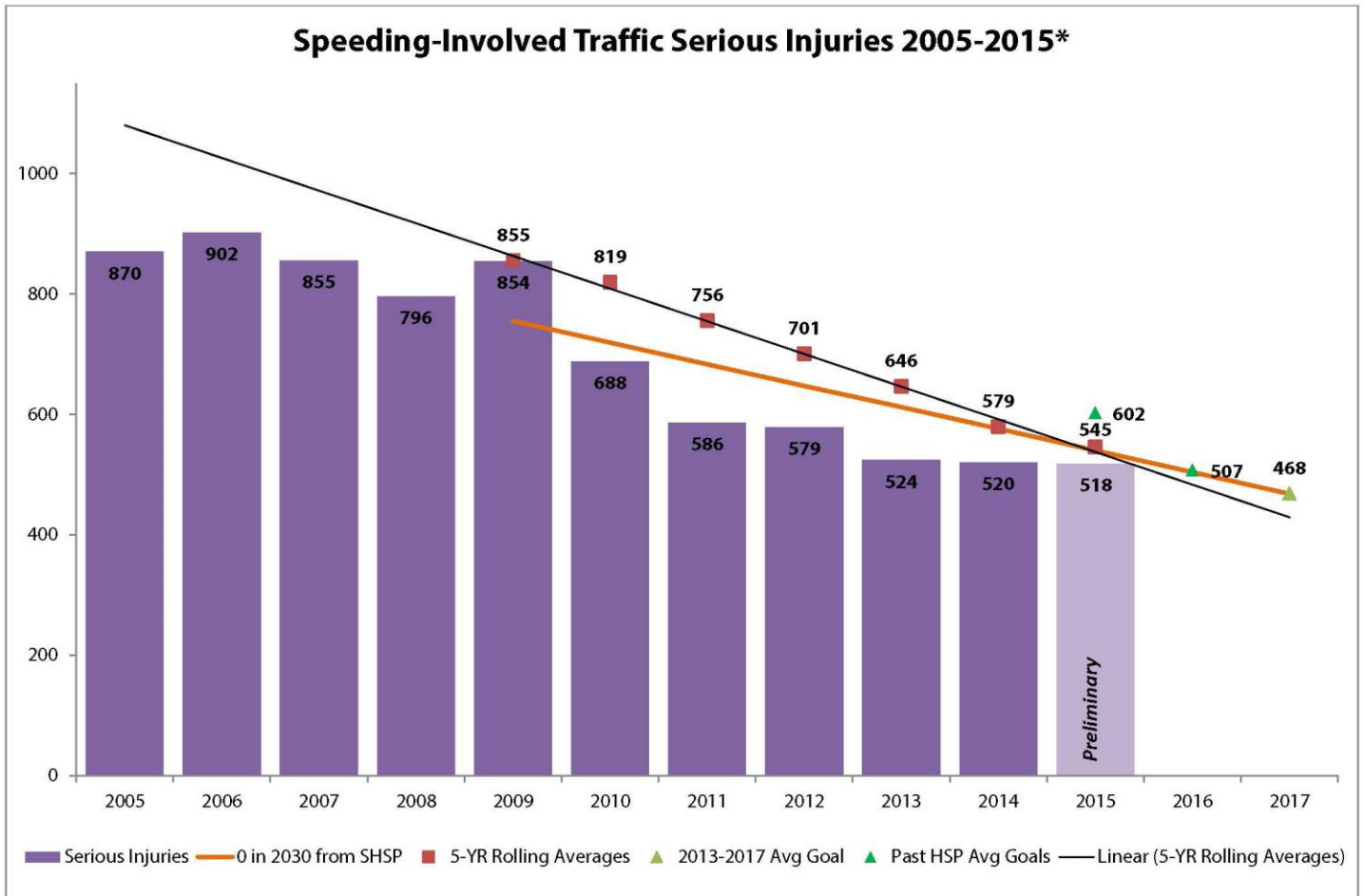


SOURCE: WA FARS

## Speeding Involved Serious Injuries

**Performance Measure:** Decrease speeding involved serious injuries by 21.3 percent from the 2011-2015 five-year rolling average of 545 to 429 by December 31, 2017.

**Preliminary Performance Report:** Preliminary 2011-2015 rolling average shows there was 545 speeding involved serious injuries, achieving the HSP 2015 goal of 602 by 9.5 percent.



SOURCE: WA FARS

## FFY 2017 Speeding Projects

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Grant Recipient Kitsap County Sheriff's Office	Federal Project # SE17-02	Program Manager Jerry Noviello	
Local data shows that speeding was involved in over 50 percent of fatality crashes in Kitsap County in 2015. This analysis will determine how speed-related fatality and serious injury crashes could have been prevented. Relying on the four "E"s of traffic safety, we will use enforcement patrols, electronic speed measuring signs, educational messages, and media to inform the drivers in Kitsap County that speed enforcement is ongoing.			
SHSP (Target Zero Plan) Link SP 1.1, 1.2, 2.5, 3.2	Fund Source 402	Amount Approved \$40,000	Benefit to Local \$40,000
Grant Recipient Wenatchee Police Department	Federal Project # SE17-03	Program Manager Jerry Noviello	
This project continues speed reduction efforts utilizing education, enforcement, electronic reader boards, and media. Region 12 Target Zero Taskforce will utilize crash data and local engineering tools to determine high risk areas and times. There will be multijurisdictional, high-visibility speed enforcement mobilizations, and outreach efforts throughout the project life in Region 12.			
SHSP (Target Zero Plan) Link SP 1.1, 1.2, 2.5, 3.2	Fund Source 402	Amount Approved \$40,000	Benefit to Local \$40,000
Grant Recipient Thurston County Prosecuting Attorney's Office	Federal Project # SE17-04	Program Manager Jerry Noviello	
Thurston County Target Zero Task Force will continue and expand the speed reduction project that was created in FFY 2015. This project includes mobile speed feedback signs, media publicity, and active enforcement. Six law enforcement agencies in Thurston County will utilize the speed feedback signs to determine high risk areas and times. These tools will be used to influence regular traffic enforcement throughout the year.			
SHSP (Target Zero Plan) Link SP 1.1, 1.2, 1.6, 2.5, 3.2	Fund Source 402	Amount Approved \$44,000	Benefit to Local \$44,000

Grant Recipient WTSC	Federal Project # SE17-05	Program Manager Jerry Noviello	
<p>The WTSC plans to conduct high-visibility speed enforcement efforts in a limited number of WTSC regions during FFY 2017. Regions will be selected using a data-driven approach, and the patrol periods will be advertised using a combination of paid and earned media. Grants to local law enforcement will be coordinated through the WTSC's network of TZMs.</p>			
SHSP (Target Zero Plan) Link SP 1.1, 1.2, 3.2, 3.7	Fund Source 402	Amount Approved \$100,000	Benefit to Local \$100,000

Grant Recipient WSP	Federal Project # M7*PT17-01	Program Manager Jerry Noviello	
<p>The WSP will conduct high-visibility speed enforcement efforts in a limited number of WTSC regions during FFY 2017. Regions will be selected using a data-driven approach, and the patrol periods will be advertised using a combination of paid and earned media funded in M7*PM17-01. Patrols will be conducted in coordination with local law enforcement (funded in SE17-05) and will be coordinated through the WTSC's network of TZMs.</p>			
SHSP (Target Zero Plan) Link SP 1.1, 1.2, 3.2, 3.7	Fund Source MAP-21 405d II	Amount Approved \$100,000	Benefit to Local \$0

### Speeding Funding Summary

Project #	Project Title	Budget	Budget Source
SE17-02	Kitsap Speed Project	\$40,000	402
SE17-03	Region 12 Speed Project	\$40,000	402
SE17-04	Thurston Co Speed Project	\$44,000	402
SE17-05	Speed HVE Local	\$100,000	402
<b>Total 402</b>		<b>\$224,000</b>	
M7*PT17-01	WSP - Block Grant (Speed)	\$100,000	405d II
<b>Total 405d II</b>		<b>\$100,000</b>	
<b>Total All Funds</b>		<b>\$324,000</b>	



# YOUNG DRIVERS

## Overview

Among drivers involved in fatal collisions, drivers ages 16 to 25 have higher incidences of speeding, improper passing, and impairment compared to drivers ages 26 and older.

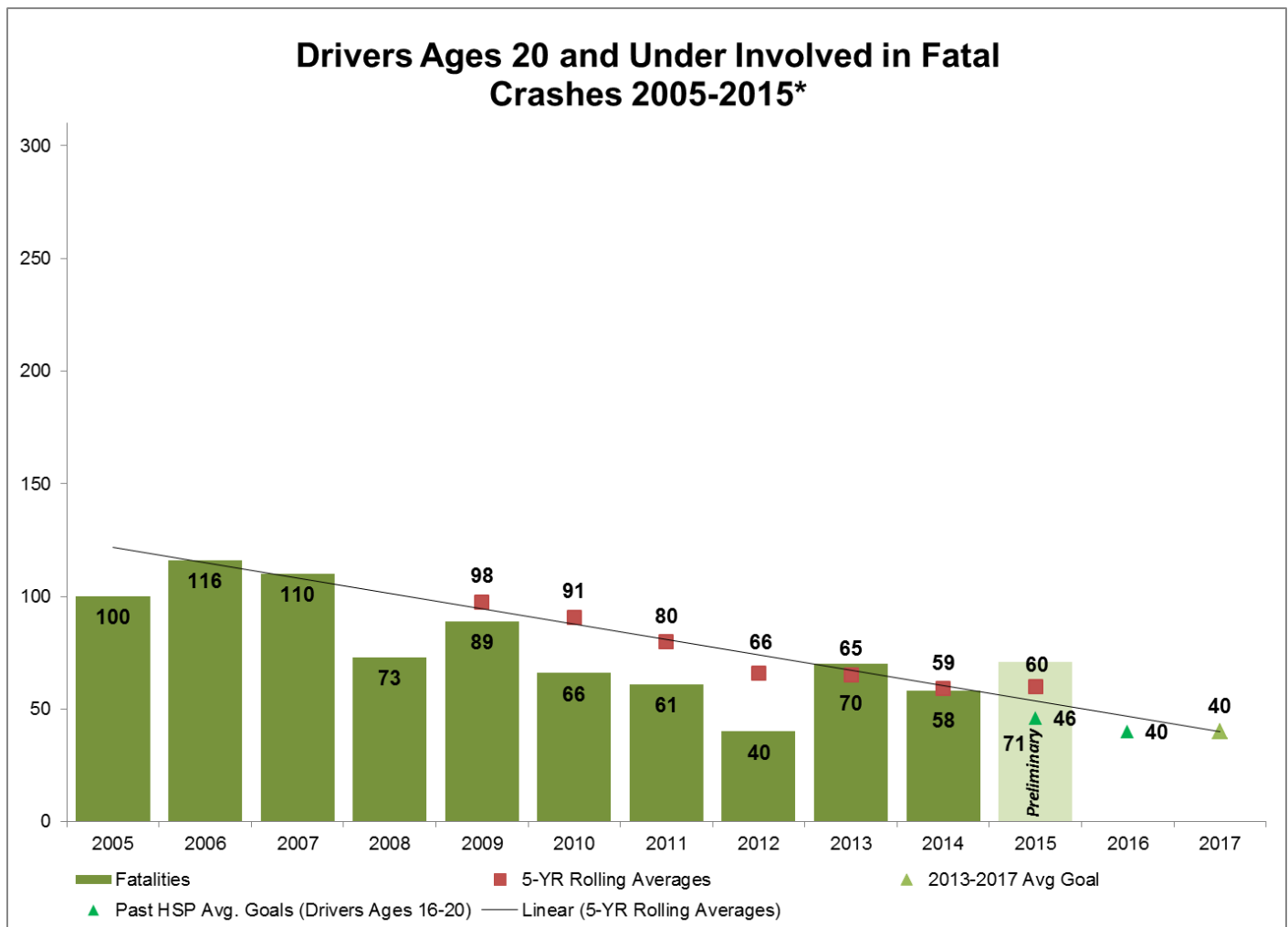
From 2013-2015, 32.3 percent of traffic fatalities and 34.1 percent of serious injuries involved a driver ages 16-25. Young driver involved fatalities increased 8.5 percent compared to 2010-2012 (436 to 473). During this same time period, young driver involved serious injuries decreased by 17.4 percent (2,482 to 2,050).

## Performance Analysis

### Drivers Ages 20 and Under Involved in Fatal Crashes

**Performance Measure:** Decrease the number of drivers ages 20 and under involved in fatal crashes by 32.2 percent from the 2010-2014 five year rolling average of 59 to 40 by December 31, 2017.

**Preliminary Performance Report:** Preliminary 2011-2015 rolling average shows there were an average of 60 drivers ages 20 and under involved in fatal crashes, missing the HSP 2015 goal of 46 (drivers ages 16-20) by 23.3 percent.

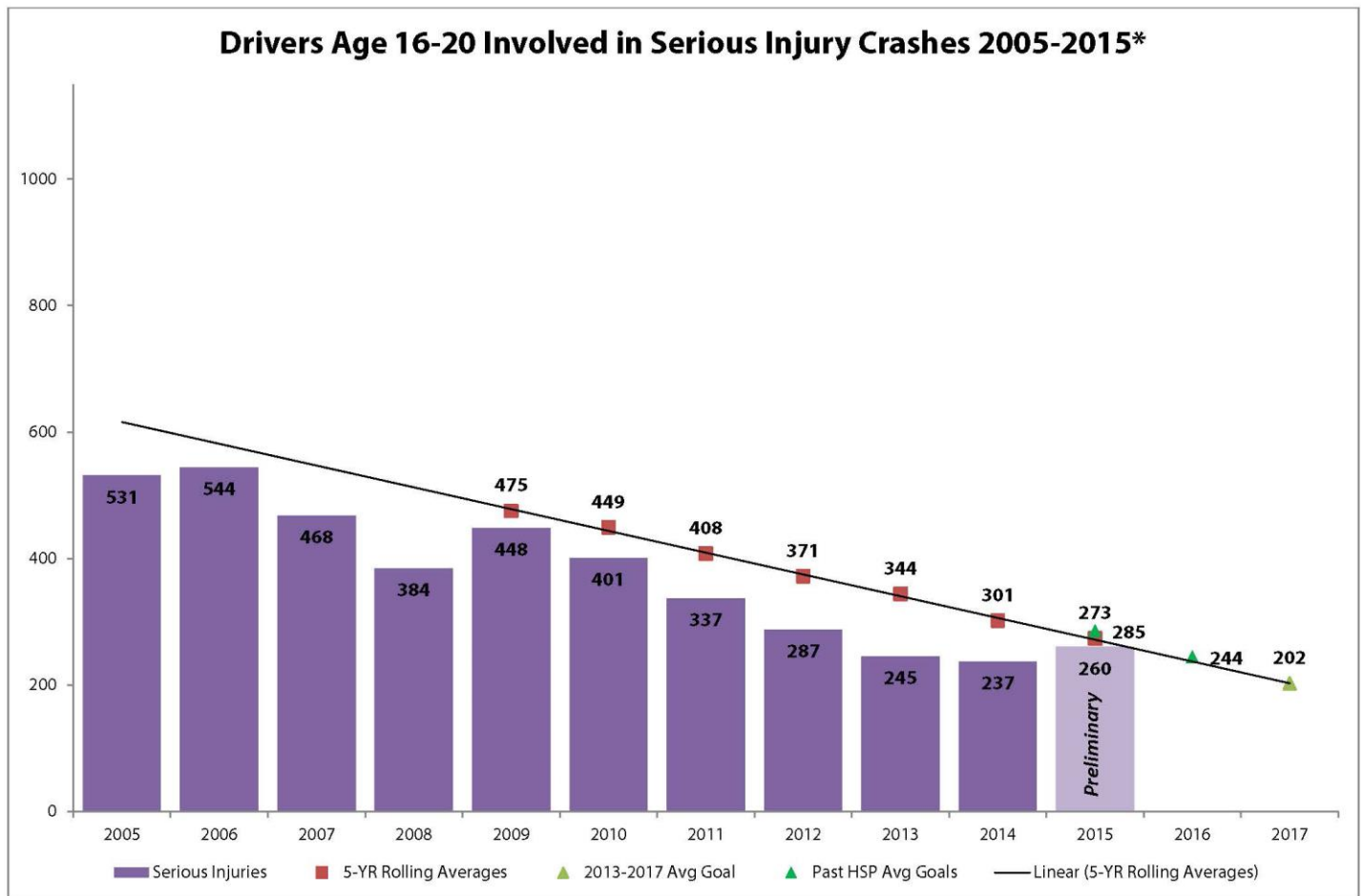


SOURCE: WA FARS

## Drivers Ages 16-20 Involved in Serious Injury Crashes

**Performance Measure:** Decrease the number of drivers ages 16-20 involved in serious injury crashes by 26 percent from the 2011-2015 five year rolling average of 273 to 202 by December 31, 2017.

**Preliminary Performance Report:** Preliminary 2011-2015 rolling average shows there were an average of 273 drivers ages 16-20 involved in serious injury crashes, achieving the HSP 2015 goal of 285 by 4.2 percent.

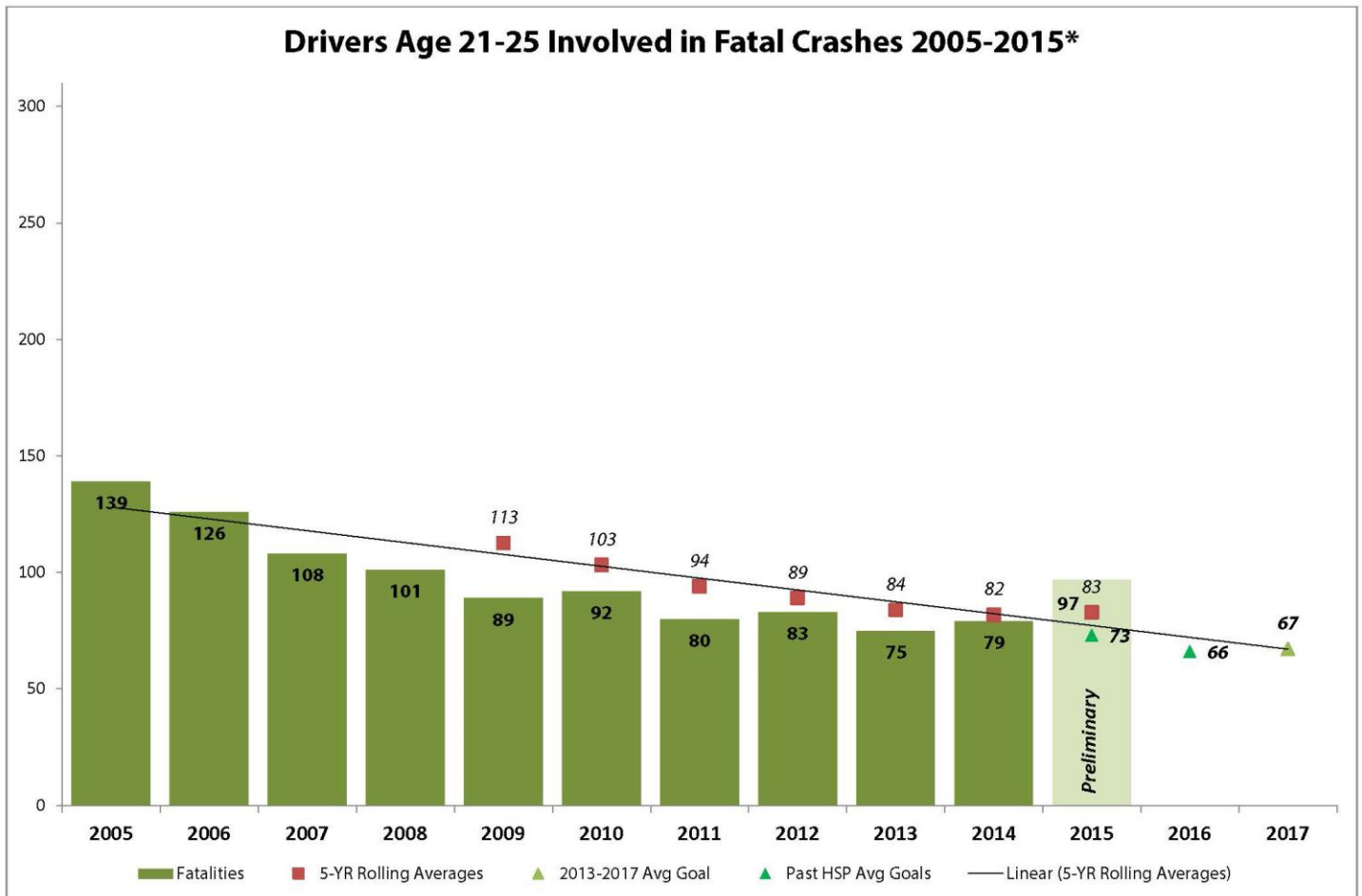


SOURCE: WSDOT

## Drivers Ages 21-25 Involved in Fatal Crashes

**Performance Measure:** Decrease the number of drivers ages 21-25 involved in fatal crashes by 19.3 percent from the 2011-2015 five year rolling average of 83 to 67 by December 31, 2017.

**Preliminary Performance Report:** Preliminary 2011-2015 rolling average shows there were an average of 83 drivers ages 21-25 involved in fatal crashes, missing the HSP 2015 goal of 73 by 13.7 percent.

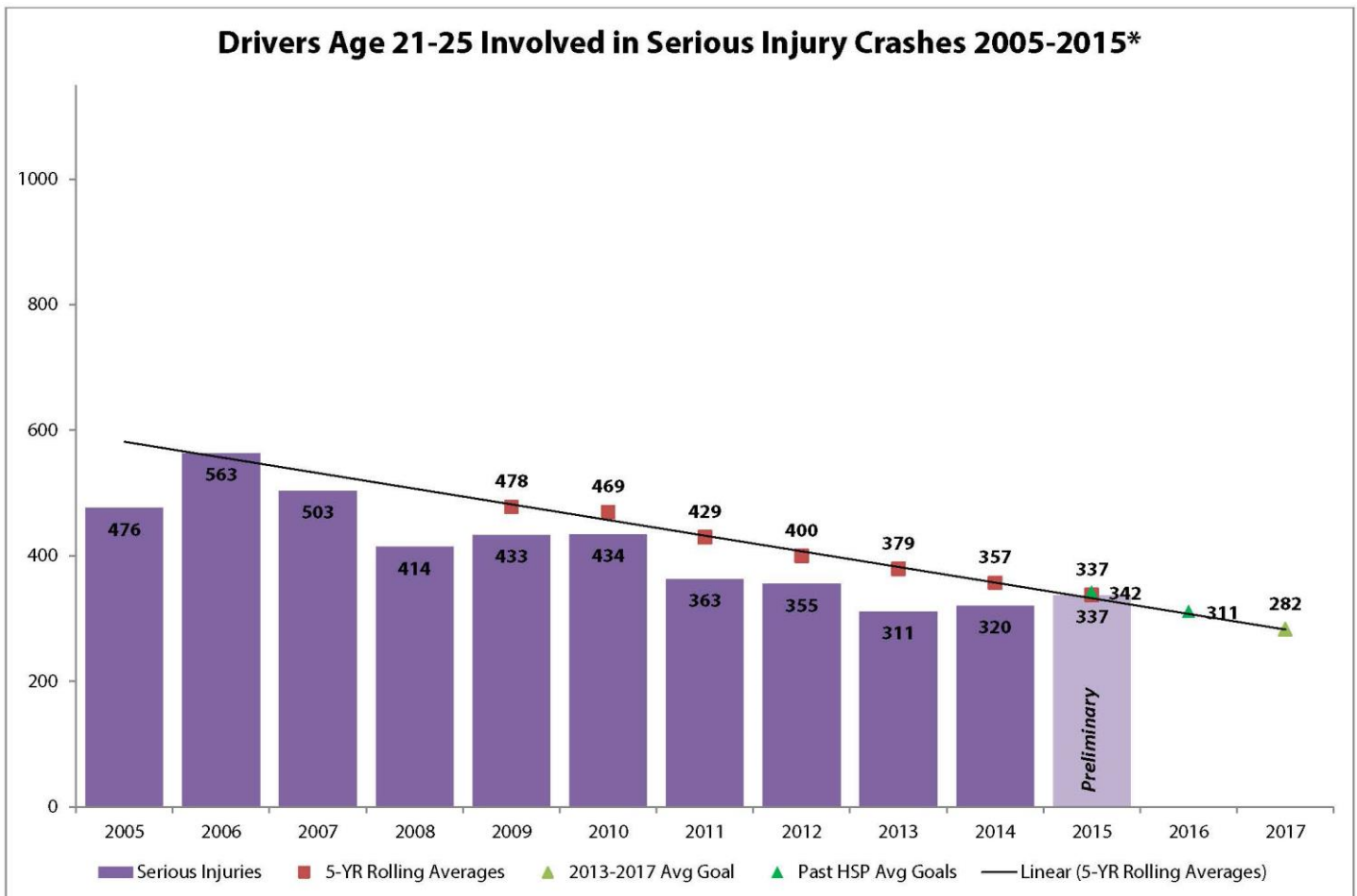


SOURCE: WA FARS

## Drivers Ages 21-25 Involved in Serious Injury Crashes

**Performance Measure:** Decrease the number of drivers ages 21-25 involved in serious injury collisions by 16.3 percent from the 2011-2015 five year rolling average of 337 to 282 by December 31, 2017.

**Preliminary Performance Report:** Preliminary 2011-2015 rolling average shows there were an average of 337 drivers ages 21-25 involved in serious injury collisions, achieving the HSP 2015 goal of 342 by 1.5 percent.



SOURCE: WSDOT

## FFY 2017 Young Driver Projects

Grant Recipient WTSC	Federal Project # CP17-06	Program Manager Angie Ward	
<p>Funds for this project will support tasks directly connected to strategies in the Young Driver section of the Target Zero Plan. The Action Council on Young Drivers will provide guidance, as its work is coordinated around the Results Washington Young Driver Initiative. Work will include supporting DOL efforts to improve driver education, testing, and the drivers guide, parental involvement, public outreach to parents and young people, and high-visibility enforcement focused on young driver safety.</p>			
SHSP (Target Zero Plan) Link YD 1.3, 1.4, 2.4, 3.1, 3.5, 3.6, 4.1	Fund Source 402	Amount Approved \$50,000	Benefit to Local \$25,000

Grant Recipient WTSC	Federal Project # N/A	Program Manager Angie Ward	
<p>This project provides \$500 grants to school-based organizations that fulfill a series of tasks intended to promote traffic safety to students and faculty at the school. Organizations document their tasks with photos, videos, and through social media.</p>			
SHSP (Target Zero Plan) Link YD 1.3, 1.4, 2.4, 3.1, 3.5, 3.6, 4.1	Fund Source State Farm	Amount Approved \$50,000	Benefit to Local \$0

### Young Driver Funding Summary

Project #	Project Title	Budget	Budget Source
CP17-06	Young Drivers	\$50,000	402
<b>Total 402</b>		<b>\$50,000</b>	
State Farm	State Farm Young Drivers Program	\$50,000	State Farm
<b>Total State Farm</b>		<b>\$50,000</b>	
<b>Total All Funds</b>		<b>\$100,000</b>	

# DISTRACTED DRIVING

## Overview

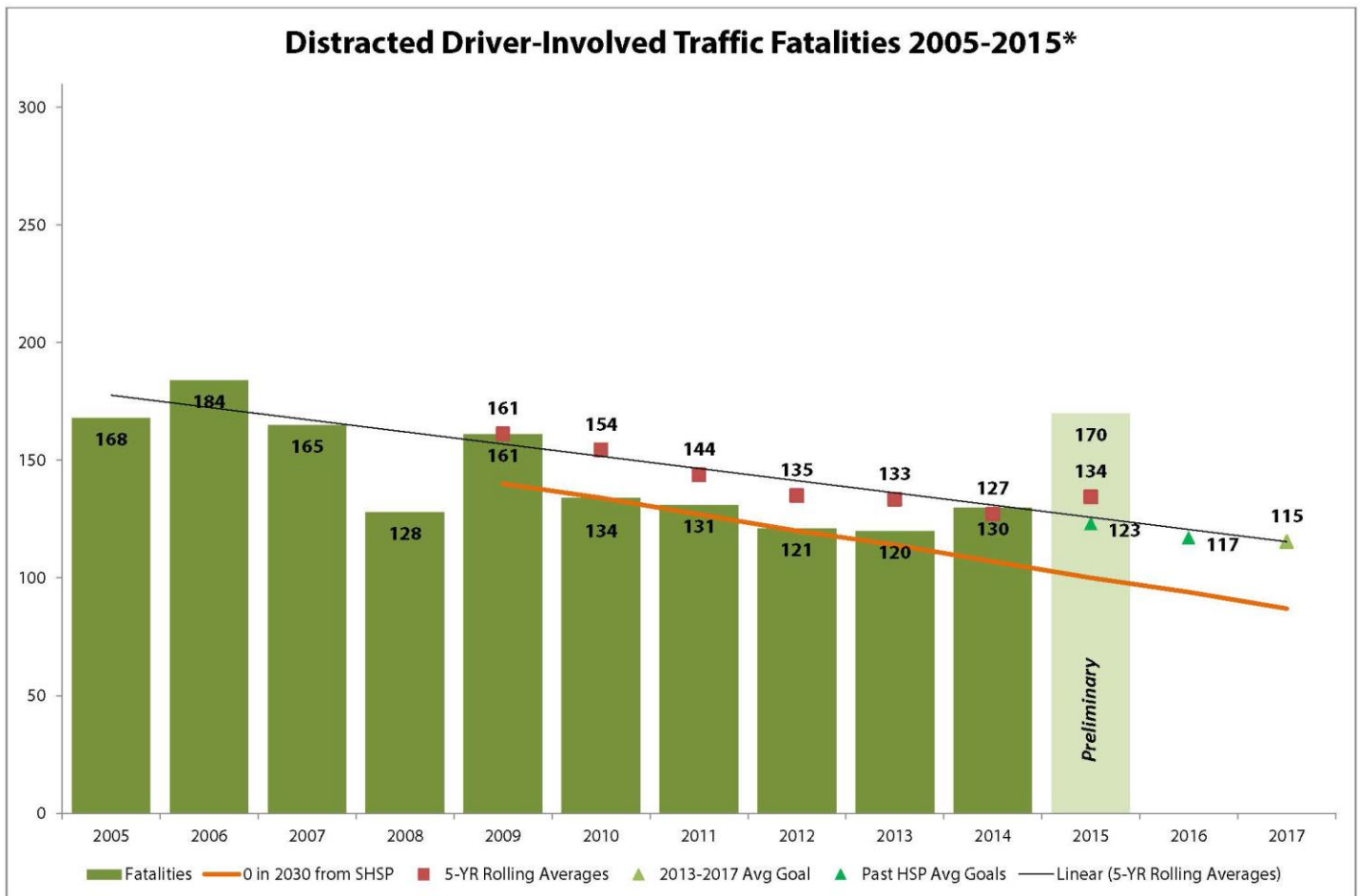
From 2013-2015, distracted driving was a factor in 28.7 percent of traffic fatalities. Due to a change in coding practices, distracted driving data for serious injuries are only available from 2013 forward. From 2013-2015, distracted driving was a factor in 27.7 percent of serious injuries (1,663). Distracted driver-involved fatalities increased 8.8 percent in 2013-2015 (420) compared to 2010-2012 (386).

## Performance Analysis

### Distracted Driver Involved Fatalities

**Performance Measure:** Decrease distracted driver involved fatalities by 14.2 percent from the 2011-2015 five year rolling average of 134 to 115 by December 31, 2017.

**Preliminary Performance Report:** Preliminary 2011-2015 rolling average shows there were an average of 134 distracted driver involved fatalities, missing the HSP 2015 goal of 123 by 8.9 percent.



SOURCE: WA FARS

## FFY 2017 Distracted Driving Projects

Grant Recipient WTSC	Federal Project # DD17-02	Program Manager Angie Ward	
<p>The Distracted Driving Project will primarily fund HVE overtime for local law enforcement agencies to participate in one national mobilization with the goal of reducing distracted driving. This grant works in conjunction with the WSP Traffic Safety Block Grant, M7*PT 17-01. Paid advertising will be coordinated and purchased through a separate project, PM17-01, in an effort to warn the public in advance about these extra patrols.</p>			
SHSP (Target Zero Plan) Link DD 3.1	Fund Source 402	Amount Approved \$200,000	Benefit to Local \$200,000

Grant Recipient WSP	Federal Project # M7*PT17-01	Program Manager Angie Ward	
<p>This project will fund HVE overtime for WSP to participate in one national mobilization with the goal of reducing distracted driving. This grant works in conjunction with DD 17-02, funding for local law enforcement to work this same national campaign, and PM 17-01, which funds paid advertising to warn the public in advance of these extra distracted driving patrols.</p>			
SHSP (Target Zero Plan) Link DD 3.1	Fund Source MAP-21 405d II	Amount Approved \$100,000	Benefit to Local \$0

Grant Recipient DOL	Federal Project # M6X17-21	Program Manager Angie Ward	
<p>Inattentive blindness is a situation where someone does not see something in plain sight (i.e., not seeing a pedestrian in a crosswalk because the driver is on their cell phone). In 2015, DOL made improvements to our Washington Risk Prevention Curriculum, including additional distracted driving content. In order to more effectively educate students about the effects of distracted driving, this project will produce a video to demonstrate inattentive blindness in a fun and interactive way.</p>			
SHSP (Target Zero Plan) Link YD 3.1, 3.2	Fund Source MAP-21 405d	Amount Approved \$40,000	Benefit to Local \$0

### Distracted Driving Funding Summary

Project #	Project Title	Budget	Budget Source
DD17-02	Distracted Driving HVE	\$200,000	402
<b>Total 402</b>		<b>\$200,000</b>	
M6X17-21	DOL Inattention Blindness Video	\$40,000	405d
<b>Total 405d</b>		<b>\$40,000</b>	
M7*PT17-01	WSP - Block Grant, Distracted Driving	\$100,000	405d II
<b>Total 405d II</b>		<b>\$100,000</b>	
<b>Total All Funds</b>		<b>\$340,000</b>	

# TRAFFIC DATA SYSTEMS

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## Overview

Target Zero is a data-driven approach to reducing traffic fatalities and injuries. Timely, accurate, complete, uniform, integrated, and accessible data is the foundation for targeting resources and monitoring progress toward zero traffic fatalities and serious injuries by 2030. Quality data is essential in ever-evolving problem identification and assessment of implemented countermeasures. The data assists in identification of the focus areas and innovative strategies that will have the greatest impact on achieving our goal.

Washington’s traffic information and support data systems are comprised of hardware, software, and accompanying processes that capture, store, transmit, and analyze the following types of data:

- Traffic fatalities (WTSC)
- All collisions (WSDOT)
- Citation/adjudication information (Washington AOC)
- Licensed drivers and registered vehicles (Washington DOL)
- Commercial motor vehicles (Washington DOL, WSP, WSDOT)
- Injury surveillance systems (Washington DOH)
- Roadway information (WSDOT)
- Location information via Geographic Information Systems (Various Agencies)

These systems make up Washington’s traffic records system. Each component provides key information for problem identification and decision support related to public and transportation safety. This information enhances management and accountability in public service by gauging progress toward key measures of performance.

## Performance Measures

Crash - Timeliness	July 2014 – May 2015 Baseline	July 2015 – May 2016 Actual
Average number of days from the time of a collision until the report is received by WSDOT for processing to other agencies	7 Days	5 Days
<p>Since the creation of the state’s current collision database in 2001, the sole method of report entry has been manual. This manual entry requires a great deal of man-power and causes significant delays in processing reports. Washington State is engaged in a number of orchestrated projects aimed at replacing manual, hand-entry methods with automated processing and filing services. These projects contribute significantly to the reduction of time between the occurrence of a collision and the availability of data to other agencies such as the WSP for their public disclosure and DOL for their drivers’ records. Between July 2014 and May 2015, the average number of days from the time of a collision until its availability for processing by other agencies was five days, which was actually a decrease from seven days only a year earlier.</p>		



**Calculation Method**

The date/time the report is received in WSDOT's system (column C), minus the date of the collision (column B) is the number of days (column D) for each report. Then average that number for all reports – both electronic and on paper - submitted in the timeframe.

<b>Injury Surveillance - Completeness</b>	<b>2013 Baseline</b>	<b>2014 Actual</b>
Number of incident reports submitted by EMS agencies	621,577	703,578

The total number of EMS run incident reports submitted to the Dept. of Health WEMIS (Washington EMS Information System) increased by 82,001, for a 13.2 percent increase. These are current numbers for the calendar years as of June 2016. The most recent year of complete information is 2014, so that is the year we are using as the actual. This increase has been driven through outreach on the benefits of reports, funded by TRC grants in the last few years.

**Calculation Method**

A total of submitted incident reports by all agencies, by incident date.

**Washington's Traffic Records Committee (TRC)**

The Washington TRC is a partnership of federal, state, local, and tribal stakeholders from transportation, law enforcement, criminal justice, injury surveillance, and health. This statewide stakeholder forum was created to foster collaboration and to facilitate the planning, coordination, and implementation of projects to improve the state's traffic data system through the execution of its TRC Strategic Plan.

**MISSION**

The Washington TRC supports the reduction of fatalities and serious injuries on Washington State roadways to achieve the state's goal of Target Zero by providing timely, accurate, integrated, and accessible traffic records data.

**VISION**

Washington will have a centralized electronic traffic records access system that enables the discovery of life-saving strategies by providing users with quality traffic records data when, where, and in the form they need it.

**GOALS**

- Remove barriers to data sharing and integration.
- Provide quality data, analysis, and tools to customers.
- Sustain high levels of collaboration and acquired knowledge within the TRC.
- Identify and secure targeted investments to sustain TRC initiatives.

## FFY 2017 Traffic Data Systems Projects

Grant Recipient WTSC	Federal Project # TR17-02	Program Manager Staci Hoff	
<p>Washington's Target Zero Plan is data-driven. The Research and Data Division of the WTSC seeks to provide customers timely, accurate, and appropriate access to data. Staff uses this data to identify emerging traffic safety trends, conduct research and analysis, and evaluate the effectiveness of various traffic safety countermeasure projects. This research and analytical support for traffic safety professionals statewide is vital to achieve the Target Zero vision. These funds cover the costs of conducting the statewide seat belt and distracted driving observation surveys and adding additional questions on the Behavioral Risk Factor Surveillance survey.</p>			
SHSP (Target Zero Plan) Link TDS 3.4; OP 3.3	Fund Source 402	Amount Approved \$243,000	Benefit to Local \$0
Grant Recipient WTSC	Federal Project # M3DA17-02	Program Manager Staci Hoff	
<p>The timely and accurate maintenance of the federal FARS data is crucial to informed decision making. This project ensures that the system can continue to be maintained at an acceptable quality level by funding .4 (40 percent) of a FTE for FARS analysis.</p>			
SHSP (Target Zero Plan) Link TDS 3.2, 3.4	Fund Source MAP-21 405C	Amount Approved \$50,000	Benefit to Local \$0
Grant Recipient WTSC	Federal Project # M3DA17-03	Program Manager Staci Hoff	
<p>This grant funds a project position at WTSC to enhance current geospatial analysis capabilities of traffic records data for all WTSC and TRC partners.</p>			
SHSP (Target Zero Plan) Link TDS 3.4	Fund Source MAP-21 405C	Amount Approved \$100,000	Benefit to Local \$0

## TRC Projects

Grant Recipient TRC		Federal Project # M3DA17-01 M3DA17-04	Program Manager Debi Besser	
<p>This table details 9 projects approved by the Washington TRC, that support improvements in Washington State's six traffic-related data systems - Crash, Roadway, Vehicle, Driver, Citation &amp; Adjudication, and Injury Surveillance.</p>				
Sub-grantee	Project Description	Amount	TZ Plan Link	
WTSC	Fund a position that will serve as the coordinator and analyst of WTSC's crash-health linkage project, as well as software to support the linkage. This position will lead efforts to develop a comprehensive, integrated traffic records system and lead the Data Integration Subcommittee.	\$105,000	TDS 2.1	
WSDOT	Act on recommendations outlined in the previously funded "Feasibility Study for GIS Based Roadway Data Integration" in order to develop a sustainable, technical, and business process for maintaining a statewide LRS of all public roads. This will involve the implementation of existing software, creation of new databases, and development of new business processes.	\$120,000	TDS 3.1	
WSP	Develop within SECTOR an integrated system that allows users to complete the current DUI process and associated administrative tasks electronically. Tasks include data collection, form printing, information storing, administrative processing, routing, data retention, and the two-way transmission of information. The system will provide a data source capable of report creation, data distribution, and extraction resulting in impactful decision making and efficient, accurate, and timely prosecution.	\$320,000	TDS 1.8	
Department of Health	The DOH is working to build a syndromic surveillance system for the future that meets the needs of multiple partners, including the WTSC. The proposed continuation of grant activities would ensure and expedite DOH's ability to develop and share a robust data system aligning with the strategic goals of the WTSC.	\$160,437	TDS 2.2	
Continued on next page				

Grant Recipient TRC		Federal Project # M3DA17-01 M3DA17-04	Program Manager Debi Besser	
Sub-grantee	Project Description	Amount	TZ Plan Link	
Department of Health	This project builds on the Key EMS performance indicators successfully developed with funding from a previous grant. The one-year project full time employee (FTE) will develop and implement procedures for the way DOH prepares the analytical data files for two new databases, plan and manage the implementation of the analytical WEMSIS and Trauma Registry data sets that will be used for the EMS and Trauma system analyses, and support the inter-agency data integration activities to improve traffic safety data.	\$138,505	TDS 2.4	
WTSC	Support the continuing adoption of the SECTOR application in local law enforcement agencies, a comprehensive training program that is offered to educate law enforcement and prosecutors on the effective use of SECTOR. This project employs the services of contractors to deliver the training program throughout the state at select training sites.	\$50,000	TDS 1.2,1.3	
WASPC	WASPC will work with WTSC to support the continued expansion of SECTOR use by providing scanners and printers to local law enforcement and coordinate law enforcement training for SECTOR.	\$72,000	TDS 1.2,1.3	
WSP	Add a mapping component to SECTOR to streamline the process of identifying collision location, and to leverage spatial data in order to auto populate text fields to reduce officer workload.	\$125,000	TDS 1.4	
WTSC	To keep the members of the TRC and supporting staff knowledgeable about emerging traffic records technologies and aware of best practices in other states, this project provides the ability for members to attend training classes and conferences, including attendance at the Traffic Records Forum for TRC members. It also provides for costs associated with TRC coordination needs identified by the TRC, such as web site maintenance.	\$7,580	TDS 4.2	
SHSP (Target Zero Plan) Link See column in table		Fund Source MAP-21 405C	Amount Approved \$1,098,522	Benefit to Local \$0

### Traffic Data Systems Funding Summary

<b>Project #</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
TR17-02	WTSC Research & Data Division	\$243,000	402
<b>Total 402</b>		<b>\$243,000</b>	
M3DA17-01	Traffic Records Committee Projects	\$993,522	405C
M3DA17-02	FARS Salaries & Benefits	\$50,000	405C
M3DA17-03	Geospatial Analyst	\$100,000	405C
M3DA17-04	Traffic Records Committee Projects	\$105,000	405C
<b>Total 405c</b>		<b>\$1,248,522</b>	
<b>Total All Funds</b>		<b>\$1,491,522</b>	

# OCCUPANT PROTECTION

## Overview

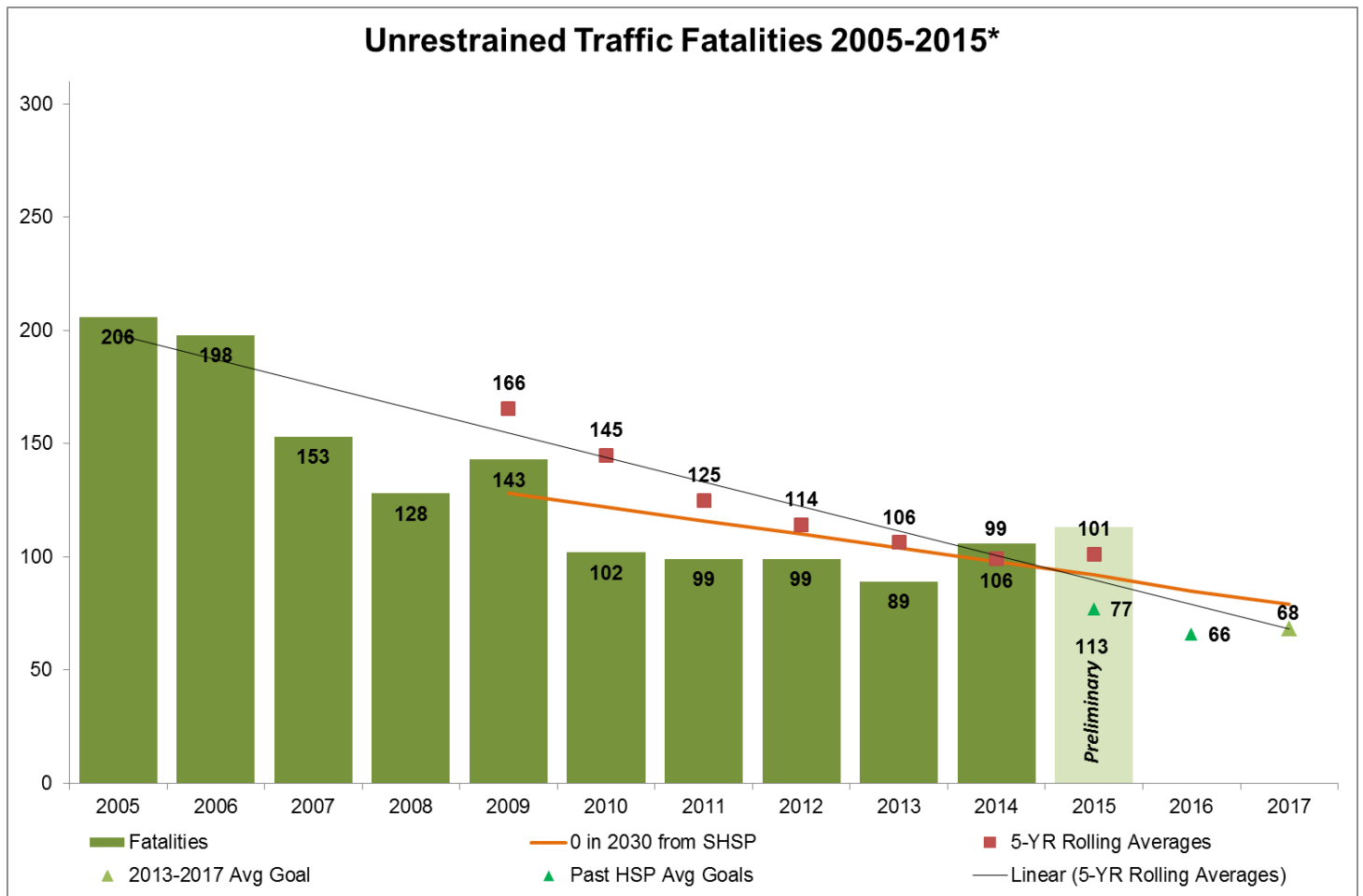
From 2013-2015, 21.2 percent of fatally injured persons and 10.4 percent of seriously injured persons were not restrained at the time of the crash. Unrestrained passenger fatalities increased 2.7 percent in 2013-2015 (308) compared to 2010-2012 (300). During this same period, unrestrained passenger serious injuries decreased by 8.9 percent (686 to 625).

## Performance Analysis

### Unrestrained Vehicle Occupant Fatalities

**Performance Measure:** Decrease unrestrained occupant fatalities by 31.3 percent from the 2010-2014 five year rolling average of 99 to 68 by December 31, 2017.

**Preliminary Performance Report:** Preliminary 2011-2015 rolling average shows there were an average of 101 unrestrained passenger fatalities, missing the HSP 2015 goal of 77 by 31.2 percent.

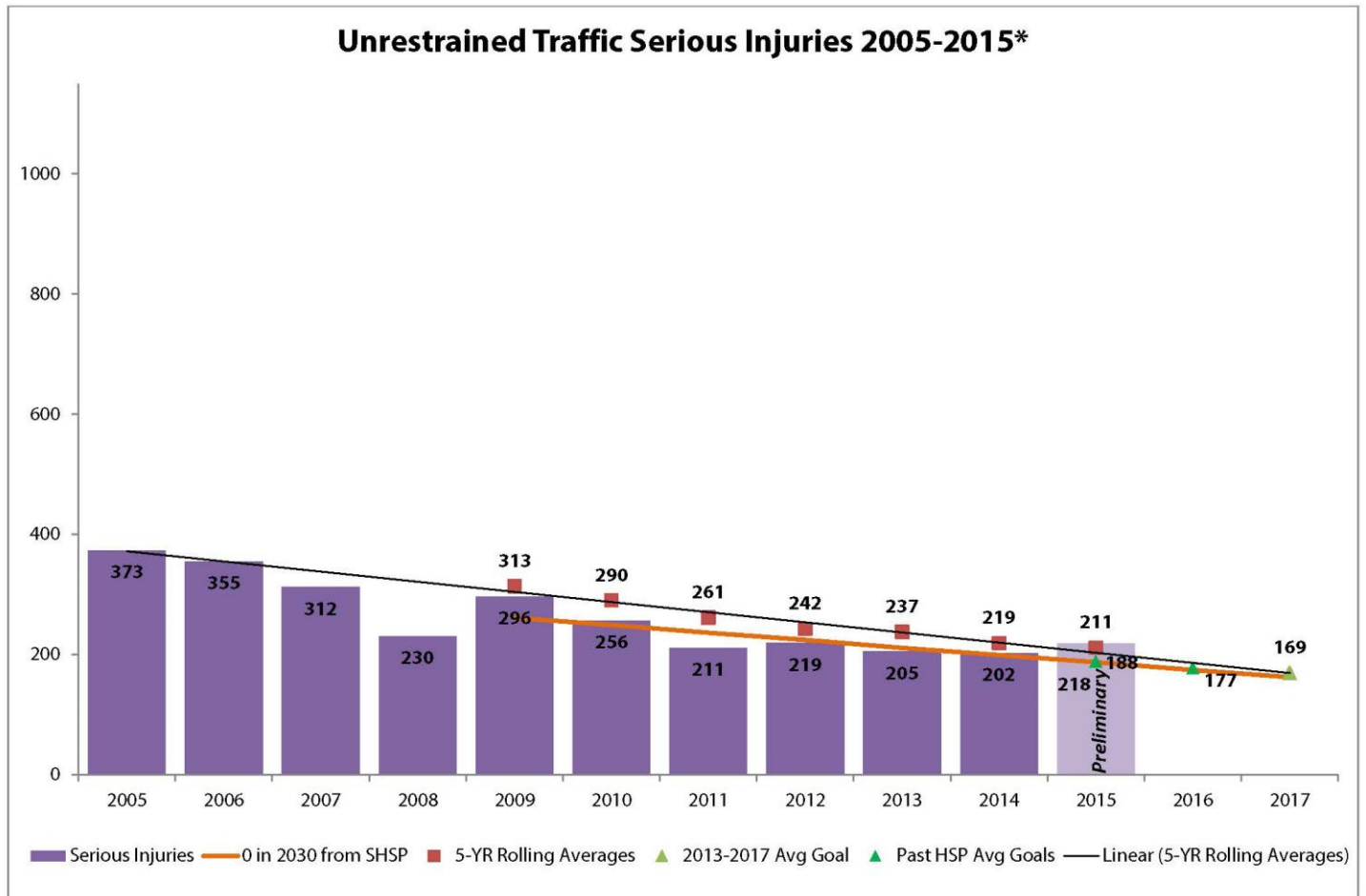


SOURCE: WA FARS

## Unrestrained Vehicle Occupant Serious Injuries

**Performance Measure:** Decrease unrestrained occupant serious injuries by 19.9 percent from the 2011-2015 five-year rolling average of 211 to 169 by December 31, 2017.

**Preliminary Performance Report:** Preliminary 2011-2015 rolling average shows there were an average of 211 unrestrained occupant serious injuries, missing the HSP 2015 goal of 188 by 12.2 percent.

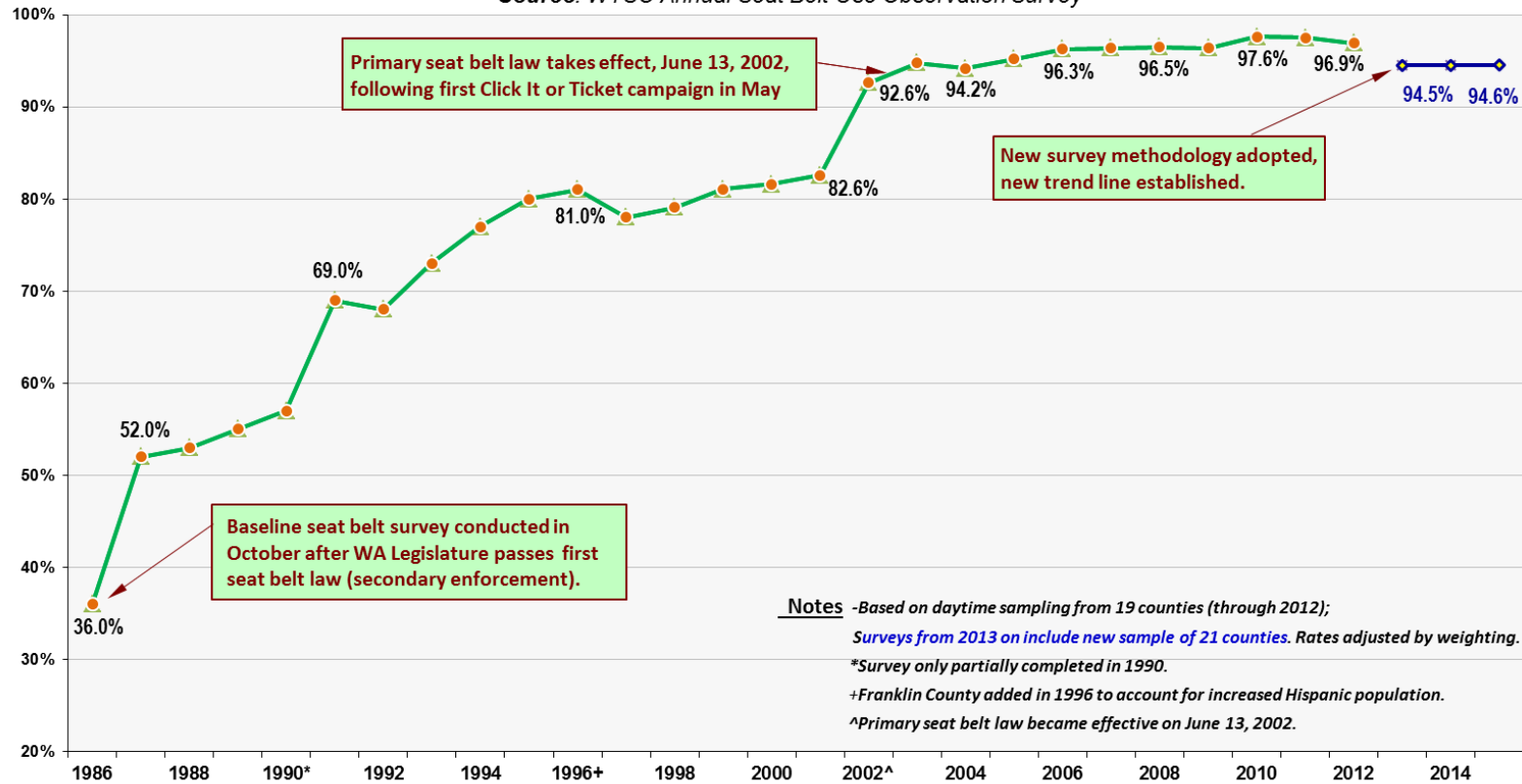


SOURCE: WSDOT

## Observed Seat Belt Use Rates in Washington, 1986-2015

By Year, Percent of Front-Seat Motorists Observed Using Restraints

Source: WTSC Annual Seat Belt Use Observation Survey



**NOTE:** In 2013, WTSC implemented a new methodology for conducting the seat belt observation survey. This change in methodology was a requirement of all states, directed by NHTSA, and this resulted in an entirely new selection of survey sites, as well as the addition of approximately 50 sites. The weighting formula also changed. The result of this new methodology was a slight decline in the statewide seat belt use rate estimate (from 96.9 percent in 2012 to 94.5 percent in 2013). This decline does not represent a decrease in statewide seat belt use, but rather is due to the change in methodology. The new methodology results in a more accurate estimate with greater confidence. The statistical level of accuracy with the new methodology is nearly double what it was under the old methodology.

County-level results should be interpreted with caution. The seat belt use survey was designed for a statewide estimate and therefore, the selection of major and minor road segments in each sampled county reflected the statewide proportion of these road segments. In reality, the proportion of major and minor road segments in each county varies. In order to produce accurate county-level estimates, the proportion of major and minor road segments observed should match each county's unique proportion. This issue will be addressed in 2018 when the site sample is reselected.



## FFY 2017 Occupant Protection Projects

### Seat Belt HVE Projects

Grant Recipient WSP	Federal Project # M1HVE17-01	Program Manager Angie Ward	
<p>The seat belt mobilization project funds overtime for WSP to participate in the national/statewide seat belt mobilization with the goal of increasing restraint use and reducing vehicle occupant fatalities and serious injuries. This grant works in concert with the local law enforcement agencies' project OP17-02, and is dependent upon the media support outlined in project M1 PM17-01 to warn the public of the coming patrols.</p>			
SHSP (Target Zero Plan) Link OP 1.2-1.4	Fund Source MAP-21 405b	Amount Approved \$133,000	Benefit to Local \$0

Grant Recipient WTSC	Federal Project # OP 17-02	Program Manager Angie Ward	
<p>The seat belt mobilization project funds overtime for local law enforcement agencies to participate in the national/statewide seat belt mobilization with the goal of increasing restraint use and reducing vehicle occupant fatalities and serious injuries. This grant works in concert with the WSP Mobilization Project, M1HVE17-01, and is dependent upon the media support outlined in project M1PM17-01 to warn the public of the coming patrols.</p>			
SHSP (Target Zero Plan) Link OP 1.2-1.4	Fund Source 402	Amount Approved \$130,000	Benefit to Local \$130,000

### Child Passenger Safety Project

Grant Recipient City of Bonney Lake	Federal Project # M1CPS17-01	Program Manager MJ Haught	
<p>This grant will cover all costs associated with sustaining and improving the State's Child Passenger Safety Program. This includes the program manager; promoting statewide media and education; managing a grant process for the child passenger safety teams; and providing support for the following: courses to acquire national certification, network of currently certified car seat technicians for recertification, current and future car seat inspection services.</p>			
SHSP (Target Zero Plan) Link OP 3.1, 3.5, 4.1-4.2	Fund Source MAP-21 405b	Amount Approved \$270,000	Benefit to Local \$0

### Occupant Protection Funding Summary

Project #	Project Title	Budget	Budget Source
OP17-02	Seat Belt HVE Local	\$130,000	402
<b>Total 402</b>		<b>\$130,000</b>	
M1CPS17-01	Child Passenger Safety: Bonney Lake PD	\$270,000	405b
M1HVE17-01	WSP Block Grant - Seat Belt Enforcement	\$133,000	405b
<b>Total 405b</b>		<b>\$403,000</b>	
<b>Total All Funds</b>		<b>\$533,000</b>	

# MOTORCYCLES

## Overview

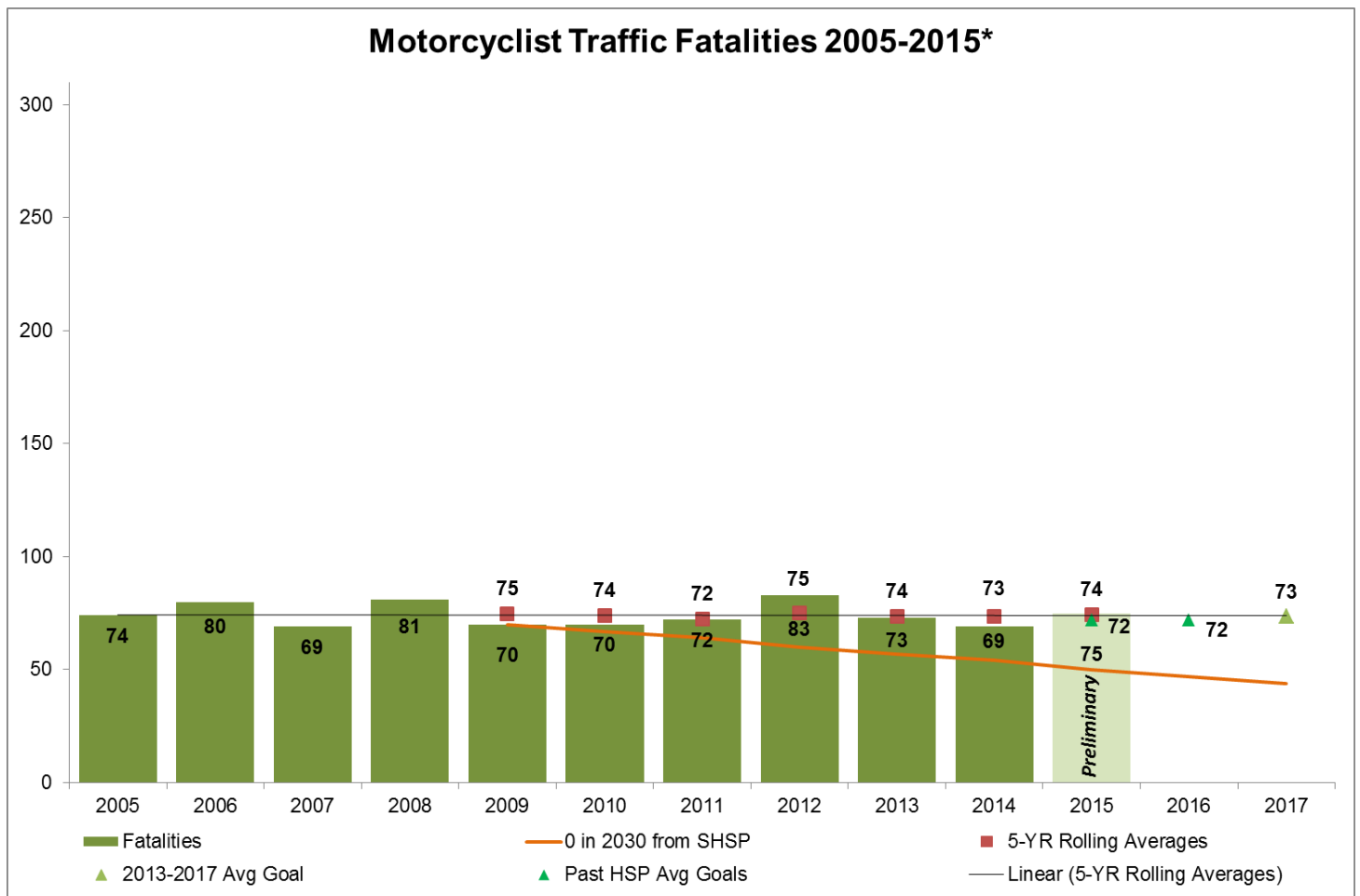
From 2013-2015, motorcyclist fatalities comprised 14.8 percent of traffic fatalities. This represents a 1.4 percent decrease in motorcyclist fatalities (217) from 2010-2012 (220). During this same time period, motorcyclist serious injuries decreased by 3.8 percent (1,156 to 1,112). From 2013-2015, 22.8 percent of motorcycle drivers involved in fatal crashes were alcohol impaired, compared to only 16.5 percent of passenger vehicle drivers, and 38.4 percent were positive for drugs, compared to 25.3 percent of passenger vehicle drivers.

## Performance Analysis

### Motorcyclist Fatalities

**Performance Measure:** Maintain or decrease motorcyclist fatalities from the 2010-2014 five-year rolling average of 73 to 73 by December 31, 2017. Maintain unhelmeted motorcyclist fatalities at zero.

**Preliminary Performance Report:** Preliminary 2011-2015 rolling average shows there were an average of 74 motorcyclist fatalities, missing the HSP 2015 goal of 72 by 2.8 percent. Among the motorcyclist fatalities in 2015, five were unhelmeted or improperly helmeted (non-DOT compliant), and 19 were Unendorsed.

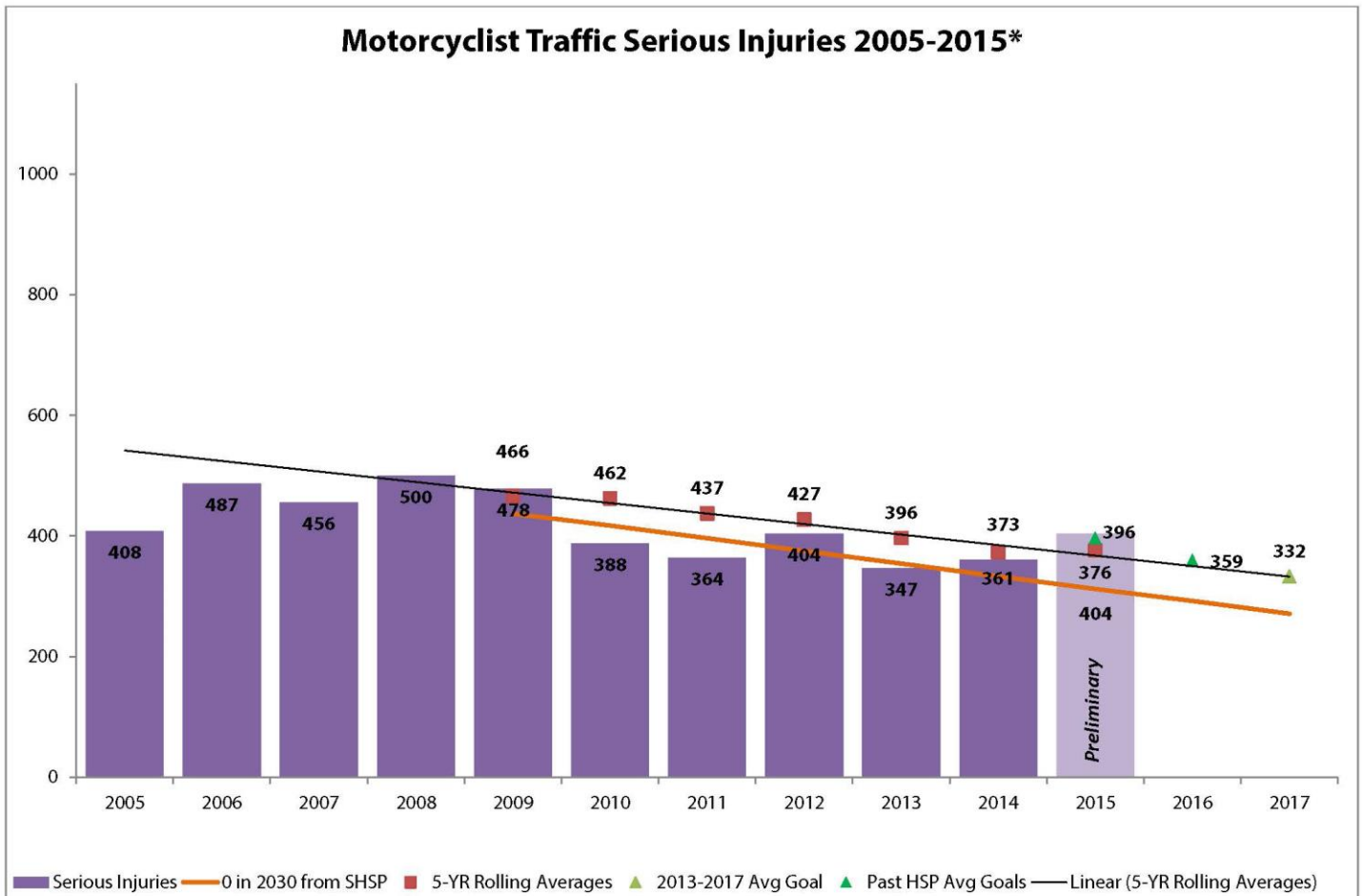


SOURCE: WA FARS

## Motorcyclist Serious Injuries

**Performance Measure:** Decrease motorcyclist serious injuries by 11.7 percent from the 2011-2015 five-year rolling average of 376 to 332 by December 31, 2017.

**Preliminary Performance Report:** Preliminary 2011-2015 rolling average shows there were an average of 376 motorcyclist serious injuries, achieving the HSP 2015 goal of 396 by 5.1 percent.



SOURCE: WSDOT

## FFY 2017 Motorcycle Projects

Grant Recipient DOL	Federal Project # MC17-02 MgX17-02	Program Manager Mark Medalen	
<p>DOL administers the Washington Motorcycle Safety Program responsible for providing rider training and education programs throughout the state to increase motorcycle safety on Washington's roads. Training and motorist awareness programs are implemented through this grant following the NHTSA recommendations and funding eligibility. This grant also provides funding to a federal team to conduct a motorcycle safety program assessment. More information can be found at <a href="http://www.dol.wa.gov/driverslicense/motorcycles.html">http://www.dol.wa.gov/driverslicense/motorcycles.html</a>.</p>			
SHSP (Target Zero Plan) Link MC 1.1, 1.2, 1.4, 1.5, 1.7, 4.1, 6.1	Fund Source 402 MAP-21 405f	Amount Approved \$30,000 \$102,500	Benefit to Local \$0

Grant Recipient WTSC	Federal Project # MC17-03	Program Manager Mark Medalen	
<p>The proven HVE model consists of education, program branding, media buys, and social media followed by extra law enforcement patrols. This grant provides overtime funding for local law enforcement agencies in Pierce, King, and Snohomish Counties to participate in a motorcycle safety pilot project. Patrols occur in locations with a high number of fatal and serious injury motorcycle crashes. Patrols contact all motor vehicles including cars and motorcycles that commit infractions known to cause serious crashes including impairment, speeding, following too close, equipment, and helmet violations.</p>			
SHSP (Target Zero Plan) Link MC 1.1, 1.2, 1.4, 1.7, 2.2, 2.3, 5.1, 5.2, 5.3, 6.1; ID 1.1, 1.3, 5.1; SP 1.1, 1.2, 3.1, 3.2, 3.6	Fund Source 402	Amount Approved \$100,000	Benefit to Local \$100,000

Grant Recipient WTSC	Federal Project # M7*MC17-01 MgX17-01	Program Manager Mark Medalen	
<p>The goal of WTSC's Motorcycle Safety Program is to reduce and eventually eliminate motorcycle crashes that result in fatalities and serious injuries. This project works in coordination with DOL's training and motorist awareness projects as part of the Washington Motorcycle Safety Program. We plan to increase the number of endorsed and trained riders on Washington's roads and increase motorist awareness of motorcycles.</p>			
SHSP (Target Zero Plan) Link MC 1.1, 1.2, 1.4, 1.5, 1.7, 6.1	Fund Source MAP-21 405d II MAP-21 405f	Amount Approved \$50,000 \$50,000	Benefit to Local \$0

Grant Recipient WSP	Federal Project # M7*PT17-01	Program Manager Mark Medalen	
<p>The proven HVE model consists of education (including program branding, social media, and a media buy funded from PM 17-01 and M7*PM17-01) followed by extra law enforcement patrols. This grant funds overtime for the WSP in Pierce, King, and Snohomish Counties to participate in a motorcycle safety pilot project. WSP will coordinate these patrols with local law enforcement agencies, funded from MC17-01. Patrols occur in locations with a high number of fatal and serious injury motorcycle crashes. Patrols contact all motor vehicles including cars and motorcycles that commit infractions known to cause serious crashes including impairment, speeding, following too close, as well as equipment and helmet violations.</p>			
SHSP (Target Zero Plan) Link MC 1.1, 1.2, 1.4, 1.7, 2.2, 2.3, 5.1, 5.2, 5.3, 6.1; ID 1.1, 1.3, 5.1; SP 1.1, 1.2, 3.1, 3.2, 3.6	Fund Source MAP-21 405d II	Amount Approved \$100,000	Benefit to Local \$0

### Motorcycle Funding Summary

Project #	Project Title	Budget	Budget Source
MC17-02	DOL Motorcycle Safety	\$30,000	402
MC17-03	Motorcycle HVE	\$100,000	402
<b>Total 402</b>		<b>\$130,000</b>	
M7*MC17-01	Motorcycle Awareness & Training	\$50,000	405d II
M7*PT17-01	WSP Block Grant - Motorcycle Enforcement	\$100,000	405d II
<b>Total 405d II</b>		<b>\$150,000</b>	
M9X17-01	Motorcycle Awareness & Training	\$50,000	405f
M9X17-02	Dept. of Licensing Motorcycle Safety Training	\$102,500	405f
<b>Total 405f</b>		<b>\$152,500</b>	
<b>Total All Funds</b>		<b>\$432,500</b>	

# PEDESTRIAN & BICYCLE

## Overview

### Pedestrians

From 2013-2015, pedestrians comprised 14.6 percent of traffic fatalities and 14.2 percent of serious injuries. Pedestrian fatalities increased 6.6 percent in 2013-2015 (209) from 2010-2012 (196). During this same time period, pedestrian serious injuries decreased by 6.9 percent (917 to 854).

### Bicycles

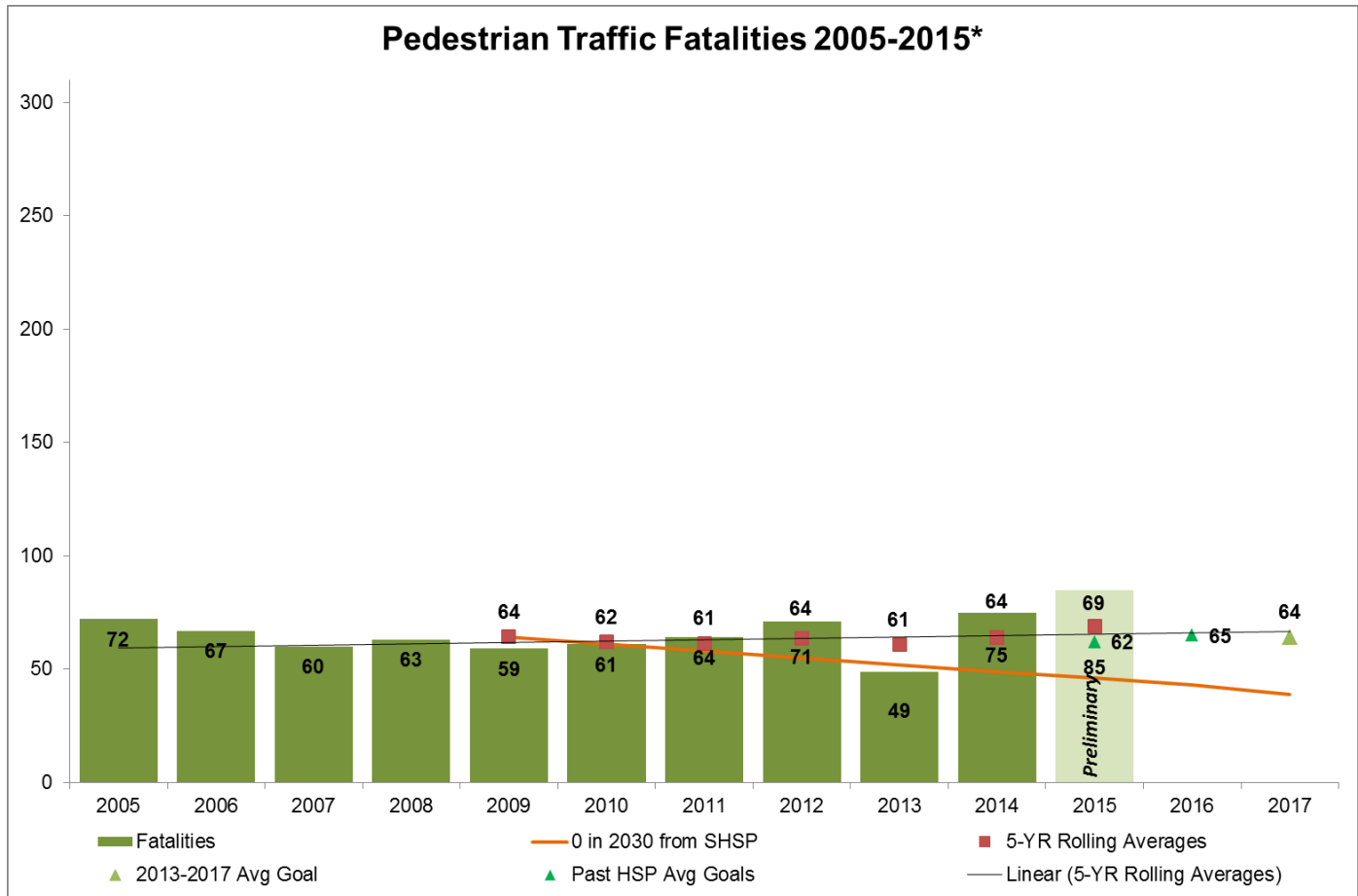
From 2013-2015, bicyclists comprised 2.2 percent of traffic fatalities and 4.8 percent of serious injuries. Bicyclist fatalities increased 10.3 percent in 2013-2015 (32) from 2010-2012 (29). During this same time period, bicyclist serious injuries decreased by 14.7 percent (341 to 291).

## Performance Analysis

### Pedestrian Fatalities

**Performance Measure:** Maintain or decrease pedestrian fatalities from the 2010-2014 five-year rolling average of 64 to 64 by December 31, 2017.

**Preliminary Performance Report:** Preliminary 2011-2015 rolling average shows there were an average of 69 pedestrian fatalities, missing the HSP 2015 goal of 62 by 11.3 percent.

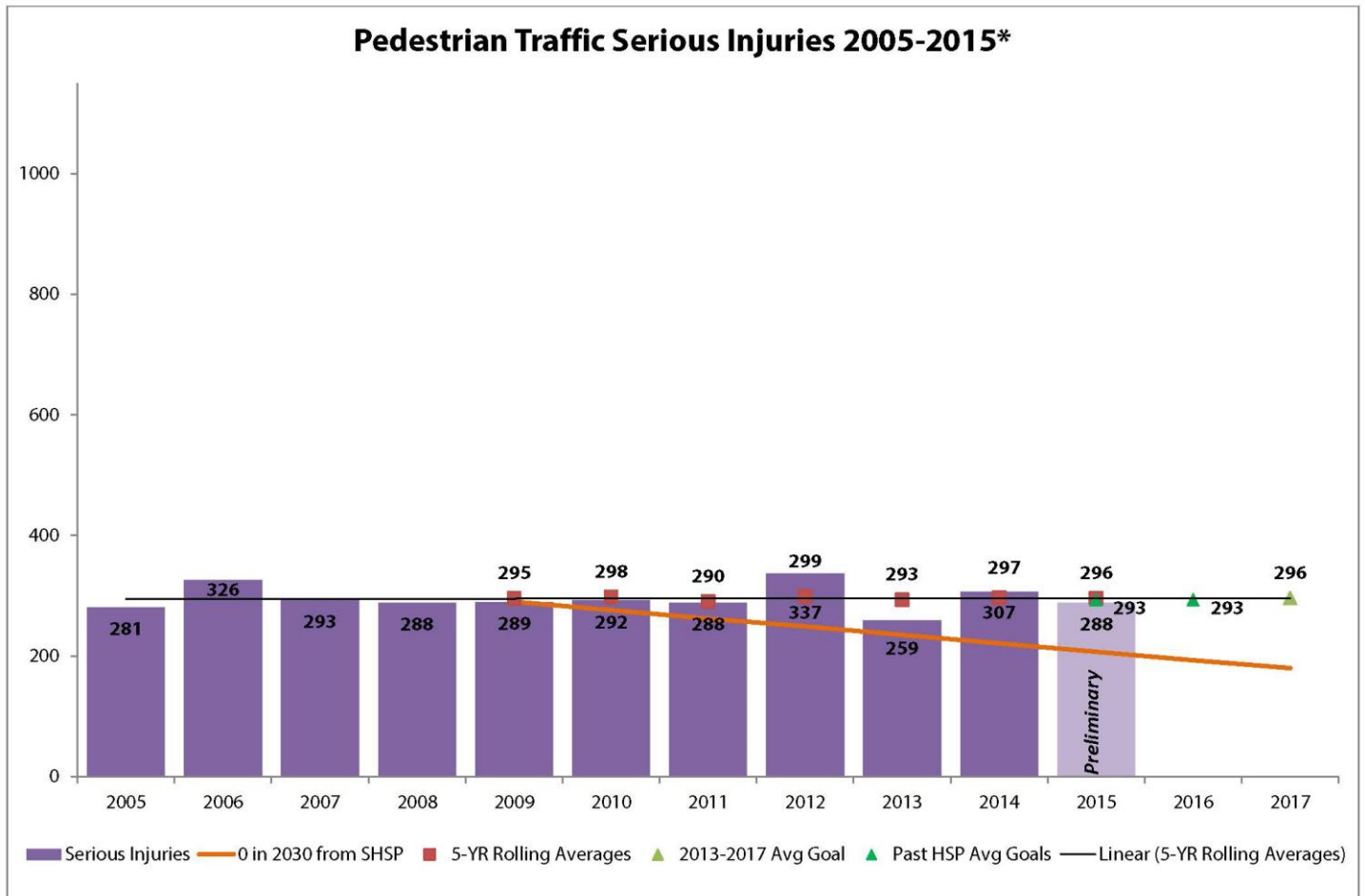


SOURCE: WA FARS

## Pedestrian Serious Injuries

**Performance Measure:** Maintain or decrease pedestrian serious injuries from the 2011-2015 five-year rolling average of 296 by December 31, 2017.

**Preliminary Performance Report:** Preliminary 2011-2015 rolling average shows there were an average of 296 pedestrian serious injuries, missing the HSP 2015 goal of 293 by 1 percent.



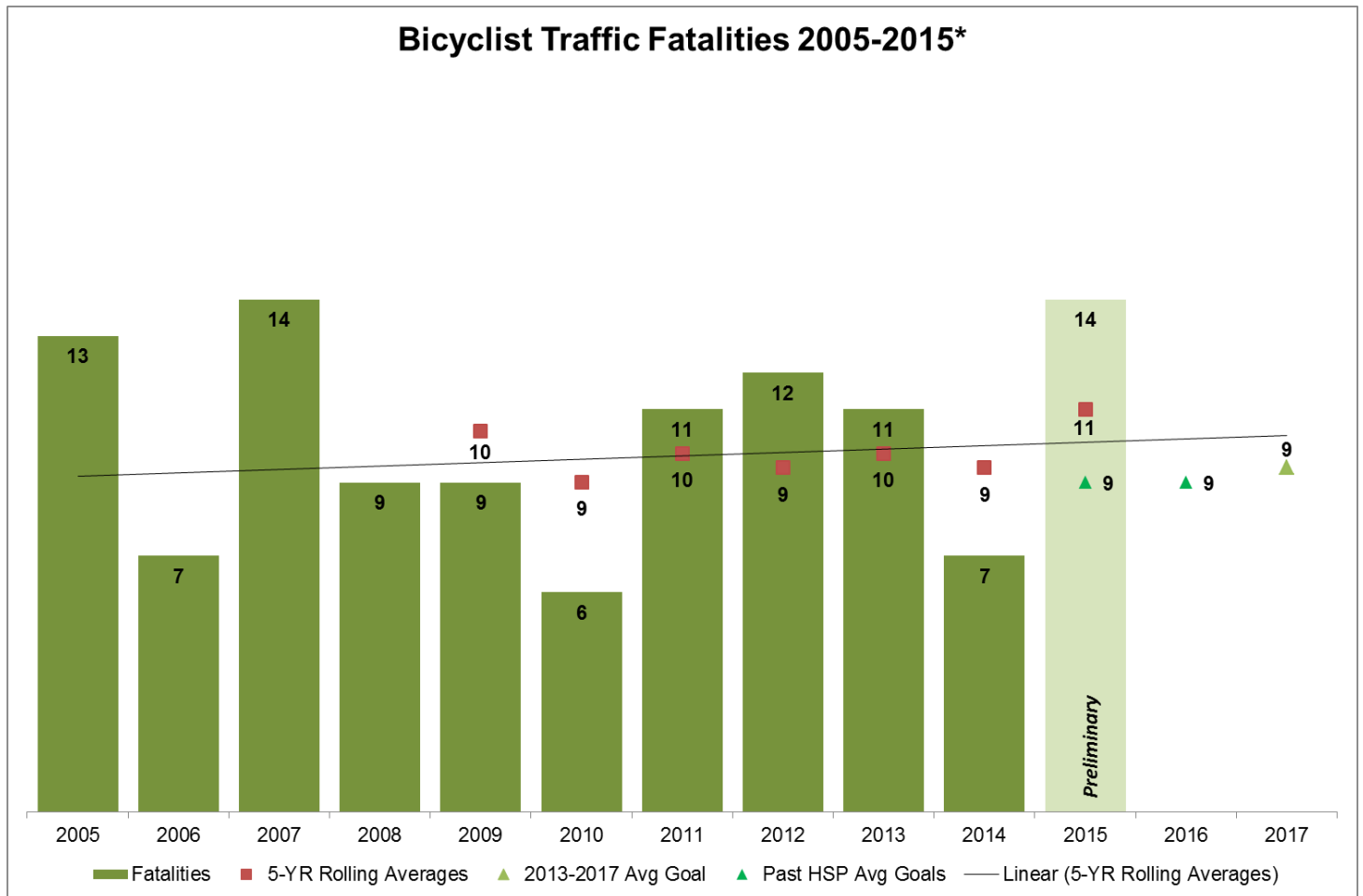
SOURCE: WSDOT



## Bicyclist Fatalities

**Performance Measure:** Maintain or decrease bicyclist fatalities from the 2010-2014 five-year rolling average of 9 to 9 by December 31, 2017.

**Preliminary Performance Report:** Preliminary 2011-2015 rolling average shows there were an average of 11 bicyclist fatalities, missing the HSP 2015 goal of 9 by 22.2 percent.

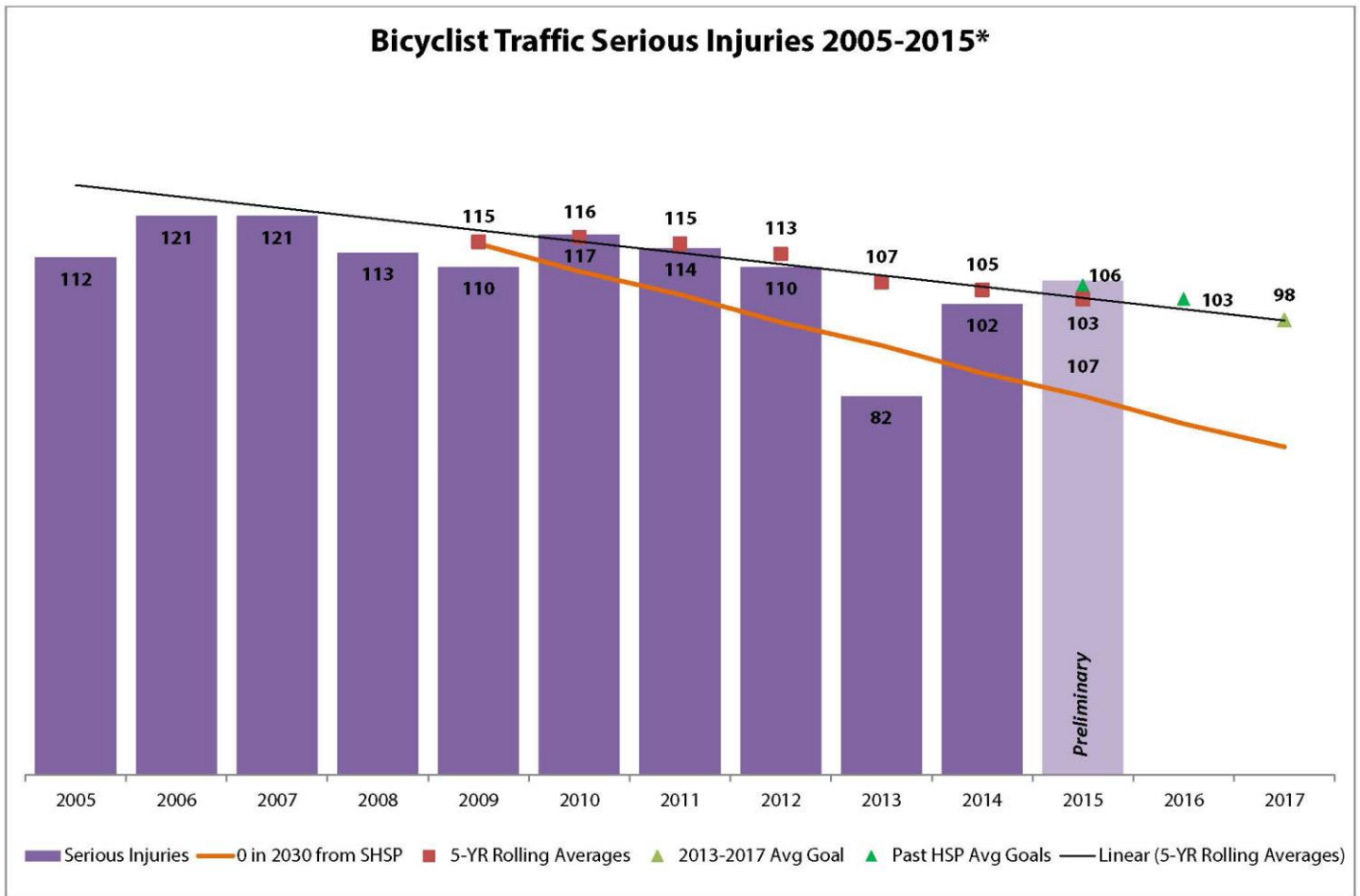


SOURCE: WA FARS

## Bicyclist Serious Injuries

**Performance Measure:** Decrease bicyclist serious injuries by 4.9 percent from the 2011-2015 five-year rolling average of 103 to 98 by December 31, 2017.

**Preliminary Performance Report:** Preliminary 2011-2015 rolling average shows there were an average of 103 bicyclist serious injuries, achieving the HSP 2015 goal of 106 by 2.8 percent.



SOURCE: WSDOT

## FFY 2017 Pedestrian & Bicycle Projects

### Pedestrian Safety Zone (PSZ) Projects

Grant Recipient Clark County Task Force	Federal Project # PS17-03	Program Manager MJ Haught	
Clark County will conduct PSZs involving education, enforcement, and engineering improvements. The selection of geographic locations and target demographics of drivers and pedestrians will be data-driven. This grant pertains to two of the three E's of PSZs: education and enforcement.			
SHSP (Target Zero Plan) Link ED 1.1-1.2, 2.1-2.2	Fund Source 402	Amount Approved \$60,000	Benefit to Local \$60,000

Grant Recipient Pierce County Task Force	Federal Project # M6X17-06	Program Manager MJ Haught	
"Street Smart" is a PSZ project aimed at changing high-risk driving and walking behaviors that result in pedestrian deaths or serious injuries in three urban areas in Pierce County: Tacoma, Puyallup, and Lakewood/University Place. This grant pertains to two of the three E's of PSZs: education and enforcement. Broad public education, targeted information aimed at motorist and pedestrian behaviors, and high-visibility enforcement of traffic laws at six high-crash locations in three PSZs will be implemented.			
SHSP (Target Zero Plan) Link ED 1.1-1.2, 2.1-2.2	Fund Source MAP-21 405d	Amount Approved \$60,000	Benefit to Local \$0

Grant Recipient Spokane County Division of Engineering and Roads	Federal Project # M7*PS17-01	Program Manager MJ Haught	
The Spokane County Target Zero Task Force will conduct a PSZ project in the cities of Spokane and Spokane Valley to reduce pedestrian fatal and serious injury crashes. This grant pertains to two of the three E's of PZSs: education and enforcement.			
SHSP (Target Zero Plan) Link ED 1.1-1.2, 2.1-2.2	Fund Source MAP-21 405d II	Amount Approved 65,000	Benefit to Local \$0

## Cooper Jones Project

Grant Recipient WTSC	Federal Project # PS17-02	Program Manager MJ Haught	
The goal of the Cooper Jones project is to cooperate with stakeholders and independent representatives (RCW 43.59.150) to form an advisory committee to develop programs and create public and private partnerships that promote bicycle and pedestrian safety.			
SHSP (Target Zero Plan) Link N/A	Fund Source 402	Amount Approved \$2,000	Benefit to Local \$0

### Pedestrian & Bicycle Funding Summary

Project #	Project Title	Budget	Budget Source
PS17-02	Cooper Jones	\$2,000	402
PS17-03	Clark Co Pedestrian Safety Project	\$60,000	402
<b>Total 402</b>		<b>\$62,000</b>	
M6X17-06	Street Smart Pierce Co	\$60,000	405d
<b>Total 405d</b>		<b>\$60,000</b>	
M7*PS17-01	Spokane Co Pedestrian Safety Project	\$65,000	405d II
<b>Total 405d II</b>		<b>\$65,000</b>	
School Zone	School Zone Safety Project	\$500,000	State-SZ
<b>Total SZ</b>		<b>\$500,000</b>	
<b>Total All Funds</b>		<b>\$687,000</b>	

# COMMUNITY PROGRAMS

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## Overview

### Target Zero Managers

WTSC partners with communities throughout the state to host a resident TZM. There are currently 17 TZMs. These individuals work to deploy statewide initiatives at the local level by coordinating local law enforcement participation in emphasis patrols, working with local media and alternative sources to publicize enforcement efforts, and conducting traffic safety education in the community. By localizing these efforts, statewide programs are able to respond to local politics, attitudes, and conditions quickly and effectively.

TZMs and their local traffic safety task forces support and coordinate educational and enforcement campaigns. They also build partnerships designed to reduce the incidence of impaired driving with other public safety agencies.

Washington State is the only state in the nation that employs the task force concept and the results we have seen to date are reflective of the important role of these coordinators in our traffic safety efforts.

### Tribal Traffic Safety

Native American traffic fatality rates are increasingly higher than the general population. To complicate this situation, researchers and traffic safety experts agree that Tribal roadway crash data is under-reported, making the death rates outlined above even worse.

This data prompts us to take action. In alignment with RCW 43.376, which outlines Washington's Centennial Accord, we are expanding our partnerships with the 29 federally-recognized Tribes in the state.

### Other Community Programs

Additional projects with localized impact were selected for funding for FFY 2017. The proposals for these projects were submitted by local entities and include programs to provide community outreach, education, and technology.

### Performance Analysis

A separate analysis of performance for this section is not included here. The key indicators of performance for these projects are the overall outcome measures listed at the beginning of the HSP. These outcome measures include total fatalities, fatalities per VMT, and total serious injuries. In addition, the success of individual projects authorized under local programs is determined by their impact on the individual program areas those projects are intended to address.

## FFY 2017 Community Program Projects

### Target Zero Managers

Grant Recipient	Federal Project #	Program Manager	
WTSC	CP17-03	Jerry Noviello	
<p>Traffic safety projects are most effective when planned, coordinated, and led by local communities. This project provides supplemental funding for the networks of 17 local coordinators throughout the state who help carry out programs and individual projects in furthering Target Zero. Activities consist of coordinating high-visibility enforcement and media campaigns, monitoring local data to identify emerging trends, leading planning and outreach efforts for the local traffic safety coalition, compiling activity reports, and managing other traffic safety projects.</p>			
SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 1.3, 2.2, 2.3, 5.1; SP1.2, 2.5, 3.2, 3.3; YD 1.4, 3.6, 5.1; DD 3.1; OP 1.7, 3.1, 3.5	402 TZM - State	\$400,000 \$668,000	\$0

### Tribal Traffic Safety Projects

Grant Recipient	Federal Project #	Program Manager	
WTSC	M1*CP17-04	MJ Haught	
<p>The purpose of the Tribal Traffic Safety Program is to build partnerships with tribes in a strategic, deliberate approach in accordance with Washington's codified Centennial Accord within the framework of Target Zero®. The funds will be used to improve the disproportionate traffic fatality rates of Native Americans and support the incorporation of a culture of traffic safety into individual tribe's cultures, primarily through the Tribal Traffic Safety Advisory Board.</p>			
SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 1.1, SP 3.2-3.4; TDS 1.3; OP 1.1-1.2,1.7	MAP-21 405b	\$49,000	\$0

Grant Recipient	Federal Project #	Program Manager	
Chehalis Tribal Police Department / NATEO	M1*CP17-05	MJ Haught	
<p>This grant allows NATEO to conduct a request for proposals among Tribal Police Departments for equipment, public information efforts, and officer scholarships for traffic safety training. This grant helps WTSC build needed relationships with Tribal Police Departments.</p>			
SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID1.1, 6.1-6.2; SP1.4, 3.2, 3.9; TDS 1.3, 1.5	MAP-21 405b	\$40,000	\$0

Grant Recipient Eastern Washington University, Urban and Tribal Planning Dept.	Federal Project # M1*CP17-03	Program Manager MJ Haught	
This grant will implement the findings of 2015 Tribal Traffic Safety Assessments in three of the assessed tribes. Implementation may include providing direct technical assistance to traffic safety committees, engaging the community in addressing traffic safety behavior, facilitating a community-led self-assessment, encouraging a framework of tribal traffic safety codes based on logical policy implementation/practice through the tribal justice/health data systems, and providing quarterly presentations, safety events, and reports.			
SHSP (Target Zero Plan) Link ID1.1; SP3.2-3.4; OP1.1-1.2,1.7	Fund Source MAP-21 405b	Amount Approved \$116,500	Benefit to Local \$0

Grant Recipient Northwest Indian Health Board	Federal Project # CP17-08	Program Manager MJ Haught	
Develop a Tribal Sacred Travelers Program to provide traffic safety outreach and education in five tribal communities in Whatcom and Skagit Counties: Lummi, Nooksack, Swinomish, Upper Skagit, and Samish. The funding will support the establishment of a Sacred Travelers Coalition for a traffic safety representative from each of the five tribes, based on the acknowledgement that community leadership is required to interweave traffic safety into each tribe's culture.			
SHSP (Target Zero Plan) Link ID 1.1, SP 3.2-3.4; OP 1.1-1.2,1.7	Fund Source 402	Amount Approved \$30,320	Benefit to Local \$30,320

### Other Community Programs

Grant Recipient WTSC	Federal Project # PT17-04	Program Manager Edica Esqueda	
LELs serve as important links to the law enforcement community in Washington. There are 20 LELs across Washington State paired with the local TZMs. LELs assist the local TZMs with enforcement planning and media campaigns, strategic planning, compiling activity reports, and assist in the management of local traffic safety projects. A statewide LEL will be accountable for promoting national and state priorities through the state's highway safety programs. They will encourage law enforcement officers and leaders to support the enforcement of traffic safety laws, particularly those dealing with impaired driving, occupant protection, and speed management. Additional activities include assisting in coordination of the local LEL program, statewide traffic safety enforcement assessment, and local law enforcement listening tour.			
SHSP (Target Zero Plan) Link ID 6.1-6.3, 7.1; MC 1.1, 5.1; PE D 2.4; OD 1.2; HT 1.7; BC 2.2	Fund Source 402	Amount Approved \$145,000	Benefit to Local \$45,000

Grant Recipient	Federal Project #	Program Manager	
Seattle Dept of Transportation	CP17-05	Myke Gable	
<p>Two new Seattle middle schools will open in 2017, both located near major roadways. This grant uses validated data-driven best practices from Washington's SRTS program to increase safe driving practices of people driving near the schools, and increase safe walking and biking knowledge, skills, and behaviors of students. Seattle plans a multi-aspect approach to achieve their goals, including emphasizing the 3 E's in their project plan:</p> <ul style="list-style-type: none"> <li>• Seattle Police Department enforcement campaign</li> <li>• SDOT review of the local street engineering</li> <li>• A local driver education campaign</li> <li>• A robust bike and pedestrian safety education campaign</li> </ul>			
SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
SP 1.1, Sp 1.2, Sp 2.1, Sp 2.3, Sp Sp 3.2, SP 3.6, PED 1.1, PED 1.2, PED 2.2, PED 2.3, PED 4.1, PED 4.2, PED 4.3, PED 4.4, PED 4.5, BIC 1.1, BIC 1.3, BIC 4.1, BIC 4.2, BIC 4.3	402	\$85,000	\$85,000

Grant Recipient	Federal Project #	Program Manager	
DOL	M1*CP17-01	Myke Gable	
<p>Twenty-one of DOL's largest driver licensing offices have "You're Next" lobby management video monitors in their lobbies. These monitors display content to customers while they wait. This grant would fund the design of new video messaging content around Target Zero priority areas, specifically young drivers, impaired drivers, distracted driving, and speeding. Bold and compelling imagery and infographics will be used to convey statistics and the risks of bad driving behavior. This messaging would be seen by a captive audience of over 100,000 people annually. This presents a unique opportunity to raise awareness around Target Zero priorities as DOL customers wait to complete their licensing transactions. The DOL lobby messaging system is currently underutilized, and lobby wait times are running between 30 minutes to an hour.</p>			
SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
YD 1.2, ID 1.1, ID 2.3, ID 2.5, ID 5.3, DD 1.1, DD 3.2, SP 3.2, SP 3.6, SP 3.7, SP 3.8	MAP-21 405b	\$10,000	\$0



<b>Grant Recipient</b> South East Washington Economic Development Association (SEWEDA)	<b>Federal Project #</b> CP17-07	<b>Program Manager</b> Myke Gable	
<p>This project addresses findings in the US 195 Corridor Analysis study completed by the WSDOT Eastern Region, approved in January 2016. Various Target Zero education and outreach identified in the study will target driver behaviors associated with fatal and severe crash occurrences on the US 195 and SR 26 corridors. The project will be accomplished through partnerships with WSDOT, WSP, emergency management organizations, Whitman County, Washington State University, the Palouse RTPO, and various cities along the corridors including the cities of Pullman and Moscow.</p>			
<b>SHSP (Target Zero Plan) Link</b> DD 2.2, YD 4.1	<b>Fund Source</b> 402	<b>Amount Approved</b> \$55,150	<b>Benefit to Local</b> \$55,150

### Community Programs Funding Summary

Project #	Project Title	Budget	Budget Source
CP17-03	Target Zero Managers Support	\$400,000	402
CP17-05	Seattle DOT Middle School Project	\$85,000	402
CP17-07	SEWEDA US195 & SR26	\$55,150	402
CP17-08	Tribal Sacred Travelers	\$30,320	402
PT17-04	Statewide and Local LEL Program	\$145,000	402
<b>Total 402</b>		<b>\$715,470</b>	
M1*CP17-01	DOL Target Zero Messaging	\$10,000	405b
M1*CP17-03	EWU Tribal Target Zero Demo	\$116,500	405b
M1*CP17-04	Tribal Traffic Safety Program	\$49,000	405b
M1*CP17-05	NATEO	\$40,000	405b
<b>Total 405b</b>		<b>\$215,500</b>	
TZM-State	Target Zero Managers	\$668,000	TZM-State
<b>Total TZM-State</b>		<b>\$668,000</b>	
<b>Total All Funds</b>		<b>\$1,598,970</b>	

## POLICE TRAFFIC SERVICES

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### Overview

Law enforcement agencies in Washington play a central role in the state’s overall traffic safety program. Enforcing the state’s laws is one of the most effective ways to educate and ultimately impact the behaviors of Washington citizens. The Police Traffic Services program focuses on providing state, county, municipal, and tribal law enforcement agencies with the traffic safety hardware necessary to effectively enforce traffic laws.

### FFY 2017 Police Traffic Services Projects

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Grant Recipient Klickitat County Sheriff’s Office		Federal Project # PT17-02	Program Manager Jerry Noviello	
The Klickitat County Sheriff's Office will address the area of speeding, unlicensed, and drowsy drivers on Alderdale Road. This project includes increased law enforcement presence in the area as well as partnering with established agricultural businesses, the local fire district, the Klickitat County Road Department, schools, and any additional community or cultural organizations. The project will be supported by enforcement, education, and engineering.				
SHSP (Target Zero Plan) Link SP 1.1, 1.2, 3.2, 3.7; ULD2.2, 3.2; DrD 2.1, 2.2*only in Klickitat Co.		Fund Source 402	Amount Approved \$50,000	Benefit to Local \$50,000

Grant Recipient Auburn Police Department		Federal Project # PT17-06	Program Manager Jerry Noviello	
This project continues Auburn Police Department’s safety campaign into the 2017 federal fiscal year. The focus for 2016, and future years, is to reduce collisions where speed and/or distracted driving are involved. The demographics for this project include the area surrounding Green River Community College, as well as five additional Auburn Public Schools and the Auburn/Enumclaw corridor on SR164 that passes through the Muckleshoot Indian Reservation. This project uses a combination of public outreach, high-visibility enforcement, mobile speed feedback technology, and collaboration between public safety and engineering agencies.				
SHSP (Target Zero Plan) Link SP 1.1, 1.2, 2.5, 3.2		Fund Source 402	Amount Approved \$36,500	Benefit to Local \$36,500

Grant Recipient Washington Association of Sheriffs and Police Chiefs	Federal Project # PT17-07	Program Manager Edica Esqueda	
<p>WASPC represents over 280 Washington police agencies. This grant provides specialized enforcement training and equipment relating to traffic safety. The number of grant applicants increases each year, helping maintain focus on traffic safety as a primary enforcement activity. This year's grant will also assist agencies with equipment (bar code scanners and in-vehicle printers) to transition to SECTOR, the state's electronic ticketing and collision reporting program, and mobile speed feedback signs. Grant recipients provide WASPC a report of their total fatalities, injuries, crashes, and property damage collisions, and a final report is compiled by WASPC and provided to WTSC.</p>			
SHSP (Target Zero Plan) Link SP 1.4	Fund Source 402	Amount Approved \$395,000	Benefit to Local \$296,250

Grant Recipient City of Kent Police Department	Federal Project # PT17-03	Program Manager Edica Esqueda	
<p>The Kent Police Department will deploy high-visibility enforcement in three geographic "hot spot" areas determined by traffic collisions, DUI arrests, other traffic enforcement issues, and overall crime statistics. Kent police will utilize Data-Driven Approaches to Crime and Traffic Safety to improve traffic safety priority one issues in Kent and reduce crime statistics and trends.</p>			
SHSP (Target Zero Plan) Link ID 5.2-5.3	Fund Source 402	Amount Approved \$36,000	Benefit to Local \$36,000

Grant Recipient WTSC	Federal Project # PT17-05	Program Manager Angie Ward	
<p>This project funds the officer overtime component of locally scheduled and organized HVE mobilizations focused on DUI, distracted driving, seat belt violations, and speeding throughout the year. These multijurisdictional patrols will be coordinated on the local level by TZMs, LELs, and worked in conjunction with the WSP. Funds for WSP overtime are in project M1*PT17-01 and M6X15-05. Funds for a media buy to publicize the extra enforcement are in project M1PM17-01.</p>			
SHSP (Target Zero Plan) Link ID 5.1, SP 1.1-1.2, DD 3.1, OP 1.2, 1.4	Fund Source 402	Amount Approved \$300,000	Benefit to Local \$300,000

Grant Recipient WSP	Federal Project # M1*PT17-01	Program Manager Angie Ward	
<p>This project funds the trooper overtime component of locally scheduled and organized HVE mobilizations focused on DUI, distracted driving, seat belt violations, and speeding throughout the year. These multijurisdictional patrols will be coordinated on the local level by TZMs, LELs, and worked in conjunction with local law enforcement agencies. Funds for local law enforcement overtime are in project PT17-05. Funds for media to publicize the extra enforcement are in project M1PM17-01.</p>			
SHSP (Target Zero Plan) Link ID 5.1, DD 3.1, OP 1.2-1.4, SP 1.2	Fund Source MAP-21 405b	Amount Approved \$100,000	Benefit to Local \$0

### Police Traffic Services Funding Summary

Project #	Project Title	Budget	Budget Source
PT17-02	Alderdale Road Safety Project	\$50,000	402
PT17-03	DDACTS in Kent	\$36,000	402
PT17-05	HVE Local Flex	\$300,000	402
PT17-06	Auburn PD Traffic Safety Emphasis	\$36,500	402
PT17-07	WASPC	\$395,000	402
<b>Total 402</b>		<b>\$817,500</b>	
M1*PT17-01	WSP Block Grant - Flex OT Enforcement	\$100,000	405b
<b>Total 405b</b>		<b>\$100,000</b>	
<b>Total All Funds</b>		<b>\$917,500</b>	

## OTHER TRAFFIC SAFETY PROJECTS

The following projects have been selected for funding in FFY 2017. These projects either facilitate the implementation of other projects directly related to reductions in traffic deaths and serious injuries or streamline processes the WTSC uses to carry out Washington's traffic safety program.

Grant Recipient WTSC	Federal Project # CP17-02	Program Manager Chris Madill	
<p>The WTSC regularly receives requests for project funding outside of the annual grant process. These projects respond to changing dynamics in our state's traffic safety environment and emerging issues not previously known or anticipated. This grant funds worthy projects that align with the Target Zero Plan to accomplish their stated traffic safety outcomes.</p>			
SHSP (Target Zero Plan) Link N/A	Fund Source 402	Amount Approved \$25,000	Benefit to Local \$0
Grant Recipient WTSC	Federal Project # CP17-04	Program Manager Chris Madill	
<p>The WTSC receives and manages funds from multiple sources. These include NHTSA grants, state funds including the Washington State School Zone Safety Account, and private funds (i.e. State Farm). These funds are distributed to various entities in the state based on a competitive awards process. To date, the information has been provided, received, and maintained using a combination of methods. This system will automate the grants process by significantly reducing the handling and storing of paper documents; reducing the amount of hours required to manage grants; decreasing the amount of errors, lost documents, or incorrect files; and simplifying the application process. This could potentially result in an increase in the amount of applications received. Implementing this system will allow a greater percentage of WTSC funding and resources to be appropriated to traffic safety projects.</p>			
SHSP (Target Zero Plan) Link N/A	Fund Source 402	Amount Approved \$35,000	Benefit to Local \$0

Grant Recipient WTSC	Federal Project # M1*CP17-06	Program Manager Erica Stineman	
<p>This grant provides funding to revamp the WTSC website. The current website was built in 2010, with an updated "look" that was completed in 2014. The goal of the revision is to improve the user experience as a whole. The WTSC website is a tool to provide staff, partners, and citizens with information on traffic safety programs, grants, and data. This information should be available in a clear, concise, and easy to find format. The current website provides this information; however, this grant would provide the ability to evaluate the usability of the site, gather feedback on the content, and work toward providing the best possible resource for anyone visiting the website. Recent feedback provided has revealed navigation of the current site is difficult and can be confusing.</p>			
SHSP (Target Zero Plan) Link ID 5.1; OP 1.2-1.4; SP 3.2; MC 1.4; PED 1.3	Fund Source MAP-21 405b	Amount Approved \$100,000	Benefit to Local \$0

Grant Recipient WTSC	Federal Project # M7*CP17-01	Program Manager Erica Stineman	
<p>The communications goal for mobilizations is to reach our primary target demographic. As part of a proven strategy, this grant will fund news media, outreach, and publicity efforts as a component of HVE campaigns. This project will also fund the development of new creative assets (TV, radio, web, etc.) for use during paid media and educational campaigns, and fund any additional goods and services to support general communications efforts.</p>			
SHSP (Target Zero Plan) Link ID 5.1; OP 1.1-1.4; ID 5.1; OP 1.2-1.4; SP 3.2; MC 1.4; PED 1.3	Fund Source MAP-21 405d II	Amount Approved \$250,000	Benefit to Local \$0

Grant Recipient WTSC	Federal Project # M1*CP17-02	Program Manager Shelly Baldwin	
<p>Reducing traffic deaths and injuries is becoming more complex and efforts are emerging to improve the state's traffic safety culture. To begin developing strategies to change the state's traffic safety culture, specific data regarding drivers' behaviors, values, and beliefs is needed. This grant funds a comprehensive survey and analysis of road users to determine Washington's traffic safety culture, and which values and beliefs have the strongest influence on driver behavior. The results of the survey will be used to develop new traffic safety strategies, modify existing strategies, or recognize strategies that do not change behavior. The results will also establish a baseline for an on-going traffic safety culture evaluation system, allowing comparisons between future surveys to note improvements or other changes in culture.</p>			
SHSP (Target Zero Plan) Link ID 1.1, SP 3.2, SP 3.6, SP 3.7, YD 1.2, DD 1.1, OP 1.1, OP 3.2, MC 1.2, MC 2.2, MP 6.1, PED 1.2, PED 4.2	Fund Source MAP-21 405b	Amount Approved \$250,000	Benefit to Local \$0

## Other Traffic Safety Projects Funding Summary

Project #	Project Title	Budget	Budget Source
CP17-02	Emerging Projects	\$25,000	402
CP17-04	WEMS - Grants Management System	\$35,000	402
<b>Total 402</b>		<b>\$60,000</b>	
M1*CP17-02	Traffic Safety Culture/Analysis	\$250,000	405b
M1*CP17-06	Website Revision	\$100,000	405b
<b>Total 405b</b>		<b>\$350,000</b>	
M7*CP17-01	News Media, Creative & other Publicity	\$250,000	405d II
<b>Total 405d II</b>		<b>\$250,000</b>	
<b>Total All Funds</b>		<b>\$660,000</b>	

## PLANNING & ADMINISTRATION/TECHNICAL COORDINATION

### Overview

The following project table presents the operational costs incurred by the WTSC to manage the state's traffic safety program. These projects include the costs for salaries and benefits, travel for training and project-related events, and a small portion for miscellaneous goods and services.

Grant Recipient WTSC	Federal Project # AL17-01, CP17-01, DD17-01, MC17-01, OP17-01, PS17-01, SE17-01, TR17-01, PA17-01	Program Manager Chris Madill	
This project is the federal share of costs to support WTSC employees' salaries and benefits for executive, administrative, research, and programs and services staff.			
SHSP (Target Zero Plan) Link N/A	Fund Source 402	Amount Approved \$1,885,000	Benefit to Local \$0

### Planning & Administration/Technical Coordination Funding Summary

Project #	Project Title	Budget	Budget Source
AL17-01	Alcohol Technical Coordination	\$163,818	402
CP17-01	Comm Programs & Corridor Technical Coord	\$583,692	402
DD17-01	Distracted Driving Technical Coordination	\$20,050	402
MC17-01	Motorcycle Safety Technical Coordination	\$53,248	402
OP17-01	Occupant Protection Technical Coordination	\$31,099	402
PS17-01	Pedestrian Safety Technical Coordination	\$37,273	402
SE17-01	Speed Technical Coordination	\$20,874	402
TR17-01	Traffic Safety Technical Coordination	\$389,946	402
PA17-01	Planning & Administration	\$585,000	402
<b>Total 402</b>		<b>\$1,885,000</b>	
PA - State	Planning & Administration State Match	\$585,000	State Funds
<b>Total State Funds</b>		<b>\$585,000</b>	
<b>Total All Funds</b>		<b>\$2,470,000</b>	



## PAID MEDIA

### Overview

The WTSC has professional media buyers on contract to assist with statewide and local paid media buys. These buyers are knowledgeable in the Washington markets, and will conduct analyses to determine the optimum media channel(s) for each initiative and its primary target demographic.

Grant Recipient WTSC	Federal Project # PM17-01 M1*PM17-01 M6X17-01 M7*PM17-01	Program Manager Erica Stineman	
As part of behavioral change of drivers to reduce traffic deaths and serious injuries, our number one communications goal for mobilizations is to reach our primary target demographic, as identified by state and local data analyses. Additionally, the secondary goals for this grant include educating and informing Washington stakeholders, all vehicle drivers, and driver influencers of the what, where, when, who, and why of WTSC programs. This grant will fund paid media as a component of all HVE and traffic safety awareness campaigns. Paid media includes television, radio and online ads, and outdoor billboards.			
SHSP (Target Zero Plan) Link ID 5.1; OP 1.1-1.4; ID 5.1; OP 1.2-1.4; SP 3.2; MC 1.4; PED 1.3	Fund Source 402 MAP-21 405b MAP-21 405d MAP-21 405d II	Amount Approved \$750,000 \$363,000 \$1,270,000 \$250,000	Benefit to Local \$0 \$0 \$0 \$0

### FFY 2015 PAID MEDIA RESULTS

Program	Amount	Fund	Months	Media Channel(s)	Remarks
Impaired Driving	\$1,037,000	405d, 405b	Nov – Jan, Mar, Jun – Jul, Aug - Sept	TV, Radio, Digital, Outdoor	National mobilizations and sustained enforcement
Occupant Protection	\$321,062	405, 405b	May - Jun	TV, Radio, Digital, Outdoor	National mobilization
Motorcycles	\$100,000	405b	Jul-Aug	Social Media, Outdoor	Educational Campaign
Locally Led (Flex)	\$300,000	402	Year-round	Digital, Radio	Locally-led mobilizations
Target Zero Teams	\$537,000	402	Year-round	Digital, Radio	Local emphasis project

## Paid Media Funding Summary

Project #	Project Title	Budget	Budget Source
PM17-01	Paid Media – Local Flex	\$300,000	402
PM17-01	Paid Media – Distracted Driving	\$300,000	402
PM17-01	Paid Media - Motorcycles	\$150,000	402
<b>Total 402</b>		<b>\$750,000</b>	
M1*PM17-01	Paid Media - CIOT	\$263,000	405b
M1*PM17-01	Paid Media – Local Flex	\$100,000	405b
<b>Total 405b</b>		<b>\$363,000</b>	
M6X17-01	Paid Media - DUI	\$800,000	405d
M6X17-01	Paid Media - TZT	\$470,000	405d
<b>Total 405d</b>		<b>\$1,270,000</b>	
M7*17-01	Paid Media – Motorcycle	\$50,000	405d II
M7*PM17-01	Paid Media - Speed	\$200,000	405d II
<b>Total 405d II</b>		<b>\$250,000</b>	
<b>Total All Funds</b>		<b>\$2,633,000</b>	

# HIGHWAY SAFETY PROGRAM COST SUMMARY

## WASHINGTON STATE HS-217

U.S. Department of Transportation National Highway Traffic Safety

Program Area	Action	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Current Balance	Share to Local
<i>NHTSA 402</i>							
<i>Planning and Administration</i>							
	Plan	PA-2017-00-00-00	\$585,000.00	\$585,000.00	\$0.00	\$585,000.00	\$0.00
<b>Planning and Administration Total</b>			<b>\$585,000.00</b>	<b>\$585,000.00</b>	<b>\$0.00</b>	<b>\$585,000.00</b>	<b>\$0.00</b>
<i>Alcohol</i>							
	Plan	AL-2017-00-00-00	\$40,955.00	\$163,818.00	\$0.00	\$163,818.00	\$0.00
<b>Alcohol Total</b>			<b>\$40,955.00</b>	<b>\$163,818.00</b>	<b>\$0.00</b>	<b>\$163,818.00</b>	<b>\$0.00</b>
<i>Motorcycle Safety</i>							
	Plan	MC-2017-00-00-00	\$45,812.00	\$183,248.00	\$0.00	\$183,248.00	\$100,000.00
<b>Motorcycle Safety Total</b>			<b>\$45,812.00</b>	<b>\$183,248.00</b>	<b>\$0.00</b>	<b>\$183,248.00</b>	<b>\$100,000.00</b>
<i>Occupant Protection</i>							
	Plan	OP-2017-00-00-00	\$40,275.00	\$161,099.00	\$0.00	\$161,099.00	\$130,000.00
<b>Occupant Protection Total</b>			<b>\$40,275.00</b>	<b>\$161,099.00</b>	<b>\$0.00</b>	<b>\$161,099.00</b>	<b>\$130,000.00</b>
<i>Pedestrian/Bicycle Safety</i>							
	Plan	PS-2017-00-00-00	\$24,818.00	\$99,273.00	\$0.00	\$99,273.00	\$60,000.00
<b>Pedestrian/Bicycle Safety Total</b>			<b>\$24,818.00</b>	<b>\$99,273.00</b>	<b>\$0.00</b>	<b>\$99,273.00</b>	<b>\$60,000.00</b>
<i>Police Traffic Services</i>							
	Plan	PT-2017-00-00-00	\$340,625.00	\$1,362,500.00	\$0.00	\$1,362,500.00	\$1,163,750.00
<b>Police Traffic Services Total</b>			<b>\$340,625.00</b>	<b>\$1,362,500.00</b>	<b>\$0.00</b>	<b>\$1,362,500.00</b>	<b>\$1,163,750.00</b>
<i>Traffic Records</i>							
	Plan	TR-2017-00-00-00	\$158,237.00	\$632,946.00	\$0.00	\$632,946.00	\$0.00

Program Area	Action	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Current Balance	Share to Local
<b>Traffic Records Total</b>			<b>\$158,237.00</b>	<b>\$632,946.00</b>	<b>\$0.00</b>	<b>\$632,946.00</b>	<b>\$0.00</b>
<i>Community Traffic Safety Project</i>							
	Plan	CP-2017-00-00-00	\$316,041.00	\$1,264,162.00	\$0.00	\$1,264,162.00	\$195,470.00
<b>Community Traffic Safety Project Total</b>			<b>\$316,041.00</b>	<b>\$1,264,162.00</b>	<b>\$0.00</b>	<b>\$1,264,162.00</b>	<b>\$195,470.00</b>
<i>Speed Enforcement</i>							
	Plan	SE-2017-00-00-00	\$61,219.00	\$244,874.00	\$0.00	\$244,874.00	\$224,000.00
<b>Speed Enforcement Total</b>			<b>\$61,219.00</b>	<b>\$244,874.00</b>	<b>\$0.00</b>	<b>\$244,874.00</b>	<b>\$224,000.00</b>
<i>Distraacted Driving</i>							
	Plan	DD-2017-00-00-00	\$55,013.00	\$220,050.00	\$0.00	\$220,050.00	\$200,000.00
<b>Distraacted Driving Total</b>			<b>\$55,013.00</b>	<b>\$220,050.00</b>	<b>\$0.00</b>	<b>\$220,050.00</b>	<b>\$200,000.00</b>
<i>Paid Media</i>							
	Plan	PM-2017-00-00-00	\$187,500.00	\$750,000.00	\$0.00	\$750,000.00	\$0.00
<b>Paid Media Total</b>			<b>\$187,500.00</b>	<b>\$750,000.00</b>	<b>\$0.00</b>	<b>\$750,000.00</b>	<b>\$0.00</b>
<b>NHTSA 402 Total</b>			<b>\$1,855,495.00</b>	<b>\$5,666,970.00</b>	<b>\$0.00</b>	<b>\$5,666,970.00</b>	<b>\$2,073,220.00</b>
<i>MAP-21 405b OP High 405b High HVE</i>							
	Plan	M1HVE-2017-00-00-00	\$33,250.00	\$133,000.00	\$0.00	\$133,000.00	\$0.00
<b>405 High HVE Total</b>			<b>\$33,250.00</b>	<b>\$133,000.00</b>	<b>\$0.00</b>	<b>\$133,000.00</b>	<b>\$0.00</b>
<i>405b High Community CPS Services</i>							
	Plan	M1CPS-2017-00-00-00	\$67,500.00	\$270,000.00	\$0.00	\$270,000.00	\$0.00
<b>405 High Community CPS Services Total</b>			<b>\$67,500.00</b>	<b>\$270,000.00</b>	<b>\$0.00</b>	<b>\$270,000.00</b>	<b>\$0.00</b>
<i>405b High Alcohol</i>							
	Plan	M1*AL-2017-00-00-00	\$117,500.00	\$470,000.00	\$0.00	\$470,000.00	\$0.00
<b>405b High Alcohol</b>			<b>\$117,500.00</b>	<b>\$470,000.00</b>	<b>\$0.00</b>	<b>\$470,000.00</b>	<b>\$0.00</b>
<i>405b High Community Traffic Safety</i>							
	Plan	M1*CP-2017-00-00-00	\$141,375.00	\$565,500.00	\$0.00	\$565,500.00	\$0.00

Program Area	Action	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Current Balance	Share to Local
405b High Community Traffic Safety Total			\$141,375.00	\$565,500.00	\$0.00	\$565,500.00	\$0.00
<i>405b High Paid Advertising</i>							
	Plan	M1*PM-2017-00-00-00	\$90,750.00	\$363,000.00	\$0.00	\$363,000.00	\$0.00
405b High Distracted Driving Total			\$90,750.00	\$363,000.00	\$0.00	\$363,000.00	\$0.00
<i>405b High Police Traffic Services</i>							
	Plan	M1*PT-2017-00-00-00	\$25,000.00	\$100,000.00	\$0.00	\$100,000.00	\$0.00
405b High Distracted Driving Total			\$25,000.00	\$100,000.00	\$0.00	\$100,000.00	\$0.00
<b>405b OP High Total</b>			<b>\$475,375.00</b>	<b>\$1,901,500.00</b>	<b>\$0.00</b>	<b>\$1,901,500.00</b>	<b>\$0.00</b>
MAP-21 405c Data Program							
<i>405c Data Program</i>							
	Plan	M3DA-2017-00-00-00	\$312,131.00	\$1,248,522.00	\$0.00	\$1,488,522.00	\$0.00
405c Data Program Total			\$312,131.00	\$1,248,522.00	\$0.00	\$1,248,522.00	\$0.00
<b>405c Data Program Total</b>			<b>\$312,131.00</b>	<b>\$1,248,522.00</b>	<b>\$0.00</b>	<b>\$1,248,522.00</b>	<b>\$0.00</b>
MAP-21 405d Impaired Driving Low							
<i>405d Impaired Driving Low</i>							
	Plan	M6X-2017-00-00-00	\$978,114.00	\$3,912,456.00	\$0.00	\$3,912,456.00	\$0.00
405d Impaired Driving Low Total			\$978,114.00	\$3,912,456.00	\$0.00	\$3,912,456.00	\$0.00
<b>405d Impaired Driving Low Total</b>			<b>\$978,114.00</b>	<b>\$3,912,456.00</b>	<b>\$0.00</b>	<b>\$3,912,456.00</b>	<b>\$0.00</b>
MAP-21 405d Impaired Driving Interlock							
<i>405d Interlock Community Traffic Safety</i>							
	Plan	M7*CP17-01	\$62,500.00	\$250,000.00	\$0.00	\$250,000.00	\$0.00

Program Area	Action	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Current Balance	Share to Local
405d Interlock Community Traffic Safety Total			\$62,500.00	\$250,000.00	\$0.00	\$250,000.00	\$0.00
<i>405d Interlock Motorcycle Safety</i>							
	Plan	M7*MC17-01	\$12,500.00	\$50,000.00	\$0.00	\$50,000.00	\$0.00
405d Interlock Motorcycle Safety Total			\$12,500.00	\$50,000.00	\$0.00	\$50,000.00	\$0.00
<i>405d Interlock Paid Media</i>							
	Plan	M7*PM17-01	\$62,500.00	\$250,000.00	\$0.00	\$250,000.00	\$0.00
405d Interlock Paid Media Total			\$62,500.00	\$250,000.00	\$0.00	\$250,000.00	\$0.00
<i>405d Interlock Pedestrian/Bicycle Safety</i>							
	Plan	M7*PS17-01	\$16,250.00	\$65,000.00	\$0.00	\$65,000.00	\$0.00
405d Interlock Pedestrian/Bicycle Safety Total			\$16,250.00	\$65,000.00	\$0.00	\$65,000.00	\$0.00
<i>405d Interlock Police Traffic Services</i>							
	Plan	M7*PT17-01	\$75,000.00	\$300,000.00	\$0.00	\$300,000.00	\$0.00
405d Interlock Police Traffic Services Total			\$75,000.00	\$300,000.00	\$0.00	\$300,000.00	\$0.00
<i>405d Impaired Driving Interlock Total</i>			\$228,750.00	\$915,000.00	\$0.00	\$915,000.00	\$0.00

Program Area	Action	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Current Balance	Share to Local
<b>MAP-21 405f Motorcycle Programs</b>							
<i>405f Motorcycle Training</i>							
	Plan	MgX-2017-00-00-00	\$38,125.00	\$152,500.00	\$0.00	\$152,500.00	\$0.00
<b>405f Motorcycle Training Total</b>			<b>\$38,125.00</b>	<b>\$152,500.00</b>	<b>\$0.00</b>	<b>\$152,500.00</b>	<b>\$0.00</b>
<b>NHTSA Total</b>			<b>\$3,887,987.00</b>	<b>\$13,796,948.00</b>	<b>\$0.00</b>	<b>\$13,796,948.00</b>	<b>\$2,073,220.00</b>
<b>Total</b>			<b>\$3,887,987.00</b>	<b>\$13,796,948.00</b>	<b>\$0.00</b>	<b>\$13,796,948.00</b>	<b>\$2,073,220.00</b>

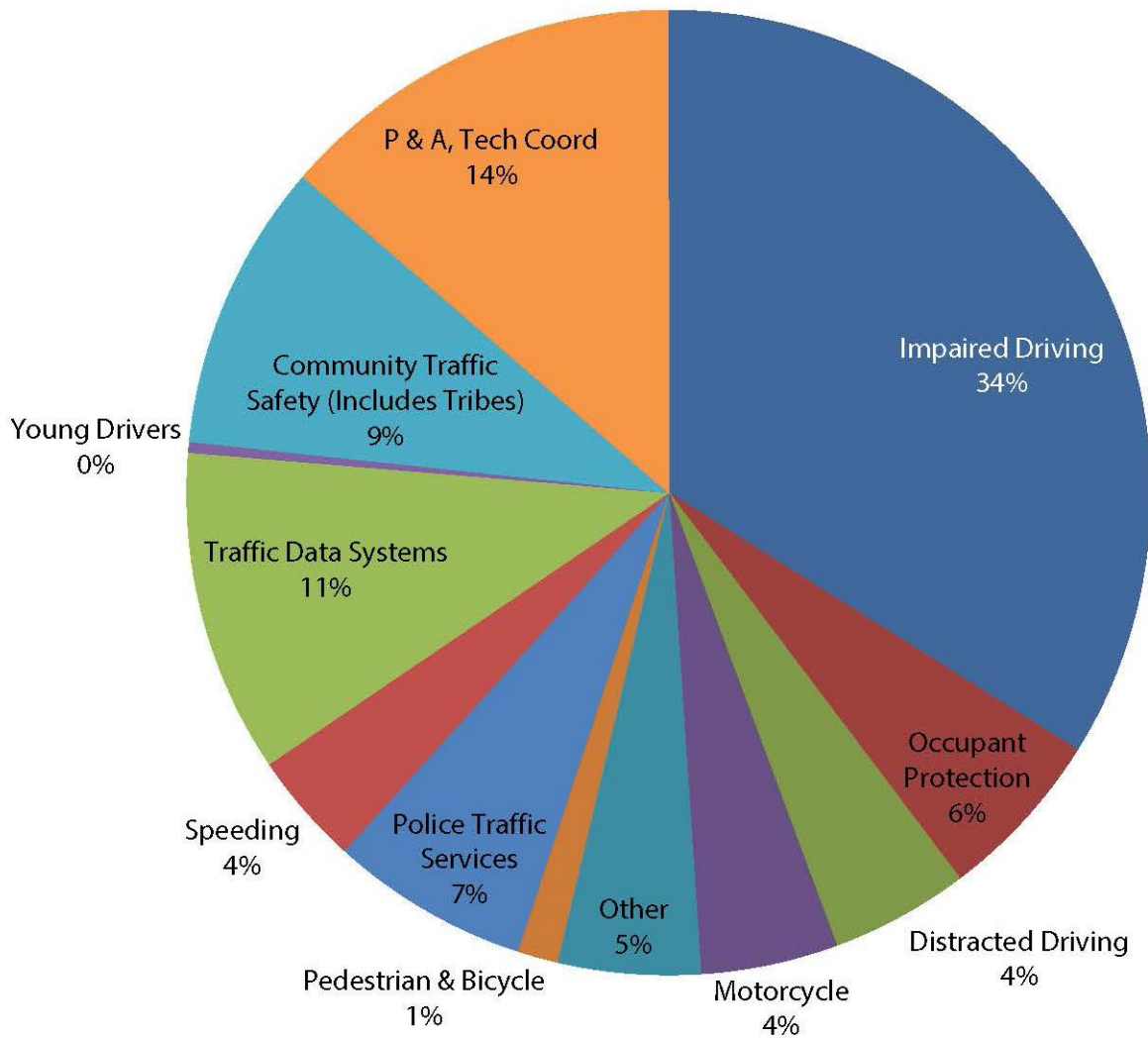
State Official Authorized Signature:

  
 \_\_\_\_\_  
 Darrin T. Grondel, Governor's Highway Safety Representative

6/22/2016

Date

## FFY 2017 FINANCIAL SUMMARY GRAPH



Program Area	Funding Amount
Impaired Driving	\$4,682,456
Occupant Protection	\$796,000
Distracted Driving	\$640,000
Motorcycle	\$632,500
Pedestrian & Bicycle	\$187,000
Police Traffic Services	\$917,500
Speeding	\$524,000
Traffic Data Systems	\$1,491,522
Young Drivers	\$50,000
Community Traffic Safety (Includes Tribes)	\$1,330,970
P & A, Tech Coordination	\$1,885,000
Other	\$660,000
<b>TOTAL</b>	<b>\$13,796,948</b>



## LIST OF PROJECTS

Project #	Description	Amount	Fed to Local	ST Match	Total
AL17-01	Alcohol Tec Coord	163,818		40,955	204,772.50
		<b>163,818</b>	-	<b>40,955</b>	
CP17-01	Comm & Corr Tech Coord	583,692		145,923	729,615.00
CP17-02	Emerging Projects	25,000		6,250	31,250.00
CP17-03	TZM Support	400,000		100,000	500,000.00
CP17-04	WEMS	35,000		8,750	43,750.00
CP17-05	SDOT Middle School Proj	85,000	85,000	21,250	106,250.00
CP17-06	Young Drivers	50,000	25,000	12,500	62,500.00
CP17-07	SEWEDA US195 & SR 26	55,150	55,150	13,788	68,937.50
CP17-08	Tribal Sacred Travelers	30,320	30,320	7,580	37,900.00
		<b>1,264,162</b>	<b>195,470</b>	<b>316,041</b>	
DD17-01	Distracted Driving Tech Coord	20,050	-	5,013	25,062.50
DD17-02	Distracted Driving HVE	200,000	200,000	50,000	250,000.00
		<b>220,050</b>	<b>200,000</b>	<b>55,013</b>	
MC17-01	Motorcycle Safety Tech Coord	53,248	-	13,312	66,560.00
MC17-02	DOL Motorcycle Safety	30,000		7,500	37,500.00
MC17-03	Motorcycle HVE Local	100,000	100,000	25,000	125,000.00
		<b>183,248</b>	<b>100,000</b>	<b>45,812</b>	
PA17-01	Planning & Admin	585,000		585,000	
OP17-01	Occup Prot Tech Coord	31,099		7,775	38,873.75
OP17-02	Seat Belt HVE Local	130,000	130,000	32,500	162,500.00
		<b>161,099</b>	<b>130,000</b>	<b>40,275</b>	
PM17-01	Paid Media	750,000		187,500	937,500.00
PS17-01	Ped Safety Tech Coord	37,273	-	9,318	46,591.25
PS17-02	Cooper Jones	2,000		500	2,500.00
PS17-03	Clark Co Ped Safety Proj	60,000	60,000	15,000	75,000.00
		<b>99,273</b>	<b>60,000</b>	<b>24,818</b>	
PT17-01	Impaired Driving HVE Local	400,000	400,000	100,000	500,000.00
PT17-02	Alderdale Road Safety Proj	50,000	50,000	12,500	62,500.00
PT17-03	DDACTS in Kent	36,000	36,000	9,000	45,000.00
PT17-04	Statewide and Local LEL Prog	145,000	45,000	36,250	181,250.00
PT17-05	HVE Local Flex	300,000	300,000	75,000	375,000.00
PT17-06	Auburn PD Traffic Safety Emphasis	36,500	36,500	9,125	45,625.00

Project #	Description	Amount	Fed to Local	ST Match	Total
PT17-07	WASPC	395,000	296,250	98,750	493,750.00
		<b>1,362,500</b>	<b>1,163,750</b>	<b>340,625</b>	
SE17-01	Speed Tech Coord	20,874		5,219	26,092.50
SE17-02	Kitsap Speed Proj	40,000	40,000	10,000	50,000.00
SE17-03	Region 12 Speed Proj	40,000	40,000	10,000	50,000.00
SE17-04	Thurston Co Speed Proj	44,000	44,000	11,000	55,000.00
SE17-05	Speed HVE Local	100,000	100,000	25,000	125,000.00
		<b>244,874</b>	<b>224,000</b>	<b>61,219</b>	
TR17-01	Traffic Records Tech Coord	389,946		97,487	487,432.50
TR17-02	RADD	243,000		60,750	303,750.00
		<b>632,946</b>	<b>-</b>	<b>158,237</b>	
	<b>Total 402</b>	<b>5,666,970</b>	<b>2,073,220</b>	<b>1,855,493</b>	
M1CPS17-01	Bonney Lake CPS (Cesi)	270,000		67,500	337,500.00
M1HVE17-01	WSP Block Grant - OP	133,000		33,250	166,250.00
M1*AL17-01	WSP Electronic DUI Processing	320,000		80,000	400,000.00
M1*AL17-02	Spokane Target Zero Prosecutor	150,000		37,500	187,500.00
		<b>470,000</b>		<b>117,500</b>	
M1*CP17-01	DOL Target Zero Messaging	10,000		2,500	12,500.00
M1*CP17-02	Traffic Safety Culture/Analysis	250,000		62,500	312,500.00
M1*CP17-03	EWU Tribal TZ Demo	116,500		29,125	145,625.00
M1*CP17-04	Tribal Traffic Safety Prog	49,000		12,250	61,250.00
M1*CP17-05	NATEO	40,000		10,000	50,000.00
M1*CP17-06	Website Revision	100,000		25,000	125,000.00
		<b>565,500</b>		<b>141,375</b>	
M1*PM17-01	Paid Media	363,000		90,750	453,750.00
M1*PT16-01	WSP Block Grant - Seat Belt /Distract	100,000		25,000	125,000.00
	<b>Total 405b</b>	<b>1,901,500</b>		<b>475,375</b>	
M3DA17-01	Traffic Records Committee	993,522		248,381	1,241,902.50
M3DA17-02	FARS Sal & Benefits	50,000		12,500	62,500.00
M3DA17-03	Geospatial Analyst	100,000		25,000	125,000.00
M3DA17-04	Data Integration	105,000		26,250	131,250.00
	<b>Total 405c</b>	<b>1,248,522</b>		<b>312,131</b>	

Project #	Description	Amount	Fed to Local	ST Match	Total
M6X17-01	Paid Media - DUI	1,270,000		317,500	1,587,500.00
M6X17-02	Seattle PD Impaired Driving Initiative	60,000		15,000	75,000.00
M6X17-03	WSP Impaired Driving Operations	511,540		127,885	639,425.00
M6X17-04	King Co Sheriff - TSRP	172,308		43,077	215,385.00
M6X17-05	WSP Block Grant - DUI	400,000		100,000	500,000.00
M6X17-06	Street Smart Pierce Co	60,000		15,000	75,000.00
M6X17-07	MRSC - TSRP	172,308		43,077	215,385.00
M6X17-08	King Co SO - ELIAS	43,600		10,900	54,500.00
M6X17-09	Yakima Co DUI Court	58,840		14,710	73,550.00
M6X17-10	Pierce Co PIP	47,360		11,840	59,200.00
M6X17-11	Vancouver-Clark Reduce Fatal Crash	146,480		36,620	183,100.00
M6X17-12	DUI Training & Candidate Court	125,000		31,250	156,250.00
M6X17-13	Bellingham PD DUI Patrols	26,784		6,696	33,480.00
M6X17-14	King Co Prevent Impaired Driving	100,000		25,000	125,000.00
M6X17-15	TZT Local - East	220,000		55,000	275,000.00
M6X17-16	Clark Co DUI Court	65,162		16,291	81,452.50
M6X17-17	Okanogan Co RUAD	48,681		12,170	60,851.25
M6X17-18	WSU - Role of Drugs on Accidents	59,393		14,848	74,241.25
M6X17-19	DOL Happy 21st Birthday	35,000		8,750	43,750.00
M6X17-20	TZT Local - West	250,000		62,500	312,500.00
M6X17-21	DOL Inattention Blindness Video	40,000		10,000	50,000.00
	<b>Total 405d Low</b>	<b>3,912,456</b>		<b>978,114</b>	
	News Media, Creative & other				
M7*CP17-01	Publicity	250,000		62,500	312,500.00
M7*MC17-01	Motorcycle Awareness & Training	50,000		12,500	62,500.00
M7*PM17-01	Paid Media	250,000		62,500	312,500.00
M7*PS17-01	Spokane Co Ped Safety Project	65,000		16,250	81,250.00
M7*PT17-01	WSP Block Grant-DD, Speed, Mtrcycl	300,000		75,000	375,000.00
	<b>Total 405d</b>	<b>915,000</b>		<b>228,750</b>	
M9X17-01	Motorcycle Awareness & Training	50,000		12,500	62,500.00
M9X17-02	DOL Motorcycle Safety Training	102,500		25,625	128,125.00
	<b>Total 405f</b>	<b>152,500</b>		<b>38,125</b>	
	<b>Total MAP-21 405</b>	<b>8,129,978</b>		<b>2,032,495</b>	
	<b>TOTAL ALL PROJECTS</b>	<b>13,796,948</b>	<b>2,073,220</b>	<b>3,887,987</b>	

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## ACRONYMS

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This table provides a list of common acronyms used throughout this document.

ACRONYMS	
AOC	Administrative Office of the Courts
ARIDE	Advanced Roadside Impaired Driving Enforcement
BAC	Blood Alcohol Content
BPD	Bellingham Police Department
BRFSS	Behavioral Risk Factor and Analysis Survey
BUI	Boating Under the Influence
CHARS	Comprehensive Hospital Abstract Reporting System
CIOT	Click It or Ticket
CJTC	Criminal Justice Training Commission
CLAS	Collision Location and Analysis System
CPS	Child Passenger Safety
CPST	Child Passenger Safety Technician
CRAB	County Road Administration Board
DITEP	Drug Impairment Training for Educational Professionals
DOH	Department of Health
DOL	Department of Licensing
DRE	Drug Recognition Expert
DSOGPO	Drive Sober Or Get Pulled Over
DUI	Driving Under the Influence
DWI	Driving While Impaired
EMS	Emergency Medical Services
EWU	Eastern Washington University
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FST	Field Sobriety Test
FTE	Full Time Employee
GHSA	Governor's Highway Safety Association
GIS	Geographic Information Systems
HSP	Highway Safety Plan
HVE	High Visibility Enforcement
IDL	Intermediate Driver License
IDS	Impaired Driving Section
IID	Ignition Interlock Device
LEL	Law Enforcement Liaison
LCB	Liquor and Cannabis Board
LRS	Linear Referencing System
MAC	Motorcycle Advisory Committee
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act
MCMIS	Motor Carrier Management Information System

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MIDU	Mobile Impaired Driving Units
MRSC	Municipal Research and Services Center
NADCP	National Association of Drug Court Professionals
NATEO	Northwest Association of Tribal Enforcement Officers
NCHRP	National Cooperative Highway Research Program
NHTSA	National Highway Traffic Safety Association
NIT	Nooksack Indian Tribe
OCC	Okanogan Community Coalition
PAS-D	Programs and Services Division
PIP	Party Intervention Patrols
PIRE	Pacific Institute for Research and Evaluation
PTCR	Police Traffic Collision Report
PTS	Police Traffic Services
PSA	Public Service Announcement
PSZ	Pedestrian Safety Zone
QAV	Quality Assurance Visit
RAD-D	Research and Data Division
RVP	Responsible Vendor Program
SDOT	Seattle Department of Transportation
SECTOR	Statewide Electronic Collision and Ticket Online Records
SFST	Standard Field Sobriety Testing
SHSP	Strategic Highway Safety Plan or Target Zero
SPD	Seattle Police Department
SRTS	Safe Routes to Schools
STSP	Skagit Traffic Safety Pilot Project
TAC	Technical Advisory Committee
TRC	Traffic Records Committee
TRIPS	Transportation Information and Planning Support
TSRP	Traffic Safety Resource Prosecutor
TTSAB	Tribal Traffic Safety Advisory Board
TZM	Target Zero Manager
TZT	Target Zero Team
WASPC	Washington Association of Sheriffs and Police Chiefs
WEMS	Washington Enterprise Management System
WEMSIS	Washington EMS Information System
WIDAC	Washington Impaired Driving Advisory Council
WMSP	Washington Motorcycle Safety Program
WSDOT	Washington State Department of Transportation
WSP	Washington State Patrol
WTSC	Washington Traffic Safety Commission

**APPENDIX A TO PART 1300 –  
CERTIFICATIONS AND ASSURANCES  
FOR HIGHWAY SAFETY GRANTS  
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,  
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

*[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]*

State: Washington

Fiscal Year: 2017

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

**GENERAL REQUIREMENTS**

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

**INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

**FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

### **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;



- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

#### **THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  - o The dangers of drug abuse in the workplace.
  - o The grantee's policy of maintaining a drug-free workplace.
  - o Any available drug counseling, rehabilitation, and employee assistance programs.
  - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - o Abide by the terms of the statement.
  - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –

- Taking appropriate personnel action against such an employee, up to and including termination.
  - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**POLITICAL ACTIVITY (HATCH ACT)**  
**(applies to subrecipients as well as States)**

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

**CERTIFICATION REGARDING FEDERAL LOBBYING**  
**(applies to subrecipients as well as States)**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

**RESTRICTION ON STATE LOBBYING**

**(applies to subrecipients as well as States)**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

**CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

**(applies to subrecipients as well as States)**

**Instructions for Primary Certification (States)**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions*

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

#### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification

Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

*Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:*

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**BUY AMERICA ACT**  
**(applies to subrecipients as well as States)**

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

**PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**  
**(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

**POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov). Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at [www.trafficsafety.org](http://www.trafficsafety.org).

**POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
  - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seatbelts by occupants of motor vehicles;
  - Submission of information regarding mobilization participation into the HVE Database;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
  - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
  - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).  
(23 U.S.C. 402(b)(1)(F))



8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

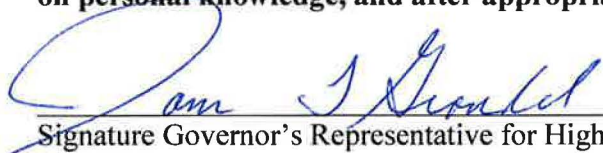
The State: [**CHECK ONLY ONE**]

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**

  
Signature Governor's Representative for Highway Safety

  
Date

**Darrin T. Grondel**

Printed name of Governor's Representative for Highway Safety

