

U.S. Department of Transportation - **National Highway Traffic Safety Administration**

Fiscal Year	2019
NHTSA Grant Application	WASHINGTON - Highway Safety Plan - FY 2019
State Office	Washington Traffic Safety Commission
Application Status	Submitted

Highway Safety Plan**1 Summary information****APPLICATION INFORMATION**

Highway Safety Plan Name:	WASHINGTON - Highway Safety Plan - FY 2019
Application Version:	3.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	Yes
S. 405(d) 24-7 Sobriety Programs:	Yes
S. 405(e) Distracted Driving:	Yes
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	Yes
S. 405(h) Nonmotorized Safety:	Yes
S. 1906 Racial Profiling Data Collection:	No

STATUS INFORMATION

Submitted By:	Debbie Johnson
Submission On:	6/28/2018 5:43 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

The Washington Traffic Safety Commission's (WTSC) planning process involves two phases. The first phase is the development of the State Strategic Highway Safety Plan (SHSP), known as Target Zero, which is updated every three years. The second phase is the annual development of the WTSC's Highway Safety Plan (HSP). These two planning cycles work together to ensure coordination and collaboration between WTSC and all other agencies represented on the Commission and other stakeholders.

Each update cycle of Target Zero begins with establishing stakeholder teams -- a steering committee, a project team, and a data team. These three teams ensure broad partner representation from state agencies, advocates, tribes, cities, and counties. They conduct an evaluation of the prior plan. Surveys are sent to an exhaustive list of traffic safety practitioners to ask questions about the usefulness of the plan, the best parts of the plan and what could make the plan better. Then, the Target Zero Data Team analyzes the new cycle of data. All three teams use the new data to shape the Target Zero priorities for the three-year cycle. Research is conducted to find what new strategies have been developed that might be added to the plan, as well as the current research on existing strategies to make sure the plan is recommending the best strategies. The project team directs the work to teams of subject matter experts to craft each chapter of the plan. The steering committee approves the final draft to the Commissioners, who approve it for the Governor's signature.

The HSP planning process uses the Target Zero Plan as its guiding document that governs our traffic safety investments and provides the basis for annual HSP project selection. The HSP process begins with a review of evidence-based strategies, performance measures, and performance targets. Through this process, we:

- 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

Our primary sources for evidence-based strategies are NHTSA *Countermeasures That Work*, the National Cooperative Highway Research Program (NCHRP) series, and scientifically sound evidence-based research regarding strategies not already identified by the Governor's Highway Safety Association (GHSA) or the NCHRP.

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

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 proportion of traffic deaths and serious injuries associated with a particular emphasis or problem area.

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

- Department of Licensing
- Department of Health
- Washington State Department of Transportation
- Washington State Patrol
- Washington Traffic Safety Commission
- Office of Financial Management

The Project Team and Steering Committee develops and approves the content and evidence-based strategies, and consists of manager- and executive-level representatives from the agencies listed above, plus the following organizations:

- Administrative Office of the Courts
- County Law Enforcement
- Department of Social and Health Services
- Puget Sound Regional Council
- Target Zero Manager Network
- Governor's Office of Statewide Policy
- Harborview Injury Prevention & Research Center
- Northwest Association of Tribal Enforcement Officers
- Office of Superintendent of Public Instruction
- Tribal Transportation Planning Organization
- Washington Association of Sheriffs and Police Chiefs
- Association of Washington Cities
- Washington Association of County Engineers
- Tribal Police Departments

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
- Washington Traffic Safety Commissioners
- The Washington Impaired Driving Advisory Council
- Washington Traffic Records Committee

Washington Traffic Safety Commission Technical Advisory Committee

The Washington Traffic Safety Commission Technical Advisory Committee (TAC) reviews and makes recommendations to the commissioners regarding the WTSC staff-proposed HSP and consists of representatives of key traffic safety stakeholder groups, including the tribes, NHTSA, the Federal Motor Carrier Safety Administration, and the Federal Highway Administration. Additionally, the group includes a representative from each Commission organization:

- The Governor's Office
- The Department of Licensing
- The Department of Transportation
- The Department of Health
- The Department of Social and Health Services
- Washington State Patrol
- Judicial
- Association of Washington Cities
- Washington State Association of Counties
- Superintendent of Public Instruction

Washington Impaired Driving Advisory Council

Washington Impaired Driving Advisory Council (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 the Fixing America's Surface Transportation (FAST) Act . 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.

Washington Traffic Records Committee

The Washington Traffic Records Committee (TRC) is a statewide stakeholder group with representatives from the transportation, law enforcement, criminal justice, and health professions. This cross-disciplinary team leads efforts to improve the quality and usefulness of the data in traffic safety related data systems across the state. TRC's work includes implementing projects that streamline data collection and processing, and enhance timeliness, accessibility, and integration among the various data sources. Their goal is to improve decision making for key programs and support policy decisions with solid data. Each year, TRC evaluates data systems grant proposals that are submitted through WTSC's annual grants process, to develop a package of projects consistent with the TRC Strategic Plan while satisfying federal requirements. This project list and funding recommendations become the following fiscal year's spending plan for Washington's Section 405c – State Traffic Safety Information System Improvement Grants.

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

The Target Zero Plan informs the priorities set in the HSP. Target Zero helps to focus HSP efforts on the primary factors in fatal and serious injury traffic crashes by grouping topics 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 over the three-year analysis used for that update. Traffic Data Systems, EMS and Trauma Response, and Evaluation, Analysis, and Diagnosis, while not causes of fatalities, are considered Level One priorities because of the potential for these systems to significantly improve our deployment of resources to address traffic fatal 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.

Priority Level Three factors are associated with less than 10 percent of fatalities and serious injuries. We believe if we address the more common factors in Priority Levels One and Two, such as impairment, speeding, and lane departure 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 Target Zero Plan consider both fatality and serious injury numbers. The Target Zero plan maintains the importance of addressing fatalities, while encouraging consideration for, and strengthening of, serious injury data. The HSP adopts priorities directly from the Target Zero Plan, although the annual data review could indicate an emerging trend that could require small priority adjustments.

Priorities (Percent Fatalities/Percent Serious Injuries)

Priority Level One

- Impairment Involved (Driver or Non-Motorist) (56.6 percent/22.3 percent)
- Lane Departure (56.1 percent/38.5 percent)
- Speeding Involved (38 percent/26.5 percent)
- Young Drivers ages 16-25 Involved (31.7 percent/33.6 percent)
- Intersection Related (20.7 percent/34.8 percent)
- Traffic Data Systems (N/A)
- EMS and Trauma Response (N/A)

- Evaluation, Analysis, and Diagnosis (N/A)

Priority Level Two

- Distraction Involved (Driver or Non-Motorist) (29.6 percent/22.9 percent)
- Unrestrained Vehicle Occupants (22.2 percent/10.2 percent)
- Unlicensed Driver Involved (18.6 percent/not available)
- Motorcyclists (16.8 percent/18.1 percent)
- Pedestrians (15.3 percent/14.8 percent)
- Older drivers ages 70+ Involved (12.1 percent/8.6 percent)

Priority Level Three

- Heavy Truck Involved (9.1 percent/5.2 percent)
- Drowsy Driver Involved (2.9 percent/3.2 percent)
- Bicyclists (2.2 percent/4.8 percent)

Other Monitored Emphasis Areas

- Work Zone (0.2 percent/1.6 percent)
- Wildlife (0.5 percent/0.8 percent)
- School Bus Involved (0 percent/0.2 percent)
- Vehicle-Train (0.2 percent/0.1 percent)

In the HSP planning process, the most current fatal and serious injury data is reviewed and compared to the Target Zero priorities. If an emerging trend is identified, that data will be considered when choosing annual HSP projects.

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

At the beginning of the HSP development process, the WTSC uses the Target Zero Plan as a guide and considers a number of other factors and documents in determining project priorities and areas of emphasis. These include:

- Federal legislation and regulations
- State statutes
- Federal priorities as established under the FAST Act
- Annual Washington State Collision Summary

Other influences can be federal and state legislative bodies, community-based organizations, local and national interest groups, state and local traffic safety non-profit organizations, and local governments. Projects can be proposed directly by members of any of these organizations, or WTSC staff may submit proposals on their behalf.

From time to time, Congress designates or earmarks federal highway safety funds for specific purposes and uses. Projects developed in response to these earmarked funds must be data driven as well, with the earmarked funds dedicated to the areas of the state with the greatest threat to traffic safety.

The HSP development process consists of a number of stages:

- Problem identification
- Planning to select and prioritize targets and countermeasure strategies
- Announcement of Available Grant Funds (Proposal Solicitation)
- Review, negotiation, scoring, and approval of proposals
- Identification of performance measures
- Development of funding priorities, the Program Cost Summary and list of projects
- Contract Negotiation

- Project Execution

The project list is produced annually and is developed through discussions and meetings coordinated by the WTSC. The WTSC utilizes the TAC to review the proposed investment plan developed by staff. Prior to meeting with the TAC, the WTSC holds a series of internal review meetings to develop an initial investment plan. These initial meetings allow for the review of prior year comments on prior activities (by federal, state and local partners), the assignment of staff to draft the HSP program areas, and the development of an initial investment plan. Once the TAC has reviewed the investment plan and made any changes, the plan is presented to the Traffic Safety Commissioners for final approval in April. Regional NHTSA and divisional FHWA representatives are invited to participate in any of the meetings during the planning process.

Enter list of information and data sources consulted.

In order to identify traffic safety problems unique to Washington and select projects, we utilize the following primary data systems:

- Traffic Fatalities – Fatal Analysis Reporting System (FARS and FARS-ARF) and WA-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 (WEMISIS), 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

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

Washington's HSP and Washington's State SHSP, Target Zero, are linked documents. This linkage keeps WTSC coordinated with all of the Target Zero agencies and partners as we build our annual HSP. The Target Zero Plan provides a comprehensive framework for reducing deaths and serious injuries on Washington's roadways. This allows the HSP planning process to focus efforts on implementing the right projects to support the data-driven priorities established in Target Zero.

Another important outcome of the coordination is the development of matching performance targets between WTSC and the Washington State Department of Transportation for C-1, total fatalities, C-2, fatality rate and C-3, total serious injuries.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress

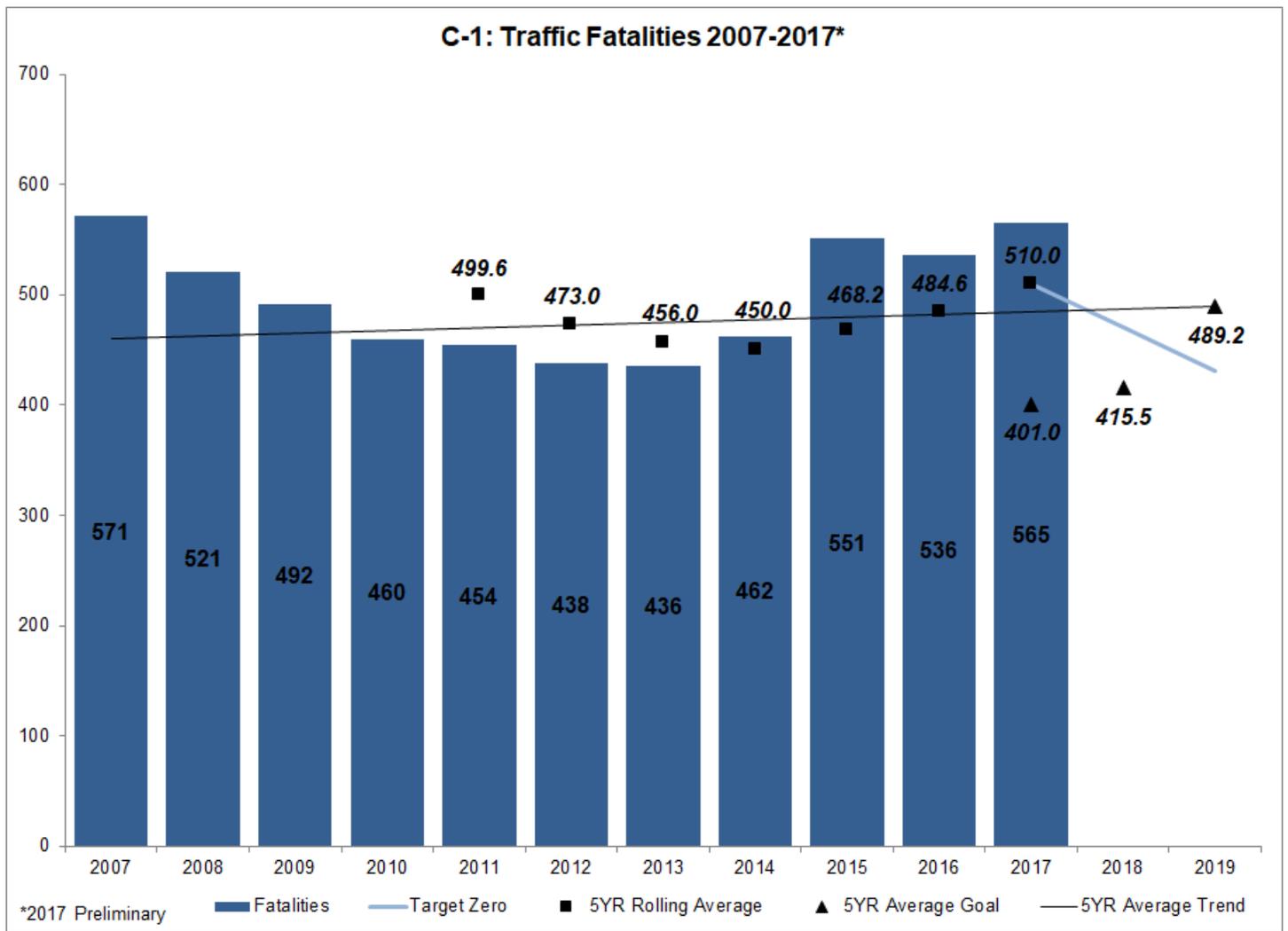
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
APM-3) Number of ED visit records reported (estimated percent of total ED records)	In Progress
APM-1) Fatalities involving a distracted/inattentive driver	In Progress
APM-2) Fatalities involving a drug positive and/or alcohol impaired (not imputed) driver	In Progress

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Preliminary 2013-2017 rolling average shows there were an average of 510.0 fatalities, missing the HSP 2017 target of 401 by 27.2 percent. The 2018 target included in the FFY 2018 HSP for fatalities was 415.5 (2013-2018 Rolling Average Value). The FFY 2018 target was based on the Target Zero line as coordinated with Washington State Department of Transportation. This method has been changed for FFY 2019 target setting due to recent increasing trends in fatal crashes. According to the revised trend line used to develop the 2019 target for the FFY 2019, it appears that the FFY 2018 HSP target will not be met. In response, the FFY 2019 HSP target was set based on the value of this updated trend line rather than the Target Zero line. The target remains "in progress" until full year 2018 data becomes available.

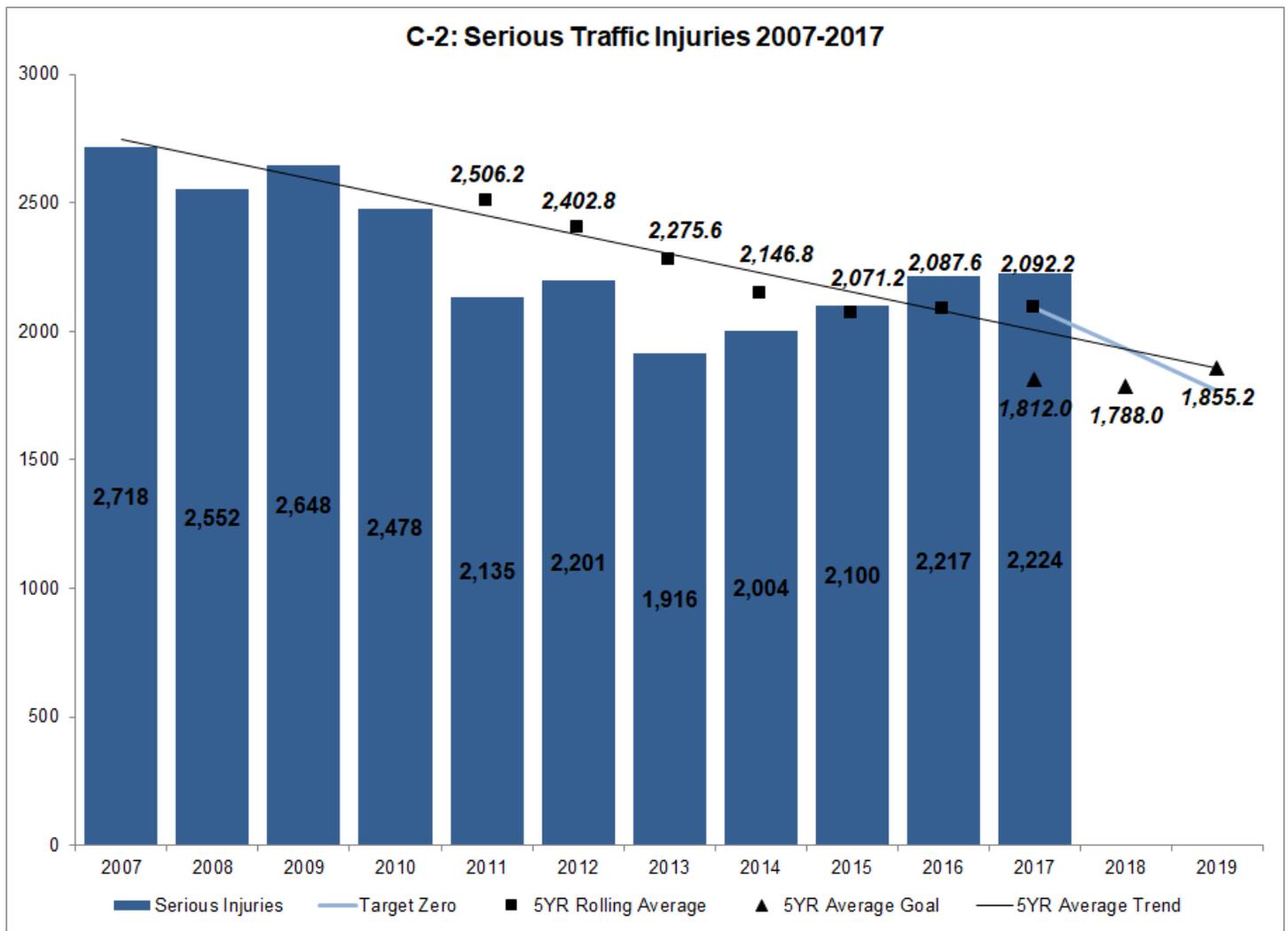


C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Preliminary 2013-2017 rolling average shows there were an average of 2,092.2 serious injuries, missing the HSP 2017 target of 1,812 by 15.5 percent. The 2018 target included in the FFY 2018 HSP for serious injuries was 1,788.0 (2013-2018 Rolling Average Value). The FFY 2018 target was based on the Target Zero line as coordinated with Washington State Department of Transportation. This method has been changed for FFY 2019 target setting to align the methods in which the fatality performance targets are set. According to the revised trend line used to develop the 2019 target for the FFY 2019, it appears that the FFY 2018 HSP target will not be met. In response, the FFY 2019 HSP target was set based on the value of this updated trend line rather than the Target Zero line. The target remains "in progress" until full year 2018 data becomes available.

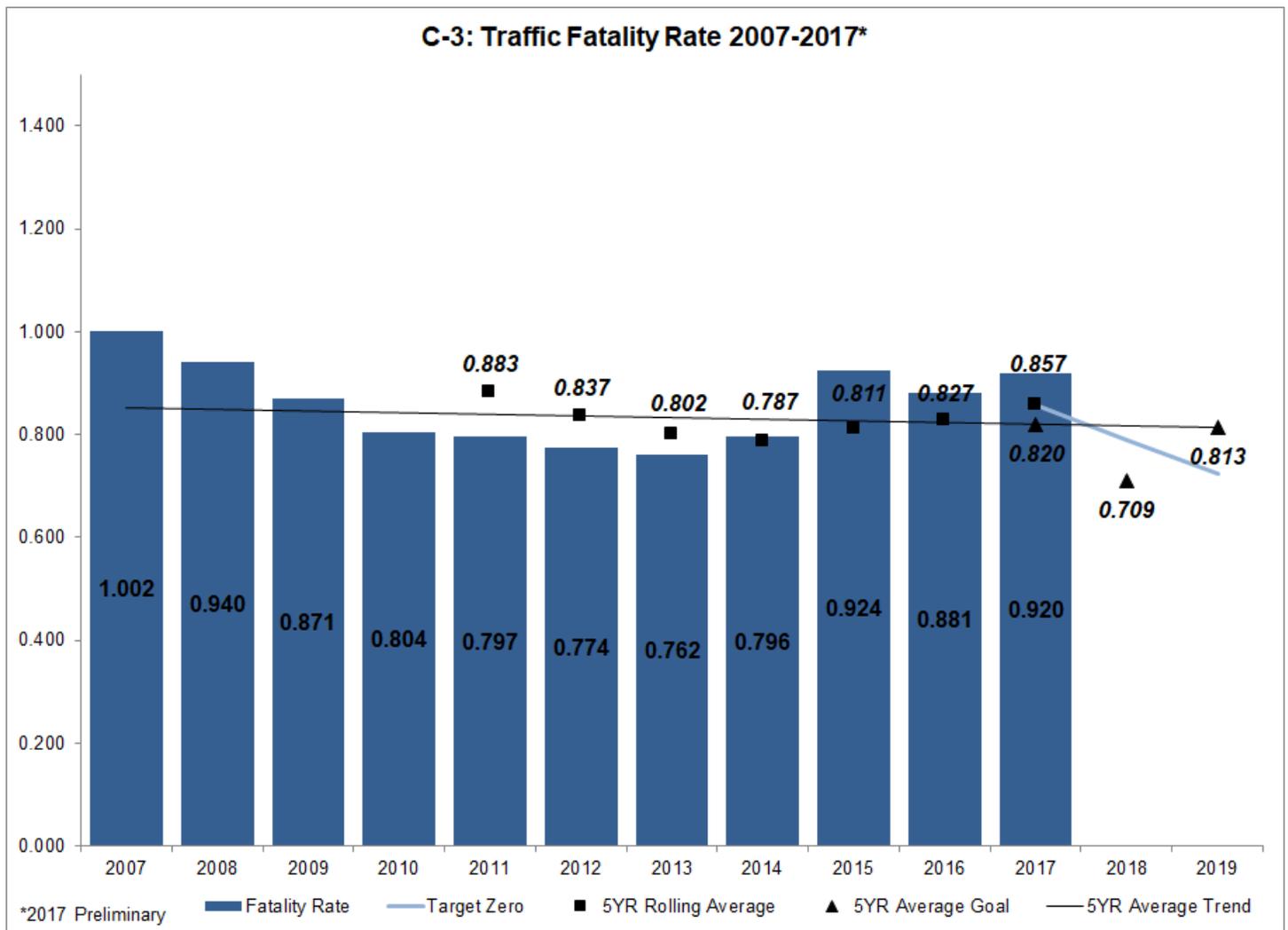


C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Preliminary 2013-2017 rolling average shows an average fatality rate of 0.857, missing the HSP 2017 target of 0.82 by 4.5 percent. The 2018 target included in the FFY 2018 HSP for the fatality rate was 0.709 (2013-2018 Rolling Average Value). The FFY 2018 target was based on the Target Zero line as coordinated with Washington State Department of Transportation. This method has been changed for FFY 2019 target setting due to recent increasing trends in fatal crashes. According to the revised trend line used to develop the 2019 target for the FFY 2019, it appears that the FFY 2018 HSP target will not be met. In response, the FFY 2019 HSP target was set based on the value of this updated trend line rather than the Target Zero line. The target remains "in progress" until full year 2018 data becomes available.

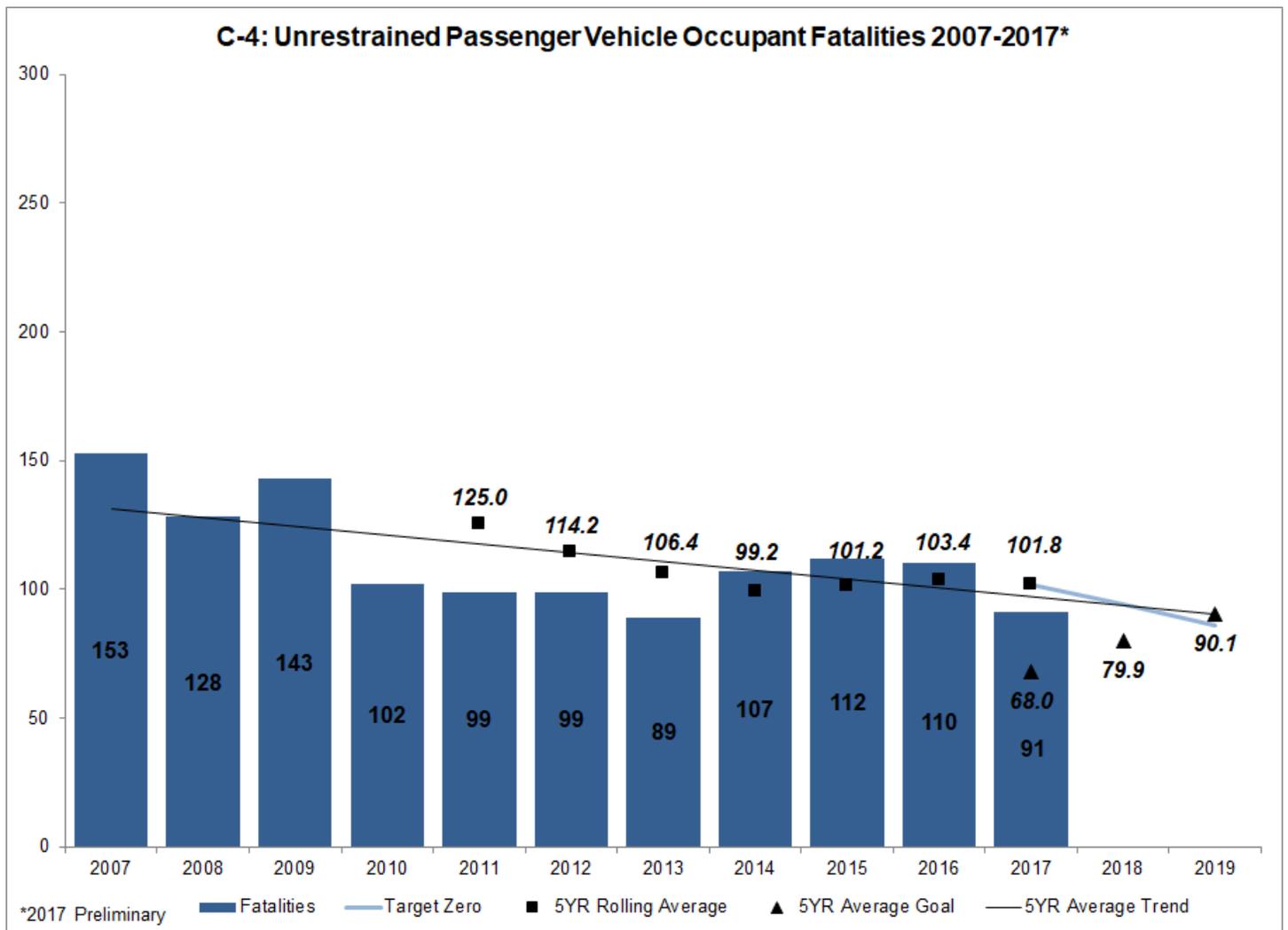


C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Preliminary 2013-2017 rolling average shows there were an average of 101.8 unrestrained passenger fatalities, missing the HSP 2017 target of 68 by 49.7 percent. The 2018 target included in the FFY 2018 HSP for unrestrained passenger vehicle occupant fatalities was 79.9 (2013-2018 Rolling Average Value). According to the revised trend line used to develop the 2019 target for the FFY 2019, it appears that the FFY 2018 HSP target will not be met, however the target remains “in progress” until full year 2018 data becomes available. We may still be on track to achieve zero unrestrained passenger vehicle occupant fatalities by the year 2030.

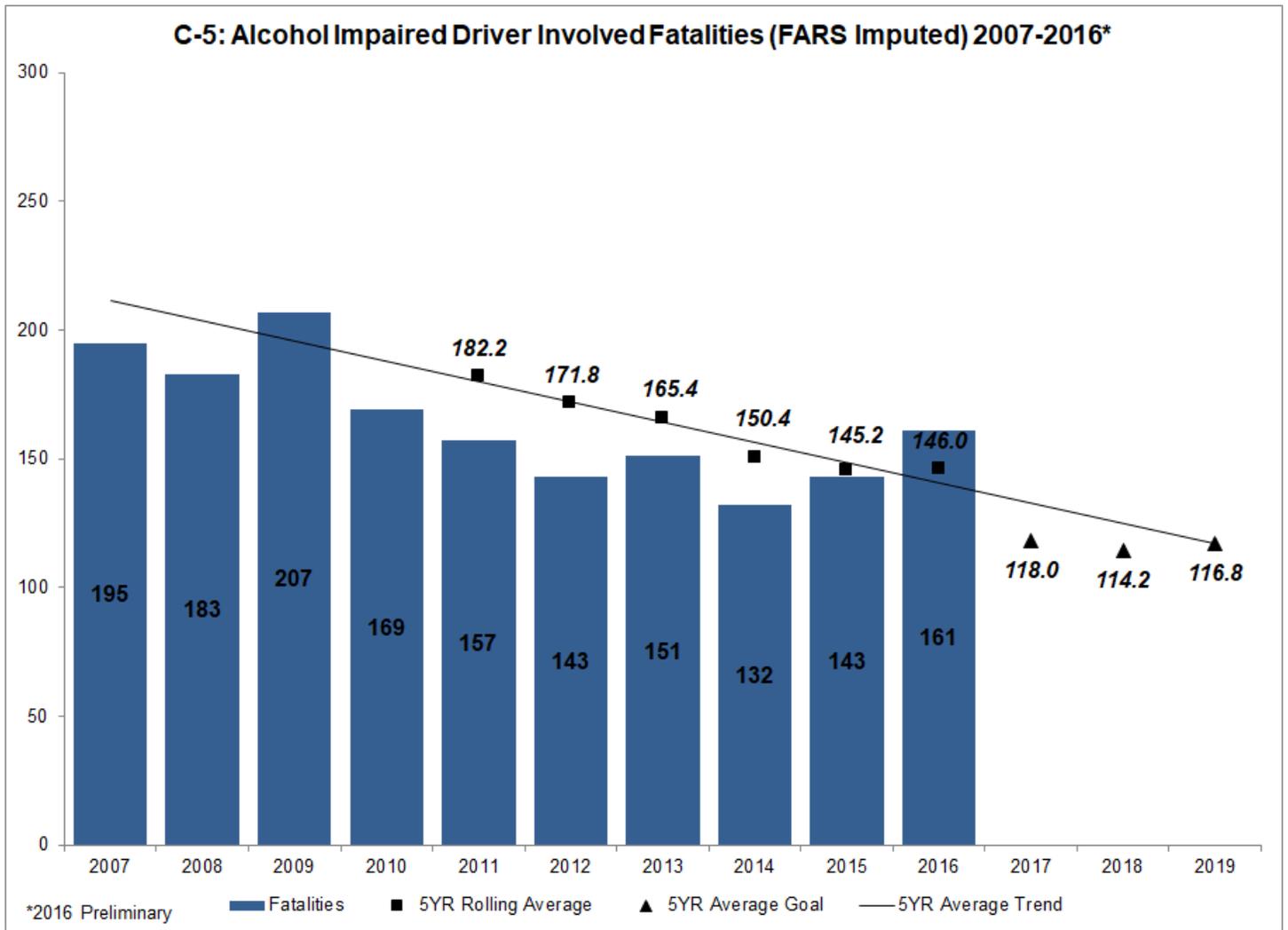


C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Preliminary 2012-2016 FARS-ARF rolling average shows there were an average of 146.0 fatalities involving a driver with a BAC \geq .08 (Imputed), missing the HSP 2017 target of 118 by 23.7 percent. The 2018 target included in the FFY 2018 HSP for alcohol impaired driver (IMPUTED) involved fatalities was 114.2 (2013-2018 Rolling Average Value). According to the revised trend line used to develop the 2019 target for the FFY 2019, it appears that the FFY 2018 HSP target may not be met; however, there is insufficient data available at this time to evaluate this progress with any confidence. If 2017 data becomes available, a more accurate performance report will be possible. Because NHTSA requires the use of IMPUTED alcohol data for this target, there is no state data available to supplement this performance report. Washington state does not use imputed alcohol data in the Target Zero plan, therefore this measure has no "Target Zero line". Imputed alcohol information is ONLY used for required HSP target setting purposes.

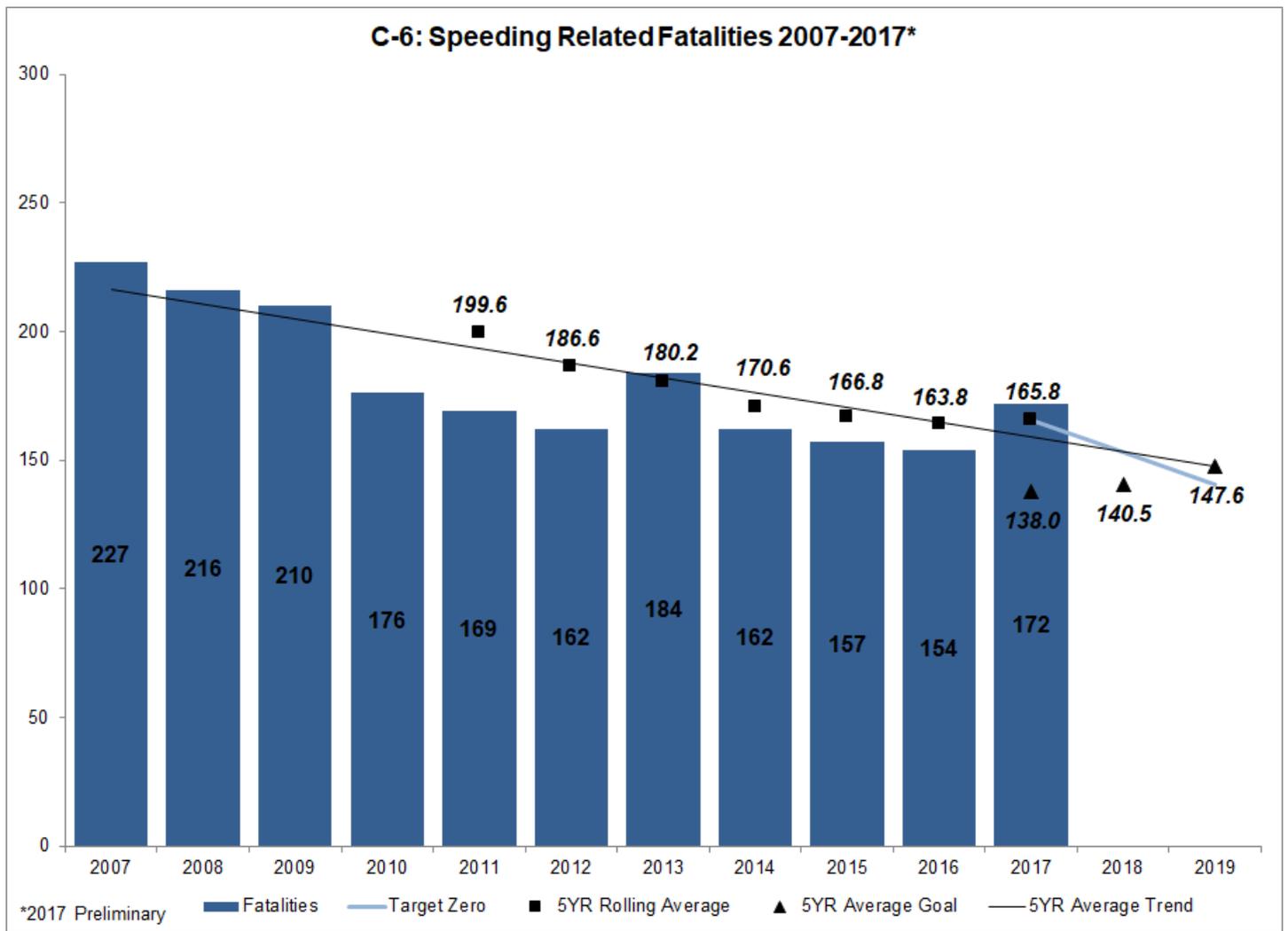


C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Preliminary 2013-2017 rolling average shows there 165.8 speeding involved fatalities, missing the HSP 2017 target of 138 by 20.1 percent. The 2018 target included in the FFY 2018 HSP for speeding involved fatalities was 140.5 (2013-2018 Rolling Average Value). According to the revised trend line used to develop the 2019 target for the FFY 2019, it appears that the FFY 2018 HSP target will not be met, however the target remains “in progress” until full year 2018 data becomes available. We may still be on track to achieve zero speeding involved fatalities by the year 2030.



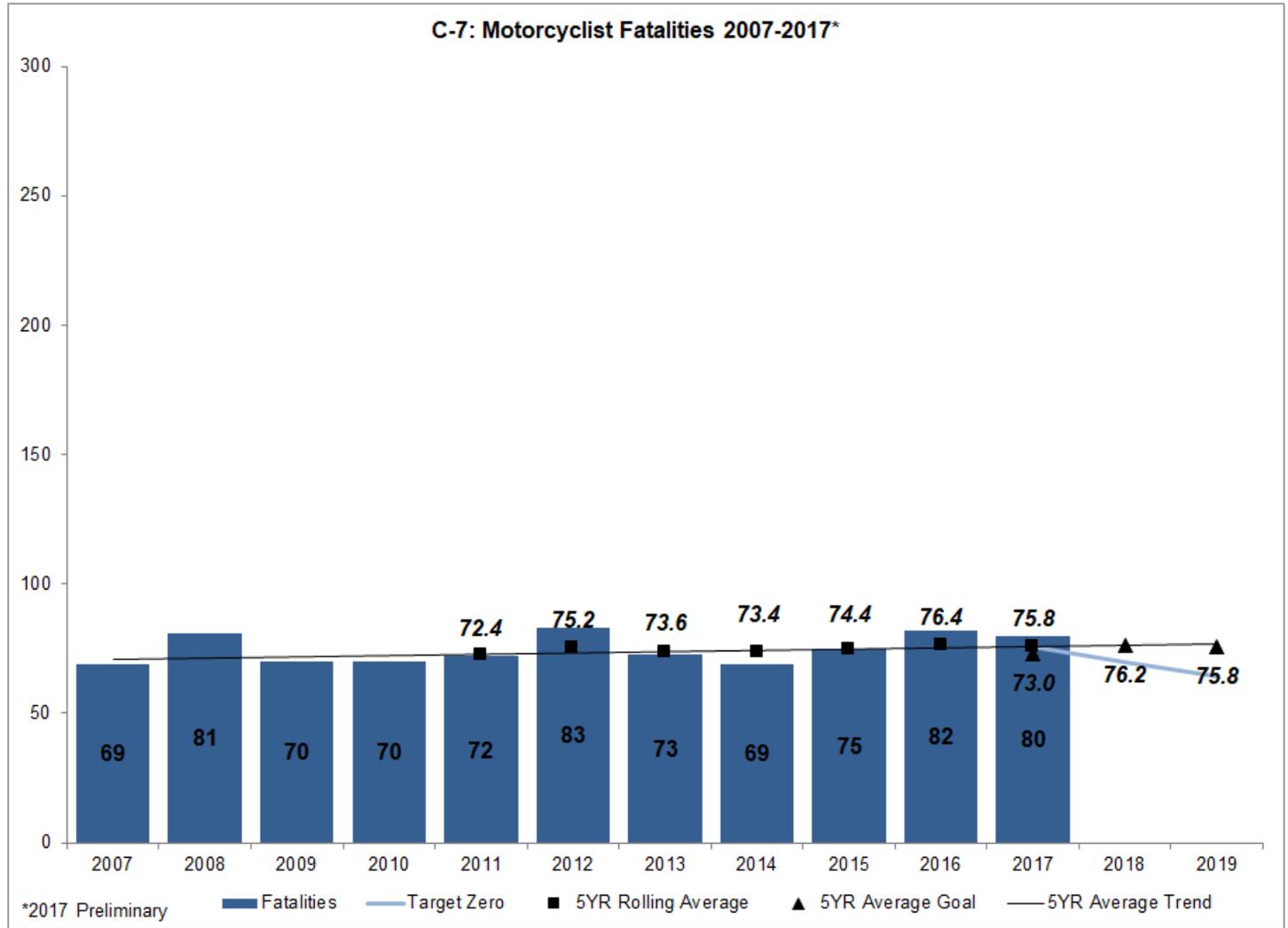
C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Preliminary 2013-2017 rolling average shows there were an average of 75.8 motorcyclist fatalities, missing the HSP 2017 target of 73 by 3.8 percent. The 2018 target included in the FFY 2018 HSP for motorcyclist fatalities was 76.2 (2013-2018 Rolling Average Value). According to the revised trend line used to develop the 2019 target for the FFY 2019, it appears that the FFY 2018 HSP target will be met, however the target remains "in progress"

until full year 2018 data becomes available.



C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Preliminary 2017 shows there were 0 unhelmeted motorcyclist fatalities, achieving the HSP 2017 target of 0. However, 6 fatal motorcyclists used helmets improperly or used improper helmets. The 2018 target included in the FFY 2018 HSP for unhelmeted motorcyclist fatalities was 0 (2013-2018 Rolling Average Value). According to the most recent available data (calendar year 2017) it appears that the FFY2019 HSP target will be met. The target remains "in progress" until full year 2018 data becomes available.

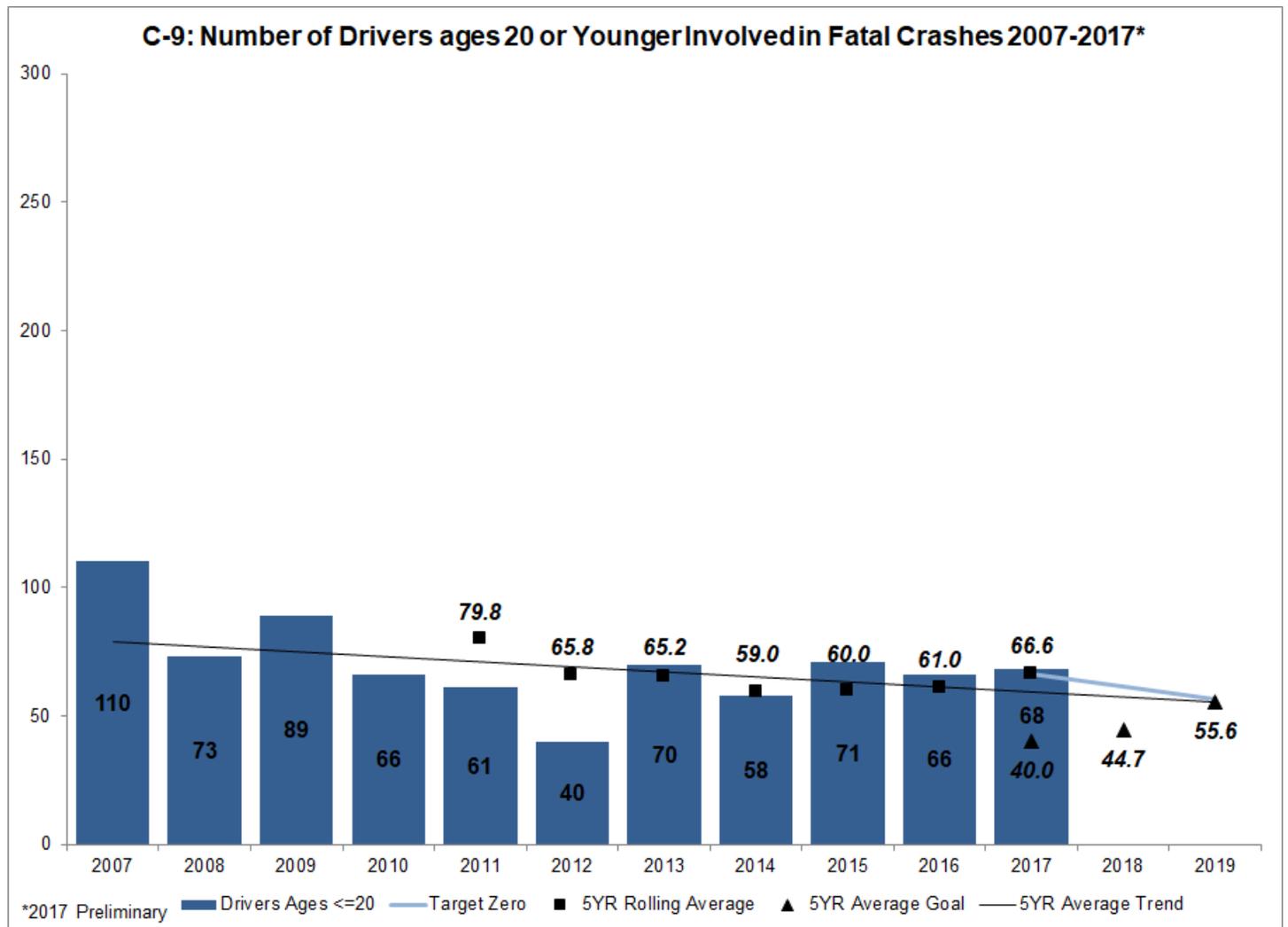
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Preliminary 2013-2017 rolling average shows there were an average of 66.6 drivers ages 20 or younger in fatal collisions, missing the HSP 2017 target of 40 by 66.5 percent. The 2018 target included in the FFY 2018 HSP for the number of drivers ages <=20 involved in fatal crashes was 44.7 (2013-

2018 Rolling Average Value). According to the revised trend line used to develop the 2019 target for the FFY 2019, it appears that the FFY 2018 HSP target will not be met, however the target remains “in progress” until full year 2018 data becomes available.

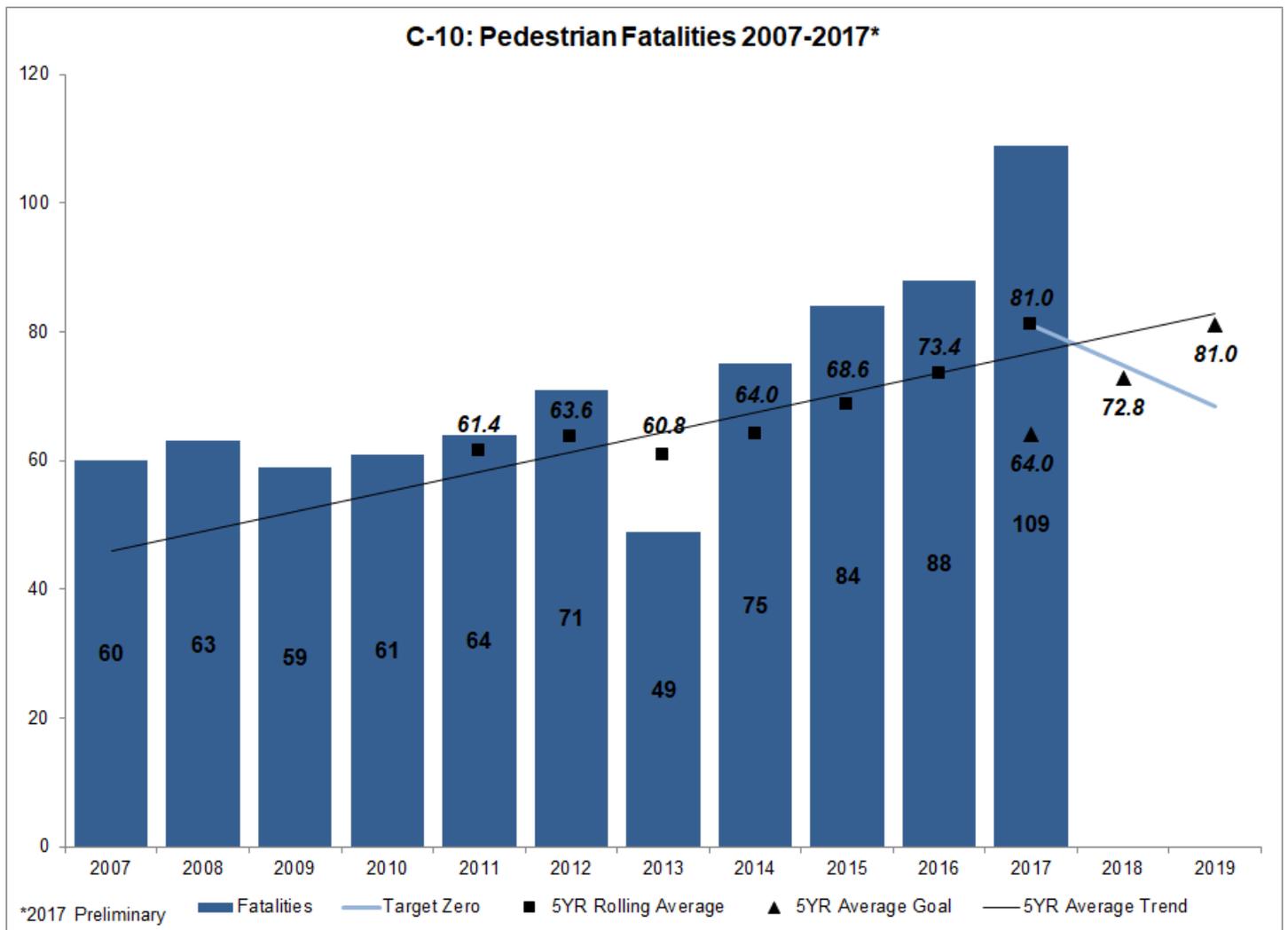


C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Preliminary 2013-2017 rolling average shows there were an average of 81.0 pedestrian fatalities, missing the HSP 2017 target of 64 by 26.6 percent. The 2018 target included in the FFY 2018 HSP for pedestrian fatalities was 72.8 (2013-2018 Rolling Average Value). According to the revised trend line used to develop the 2019 target for the FFY 2019, it appears that the FFY 2018 HSP target will not be met, however the target remains “in progress” until full year 2018 data becomes available.

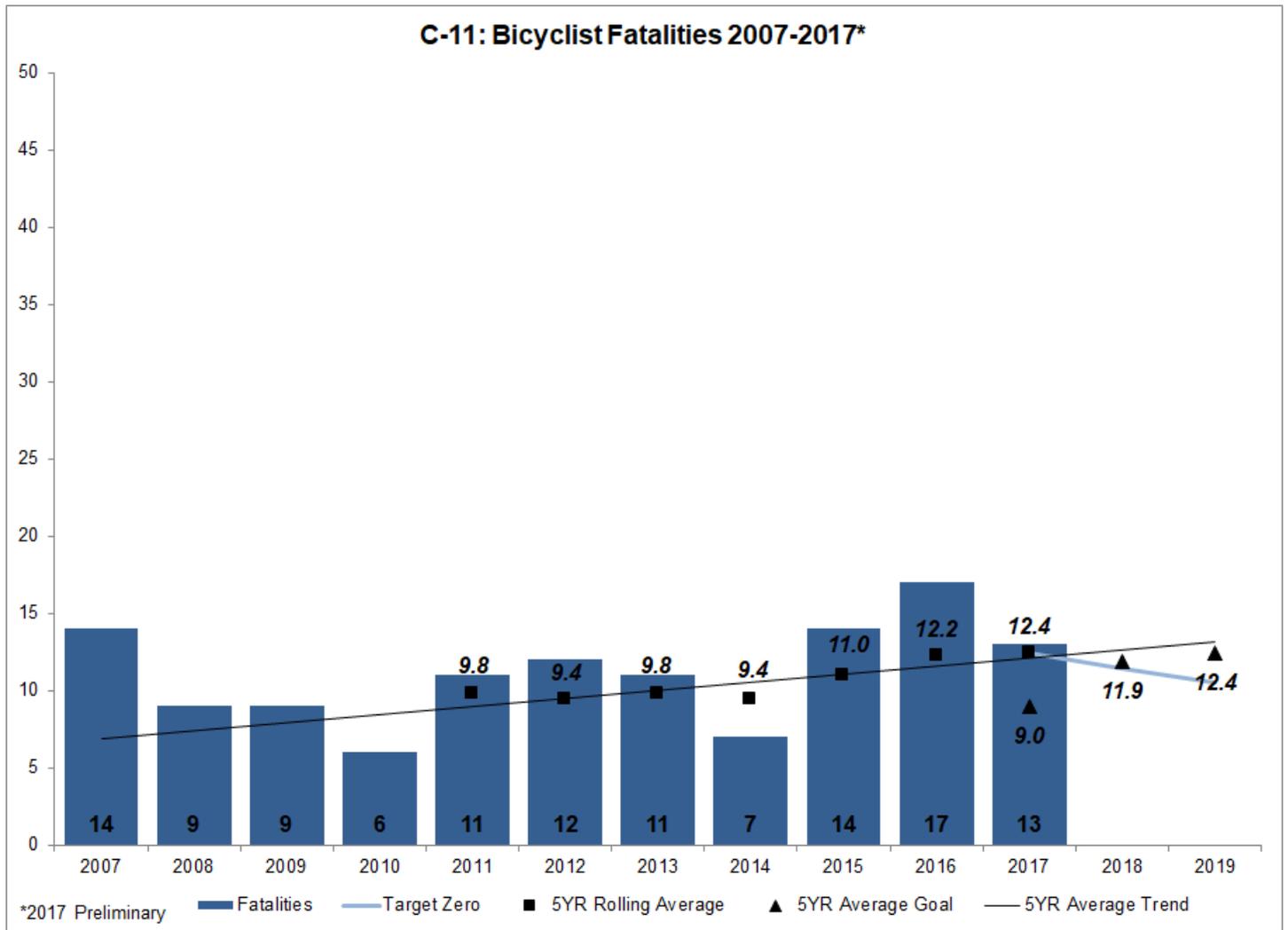


C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Preliminary 2013-2017 rolling average shows there were an average of 12.4 bicyclist fatalities, missing the HSP 2017 target of 9 by 37.8 percent. The 2018 target included in the FFY 2018 HSP for bicyclist fatalities was 11.9 (2013-2018 Rolling Average Value). According to the revised trend line used to develop the 2019 target for the FFY 2019, it appears that the FFY 2018 HSP target will not be met, however the target remains "in progress" until full year 2018 data becomes available. We may still be on track to achieve zero bicyclist fatalities by the year 2030.



B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

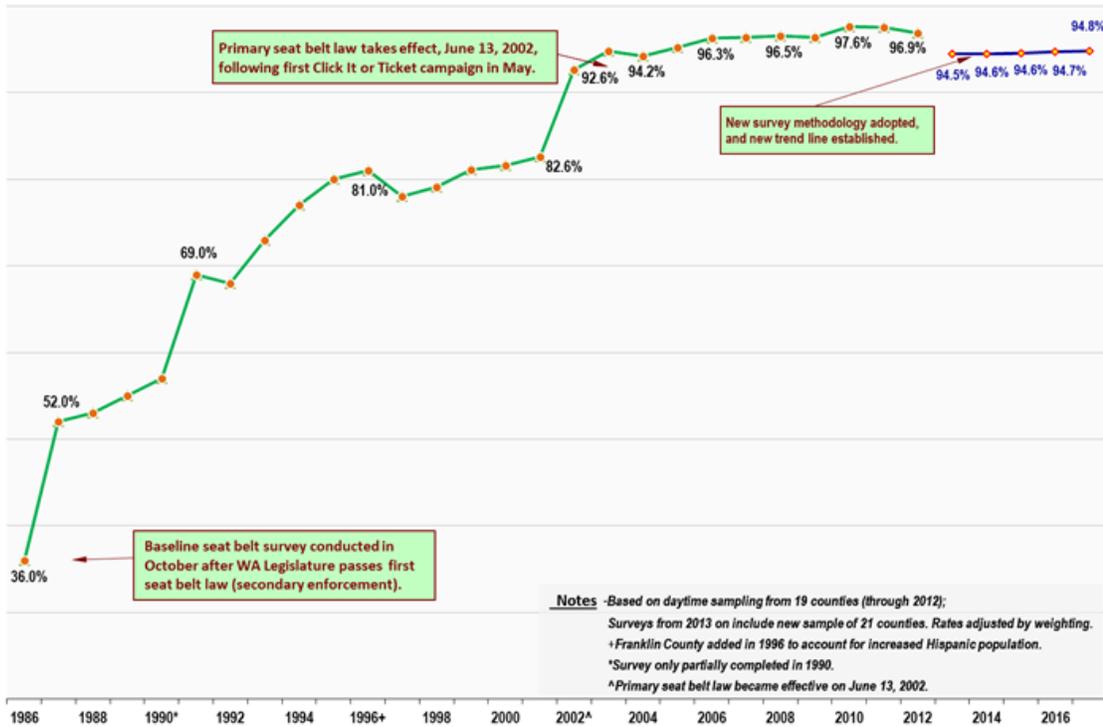
Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

The 2017 observed seat belt use rate was 94.8%, missing the HSP 2017 target of $\geq 95\%$ by 0.2 percent. The 2018 target is also set at $\geq 95\%$. Seat Belt observation surveys are conducted in June of each year so at the time of this report, the 2018 estimate is not available. It is unknown if we will meet the 2018 target given the history of being just below our target goal of 95% or greater.

Observed Seat Belt Use Rates in Washington, 1986-2017

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

Source: WTSC Annual Seat Belt Use Observation Survey



APM-3) Number of ED visit records reported (estimated percent of total ED records)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

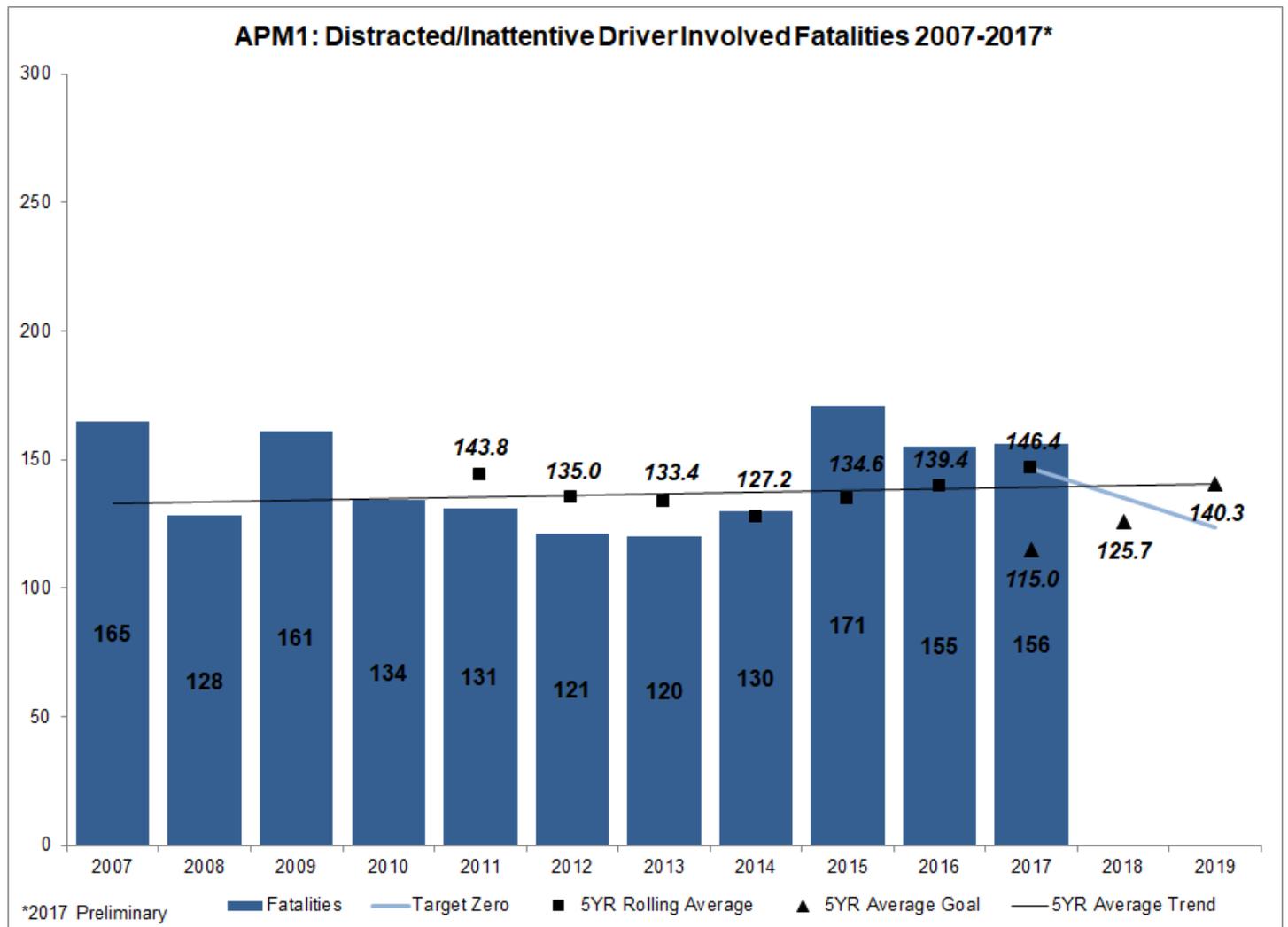
Injury Surveillance - Completeness	Baseline	Actual
	April 1, 2016 – March 31, 2017	April 1, 2017 – March 31, 2018
Number of Emergency Department visit records reported to the National Syndromic Surveillance Program ESSENCE (estimated percent of total ED records)	288,688 (13.5%)	1,155,208 (41.9%)
<p>Narrative –</p> <p>There were an estimated 2,754,396 emergency department visits during the baseline period. The total number of Emergency Department visit records submitted to the National Syndromic Surveillance Program ESSENCE system increased by 865,780. This is nearly a 3-fold increase over the previous year. This increase has been driven through continuing outreach and on-boarding efforts with emergency departments, funded by TRC grants in the last few years.</p>		
<p>Calculation Method –</p> <p>A total of emergency department visit records submitted by all emergency departments, by visit date.</p>		

APM-1) Fatalities involving a distracted/inattentive driver

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Preliminary 2013-2017 rolling average shows there were an average of 146.4 distracted driver involved fatalities, missing the HSP 2017 target of 115 by 27.3 percent. The 2018 target included in the FFY 2018 HSP for distracted/inattentive driver involved fatalities was 125.7 (2013-2018 Rolling Average Value). According to the revised trend line used to develop the 2019 target for the FFY 2019, it appears that the FFY 2018 HSP target will not be met, however the target remains "in progress" until full year 2018 data becomes available.

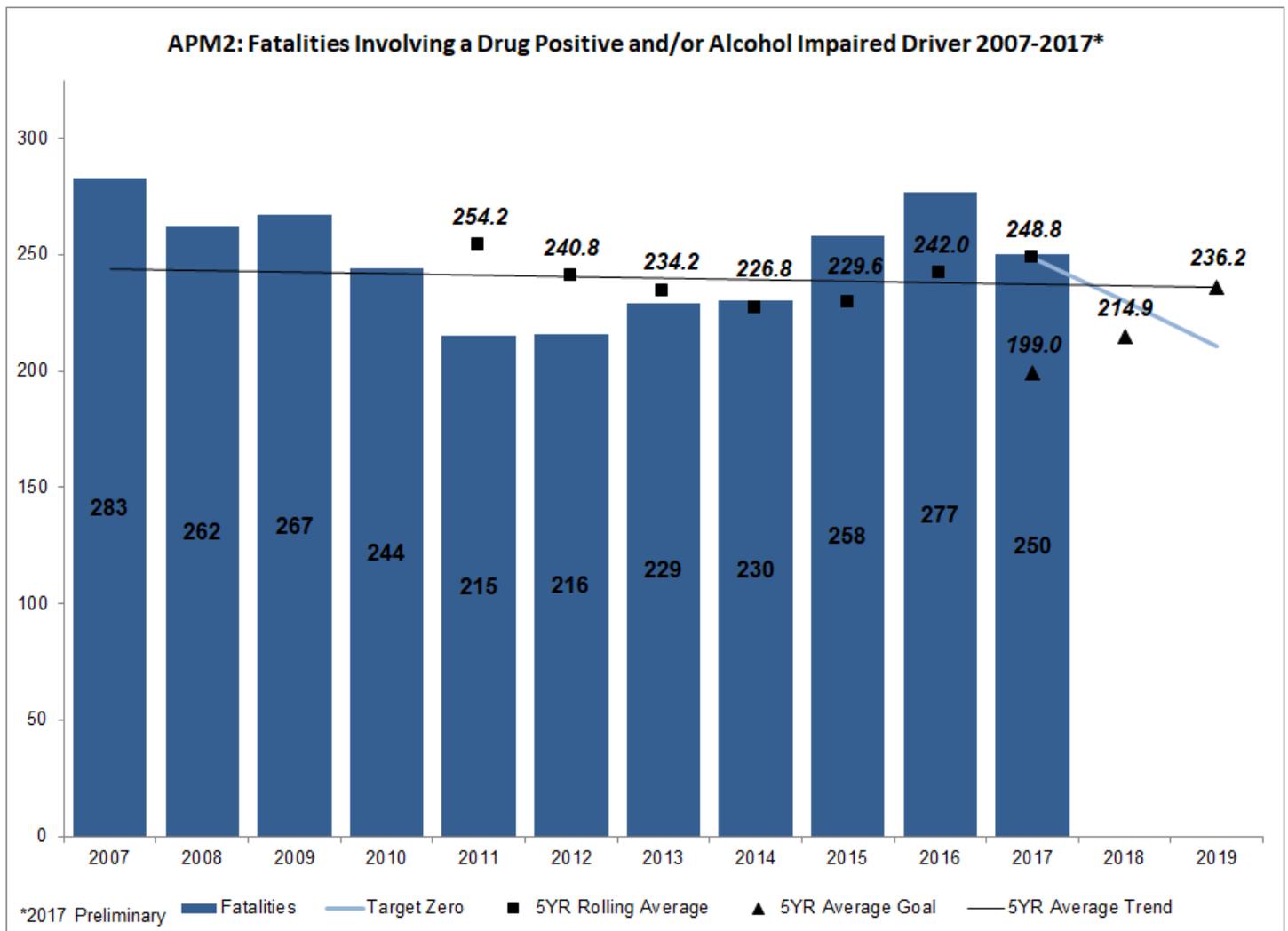


APM-2) Fatalities involving a drug positive and/or alcohol impaired (not imputed) driver

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Preliminary 2013-2017 rolling average shows there were an average of 248.8 fatalities involving a drug positive or alcohol impaired driver, missing the HSP 2017 target of 199 by 25.0 percent. The 2018 target included in the FFY 2018 HSP for fatalities involving an alcohol impaired or drug positive driver was 214.9 (2013-2018 Rolling Average Value). According to the revised trend line used to develop the 2019 target for the FFY 2019, it appears that the FFY 2018 HSP target will not be met, however the target remains "in progress" until full year 2018 data becomes available.



4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	489.2
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	1,855.2
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	0.813
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	90.1
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	116.8
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	147.6
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	75.8

C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	0.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	55.6
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	81.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	12.4
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	2019	95.0
APM-3) Number of ED visit records reported (estimated percent of total ED records)	Annual	2019	2019	100.0
APM-1) Number of fatalities involving a distracted/inattentive driver	5 Year	2015	2019	140.3
APM-2) Fatalities involving a drug positive and/or alcohol impaired (not imputed) driver	5 Year	2015	2019	236.2

C-1) Number of traffic fatalities (FARS)

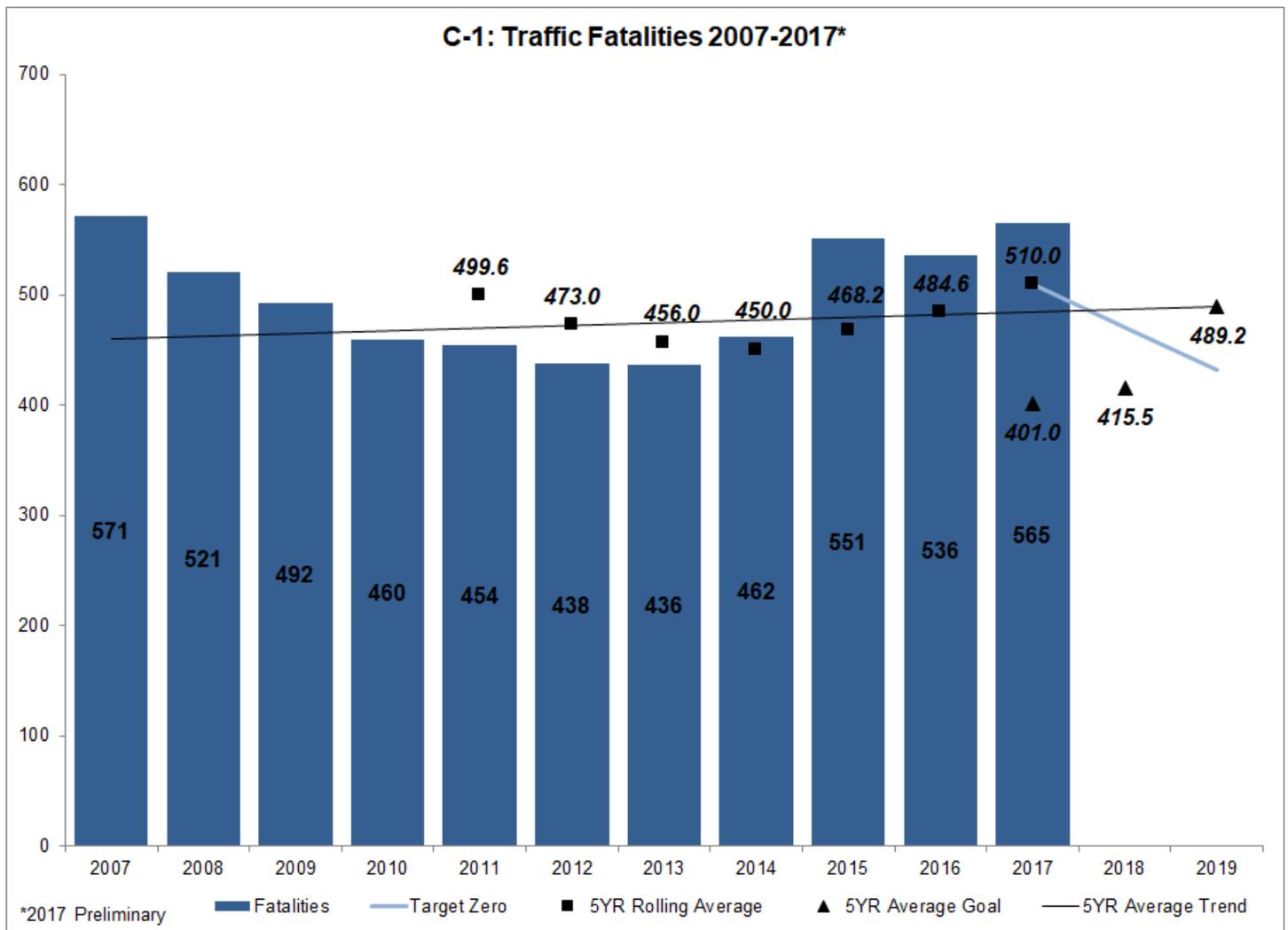
Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 489.2
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The fatality target is coordinated with the Washington State Department of Transportation. Targets are based on the value of the linear trend line of the 5-year rolling average, including preliminary data (7 data points). The Target Zero line (a line straight to zero in the year 2030 from the most recent 5-year rolling average) from the Strategic Highway Safety Plan is also shown for comparison of progress. If the linear trend line value for the target year is higher than the most recent available 5-year rolling average, then the target is set equal to the most recent 5-year rolling average. The 2019 fatality target is set based on the linear trend line value.



C-2) Number of serious injuries in traffic crashes (State crash data files)

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019

Target Metric Type: Numeric

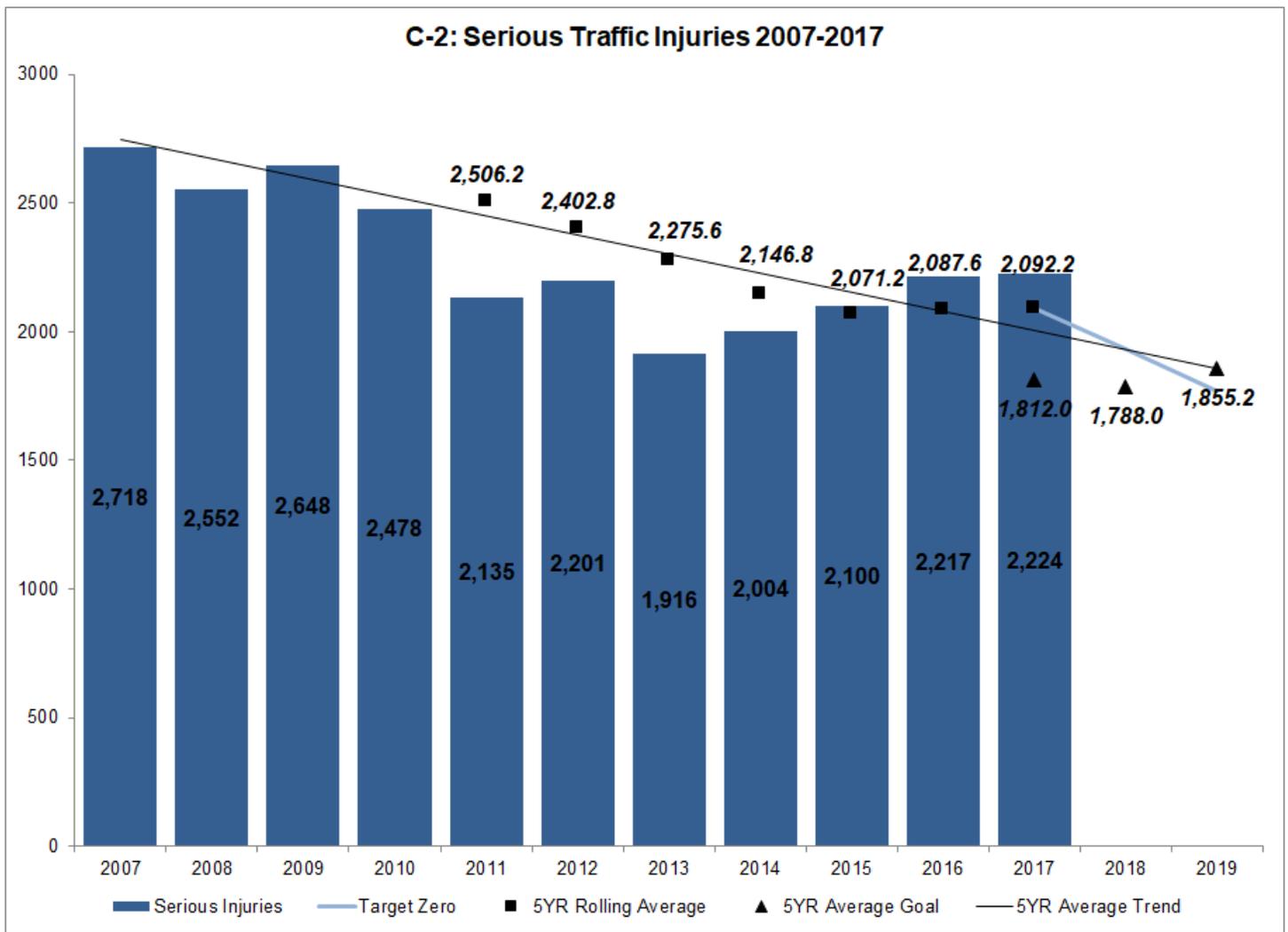
Target Value: 1,855.2

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The serious injury target is coordinated with the Washington State Department of Transportation. Targets are based on the value of the linear trend line of the 5-year rolling average, including preliminary data (7 data points). The Target Zero line (a line straight to zero in the year 2030 from the most recent 5-year rolling average) from the Strategic Highway Safety Plan is also shown for comparison of progress. If the linear trend line value for the target year is higher than the most recent available 5-year rolling average, then the target is set equal to the most recent 5-year rolling average. The 2019 serious injury target is set based on the linear trend line value.



C-3) Fatalities/VMT (FARS, FHWA)

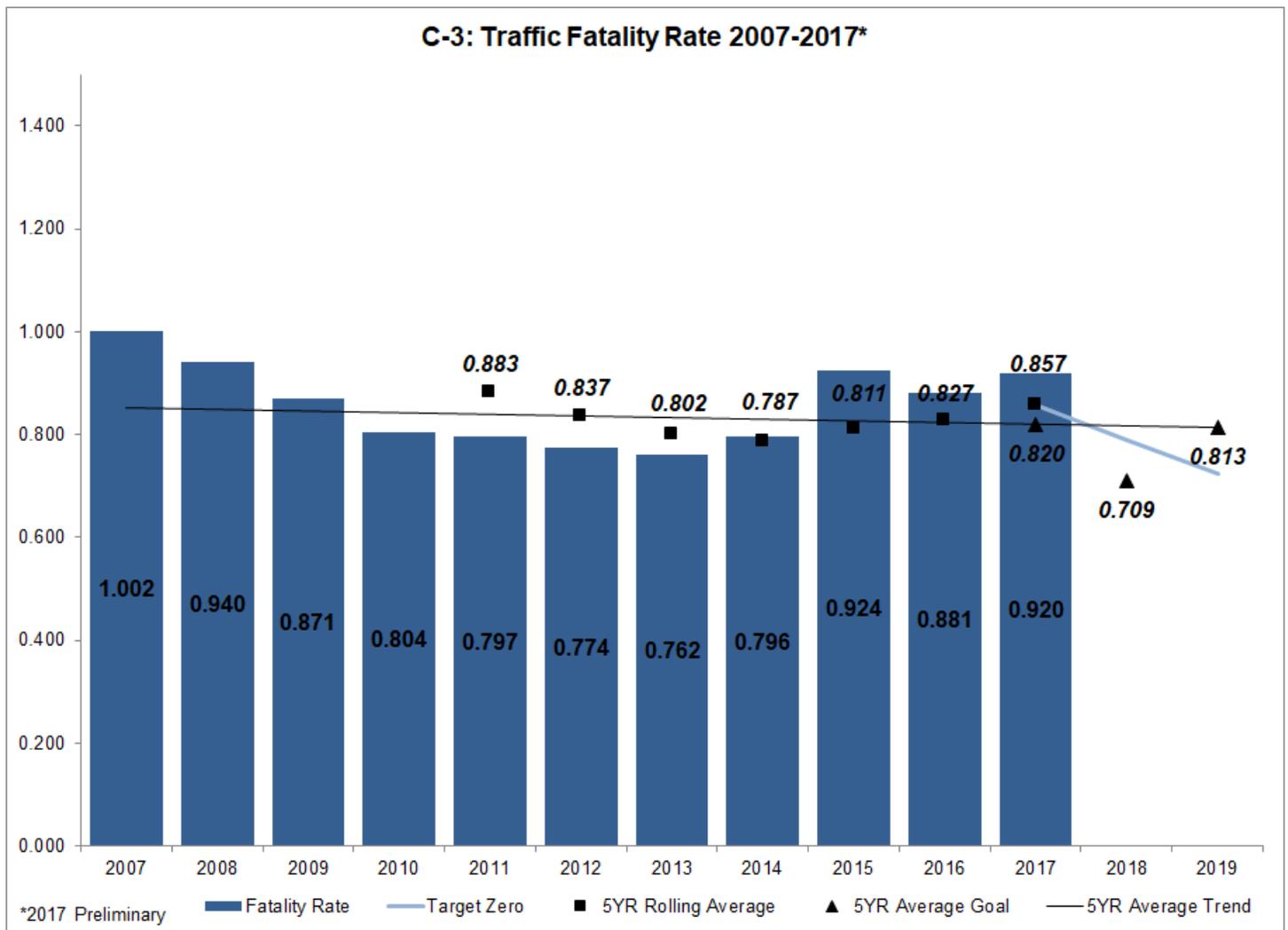
Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019
Target Metric Type: Numeric
Target Value: 0.813
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The fatality rate target is coordinated with the Washington State Department of Transportation. Targets are based on the value of the linear trend line of the 5-year rolling average, including preliminary data (7 data points). The Target Zero line (a line straight to zero in the year 2030 from the most recent 5-year rolling average) from the Strategic Highway Safety Plan is also shown for comparison of progress. If the linear trend line value for the target year is higher than the most recent available 5-year rolling average, then the target is set equal to the most recent 5-year rolling average. The 2019 fatality rate target is set based on the linear trend line value.



C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

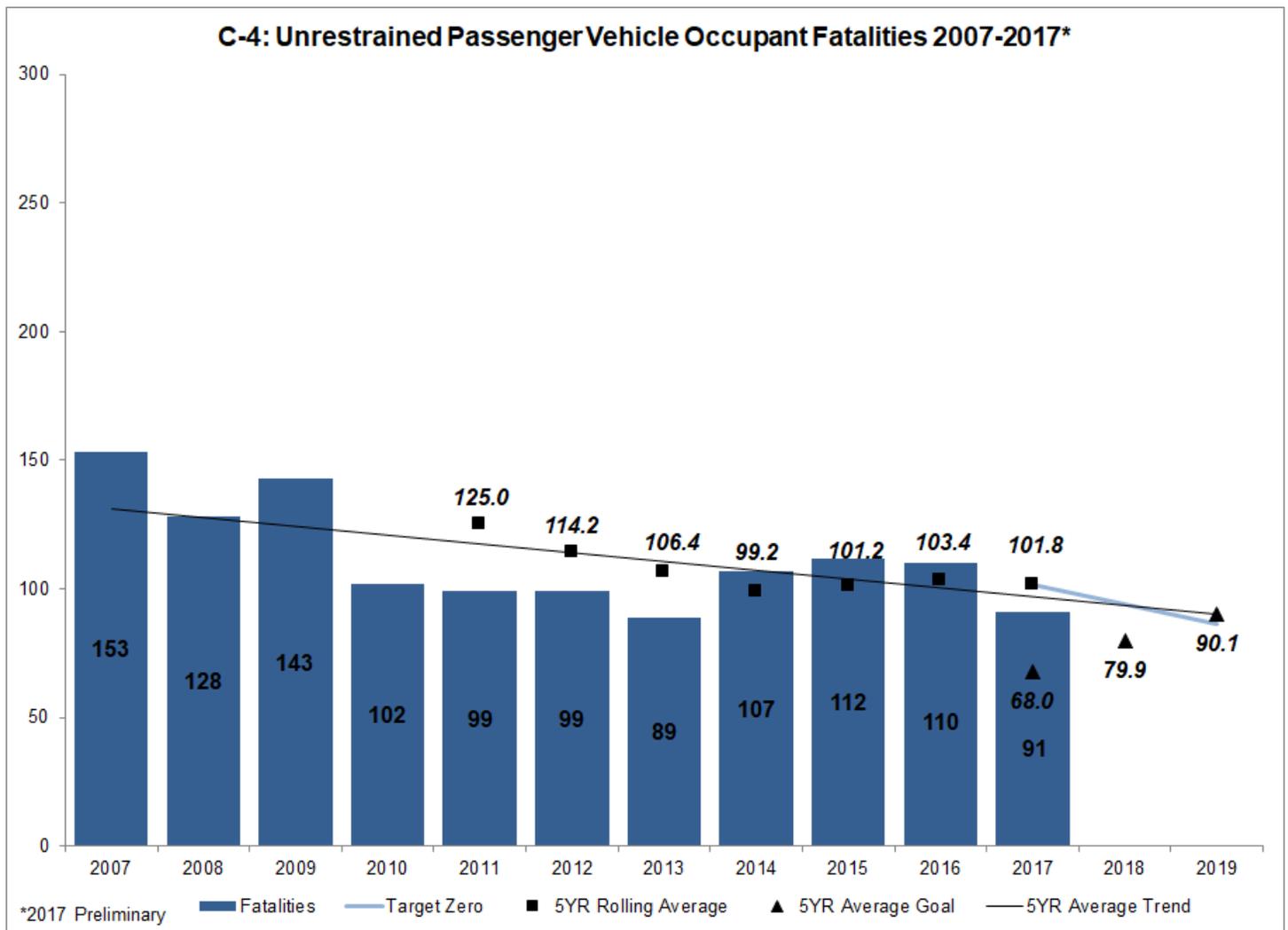
Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Numeric
Target Value: 90.1
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Targets are based on the value of the linear trend line of the 5-year rolling average, including preliminary data (7 data points). The Target Zero line (a line straight to zero in the year 2030 from the most recent 5-year rolling average) from the Strategic Highway Safety Plan is also shown for comparison of progress. If the linear trend line value for the target year is higher than the most recent available 5-year rolling average, then the target is set equal to the most recent 5-year rolling average. The 2019 unrestrained passenger vehicle occupant target is set based on the linear trend line value.



C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019

Target Metric Type: Numeric

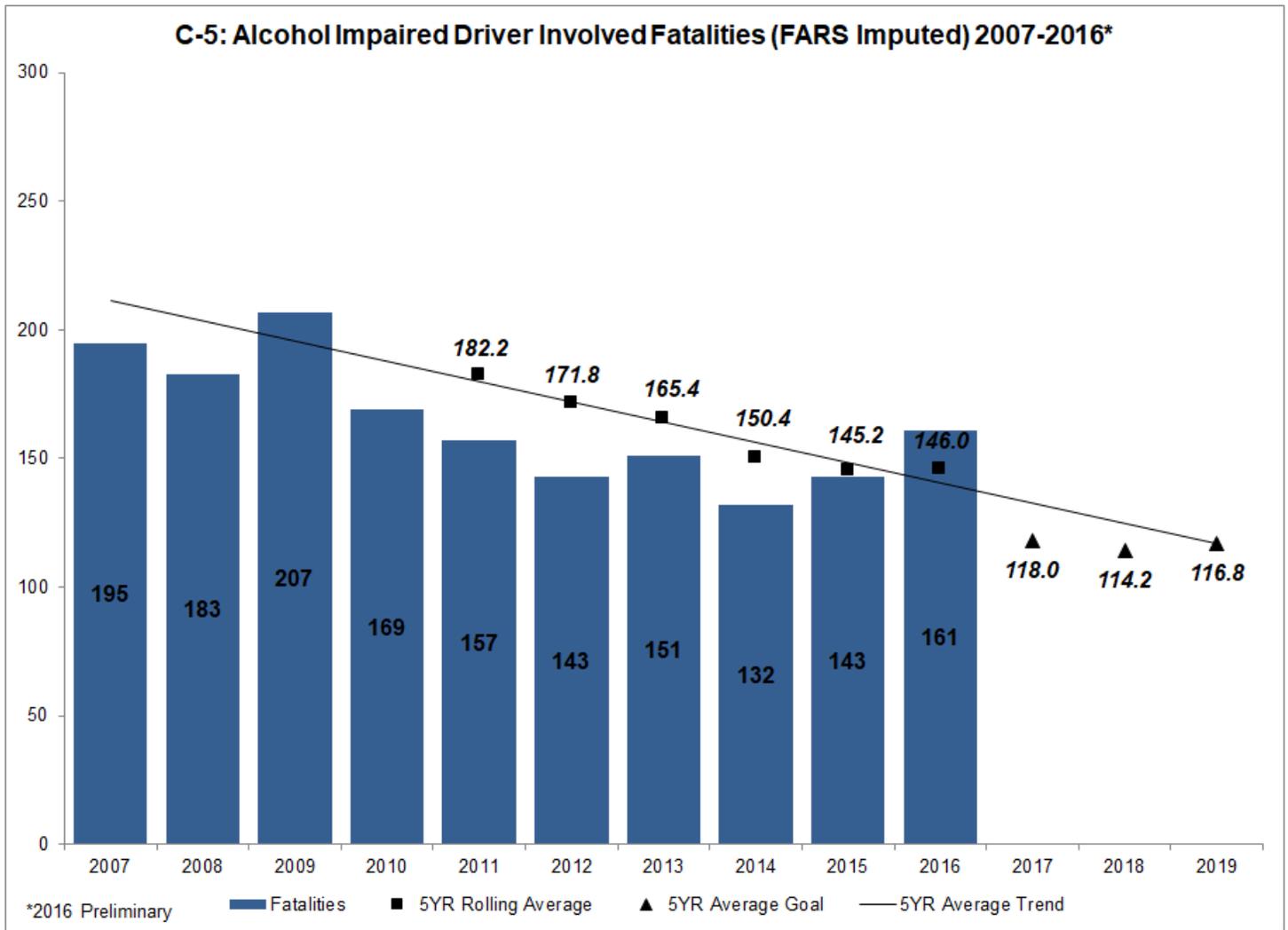
Target Value: 116.8

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Targets are based on the value of the linear trend line of the 5-year rolling average. NHTSA has directed that this alcohol measure be based on IMPUTED alcohol results. Therefore, data for setting the performance target is based only on what is made available from the STSI website. At the time of this report, the 2016 FARS-ARF is the most recent data available, therefore the linear trend line is based on only six data points. If the linear trend line value for the target year is higher than the most recent available 5-year rolling average, then the goal is set equal to the most recent 5-year rolling average. The 2019 target for fatalities involving a driver IMPUTED to have a BAC \geq .08 is set based on the linear trend line value.



C-6) Number of speeding-related fatalities (FARS)

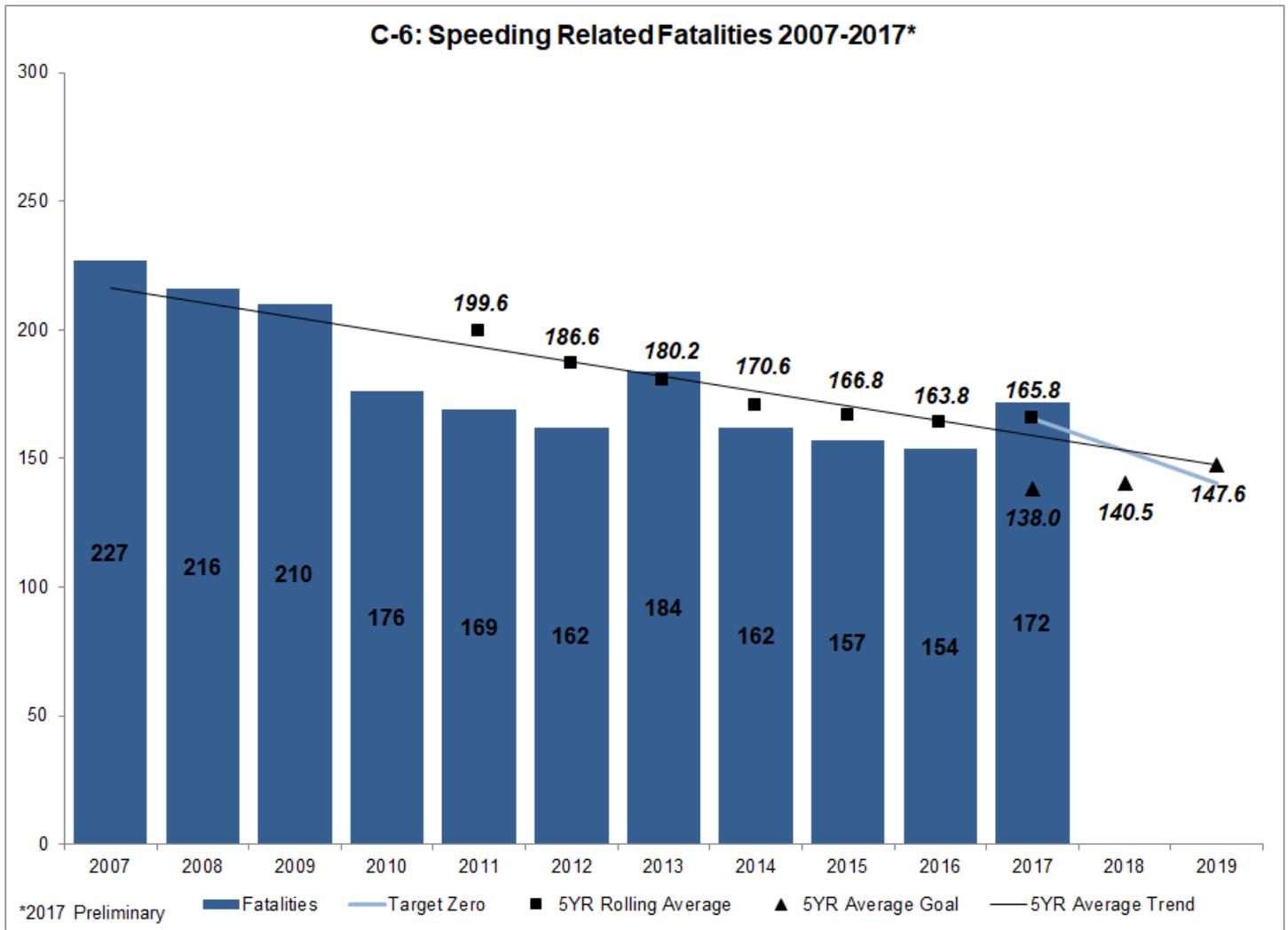
Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 147.6
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Targets are based on the value of the linear trend line of the 5-year rolling average, including preliminary data (7 data points). The Target Zero line (a line straight to zero in the year 2030 from the most recent 5-year rolling average) from the Strategic Highway Safety Plan is also shown for comparison of progress. If the linear trend line value for the target year is higher than the most recent available 5-year rolling average, then the target is set equal to the most recent 5-year rolling average. The 2019 speeding-related fatalities target is set based on the linear trend line value.



C-7) Number of motorcyclist fatalities (FARS)

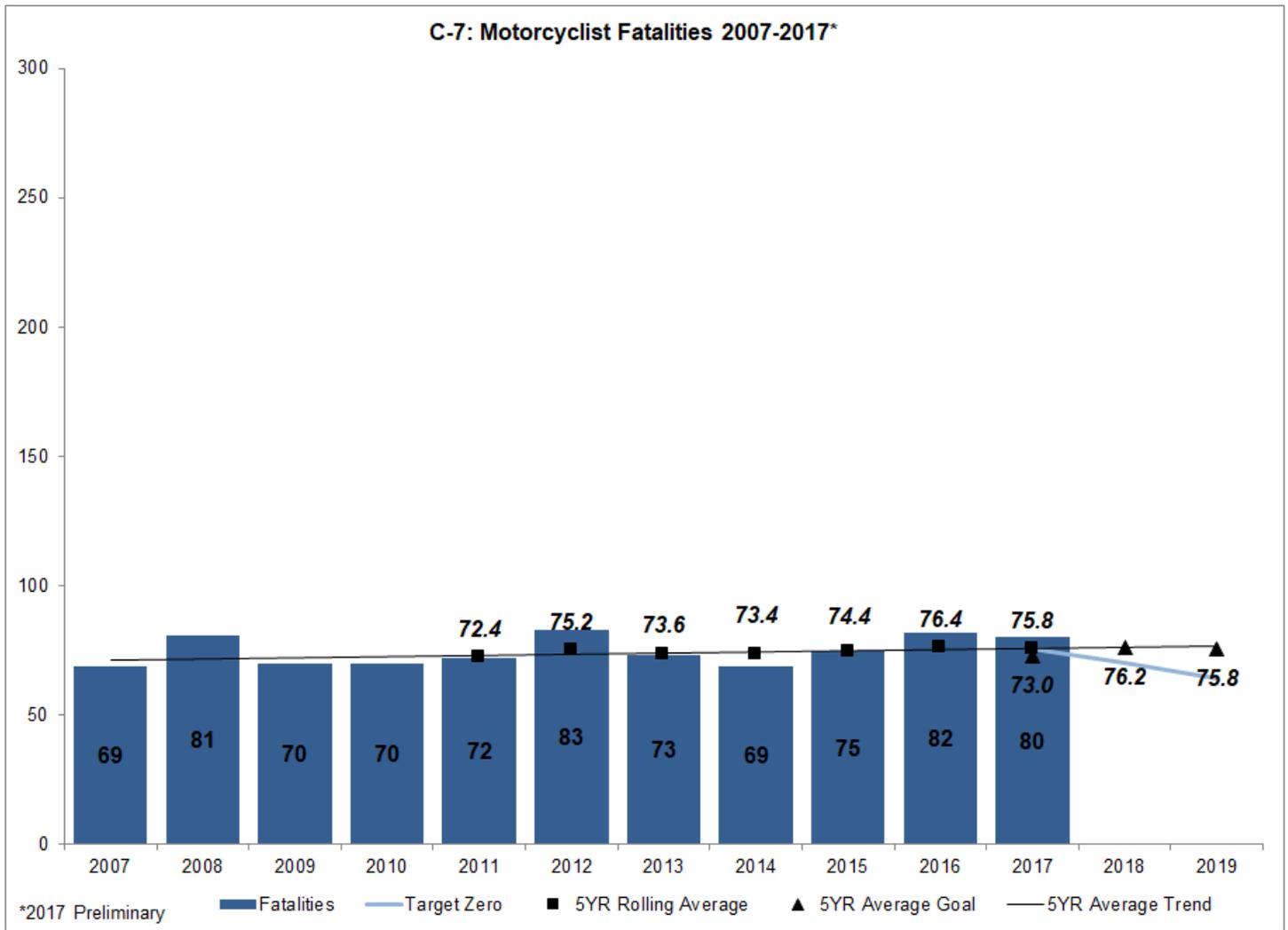
Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 75.8
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Targets are based on the value of the linear trend line of the 5-year rolling average, including preliminary data (7 data points). The Target Zero line (a line straight to zero in the year 2030 from the most recent 5-year rolling average) from the Strategic Highway Safety Plan is also shown for comparison of progress. If the linear trend line value for the target year is higher than the most recent available 5-year rolling average, then the target is set equal to the most recent 5-year rolling average. The 2019 motorcyclist fatality target is set based on the most recent 5-year rolling average.



C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 0.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Washington has a universal motorcycle helmet law therefore our goal is always 0 for this measure. In 2017, Washington had 0 unhelmeted motorcyclist fatalities, however 6 fatal motorcyclist used helmets improperly or used improper helmets.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019

Target Metric Type: Numeric

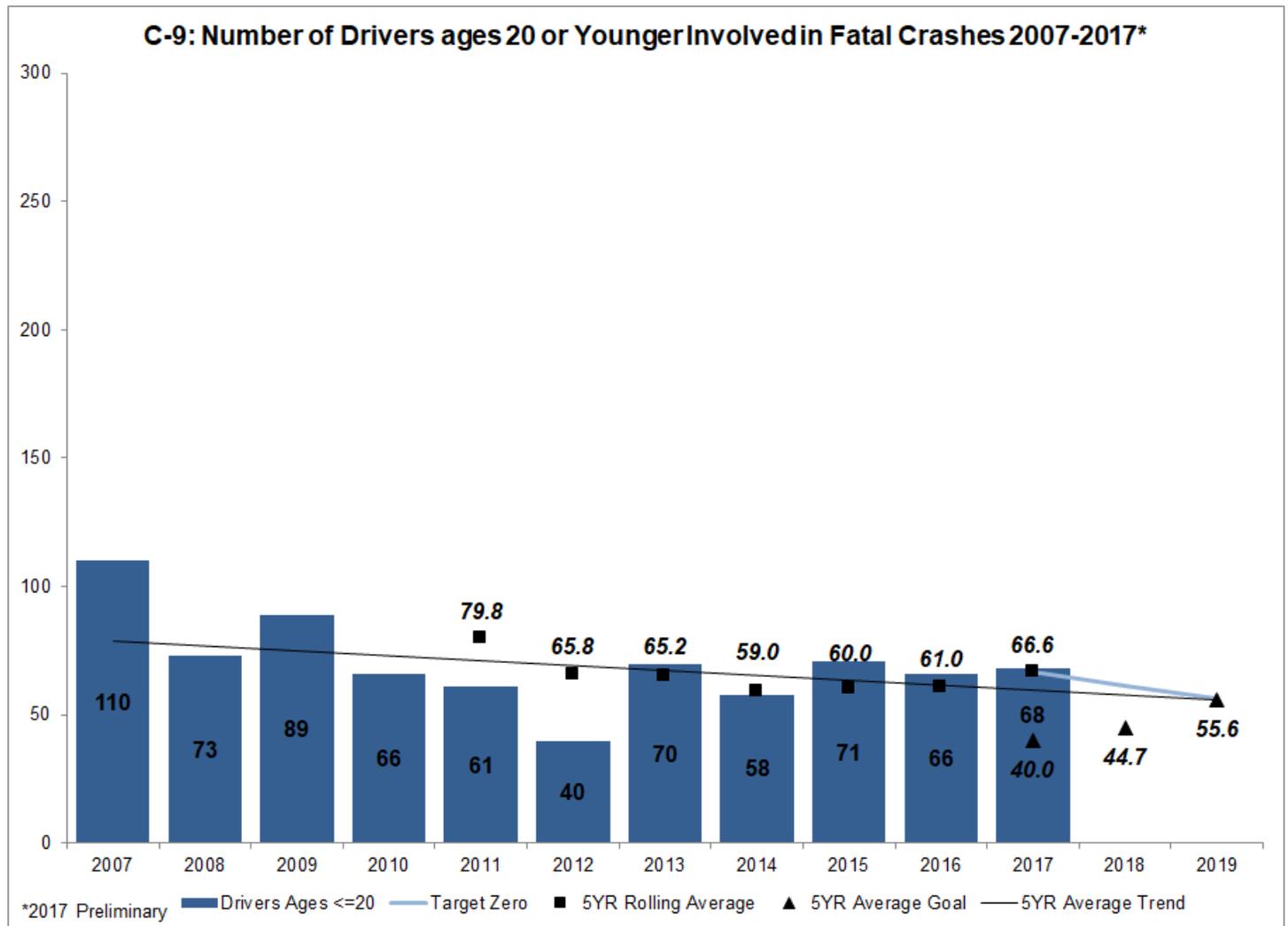
Target Value: 55.6

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Targets are based on the value of the linear trend line of the 5-year rolling average, including preliminary data (7 data points). The Target Zero line (a line straight to zero in the year 2030 from the most recent 5-year rolling average) from the Strategic Highway Safety Plan is also shown for comparison of progress. If the linear trend line value for the target year is higher than the most recent available 5-year rolling average, then the target is set equal to the most recent 5-year rolling average. The 2019 drivers in fatal crashes ages <=20 target is set based on the linear trend line value.



C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019

Target Metric Type: Numeric

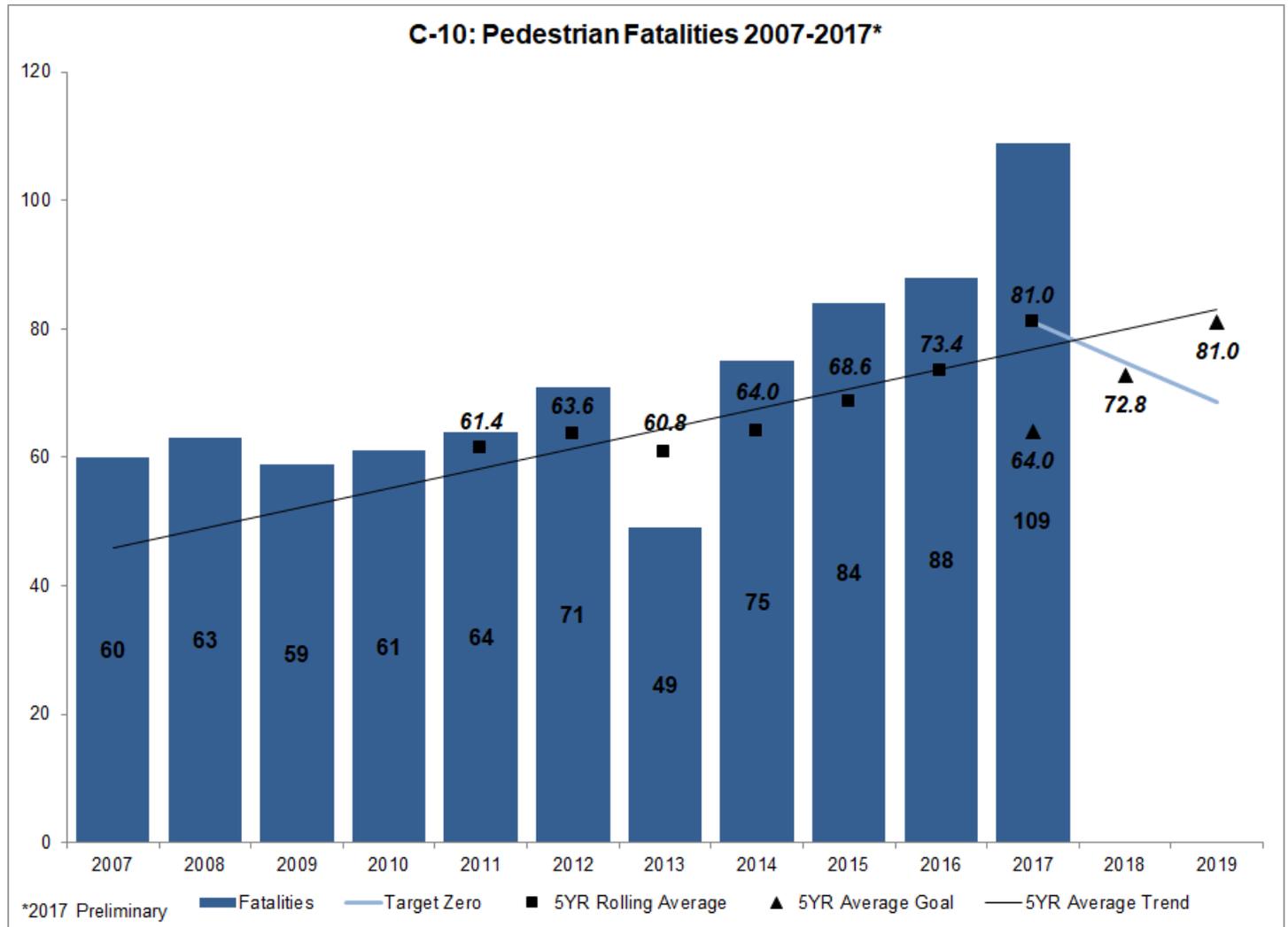
Target Value: 81.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Targets are based on the value of the linear trend line of the 5-year rolling average, including preliminary data (7 data points). The Target Zero line (a line straight to zero in the year 2030 from the most recent 5-year rolling average) from the Strategic Highway Safety Plan is also shown for comparison of progress. If the linear trend line value for the target year is higher than the most recent available 5-year rolling average, then the target is set equal to the most recent 5-year rolling average. The 2019 pedestrian fatality target is set based on the most recent 5-year rolling average.



C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019

Target Metric Type: Numeric

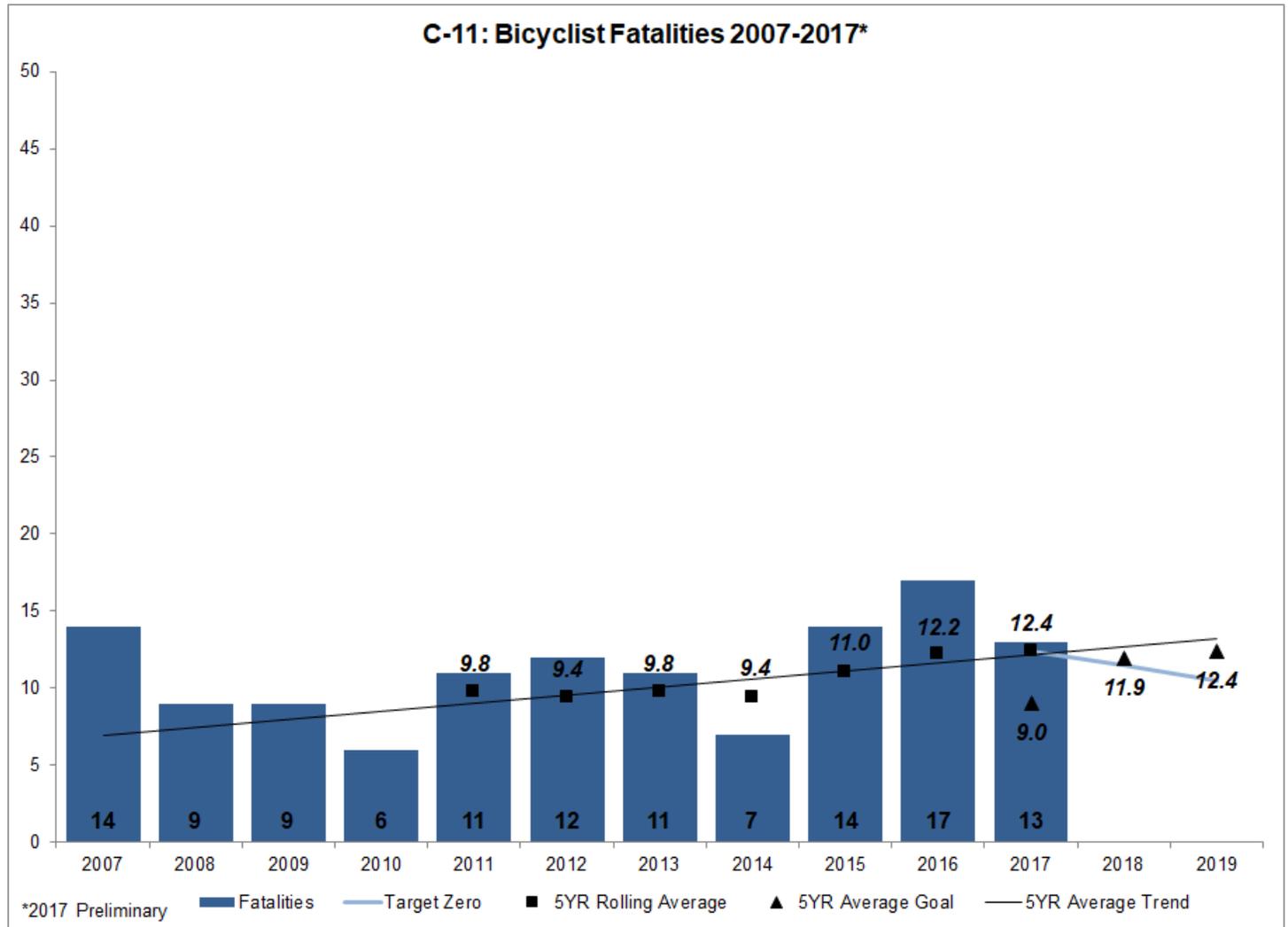
Target Value: 12.4

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Targets are based on the value of the linear trend line of the 5-year rolling average, including preliminary data (7 data points). The Target Zero line (a line straight to zero in the year 2030 from the most recent 5-year rolling average) from the Strategic Highway Safety Plan is also shown for comparison of progress. If the linear trend line value for the target year is higher than the most recent available 5-year rolling average, then the target is set equal to the most recent 5-year rolling average. The 2019 bicyclist fatality target is set based on the most recent 5-year rolling average.



B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019

Target Metric Type: Percentage

Target Value: 95.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Washington's seat belt use rate goal is to achieve and maintain a rate of $\geq 95\%$. Washington has one of the highest seat belt use rates in the nation, but our rate has hovered just below 95% for the past several years. The 95% goal is consistent with previous years.

APM-3) Number of ED visit records reported (estimated percent of total ED records)

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Completeness
Core traffic records data system to be impacted:	Emergency Medical Services/Injury Surveillance Systems

APM-3) Number of ED visit records reported (estimated percent of total ED records)-2019
Target Metric Type: Percentage
Target Value: 100.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Injury Surveillance - Completeness	Baseline	Actual
	April 1, 2016 – March 31, 2017	April 1, 2017 – March 31, 2018
Number of Emergency Department visit records reported (estimated percent of total ED records)	288,688 (13.5%)	1,155,208 (41.9%)
<p>Narrative –</p> <p>There were an estimated 2,754,396 emergency department visits during the baseline period. The total number of Emergency Department visit records submitted to the National Syndromic Surveillance Program ESSENCE system increased by 865,780. This is nearly a 3-fold increase over the previous year. This increase has been driven through continuing outreach and on-boarding efforts with emergency departments, funded by TRC grants in the last few years. Washington EDs are now required to submit data to ESSENCE and DOH, so the goal remains 100% of all records.</p>		
<p>Calculation Method –</p> <p>A total of emergency department visit records submitted by all emergency departments, by visit date.</p>		

APM-1) Number of fatalities involving a distracted/inattentive driver

Is this a traffic records system performance measure?

No

APM-1) Number of fatalities involving a distracted/inattentive driver-2019

Target Metric Type: Numeric

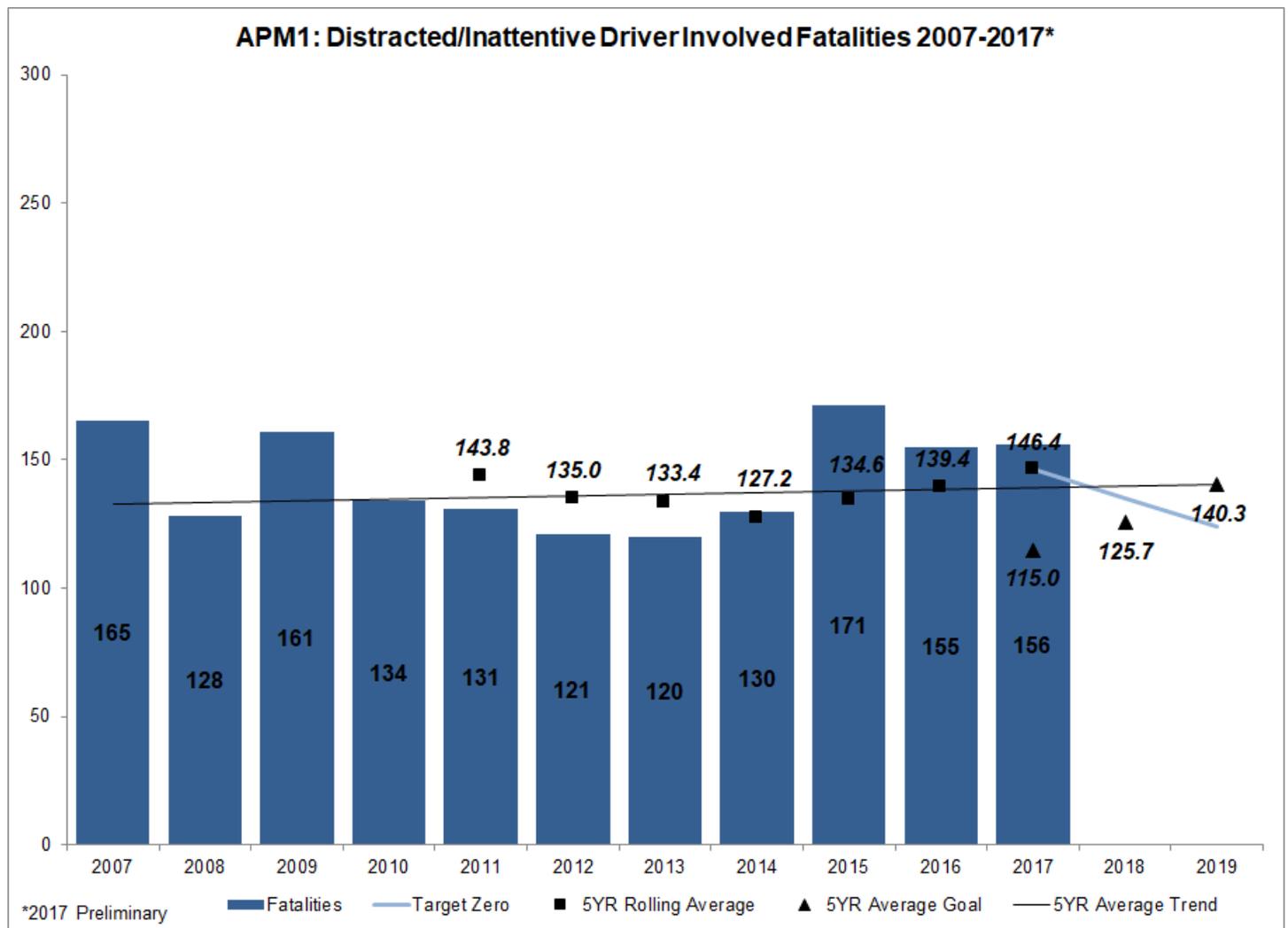
Target Value: 140.3

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Targets are based on the value of the linear trend line of the 5-year rolling average, including preliminary data (7 data points). The Target Zero line (a line straight to zero in the year 2030 from the most recent 5-year rolling average) from the Strategic Highway Safety Plan is also shown for comparison of progress. If the linear trend line value for the target year is higher than the most recent available 5-year rolling average, then the target is set equal to the most recent 5-year rolling average. The 2019 distracted/inattentive driver-involved fatality target is set based on the linear trend line value.



APM-2) Fatalities involving a drug positive and/or alcohol impaired (not imputed) driver

Is this a traffic records system performance measure?

No

APM-2) Fatalities involving a drug positive and/or alcohol impaired (not imputed) driver-2019

Target Metric Type: Numeric

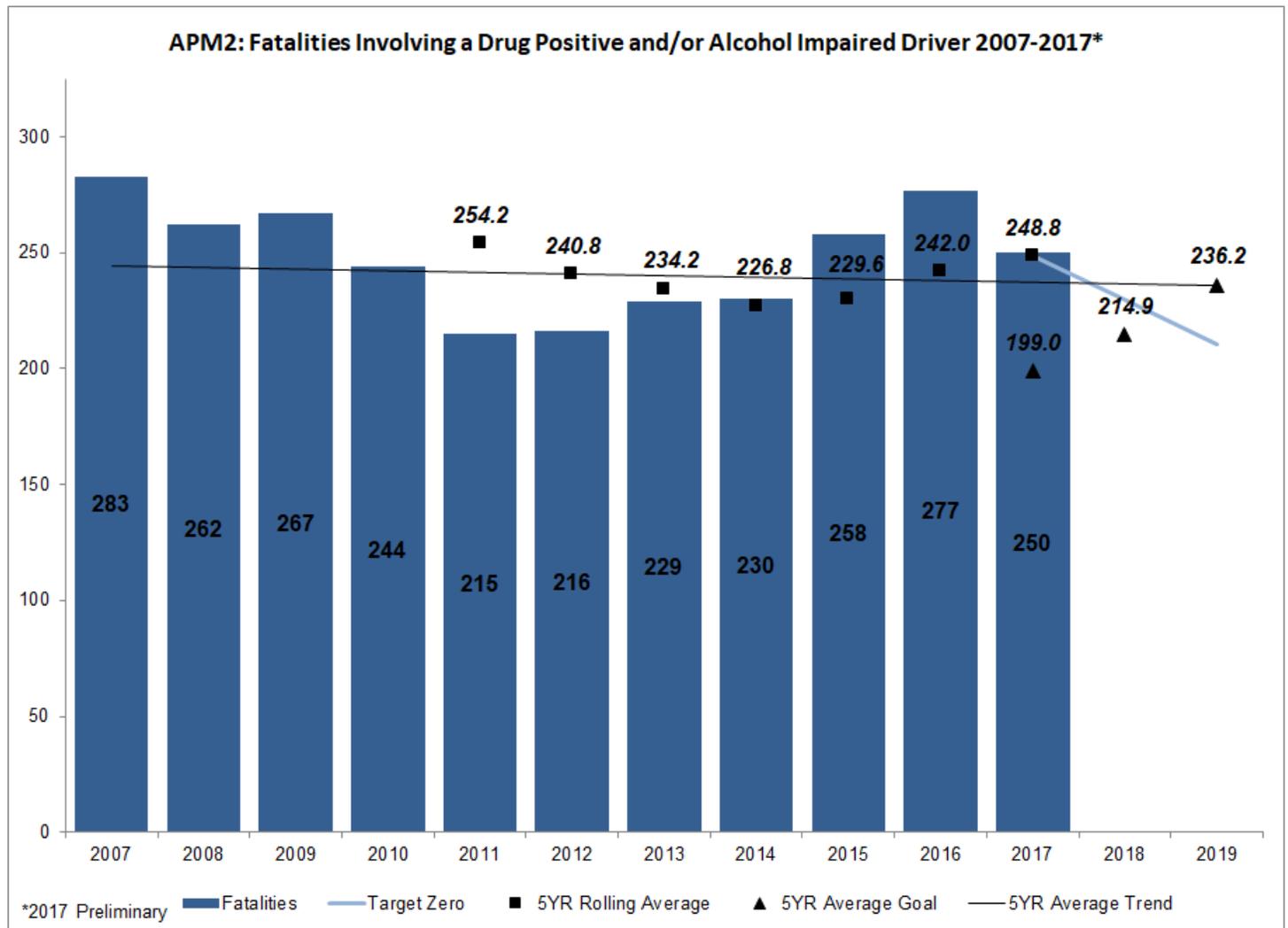
Target Value: 236.2

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Targets are based on the value of the linear trend line of the 5-year rolling average, including preliminary data (7 data points). The Target Zero line (a line straight to zero in the year 2030 from the most recent 5-year rolling average) from the Strategic Highway Safety Plan is also shown for comparison of progress. If the linear trend line value for the target year is higher than the most recent available 5-year rolling average, then the target is set equal to the most recent 5-year rolling average. The 2019 driver with a BAC \geq .08 or drug positive driver-involved fatalities target is set based on the linear trend line value.



State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

Check the box if the statement is correct.

Yes

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Fiscal year	2017
Seat belt citations	3,211

A-2) Number of impaired driving arrests made during grant-funded enforcement activities

Fiscal year	2017
Impaired driving arrests	1,041

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Fiscal year	2017
Speeding citations	8,627

5 Program areas

Program Area Hierarchy

1. Young Drivers

- Leadership - Young Drivers
 - Provide Technical Assistance - Young
 - FAST Act NHTSA 402
 - Conduct Education - YD
 - FAST Act NHTSA 402

2. Distracted Driving

- TSEP-DistD
 - Conduct Education - Distracted
 - FAST Act NHTSA 402
 - Conduct Enforcement and Education - Distracted
 - FAST Act NHTSA 402
 - FAST Act 405e Special Distracted Driving
 - Conduct Enforcement - Distracted
 - FAST Act NHTSA 402
- Training - TREDIS
 - Conduct Training - TREDIS
 - FAST Act 405d 24-7 Sobriety
- Leadership-DistD
 - Conduct Culture Change - Distracted
 - FAST Act 405d Impaired Driving Low

3. Traffic Records

- Research and Data
 - Provide Research and Data
 - FAST Act NHTSA 402
 - Data-Twitter
 - FAST Act NHTSA 402
 - Provide Research and Data - THC
 - FAST Act 405d Impaired Driving Low
- Data System Improvement
 - Improve Data Systems
 - FAST Act 405c Data Program
 - FAST Act 405c Data Program
 - FAST Act NHTSA 402

FAST Act 405d Impaired Driving Low

4. Occupant Protection (Adult and Child Passenger Safety)

HVE - OP

Conduct Education - HVE OP

FAST Act NHTSA 402

Conduct Enforcement - OP

FAST Act 405b OP High

FAST Act 405b OP High

Child Passenger Safety Program

Run Child Passenger Safety Program

FAST Act 405b OP High

5. Non-motorized (Pedestrians and Bicyclist)

TSEP-NM

Conduct Enforcement and Education - Ped

FAST Act 405b OP High

FAST Act 405h Nonmotorized Safety

Conduct Enforcement and Education - Bike

FAST Act 405h Nonmotorized Safety

Conduct Enforcement and Education - Ped & Bike

FAST Act 405h Nonmotorized Safety

6. Motorcycle Safety

TSEP- MC

Conduct Enforcement - MC-DUI

164 Transfer Funds-AL

Motorcycle Rider Training

Conduct Education - MC Training

FAST Act NHTSA 402

FAST Act 405f Motorcycle Programs

FAST Act 405f Motorcycle Programs

7. Impaired Driving (Drug and Alcohol)

TSEP-ID

Conduct Compliance Checks

164 Transfer Funds-AL

Conduct Enforcement - DUI

FAST Act 405d Impaired Driving Low

164 Transfer Funds-AL

Conduct Enforcement and Education - DUI

164 Transfer Funds-AL

FAST Act NHTSA 402

Conduct Education and Enforcement - DUI YD

FAST Act 405d Impaired Driving Low

164 Transfer Funds-AL

Conduct Enforcement - TZT

FAST Act 405d Impaired Driving Low

Toxicology Testing

Improve Blood Testing

FAST Act 405d Impaired Driving Low

Prosecutor Training

Support TSRP

FAST Act 405d Impaired Driving Low

Leadership-ID

Conduct Culture Change - DUI

FAST Act 405d Impaired Driving Low

Conduct Culture Change - DUIAC

FAST Act 405d Impaired Driving Low

Law Enforcement Training

Conduct Training-DUI

FAST Act NHTSA 402

FAST Act NHTSA 402

164 Transfer Funds-AL

FAST Act 405d Impaired Driving Low

High Visibility Enforcement

Conduct Education- DUI

FAST Act 405d Impaired Driving Low

164 Transfer Funds-AL

164 Transfer Funds-AL

Conduct Enforcement - DUI

FAST Act 405d Impaired Driving Low

164 Transfer Funds-AL

DWI Courts

Support DUI Courts

164 Transfer Funds-AL

Courts

Support Felony DUI Prosecution

FAST Act 405d Impaired Driving Low

164 Transfer Funds-AL

24/7 Sobriety Program

Support 24/7

164 Transfer Funds-AL

8. Speed Management

TSEP - Speed

Conduct Enforcement and Education -Speed

FAST Act NHTSA 402

Conduct Education - Speed

FAST Act NHTSA 402

Conduct Enforcement - Speed

FAST Act NHTSA 402

9. Community Traffic Safety Program

TSEP-CTSP

Conduct Education - Flex

FAST Act NHTSA 402

Conduct Enforcement - Flex

FAST Act NHTSA 402

Tribal

Provide Technical Assistance - Tribal

FAST Act NHTSA 402

Provide TS Resources-Tribal

FAST Act NHTSA 402

Provide Education - Tribal

FAST Act NHTSA 402

Target Zero Managers

Provide Technical Assistance -TZM

FAST Act NHTSA 402

Conduct Culture Change -TZM

FAST Act NHTSA 402

CTSP Leadership

Provide Technical Assistance-CTSP

FAST Act NHTSA 402

Strategic Planning-Emerge

FAST Act 405b OP High

10. Police Traffic Services

TSEP - PTS

Conduct Sustained Enforcement-TS

FAST Act NHTSA 402

Traffic Safety Resources

Provide Traffic Safety Resources

FAST Act NHTSA 402

Law Enforcement Liaison

Support Law Enforcement Lisison Program

FAST Act 405d Impaired Driving Low

11. Traffic Safety Program Support

TSPS Leadership

- Improve Grant Processes-WEMS-BPM
 - FAST Act 405d Impaired Driving Low
- Conduct Education
 - FAST Act 405d Impaired Driving Low
 - FAST Act 405b OP High
- Strategic Planning
 - MAP 21 405d Impaired Driving Interlock
 - FAST Act 405d 24-7 Sobriety

12. Planning & Administration
(none)

- Provide Technical Coordination
 - FAST Act NHTSA 402
 - Other

5.1 Program Area: Young Drivers

Program area type Young Drivers

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

From 2015-2017, 12.5 percent of traffic fatalities involved a driver ages 16-20. Drivers ages 20 or younger involved fatalities increased 22.6 percent compared to 2012-2014 (168 to 206). In 2017, the number of drivers ages 16-17 (Washington GDL) involved in fatal crashes declined almost 50 percent (9 drivers in 2017 down from 17 drivers in both 2015 and 2016). Drivers ages 18-20 involved in fatal crashes increased in 2017 to 58, up from 48 drivers in 2015.

Washington's Strategic Highway Safety Plan, Target Zero, is updated every three years and includes in-depth problem analysis of our traffic safety priorities. The plan also identifies a full suite of countermeasures responsive to the problem analysis of the Target Zero priority areas. Every suggested activity in Target Zero has been fully reviewed and vetted, receiving an effectiveness rating of Proven, Recommended, or Unknown. The investment plan presented in the annual Highway Safety Plan reflect these priorities and activities. For more information on this program area and in-depth problem analysis, visit <http://www.targetzero.com/plan.htm> (see Road Users: Young Drivers 16-25 Involved).

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	55.6

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Leadership - Young Drivers

5.1.1 Countermeasure Strategy: Leadership - Young Drivers

Program area Young Drivers

Countermeasure strategy Leadership - Young Drivers

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education,

communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Washington Traffic Safety commission provides leadership for the State's Young Driver Program. The Commission, begun in 1967 by legislative mandate, has provided a high level of visibility through its chair, the governor, and a broad-based representation of key State and local agencies. This leadership has allowed a strong traffic safety culture to flourish.

WTSC projects continuing to invest in the countermeasure of Leadership will allow the Commission to provide technical assistance, education, planning and innovation will support processes and partnerships needed to achieve zero traffic deaths and serious injuries.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Young Driver Leadership countermeasure supports the C-9 performance target. This countermeasure fits into the WTSC strategic plan of providing support across all traffic safety programs.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure supports "Countermeasures That Work" (CMTW). Chapter 6 Sections 1.1, 1.2, 1.3, 1.4, 2.1, 2.2, 3.1, 4.2,

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
YD-01	Provide Technical Assistance - Young	Leadership - Young Drivers
YD-02	Conduct Education - YD	Leadership - Young Drivers

5.1.1.1 Planned Activity: Provide Technical Assistance - Young

Planned activity name Provide Technical Assistance - Young

Planned activity number YD-01

Primary countermeasure strategy Leadership - Young Drivers

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Support Target Zero Strategic Plan projects chosen and approved by the Action Council on Young Drivers.

Enter intended subrecipients.

Washington Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019	TSPS Leadership
2019	Leadership - Young Drivers

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$50,000.00	\$12,500.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.1.2 Planned Activity: Conduct Education - YD

Planned activity name	Conduct Education - YD
Planned activity number	YD-02
Primary countermeasure strategy	Leadership - Young Drivers

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Conduct outreach focused specifically on drivers ages 16-25.

Enter intended subrecipients.

Town of Rosalia

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019	TSPS Leadership
2019	Leadership - Young Drivers

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$59,000.00	\$14,750.00	\$59,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2 Program Area: Distracted Driving

Program area type Distracted Driving

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

From 2015-2017 distracted driving was a factor in 29.2 percent of traffic fatalities. Distracted driver involved fatalities increased 29.9 percent in 2015-2017 (482) compared with 2012-2014 (371). In 2016, Washington implemented an annual distracted driving observation survey. For both 2016 and 2017, the survey measures a 9.2% distraction rate among drivers on Washington roadways. Driver distraction includes all activities that divert attention and full engagement from the task of driving including general inattention (lost in thought), smoking, eating, grooming, reading, interactions with passengers or vehicle controls, and electronic device use. Overall 78 percent of driver distraction was related to cell phone use.

Washington's Strategic Highway Safety Plan, Target Zero, is updated every three years and includes in-depth problem analysis of our traffic safety priorities. The plan also identifies a full suite of countermeasures responsive to the problem analysis of the Target Zero priority areas. Every suggested activity in Target Zero has been fully reviewed and vetted, receiving an effectiveness rating of Proven, Recommended, or Unknown. The investment plan presented in the annual Highway Safety Plan reflect these priorities and activities. For more information on this program area and in-depth problem analysis, visit <http://www.targetzero.com/plan.htm> (see High Risk Behavior: Distraction Involved and Overview: Improving our Traffic Safety Culture).

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	APM-1) Number of fatalities involving a	5 Year	2019	140.3

distracted/inattentive driver

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	TSEP-DistD
2019	Training - TREDIS
2019	Leadership-DistD

5.2.1 Countermeasure Strategy: TSEP-DistD

Program area Distracted Driving

Countermeasure strategy TSEP-DistD

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii)

Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Traffic Safety Enforcement Program-Distracted Driving countermeasure provides high visibility enforcement and media outreach focused on distracted driving and the state's new distracted driving laws. The countermeasure is used for a statewide distracted driving enforcement campaign during the national distracted driving awareness month in April, as well as county-level distracted driving enforcement and education.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The TSEP Distracted Driving countermeasure will impact ARP-2, reducing the number of fatal crashes with a factor of distracted driving by insuring that the public is aware of the state's new laws and that the public sees and hears about the extra enforcement.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

WTSC chooses to conduct Traffic Safety Enforcement Patrol focused on distracted driving to amplify the national Distracted Driving Prevention Awareness month in April.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier

Planned Activity Name

Primary Countermeasure

DD-04	Conduct Education - Distracted	TSEP-DistD
DD-05	Conduct Enforcement and Education - Distracted	TSEP-DistD
DD-06	Conduct Enforcement - Distracted	TSEP-DistD

5.2.1.1 Planned Activity: Conduct Education - Distracted

Planned activity name	Conduct Education - Distracted
Planned activity number	DD-04
Primary countermeasure strategy	TSEP-DistD

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide education about distracted driving and publicize distracted driving HVE patrols.

Enter intended subrecipients.

Washington Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TSEP-DistD

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$400,000.00	\$100,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.1.2 Planned Activity: Conduct Enforcement and Education - Distracted

Planned activity name Conduct Enforcement and Education - Distracted

Planned activity number DD-05

Primary countermeasure strategy TSEP-DistD

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Distracted Driving - HVE - universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors by making law enforcement overtime efforts visible, and educate the public to promote voluntary compliance with the law through publicity and paid media.

Enter intended subrecipients.

Kent Police Department and Bellingham Police Department.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TSEP-DistD

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$55,488.00	\$13,872.00	\$55,488.00

2017	FAST Act 405e Special Distracted Driving	Distracted Driving (FAST)	\$95,000.00	\$23,750.00
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Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.1.3 Planned Activity: Conduct Enforcement - Distracted

Planned activity name Conduct Enforcement - Distracted

Planned activity number DD-06

Primary countermeasure strategy TSEP-DistD

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

High Visibility Enforcement (HVE) is a universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. Law enforcement efforts are combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law. This funding will be used for law enforcement overtime expenses. Enforcement will target distracted driving and will take place during designated periods, which are set by the WTSC. The WTSC will support these local enforcement efforts with paid media support.

Enter intended subrecipients.

County and City Police Departments throughout Washington State along with the State Patrol.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	TSEP-DistD

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$400,000.00	\$75,000.00	\$300,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.2 Countermeasure Strategy: Training - TREDS

Program area Distracted Driving

Countermeasure strategy Training - TREDS

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Training is essential to support traffic enforcement of distracted driving laws and to build awareness of how traffic enforcement officers can manage distractions while they are driving. Our investment in training is expected to contribute to our overall goals in distracted driving program. WTSC has sought out the TREDIS law enforcement training to help officers reduce and manage distraction. Even though law enforcement are exempt from the State's distracted driving laws, WTSC still seeks to help officers reduce the distraction, set better examples for the public and reduce the number of officers who are killed in traffic crashes nationally.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The distracted driving program seeks to reduce the number of distracted driver involved deaths. Training is designed to make law enforcement officers more aware of the research about distraction's effect on drivers, to provide ways for officers to reduce distraction and increase their motivation to cite drivers who are breaking the state's distracted driving laws. This should lead to more compliance with our laws and reduce the number of distracted driving crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The TREDIS training on reducing law enforcement officer distraction was featured at the Governor's Highway Safety Association annual meeting. This session was attended by the Washington Association of Sheriff's and Police Chief traffic chair who was so impressed with the training and the need for the training in Washington, that he asked WTSC to bring the train the trainer training to our state. Additionally, an officer who was distracted when he crashed and totaled his two-day-old police car asked to be involved with the training to share his story and encourage other officers to keep their focus on their driving. For a small price, this is an incredible opportunity to bring a training to Washington's law enforcement officers.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DD-02	Conduct Training - TREDIS	Training - TREDIS

5.2.2.1 Planned Activity: Conduct Training - TREDIS

Planned activity name Conduct Training - TREDIS

Planned activity number DD-02

Primary countermeasure strategy Training - TREDIS

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and

maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Distracted driving train-the trainer course designed to enhance officer safety by covering strategies to reduce distracted driving behaviors, bring awareness about behaviors that make officers loose focus when driving, crash risks from distraction and fatigue, and officer exemption vs. potential civil liability.

Enter intended subrecipients.

Washington Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Training - TREDIS

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal	Funding Source	Eligible Use of Funds	Estimated Funding	Match	Local
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Year			Amount	Amount	Benefit
2018	FAST Act 405d 24-7 Sobriety	405d 24-7 Community Traffic Safety	\$25,000.00	\$6,250.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.2.3 Countermeasure Strategy: Leadership-DistD

Program area Distracted Driving

Countermeasure strategy Leadership-DistD

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Washington Traffic Safety Commission provides leadership for the State's Distracted Driving Program. The Commission, begun in 1967 by legislative mandate, has provided a high level of visibility through its chair, the governor, and a broad-based representation of key State and local agencies. This leadership has allowed a strong traffic safety culture to flourish.

WTSC projects continuing to invest in the countermeasure of Leadership in the state's distracted driving program will allow the Commission to provide technical assistance, education, planning and innovation will support processes and partnerships needed to achieve zero traffic deaths and serious injuries.

Leadership a critical countermeasure for distracted driving. According to the Center for Health and Safety Culture, improving health and safety is an act of leadership – we are leading people to make healthier and safer choices. Changing cultural factors can be challenging, as people often resist questioning their core assumptions. Employing leadership increases effectiveness of activities designed to change culture.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As WTSC continues to explore changing driver behavior using the traffic safety culture change framework, applying the framework to employer distracted driving policies and expectations is a good fit for the Distracted Driving Program and compliments other enforcement and training based countermeasures.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

NCHRP "Creating a Traffic Safety Culture – A Case Study of Four Successful States Case Study Three: Washington" found that the WTSC has provided a beacon of leadership and accountability which crosses State and local boundaries and creates

a culture of traffic safety. By pointing to the results which have been achieved in Washington, a solid case for creating a similar commission can be made by other States. Additional key elements which have enhanced the commission's ability to achieve significant reductions in fatality rates include: broad-based representation at the State and local level, close working relationships with the legislative committees which have safety policy and funding responsibilities, and, commitment to a clearly communicated and aggressive safety goal. A unique factor in Washington - which may be more difficult to replicate and sustain - is the overall support voiced by the public for strong traffic safety policies and programs. The value of this endorsement is significant, not only to provide constituency backing for strong legislation, but also as a source of motivation for the State to seek and implement innovative strategies to address their safety challenges. State agencies routinely work across organizational boundaries. Their history of building local programs and partnerships provides a strong basis to effectively deliver strategies in support of Target Zero. This uniting theme has guided the State to examine and improve their crash data system. Data is the backbone of SHSP planning, programming and evaluation to ensure optimal results and maximum return on investment. Leadership at all levels has agreed to align resources to support the key traffic safety priorities. And, the State brings the message home to every individual through its comprehensive system of Government Management Accountability and regular reports on program performance to the general public. Washington has greatly benefited from outstanding champions at all levels who have recognized the lifesaving value of a data-driven approach to traffic safety. Bolstered by strong traffic safety policies and programs, and carried out through the collaboration of State and local agencies, the system which has been created here moves forward with a united front and firm commitment to the ultimate achievement of their Target Zero goal.

https://www.michigan.gov/documents/mdot/Washington_Case_Study_Report_252844_7.pdf

Additionally, the Center for Health and Safety Culture, Western Transportation Institute, Montana State University, identifies leadership as a critical countermeasure improving health and safety. WTSC recognizes the responsibility we have to employ leadership to create the conditions that encourage behavior change. We also have a role in building leadership in others to address traffic safety issues across the social ecology.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DD-01	Conduct Culture Change - Distracted	Leadership-DistD

5.2.3.1 Planned Activity: Conduct Culture Change - Distracted

Planned activity name	Conduct Culture Change - Distracted
Planned activity number	DD-01
Primary countermeasure strategy	Leadership-DistD

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active

network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Distracted Driving workplace transformation by the adoption of workplace policy, effective training supported by semi-customized communication materials, building values, and the promotion of safety citizenship established through a cultural-based theoretical framework.

Enter intended subrecipients.

Montana State University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Leadership-DistD

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Community Traffic Safety	\$121,873.00	\$30,469.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.3 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

WTSC conducts a NHTSA-sponsored traffic records assessment to identify priority data system improvements. The assessments identifies the most pressing issues in the system categories of crash, vehicle, driver, roadway, citation/adjudication and EMS/injury surveillance. It rates the states data systems on a scale of "very important" to "less important" and assesses how close the states systems are to the ideal system on a scale from "meets" to "does not meet."

These assessments form the problem identification that guides traffic records activities and projects listed in this HSP. The assessment results also inform the development of the recommendations in the Traffic Data Systems and Decision Making chapter in Target Zero.

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, WSP)

Citation/adjudication information (WSP, Administrative Office of the Courts)

Licensed drivers and registered vehicles (DOL)

Commercial motor vehicles (DOL, WSP, WSDOT)

Injury surveillance systems (DOH)

Roadway information (WSDOT)

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.

This year the Traffic Records Committee chose to report on the performance of the number of emergency room visits reported to the Department of Health. We chose this measure to highlight the progress made since last year's project as well as the new legislation requiring emergency departments to report this data. This is why we have chosen 100 percent for the target.

Washington's Strategic Highway Safety Plan, Target Zero, is updated every three years and includes in-depth problem analysis of our traffic safety priorities. The plan also identifies a full suite of countermeasures responsive to the problem analysis of the Target Zero priority areas. Every suggested activity in Target Zero has been fully reviewed and vetted, receiving an effectiveness rating of Proven, Recommended, or Unknown. The investment plan presented in the annual Highway Safety Plan reflect these priorities and activities. For more information on this program area and in-depth problem analysis, visit <http://www.targetzero.com/plan.htm> (see Decision-Making and Performance Improvement: Traffic Data Systems and Decision-Making and :Evaluation, Analysis, and Diagnosis and :Emergency medical services (EMS) and trauma care system).

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	APM-3) Number of ED visit records reported (estimated percent of total ED records)	Annual	2019	100.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Research and Data
2019	Data System Improvement

5.3.1 Countermeasure Strategy: Research and Data

Program area Traffic Records

Countermeasure strategy Research and Data

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Quality data, research, and evaluation are the foundation for traffic safety programs. Beyond collecting and storing data, it is vital to ensure that data is accurate and complete, and in turn is analyzed appropriately to support the identification and implementation of effective traffic safety strategies, and to ensure the continuous effectiveness of existing programs. Traffic safety professionals across the state require a source of quality data and analytical support in order to reach our goal of Target Zero. To meet this need, the Research and Data Division of the WA Traffic Safety Commission was developed with allocated staff and resources.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Data Quality: Support the FARS/CRSS analysts with continuous data quality checks, documentation, and automated data processing. Collaborate with WSDOT/WSP to provide feedback and guidance on statewide collision data and documentation.

Research and Evaluation: Conduct and publish studies and surveys to measure performance in achieving traffic safety goals and benchmarks; assess and evaluate traffic safety laws and policies; quantify the scope of traffic safety issues; review and compile current published research and reports.

Analytical Support: Provide quality data and analytical reports on a continuous and ad-hoc basis to internal and external customers. Keep website content current. Work closely with WSDOT, DOL and WSP to ensure interagency analytical consistency regarding traffic data.

Operations: Keep computer systems and software current and take advantage of state-of-the-art information technology tools. Continuously improve and expand analytical capacity and expertise through staff training and development.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Data-related strategies are supported by RADD across all priority areas. Specifically under Traffic Data Systems, during FY2019 RADD is leading or is a main contributor to the following strategies:

TDS 1.9 Revise the PTCR to improve nomenclature and ensure business needs are met with stakeholder involvement.

TDS 2.1 Derive a more accurate classification of injury severity based on clinical assessments from medical records to augment the investigating officer's assessment of traffic crash injury severity.

TDS 2.6 Make systems changes necessary to WSDOT and DOL to enable analysts to identify unlicensed drivers involved in serious injury collisions.

TDS 2.7 Create connections for systems with similar or duplicate data to eliminate duplicate entry.

TDS 3.1 Provide more frequent and enhanced traffic safety trend reporting. Present data/trends in a manner that is easy to understand and is actionable.

TDS 3.3 Support training opportunities to enhance traffic safety data analysis and research skills.

Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TSD-02	Provide Research and Data	Research and Data
TSD-03	Data-Twitter	Research and Data
TSD-04	Provide Research and Data - THC	Research and Data

5.3.1.1 Planned Activity: Provide Research and Data

Planned activity name	Provide Research and Data
Planned activity number	TSD-02
Primary countermeasure strategy	Research and Data

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide data and support for all traffic safety partners. Oversee survey research efforts for the statewide seatbelt observation survey, statewide cell phone use observation survey, and the traffic safety module on the statewide Behavioral Risk Factor Surveillance Survey.

Enter intended subrecipients.

Washington Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Research and Data

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Traffic Records (FAST)	\$200,000.00	\$50,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.1.2 Planned Activity: Data-Twitter

Planned activity name Data-Twitter

Planned activity number TSD-03

Primary countermeasure strategy Research and Data

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Apply Twitter analysis as an alternative source of data to measure the current traffic safety culture in the state of Washington.

Enter intended subrecipients.

West Virginia University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Research and Data
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$75,063.00	\$18,766.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.1.3 Planned Activity: Provide Research and Data - THC

Planned activity name Provide Research and Data - THC

Planned activity number TSD-04

Primary countermeasure strategy Research and Data

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the

State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Code and analyze the crash diagrams and narratives for all fatal collisions occurring between 2010 and 2016 for qualitative analysis. Use qualitative methods to analyze sample and more directly examine the link between cannabis and fatal crash culpability. Provide WTSC with the coding method for implementation by FARS Analysts for assigning an analytical measure of culpability in all WA fatal crashes.

Enter intended subrecipients.

Washington State University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Research and Data

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$86,289.00	\$21,573.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.3.2 Countermeasure Strategy: Data System Improvement

Program area Traffic Records

Countermeasure strategy Data System Improvement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Washington's traffic records systems serve as the primary source of data about Washington's traffic environment. These systems gather, process, and share information about crashes, location and make-up of the state's roadways, registered vehicles and licensed drivers, citation, adjudication and health data. Improving these systems is critical to our ability use this data to design comprehensive programs that reduce serious injuries and fatalities on Washington's roadways.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Each grant supports or prepares for measurable improvements in the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance databases. Measurable improvements must be demonstrated in at least one area of a traffic data system.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

These grants address recommendations outlined in Washington's 2014 Traffic Records Assessment.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TSD-01	Improve Data Systems	Data System Improvement

5.3.2.1 Planned Activity: Improve Data Systems

Planned activity name	Improve Data Systems
Planned activity number	TSD-01
Primary countermeasure strategy	Data System Improvement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active

network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Washington's traffic records systems serve as the primary source of data about Washington's traffic environment. These systems gather, process, and share information about crashes, location and make-up of the state's roadways, registered vehicles and licensed drivers, citation, adjudication and health data. We improve these systems by improving data quality, making data collection easier and faster, increasing the number of data points collected and displayed, providing education to users to improve accuracy, ensure long-term viability of systems, and create tools to link the data between systems for improved analysis.

Enter intended subrecipients.

West Virginia University, Washington State University, Washington Department of Health, County Road Administrative Board, Department of Licensing, Washington State Patrol, WASPC, & Washington Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Data System Improvement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$795,280.00	\$198,820.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$641,265.00	\$160,317.00	
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$75,063.00	\$18,766.00	\$0.00
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$86,289.00	\$21,573.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.4 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Unrestrained passenger vehicle occupant fatalities increased 5.7 percent in 2015-2017 (313) compared with 2012-2014 (296), however as a factor in fatal crashes, unrestrained occupants decreased slightly to 18.9 percent of traffic fatalities in 2015-2017 compared to 22.2 percent 2012-2014. The seat belt use rate has remained unchanged in the four years since Washington implemented the new seat belt observation survey design. The seat belt use rate in 2017 was 94.7%.

Washington's Strategic Highway Safety Plan, Target Zero, is updated every three years and includes in-depth problem analysis of our traffic safety priorities. The plan also identifies a full suite of countermeasures responsive to the problem analysis of the Target Zero priority areas. Every suggested activity in Target Zero has been fully reviewed and vetted, receiving an effectiveness rating of Proven, Recommended, or Unknown. The investment plan presented in the annual Highway Safety Plan reflect these priorities and activities. For more information on this program area and in-depth problem analysis, visit <http://www.targetzero.com/plan.htm> (see High Risk Behavior: Unrestrained Vehicle Occupants).

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	90.1
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	95.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	HVE - OP
2019	Child Passenger Safety Program

5.4.1 Countermeasure Strategy: HVE - OP

Program area Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy HVE - OP

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

High Visibility Enforcement (HVE) is a universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. HVE combines highly visible and proactive law enforcement targeting a specific traffic safety issue. Law enforcement efforts are combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law.

WTSC participates in the National Click it or Ticket campaign in May. Our high-visibility Click it or Ticket campaign includes the participation by the Washington State Patrol and over 160 county, city, and tribal law enforcement agencies. Each campaign is supported by updated messaging responding to most current data, including survey results, a paid media buy and an earned media campaign localized and headed by our Target Zero Managers.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Even though Washington seat belt use rate is one of the highest in the nation, WTSC continues to invest a modest amount of funding in seat belt enforcement to support the National Click it or Ticket campaign.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

WTSC conducts impaired driving HVE as part of the National Mobilization requirements.

Seat belt HVE is also listed in Countermeasures that Work, Chapter 2, Sections 2.1.

It is also listed in Uniform Guidelines for State Highway Safety Programs Guideline No. 20, Occupant Protection.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-02	Conduct Education - HVE OP	HVE - OP
OP-03	Conduct Enforcement - OP	HVE - OP

5.4.1.1 Planned Activity: Conduct Education - HVE OP

Planned activity name	Conduct Education - HVE OP
Planned activity number	OP-02
Primary countermeasure strategy	HVE - OP

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide education about occupant protection and publicize Click It or Ticket HVE patrols.

Enter intended subrecipients.

Washington Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 HVE - OP

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$260,000.00	\$65,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.4.1.2 Planned Activity: Conduct Enforcement - OP

Planned activity name Conduct Enforcement - OP

Planned activity number OP-03

Primary countermeasure strategy HVE - OP

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

High Visibility Enforcement (HVE) is a universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. Law enforcement efforts are combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law. This funding will be used for law enforcement overtime expenses. Enforcement will target occupant protection violations and will take place during the national Click It or Ticket campaign. The WTSC will support these local enforcement efforts with paid media support.

Enter intended subrecipients.

County and City Police Departments throughout Washington State, & Washington State Patrol

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities**Fiscal Year Countermeasure Strategy Name**

2019 HVE - OP

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High HVE (FAST)	\$130,000.00	\$32,500.00	
2019	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	\$130,000.00	\$32,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.2 Countermeasure Strategy: Child Passenger Safety Program

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Child Passenger Safety Program

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under

§ 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Washington's Child Passenger Safety Program provides direct support to an active network of local leaders providing child passenger safety education and resources to the public.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

According to data provided by the Safe Kids Worldwide coalition, road injuries are the leading cause of unintentional deaths to children in the United States. Of those children ages 8 and under who died in vehicle crashes in 2014, 26 percent were not restrained by an age-appropriate device such as an infant seat, booster seat or seat belt. Despite the effectiveness of properly used child restraints, and widespread adherence to Washington's strong child restraint law, many children are still either not restrained or are incorrectly restrained. These children are at higher risk for injury or death.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is supported by Countermeasures That Work, Chapter 2, Sections 5.1, 6.1, 6.2, 7.1, 7.2 and Uniform Guidelines for State Highway Safety Programs No. 2, Occupant Protection.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-01	Run Child Passenger Safety Program	Child Passenger Safety Program

5.4.2.1 Planned Activity: Run Child Passenger Safety Program

Planned activity name	Run Child Passenger Safety Program
Planned activity number	OP-01
Primary countermeasure strategy	Child Passenger Safety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Support statewide network of child safety seat inspectors, train new inspectors, develop, schedule and promote child safety seat inspections.

Enter intended subrecipients.

Bonney Lake Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Passenger Safety Program

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Community CPS Services (FAST)	\$292,200.00	\$73,050.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

-Pedestrians-

From 2015-2017, pedestrians comprised 17.1 percent of traffic fatalities, compared to 15.3 percent of fatalities 2012-2014. Pedestrian fatalities increased 38.7 percent in 2015-2017 (283) from 2012-2014 (204). In 2017, 109 pedestrians were killed in traffic crashes, marking the highest pedestrian fatality year in Washington in over two decades.

-Bicycles-

From 2015-2017, bicyclists comprised 2.7 percent of traffic fatalities, up from 2.2 percent 2012-2014. Bicyclist fatalities increased 51.7 percent in 2015-2017 (44) from 2012-2014 (29). In 2016, 17 bicyclists were killed, the highest number of bicyclist deaths in over two decades. In 2017, the number of bicyclist deaths dropped to 13.

Washington's Strategic Highway Safety Plan, Target Zero, is updated every three years and includes in-depth problem analysis of our traffic safety priorities. The plan also identifies a full suite of countermeasures responsive to the problem analysis of the Target Zero priority areas. Every suggested activity in Target Zero has been fully reviewed and vetted, receiving an effectiveness rating of Proven, Recommended, or Unknown. The investment plan presented in the annual Highway Safety Plan reflect these priorities and activities. For more information on this program area and in-depth problem analysis, visit <http://www.targetzero.com/plan.htm> (see Road Users: Pedestrians and Road Users: Bicyclists).

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	81.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	12.4

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year Countermeasure Strategy Name

2019 TSEP-NM

5.5.1 Countermeasure Strategy: TSEP-NM

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy TSEP-NM

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

As an important part of our state's data-driven State Highway Safety Plan, called Target Zero, we fund a evidence-based traffic safety enforcement program (TSEP) to prevent traffic violations, crashes, traffic deaths and traffic serious injuries in those areas at risk for such incidents.

The Traffic Safety Enforcement Program for non-motorized safety education and enforcement campaigns for areas where pedestrian and bicyclist safety is critical.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

WTSC investment in pedestrian and bicyclists safety reflects our awareness of the increasing trend in pedestrian fatalities and our leadership on both the Pedestrian Safety Council and the Bicyclists Safety Advisory Council which were both authorized through recent legislation.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure follows NHTSA Uniform Guidelines for State Highway Safety Programs No. 15, Traffic Enforcement Services.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NM-01	Conduct Enforcement and Education - Ped	TSEP-NM

NM-02 Conduct Enforcement and Education - Bike TSEP-NM
NM-03 Conduct Enforcement and Education - Ped & Bike TSEP-NM

5.5.1.1 Planned Activity: Conduct Enforcement and Education - Ped

Planned activity name Conduct Enforcement and Education - Ped
Planned activity number NM-01
Primary countermeasure strategy TSEP-NM

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Support public education and community education campaigns directed at both drivers and pedestrians regarding safety when crossing roadways. Support law enforcement emphasis events focused on drivers who endanger pedestrians and pedestrians who do not obey laws for crossing roadways.

Enter intended subrecipients.

Clark County, Spokane Co Division of Engineering & Roads, Jennifer Dorsett, Stacey McShane

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TSEP-NM

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	\$30,000.00	\$7,500.00	
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$164,760.00	\$41,190.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.5.1.2 Planned Activity: Conduct Enforcement and Education - Bike

Planned activity name Conduct Enforcement and Education - Bike

Planned activity number NM-02

Primary countermeasure strategy TSEP-NM

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide bicycle-riding and bicyclist-safety instruction through community events.

Enter intended subrecipients.

Walla Walla Co Department of Community Health

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	TSEP-NM

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$10,631.00		\$2,658.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.1.3 Planned Activity: Conduct Enforcement and Education - Ped & Bike

Planned activity name Conduct Enforcement and Education - Ped & Bike

Planned activity number NM-03

Primary countermeasure strategy TSEP-NM

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Encourage safe walking and biking to school around two urban schools with high rates of pedestrian- and bicycle-involved collision. Provide analysis of current trend data, school and home education and outreach and bicycle-riding skills development and reinforcement.

Enter intended subrecipients.

City of Tacoma

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	TSEP-NM

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$60,000.00	\$15,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

5.6 Program Area: Motorcycle Safety

Program area type Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

From 2015-2017 motorcyclist fatalities comprised 14.3 percent of traffic fatalities, down from 16.8 percent 2012-2014. However, motorcyclist fatalities rose 5.7 percent during this same time period (237) from 2012-2014 (224). From 2015-2017, 20.3 percent of motorcycle drivers involved in fatal crashes were alcohol impaired, compared to only 14.8 percent of passenger vehicle drivers, and 43.9 percent were positive for drugs, compared to 24.4 percent of passenger vehicle drivers. In 2017, there were ZERO unhelmeted motorcyclist fatalities, however six motorcyclist fatalities involved improper or non-compliant helmet use.

Washington's Strategic Highway Safety Plan, Target Zero, is updated every three years and includes in-depth problem analysis of our traffic safety priorities. The plan also identifies a full suite of countermeasures responsive to the problem analysis of the Target Zero priority areas. Every suggested activity in Target Zero has been fully reviewed and vetted, receiving an effectiveness rating of Proven, Recommended, or Unknown. The investment plan presented in the annual Highway Safety Plan reflect these priorities and activities. For more information on this program area and in-depth problem analysis, visit <http://www.targetzero.com/plan.htm> (see Road Users: Motorcyclists).

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	75.8
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	0.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	TSEP- MC
2019	Motorcycle Rider Training

5.6.1 Countermeasure Strategy: TSEP- MC

Program area	Motorcycle Safety
Countermeasure strategy	TSEP- MC

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

As an important part of our state's data-driven State Highway Safety Plan, called Target Zero, we fund a evidence-based traffic safety enforcement program (TSEP) to prevent traffic violations, crashes, traffic deaths and traffic serious injuries in those areas at risk for such incidents. The Traffic Safety Enforcement Program for Motorcycle Safety conducts high visibility enforcement campaign that includes education and enforcement in the top three counties where motorcycle fatalities are the highest. The campaign encourages motorists to awareness of motorcycle riders and encourages all drivers and riders to follow traffic laws that increase safety of motorcycle riders.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Traffic Safety Enforcement Program for Motorcycle Safety reflects WTSC commitment to reducing motorcycle fatalities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure follows NHTSA Uniform Guidelines for State Highway Safety Programs No. 15, Traffic Enforcement Services.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MC-02	Conduct Enforcement - MC-DUI	TSEP- MC

5.6.1.1 Planned Activity: Conduct Enforcement - MC-DUI

Planned activity name	Conduct Enforcement - MC-DUI
Planned activity number	MC-02
Primary countermeasure strategy	TSEP- MC

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

High Visibility Enforcement (HVE) patrols in locations where data is showing that serious motorcycle crashes occur. Enforcement will focus on alcohol impairment of all motor vehicles. HVE will coordinate with media buy grants to raise awareness of motorcycle safety issues.

Enter intended subrecipients.

City and County Police agencies throughout Washington State, Washington State Patrol

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TSEP- MC

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$100,000.00	\$0.00	\$100,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.6.2 Countermeasure Strategy: Motorcycle Rider Training

Program area Motorcycle Safety

Countermeasure strategy Motorcycle Rider Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Motorcycle Rider Training countermeasure reaches Motorcycle riders and prospective riders through local/regional television commercials to spread awareness of the risks of motorcycling and lead them to a safer and smarter way of riding including

Daytime use of motorcycle headlights;

Brightly colored clothing and reflective materials for motorcycle riders and motorcycle helmets with high daytime and nighttime conspicuity;

Lane positioning of motorcycles to increase vehicle visibility;

Reasons why motorists do not see motorcycles; and

Ways that other motorists can increase their awareness of motorcyclists.

It includes cultural outreach including presentations about motorcycle safety, with demos of proper gear when on a bike. School presenters will encourage students to talk to their motorcycle riding parents to educate them on proper gear and safety inherent with riding a motorcycle.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The motorcycle safety program provides communication campaigns and rider awareness campaigns that emphasize the issues of rider conspicuity, proper gear and motorist awareness of motorcycles. This countermeasure is an important part of WTSC motorcycle safety program.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is conducted in alignment with Uniform Guidelines for State Highway Safety Program No. 3, Motorcycle Safety.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MC-01	Conduct Education - MC Training	Motorcycle Rider Training

5.6.2.1 Planned Activity: Conduct Education - MC Training

Planned activity name	Conduct Education - MC Training
Planned activity number	MC-01
Primary countermeasure strategy	Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Conduct education campaigns to support Washington's Motorcycle Safety Program at Department of Licensing and WTSC. WTSC's safety program will continue the It's A Fine Line campaign with new creative, social media, and YouTube information. All education activities promote safe riding, watch out for motorcycles, and beginner and advanced rider training.

Enter intended subrecipients.

Washington Department of Licensing & Washington Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Motorcycle Rider Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Motorcycle Safety (FAST)	\$50,000.00	\$12,500.00	\$0.00
2019	FAST Act 405f Motorcycle Programs	405f Motorcycle Programs (FAST)	\$100,000.00	\$25,000.00	
2018	FAST Act 405f Motorcycle Programs	405f Motorcycle Programs (FAST)	\$50,000.00	\$12,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.7 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

From 2015-2017 alcohol impaired and/or drug positive drivers were a factor in 47.5 percent of traffic fatalities. Alcohol impaired/drug positive driver involved fatalities increased 16.3 percent in 2015-2017 (785) compared with 2012-2014 (675). From 2015-2017, 36.9 percent of fatalities involved a drug positive driver and 22.3 percent involved an alcohol impaired driver. Drug positive driver-involved fatalities first became more frequent than alcohol impaired driver-involved fatalities in 2010. In 2017, that gap continues to grow. Compared to 2012-2014, alcohol impaired driver involved fatalities increased by 0.5 percent, while drug positive driver involved fatalities increased 26.9%. Many drivers were impaired by both drugs and alcohol or multiple drugs (poly-drug drivers). For the first time in 2012, poly-drug drivers became the most common type of impaired driver involved in fatal crashes, and that number has increased 15 percent every year since. The number of drivers positive for Delta-9-THC remained steady in 2016 (79) and 2015 (82), after increasing 100% in 2014 from 38 drivers to 74 drivers.

Washington's Strategic Highway Safety Plan, Target Zero, is updated every three years and includes in-depth problem analysis of our traffic safety priorities. The plan also identifies a full suite of countermeasures responsive to the problem analysis of the Target Zero priority areas. Every suggested activity in Target Zero has been fully reviewed and vetted, receiving an effectiveness rating of Proven, Recommended, or Unknown. The investment plan presented in the annual Highway Safety Plan reflect these priorities and activities. For more information on this program area and in-depth problem analysis, visit <http://www.targetzero.com/plan.htm> (see High Risk Behavior: Impairment Involved).

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	1,855.2
2019	APM-2) Fatalities involving a drug positive and/or alcohol impaired (not imputed) driver	5 Year	2019	236.2

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	TSEP-ID
2019	Toxicology Testing
2019	Prosecutor Training

2019	Leadership-ID
2019	Law Enforcement Training
2019	High Visibility Enforcement
2019	DWI Courts
2019	Courts
2019	24/7 Sobriety Program

5.7.1 Countermeasure Strategy: TSEP-ID

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy TSEP-ID

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education,

communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

As an important part of our state's data-driven State Highway Safety Plan, called Target Zero, we fund a evidence-based traffic safety enforcement program (TSEP) to prevent traffic violations, crashes, traffic deaths and traffic serious injuries in those areas at risk for such incidents.

Within the Impaired Driving program, we fund local and regional impaired driving enforcement efforts designed to increase compliance with impaired driving laws, liquor laws, and projects to reduce underage drinking.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As impairment is a factor in over 50% of our state's traffic deaths, WTSC continues to invest in impaired driving enforcement to sustain local enforcement beyond the HVE holiday and labor day campaigns. These activities and grants provide local communities the opportunity to run impaired driving enforcement campaigns focused on the days, times and locations that data show requires a local impaired driving enforcement focus.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

WTSC conducts impaired driving traffic safety enforcement programs in accordance with NHTSA Uniform Guidelines for State Highway Safety Programs No. 15, Traffic Enforcement Services.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID-11	Conduct Compliance Checks	TSEP-ID
ID-12	Conduct Enforcement - DUI	TSEP-ID
ID-13	Conduct Enforcement and Education - DUI	TSEP-ID
ID-14	Conduct Education and Enforcement - DUI YD	TSEP-ID
ID-15	Conduct Enforcement - TZT	TSEP-ID

5.7.1.1 Planned Activity: Conduct Compliance Checks

Planned activity name	Conduct Compliance Checks
Planned activity number	ID-11
Primary countermeasure strategy	TSEP-ID

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Conduct undercover and high-visibility liquor enforcement operations with an emphasis on reducing over-service. Efforts will target high risk DUI areas with undercover operations to include compliance checks, premises visits, and bar sweeps. Education of officers, alcohol licensees, employees of licensed establishments, and patrons regarding the dangers of impaired driving. Increase awareness of last place of drink increase visits to licensed establishments

Enter intended subrecipients.

Washington State Liquor and Cannabis Board

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TSEP-ID

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$91,500.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.7.1.2 Planned Activity: Conduct Enforcement - DUI

Planned activity name Conduct Enforcement - DUI

Planned activity number ID-12

Primary countermeasure strategy TSEP-ID

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active

network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide one full time officer dedicated to DUI enforcement to address the critical issue of DUI offenses. This will also be tied into the local DUI treatment courts in city and county.

Proposed split funding plan between 164 and 405d funds;

The Spokane DUI LE Officer Program primarily focuses on enforcement and education of Washington State DUI laws in the greater Spokane area. The total funds for the grant are planned to be split 50/50 between the 164 Transfer fund and 405d fund.

All patrols will be split 50/50 indicating that the emphasis will be on alcohol, but there could be some drug stops also.

If we have an expense that we know is strictly drug-related, then we will pay it from 405d funds.

We do not have clear data to show that the 50/50 split is the perfect funding split for this grant. We know that the majority of the DUI enforcement in this area is alcohol-related, but of course some stops will end up as drug-only arrests. As we develop the grant agreements and reimbursement language for the agreements, we will work with the grantee to determine what data they may have which will help us determine more precise split amounts, if needed.

Enter intended subrecipients.

Spokane Police Department & Spokane County Sheriff's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TSEP-ID

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$192,759.00	\$48,190.00	
2018	164 Transfer Funds-AL	164 Alcohol	\$70,012.00	\$0.00	\$70,012.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.7.1.3 Planned Activity: Conduct Enforcement and Education - DUI

Planned activity name Conduct Enforcement and Education - DUI

Planned activity number ID-13

Primary countermeasure strategy TSEP-ID

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Conduct long-term and consistent DUI emphasis patrols in conjunction with media announcement, public announcements, and other notification methods such as the speed feedback message board postings.

Enter intended subrecipients.

Bellingham Police Department & Vancouver Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TSEP-ID

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$20,000.00	\$0.00	\$20,000.00
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$75,000.00	\$18,750.00	\$75,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.1.4 Planned Activity: Conduct Education and Enforcement - DUI YD

Planned activity name Conduct Education and Enforcement - DUI YD

Planned activity number ID-14

Primary countermeasure strategy TSEP-ID

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Conduct project coordination and implementation. Activities include expanding the "education citation" program, conducting party patrols, conducting youth intervention and screening sessions, and creating a social norming outreach campaign.

Proposed split funding plan between 164 and 405d funds;

Expenses that include marijuana-related outreach will be identified on the invoices submitted as part of this project. Those expenses will be paid using 405d funds. The other expenses, which will be for alcohol-only efforts, will be paid using 164 Transfer funds.

Enter intended subrecipients.

Skagit County Public Hospital

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TSEP-ID

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$10,000.00	\$2,500.00	
2019	164 Transfer Funds-AL	164 Alcohol	\$70,250.00	\$0.00	\$70,250.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.7.1.5 Planned Activity: Conduct Enforcement - TZT

Planned activity name Conduct Enforcement - TZT

Planned activity number ID-15

Primary countermeasure strategy TSEP-ID

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Conduct sustained impaired driving high visibility enforcement through local law enforcement agencies.

Enter intended subrecipients.

County and City Police Departments in King, Pierce, Snohomish, Yakima, and Spokane Counties.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	TSEP-ID
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$290,000.00	\$72,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.2 Countermeasure Strategy: Toxicology Testing

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Toxicology Testing

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

With the legalization of marijuana and an increase in poly-drugs in serious injury and fatal crashes, the Washington State Patrol Toxicology Laboratory is vital in drug-testing drivers and determining the impairing factors. The Tox Lab has experienced a substantial increase in suspected impaired driving cases over the last 6 years – an increase of 85%. Correspondingly, the number of blood cases requiring testimony has also increased, taking scientist's time away from actual casework. Additionally, a backlog of cases began in 2017 and is currently at 2,500 cases. Such strains on the operational funds has resulted in the Toxicology Laboratory reducing the scope of testing it performs for impaired driving cases and death investigations (including traffic fatality cases).

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

For this countermeasure, WTSC allocated funds to the Tox Lab for training, personnel, overtime, equipment, and software needed to improve efficiency and meet the backlog of blood draw cases.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

WTSC chooses to invest in toxicology testing because it is part of the Uniform Guidelines for State Highway Safety Programs Guideline No. 8, Impaired Driving.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID-08	Improve Blood Testing	Toxicology Testing

5.7.2.1 Planned Activity: Improve Blood Testing

Planned activity name: Improve Blood Testing

Planned activity number: ID-08

Primary countermeasure strategy: Toxicology Testing

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State

will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Consolidate and expedite the blood draw process time to successfully and legally capture the best evidence for a successful prosecution.

Enter intended subrecipients.

Seattle Police Department & Washington State Patrol

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Toxicology Testing

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$545,000.00	\$136,250.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.3 Countermeasure Strategy: Prosecutor Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Prosecutor Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Prosecutor training is conducted by Washington Traffic Safety Resource Prosecutors (TSRPs). They facilitate a coordinated, multidisciplinary approach to the prosecution of impaired driving and other traffic crimes. TSRPs are typically current or former prosecutors who provide training, education, and technical support to traffic crimes prosecutors and law enforcement personnel. Traffic crimes and safety issues include alcohol and/or drug impaired driving distracted driving, vehicular homicide, occupant restraint, and other highway safety issues. The TSRPs assess the pressing needs and demands and work in conjunction with many agencies to meet these needs.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The TSRP project is an essential part of the impaired driving program. It provides a bridge between complex and constantly changing legal environment of DUI laws and law enforcement officers and prosecutors.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

WTSC conducts our TSRP project in accordance with the Uniform Guidelines for State Highway Safety Programs Section 12 Prosecutor Training.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID-16	Support TSRP	Prosecutor Training

5.7.3.1 Planned Activity: Support TSRP

Planned activity name	Support TSRP
Planned activity number	ID-16
Primary countermeasure strategy	Prosecutor Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and

maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Traffic Safety Resource Prosecutors (TSRP) serve as a statewide resource to law enforcement officers, prosecutors, judges, and traffic safety stakeholders by offering training and expert resources in all facets of impaired driving legal advice and litigation assistance. They also provide assistance in the on-going battle against distracted driving and speed-based collisions.

Enter intended subrecipients.

Seattle City Attorneys Office, Spokane County Prosecuting Attorney's Office, Municipal Research Service Center, & Washington Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Prosecutor Training
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$619,904.00	\$154,976.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.4 Countermeasure Strategy: Leadership-ID

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Leadership-ID

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Washington Traffic Safety Commission has a long history of providing leadership for the State's Impaired Driving Program. The Commission, begun in 1967 by legislative mandate, has provided a high level of visibility through its chair, the governor, and a broad-based representation of key State and local agencies. This leadership has allowed a strong traffic safety culture to flourish.

WTSC projects continuing to invest in the countermeasure of Impaired Driving Leadership will allow the Commission to provide technical assistance, education, planning and innovation will support processes and partnerships needed to achieve zero traffic deaths and serious injuries.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As WTSC continues to explore changing driver behavior using the positive culture framework, applying the framework to understanding driver poly drug use behavior is an important fit for the Impaired Driving Program and compliments other HVE based countermeasures.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Positive Culture Framework is an approach based on the latest research about improving health and safety in our communities and organizations. PCF seeks to cultivate health and safety by building shared values, beliefs, and attitudes that already exist in a culture to promote health and safety.

Improving health and safety is an act of leadership – WTSC leads people to make healthier and safer choices. Changing cultural factors can be challenging, as people often resist questioning their core assumptions. Developing leadership skills in our target zero partners increases their capacity for effectiveness.

The PCF fosters a cultural approach by recognizing that many different layers in a community (e.g., individuals, families, schools, workplaces, etc.) or organization (e.g., executive leadership, managers, supervisors, etc.) impact its culture. It is not enough just to focus on one layer. Instead, we need to engage all layers of the social ecology of a community to address health and safety. When all layers share values, beliefs and attitudes, a healthier and safer culture emerges and is sustained over time.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID-06	Conduct Culture Change - DUI	Leadership-ID
ID-07	Conduct Culture Change - DUIAC	Leadership-ID

5.7.4.1 Planned Activity: Conduct Culture Change - DUI

Planned activity name	Conduct Culture Change - DUI
Planned activity number	ID-06
Primary countermeasure strategy	Leadership-ID

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the

State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Conduct statewide and localized traffic safety culture change projects with a DUI focus. Train WTSC staff, Program Managers and other partners in culture change techniques.

Enter intended subrecipients.

Neighborhood House

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Leadership-ID

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Low Community Traffic Safety	\$200,000.00	\$50,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.4.2 Planned Activity: Conduct Culture Change - DUIAC

Planned activity name Conduct Culture Change - DUIAC
Planned activity number ID-07
Primary countermeasure strategy Leadership-ID

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide impaired driving-related training and technical support (DRE, SFST, ARIDE, prosecution) for all law enforcement agencies across the state. These programs improve an officer's ability to detect, arrest, process, and testify with regard to alcohol and drug impaired driving. Supports the Ignition Interlock program that monitors interlock users statewide. Supports the Mobile Impaired Driving Unit (MIDU) for efficient mobile DUI processing at events statewide.

Enter intended subrecipients.

Washington Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Leadership-ID

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Community Traffic Safety	\$234,000.00	\$58,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.5 Countermeasure Strategy: Law Enforcement Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Law Enforcement Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Training is essential to support traffic enforcement of DUI laws. This countermeasure support law enforcement training in Standard Field Sobriety Test training, Advanced Roadside Impaired Driving training and Drug Recognition Expert training.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

WTSC continues to invest in SFST, ARIDE, and DRE training to ensure officers have the skills they need to identify and arrest impaired drivers. Impaired driving is a factor in over half of all of Washington traffic deaths and therefore WTSC invest a large amount of resources in many countermeasures that are effective for the impaired driving program.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

WTSC chooses to invest in law enforcement impaired driving training per the Uniform Guidelines for State Highway Safety Programs Guideline No. 8, Impaired Driving

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID-10	Conduct Training-DUI	Law Enforcement Training

5.7.5.1 Planned Activity: Conduct Training-DUI

Planned activity name	Conduct Training-DUI
Planned activity number	ID-10
Primary countermeasure strategy	Law Enforcement Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide impaired driving training to law enforcement and other agency personnel to enhance impaired driving enforcement. The goal is to allow officer's to become comfortable with proper procedures for handling DUIs resulting in more impaired driving arrests.

Proposed split funding plan for one of the planned activities using 164 and 405d funds;

	164 Transfer Funds	405d Funds	Total Grant Funding
MIDU	\$90,000	\$97,100	\$187,100
DRE Program	0	\$219,000	\$219,000
Ignition Interlock	\$150,000	0	\$150,000
Totals	\$240,000	\$316,100	\$556,100

Data:

Year	Total Fatalities	Impaired Driver Involved Fatalities	Alcohol Impaired Driver Involved Fatalities
2017	565	250	127
2016	536	277	131
2015	551	258	110
2014	462	230	112
2013	436	229	127
Totals	2550	1244	607

Summary
 Impaired driver involved in 49% of all fatalities
 Alcohol impaired driver involved in 49% of all impaired driving fatalities

Based on arrest and fatal crash data involving impaired drivers, we expect that around half of the MIDU activity will involve a drinking driver (alcohol only), while the other half will involve drugs or a combination of drugs and alcohol.

The Ignition Interlock program strictly deals with alcohol, so all of this program within the WSP grant can be 164 Transfer Funds.

Enter intended subrecipients.

Snohomish County, Seattle Police Department, & Washington State Patrol

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Law Enforcement Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$60,000.00	\$15,000.00	\$60,000.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$60,000.00	\$15,000.00	\$60,000.00
2018	164 Transfer Funds-AL	164 Alcohol	\$322,100.00		\$128,840.00
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$234,000.00	\$58,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
DAX Device	1	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00

5.7.6 Countermeasure Strategy: High Visibility Enforcement

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy High Visibility Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

High Visibility Enforcement (HVE) is a universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. HVE combines highly visible and proactive law enforcement targeting a specific traffic safety issue. Law enforcement efforts are combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law.

WTSC participates in the National Impaired Driving campaigns in December over the holidays and in August over Labor Day. Our high-visibility impaired driving campaigns include the participation by the Washington State Patrol and over 160 county, city, and tribal law enforcement agencies. Each campaign is supported by updated messaging responding to most current data, including survey results, a paid media buy and an earned media campaign localized and headed by our Target Zero Managers.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

WTSC spends over \$1.2 million in impaired driving HVE campaigns because such campaigns are a proven method to reduce impaired driving and because impaired driving is a factor in over half of all of Washington's deadly crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

WTSC conducts impaired driving HVE as part of the National Mobilization requirements.

Impaired driving HVE is also listed in Countermeasures that Work, Chapter 1, Sections 2.2 and 2.5

It is also listed in Uniform Guidelines for State Highway Safety Programs Guideline No. 8, Impaired Driving

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID-04	Conduct Education- DUI	High Visibility Enforcement
ID-05	Conduct Enforcement - DUI	High Visibility Enforcement

5.7.6.1 Planned Activity: Conduct Education- DUI

Planned activity name	Conduct Education- DUI
Planned activity number	ID-04
Primary countermeasure strategy	High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide education about impaired driving and publicize DUI HVE patrols.

Proposed split funding plan between 164 and 405d funds.

For FFY2019, WTSC plans to use \$664,000 of 164 Transfer Funds to support the Holiday and Summer Driver Sober or Get Pulled Over Campaigns. In addition to using the Driver Sober messaging, WTSC will also use a newly-developed Plan Before You Party PSA. This PSA (<https://youtu.be/fWfjGPLTg8k>) specifically addresses alcohol. The announcer says, "Sure, drunk you is a pretty cool guy. But he is not what you would call reliable. He's not a maker of great decisions, or for that matter either adequate decisions. The point is you should not trust the version of you that created the macaroni taco to get you home safe. Make a plan before you party to get you home safe." The 164 Transfer Funds will purchase the media buy using this "drunk" alcohol-specific message.

WTSC will use \$376,000 of FAST ACT 405d funds for purchasing media to support the Holiday and Summer Driver Sober or Get Pulled Over Campaigns with a nearly identical message, but this message is tweaked to talk about drugs. The slight wording change from the above message is, "Sure stoned you..."

We will work with our contractor in the same way we worked with them this year to keep the drugged driving message expenses separate from the drunk driving messages. The contractor provides an exact list of all spots purchased and indicates how many of the

purchased spots ran the drunk driving message and how many ran the drugged driving message. Using this report, WTSC is able to split the bill between the 164 Alcohol messaging and the 405d drugged driving messaging.

Enter intended subrecipients.

Washington Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Paid Advertising	\$376,000.00	\$94,000.00	
2018	164 Transfer Funds-AL	164 Alcohol	\$332,000.00	\$0.00	\$0.00
2019	164 Transfer Funds-AL	164 Alcohol	\$332,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.6.2 Planned Activity: Conduct Enforcement - DUI

Planned activity name Conduct Enforcement - DUI

Planned activity number ID-05

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

High Visibility Enforcement (HVE) is a universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. Law enforcement efforts are combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law. This funding will be used for law enforcement overtime expenses. Enforcement will target impaired driving and will take place during designated periods, which are set by the WTSC. At least two of the impaired driving enforcement periods will align with national impaired driving campaigns. The WTSC will support these local enforcement efforts with paid media support.

Proposed split funding using 164 and 405d funds;

In addition to DUI HVE patrols funded with 405d funds, this project is split by specific activities, which are each funded by a specific source, as detailed below:

Statewide Impaired Driving Enforcement will use 405d (\$350,000.00)

Statewide Seatbelt Enforcement will use 405b (\$130,000.00)

Statewide Distracted Driving Enforcement will use 402 (\$100,000.00)

Speed project will use 402 (\$100,000.00)

Locally driven impaired driving, seatbelt, distracted driving, and speed enforcement will use 402 (\$85,000)

Motorcycle safety patrols will use 164 Transfer funds (\$100,000)

Based on FARS data, the motorcycle HVE patrols will focus on alcohol impairment in Pierce, King, and Snohomish Counties. More than half (52.3%) of all impaired motorcycle operator fatal crashes occurred in these three counties. Of those impaired operators, 38.2% were impaired by alcohol.

The 38.2% were impaired by alcohol ONLY. But most of the other impaired operators had drugs as well as alcohol in their system.

This alcohol impairment information and data has been shared with Target Zero Managers and participating law enforcement agencies in these three counties. The public messaging includes a news release and social media focused on a Don't Drink and Ride message. Two new video ads focusing on Don't Drink and Ride are being developed for this campaign.

Enter intended subrecipients.

City and County Police agencies throughout Washington State, Washington State Patrol

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$650,000.00	\$162,500.00	
2019	164 Transfer Funds-AL	164 Alcohol	\$100,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.7.7 Countermeasure Strategy: DWI Courts

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy DWI Courts

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The DUI Court is a distinct court docket dedicated to changing the behavior of the alcohol/drug dependent offenders arrested for Driving While Impaired (DWI). The goal of DWI Court is to protect public safety by using the Drug Court model to address alcoholism and substance abuse as the root cause of impaired driving. Hardcore impaired drivers with serious alcohol/substance abuse issues are the primary target population of the DWI Court.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

WTSC invests in DUI Courts because they are one of the best proven strategies to reduce the complex problem of DUI recidivism.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The evidence of effectiveness of DUI Courts is set forth in both the Uniform Guidelines for State Highway Safety Programs Guideline No. 8 and Countermeasures That Work, Impaired Driving, Chapter 1 Section 3.1.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID-02	Support DUI Courts	DWI Courts

5.7.7.1 Planned Activity: Support DUI Courts

Planned activity name	Support DUI Courts
Planned activity number	ID-02
Primary countermeasure strategy	DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

DUI Courts are a distinct court docket dedicated to changing the behavior of the alcohol dependent offenders arrested for multiple Driving Under the Influence (DUI) offenses. The goal of DUI Courts is to protect public safety by using the Drug Court model to address alcoholism as the root cause of impaired driving. Hardcore impaired drivers with serious alcohol abuse issues are the primary target population of the DUI Court.

Enter intended subrecipients.

Des Moines Municipal Court, City of Kent, Spokane Municipal DUI Court, Washington Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 DWI Courts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$312,500.00	\$0.00	\$312,500.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.8 Countermeasure Strategy: Courts

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Courts

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required

under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

WTSC continues to support the prosecution of DUI offenders. This countermeasure supports the prosecution of Felony DUI offenders.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Washington recently changed the felony DUI law, allowing for more repeat DUI offenders to qualify for prosecution under felony laws. This countermeasure continues WTSC commitment to reducing DUI recidivism.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

WTSC chose this countermeasure in response to a request from prosecutor's offices seeking to hold repeat DUI offenders who qualify for Felony prosecution more accountable.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID-03	Support Felony DUI Prosecution	Courts

5.7.8.1 Planned Activity: Support Felony DUI Prosecution

Planned activity name	Support Felony DUI Prosecution
Planned activity number	ID-03
Primary countermeasure strategy	Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Felony traffic unit created to collaborate with law enforcement on investigations, quicker toxicology results and charging decisions by the prosecutor's office and quicker imposition of detention/release conditions on felony traffic offenders pending trial.

Proposed split funding plan for 164 and 405d funds;

This project pays the salary and benefits for a Deputy Prosecuting Attorney for the Snohomish County Prosecutor's Office with no patrol component directly attached.

Billable hours are not tracked in criminal cases because there is no client.

Historically, 80-90% of cases handled are alcohol only with only 10-15% drug or poly-drug related.

The grantee will provide a quarterly report that lists cases by number and type (alcohol-only versus drug or poly-drug).

Reimbursement claims will include a list of cases and percentage of total by type for the billing period.

Enter intended subrecipients.

Snohomish County Prosecuting Attorney's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Courts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$95,320.00	\$23,830.00	
2018	164 Transfer Funds-AL	164 Alcohol	\$95,320.00	\$0.00	\$38,128.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.7.9 Countermeasure Strategy: 24/7 Sobriety Program

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy 24/7 Sobriety Program

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Washington has recently added support for 24/7 programs as a countermeasure. 24/7 programs are a sanction designed to ensure that DUI offenders abstain from drinking or drugging during the time frame determined by the courts.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Other states have shown success employing this countermeasure. The results in Washington have not been determined, yet, but as a recommended strategy in Countermeasures That Work, WTSC is supporting efforts to establish the program at the county and city level.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The RAND corporation conducted a study of 24/7 program and found that it reduced repeat DUI at the local level. In Washington, the Association of Sheriffs and Police Chiefs are working with local communities to establish more 24/7 programs and WTSC provides support for their efforts in order to seek reductions in repeat DUI offenses.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID-01	Support 24/7	24/7 Sobriety Program

5.7.9.1 Planned Activity: Support 24/7

Planned activity name	Support 24/7
Planned activity number	ID-01
Primary countermeasure strategy	24/7 Sobriety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide training opportunities specific to the administration of 24/7 Sobriety Programs. Part-time testing staff will be available to conduct testing to free up jail staff. Purchase Equipment: Supply necessary materials to conduct PBT testing. Funding will also support travel as they promote and work to expand the program to other areas of the state.

Enter intended subrecipients.

Washington Association of Sheriffs and Police Chiefs (WASPC) and Clallam County Sheriff's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 24/7 Sobriety Program

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$70,000.00	\$0.00	\$70,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.8 Program Area: Speed Management

Program area type Speed Management

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

From 2015-2017 speeding was a factor in 29.2 percent of traffic fatalities, dropping just below the Target Zero priority one threshold of 30 percent. Speeding involved fatalities decreased 4.9 percent in 2015-2017 (483) compared to 2012-2014 (508). For the first time in both 2015-2017, speeding became a less prevalent factor in fatal crashes than distracted/inattentive driving.

Washington’s Strategic Highway Safety Plan, Target Zero, is updated every three years and includes in-depth problem analysis of our traffic safety priorities. The plan also identifies a full suite of countermeasures responsive to the problem analysis of the Target Zero priority areas. Every suggested activity in Target Zero has been fully reviewed and vetted, receiving an effectiveness rating of Proven, Recommended, or Unknown. The investment plan presented in the annual Highway Safety Plan reflect these priorities and activities. For more information on this program area and in-depth problem analysis, visit <http://www.targetzero.com/plan.htm> (see High Risk Behavior: Speeding Involved).

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	147.6

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	TSEP - Speed

5.8.1 Countermeasure Strategy: TSEP - Speed

Program area Speed Management

Countermeasure strategy TSEP - Speed

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

As an important part of our state's data-driven State Highway Safety Plan, called Target Zero, we fund a evidence-based traffic safety enforcement program (TSEP) to prevent traffic violations, crashes, traffic deaths and traffic serious injuries in those areas at risk for such incidents. The Traffic Safety Enforcement Program for Speed Enforcement conducts high visibility enforcement.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Traffic Safety Enforcement Program for Speed Enforcement reflects WTSC commitment to reducing fatalities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure follows NHTSA Uniform Guidelines for State Highway Safety Programs No. 19, Speed Management.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SR-01	Conduct Enforcement and Education -Speed	TSEP - Speed
SR-02	Conduct Education - Speed	TSEP - Speed
SR-03	Conduct Enforcement - Speed	TSEP - Speed

5.8.1.1 Planned Activity: Conduct Enforcement and Education -Speed

Planned activity name	Conduct Enforcement and Education -Speed
Planned activity number	SR-01
Primary countermeasure strategy	TSEP - Speed

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Support engineering projects in select locations throughout the state. It will provide funding to local task forces for speed enforcement and education, while Washington State Department of Transportation (WSDOT) is funding the engineering projects. Engineering interventions include high friction road surface applications, intersection warning systems, increased reflective markings, and sign improvements

Enter intended subrecipients.

County and City Police Departments throughout Washington State

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TSEP - Speed

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Speed Enforcement (FAST)	\$40,000.00	\$10,000.00	\$20,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.1.2 Planned Activity: Conduct Education - Speed

Planned activity name Conduct Education - Speed

Planned activity number SR-02

Primary countermeasure strategy TSEP - Speed

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the

State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide education about the dangers of speed and publicize HVE patrols focused on drivers who are speeding.

Enter intended subrecipients.

Washington Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TSEP - Speed

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$100,000.00	\$25,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.1.3 Planned Activity: Conduct Enforcement - Speed

Planned activity name Conduct Enforcement - Speed

Planned activity number SR-03

Primary countermeasure strategy TSEP - Speed

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

High Visibility Enforcement (HVE) is a universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. Law enforcement efforts are combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law. This funding will be used for law enforcement overtime expenses. Enforcement will target drivers who are speeding and will take place during designated periods, which are set by the WTSC. The WTSC will support these local enforcement efforts with paid media support.

Enter intended subrecipients.

Washington State Patrol

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities**Fiscal Year Countermeasure Strategy Name**

2019 TSEP - Speed

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$100,000.00	\$25,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.9 Program Area: Community Traffic Safety Program**Program area type** Community Traffic Safety Program

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Washington's Strategic Highway Safety Plan, Target Zero, is updated every three years and includes in-depth problem analysis of our traffic safety priorities. The plan also identifies a full suite of countermeasures responsive to the problem analysis of the Target Zero priority areas. Every suggested activity in Target Zero has been fully reviewed and vetted, receiving an effectiveness rating of Proven, Recommended, or Unknown. The investment plan presented in the annual Highway Safety Plan reflect these priorities and activities. For more information on this program area and in-depth problem analysis, visit <http://www.targetzero.com/plan.htm> (see Decision-Making and Performance Improvement: Local Agencies and Target Zero and Road Users: Tribes and Traffic Safety and Overview: Improving our Traffic Safety Culture).

Target Zero Managers

WTSC partners with communities throughout the state to host a resident Target Zero Manager (TZM) in each region. 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 2019. The proposals for these projects were submitted by local entities and include programs to provide community outreach, education, and technology.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	489.2
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	1,855.2
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	0.813

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	TSEP-CTSP
2019	Tribal
2019	Target Zero Managers
2019	CTSP Leadership

5.9.1 Countermeasure Strategy: TSEP-CTSP

Program area Community Traffic Safety Program

Countermeasure strategy TSEP-CTSP

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under §

1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

As an important part of our state's data-driven State Highway Safety Plan, called Target Zero, we fund a evidence-based traffic safety enforcement program (TSEP) to prevent traffic violations, crashes, traffic deaths and traffic serious injuries in those areas at risk for such incidents. As part of the Community Traffic Safety Program, we provide funding through our regional task forces to over 160 law enforcement agencies to conduct traffic safety enforcement focused on local community needs.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Community Traffic Safety Program -- Traffic Safety Enforcement Program provides our regional taskforces with funding to follow their county-level data to conduct high-visibility enforcement focused on the traffic safety program in the areas and on the dates to be the most effective at reducing deaths and serious injuries.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure was chosen in response to a survey of local law enforcement agencies about improving traffic safety patrols. It is also suggested in NHTSA Uniform Guidelines for State Highway Safety Programs No. 15, Traffic Enforcement Services

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CTS-07	Conduct Education - Flex	TSEP-CTSP
CTS-08	Conduct Enforcement - Flex	TSEP-CTSP

5.9.1.1 Planned Activity: Conduct Education - Flex

Planned activity name	Conduct Education - Flex
Planned activity number	CTS-07

Primary countermeasure strategy TSEP-CTSP

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide education about driver behavior and publicize HVE patrols in local areas determined by TZMs and their task forces.

Enter intended subrecipients.

Washington Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TSEP-CTSP

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$245,000.00	\$61,250.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.9.1.2 Planned Activity: Conduct Enforcement - Flex

Planned activity name Conduct Enforcement - Flex

Planned activity number CTS-08

Primary countermeasure strategy TSEP-CTSP

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

High Visibility Enforcement (HVE) is a universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. Law enforcement efforts are combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law. This funding will be used for law enforcement overtime expenses. Enforcement will be locally driven in date, time, location, and target violation. The WTSC will support these local enforcement efforts with paid advertising using funds from another project. .

Enter intended subrecipients.

County and City Police Departments throughout Washington State along with the State Patrol

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TSEP-CTSP

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$235,000.00	\$58,750.00	\$150,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.9.2 Countermeasure Strategy: Tribal

Program area Community Traffic Safety Program

Countermeasure strategy Tribal

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under §

1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Given the disproportionately high rate of American Indian and Alaskan Native fatalities in Washington, it's important that the priorities in Target Zero are tailored to meet the Native American population. WTSC grants continue to invest in the Target Zero countermeasures that are developed in partnership with tribal members in order to impact the high rate of traffic death in this population. Without providing culturally appropriate outreach, general population outreach is unlikely to impact tribal members and no reductions would be possible in this population.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Tribal countermeasure is employed in the Community Traffic Safety program area. These programs support C-1, C-2 and C-3 performance targets. WTSC will invest about 6 percent of 402 funds to support Tribal activities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Centennial Accord states that each state agency will identify individuals directly responsible for issues of mutual concern. WTSC has identified a specific Tribal Liaison with responsibilities to improve traffic safety for tribal members and on tribal roadways.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CTS-04	Provide Technical Assistance - Tribal	Tribal
CTS-05	Provide TS Resources-Tribal	Tribal
CTS-06	Provide Education - Tribal	Tribal

5.9.2.1 Planned Activity: Provide Technical Assistance - Tribal

Planned activity name	Provide Technical Assistance - Tribal
Planned activity number	CTS-04

Primary countermeasure strategy Tribal

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Support Washington State tribes to develop and analyze traffic safety data, organize and operate tribal traffic safety committee and conduct community awareness and public education events and campaigns.

Enter intended subrecipients.

Indian Nations throughout Washington State

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Tribal

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$350,134.00	\$87,534.00	\$192,506.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.9.2.2 Planned Activity: Provide TS Resources-Tribal

Planned activity name Provide TS Resources-Tribal

Planned activity number CTS-05

Primary countermeasure strategy Tribal

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required

under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

WTSC, in partnership with the Northwest Association of Tribal Enforcement Officers (NATEO), coordinates funds to tribal law enforcement agencies through an application and needs assessment and problem identification or opportunity process to address traffic safety related areas.

NATEO will assist tribal law enforcement agencies in reducing the number of serious and fatal traffic collisions and property damage, by providing support for resources and trainings needs which will assist them in addressing traffic safety related collisions on or surrounding tribal lands in Washington State.

Enter intended subrecipients.

Indian Nations throughout Washington State

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Tribal

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$60,000.00	\$15,000.00	\$60,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.9.2.3 Planned Activity: Provide Education - Tribal

Planned activity name Provide Education - Tribal

Planned activity number CTS-06

Primary countermeasure strategy Tribal

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Develop and conduct public outreach and community education campaigns to increase use of seatbelts based on a series of focus groups and surveys.

Enter intended subrecipients.

Colville Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities**Fiscal Year Countermeasure Strategy Name**

2019 Tribal

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$12,000.00	\$3,000.00	\$12,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.3 Countermeasure Strategy: Target Zero Managers

Program area Community Traffic Safety Program

Countermeasure strategy Target Zero Managers

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

WTSC partners with communities throughout the state to host a resident Target Zero Manager (TZM) in each region. 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

By deploying statewide initiatives utilizing local taskforces led by TZMs, WTSC insures that these initiatives will impact local drivers, helping them to understand statewide initiatives are happening where they drive. TZMs localize these statewide initiatives by coordinating multi-jurisdictional patrols concentrated on a data-driven location, utilizing local spokespersons to speak to local media and carrying the messages on their local agencies' social media platforms.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is supports "Countermeasures That Work" (CMTW):

Chapter 1 Sections 2.2, 2.5, 5.2

Chapter 2 Section 2.1, 2.3, 3.1 3.2

Chapter 3 Section 2.2, 2.3, 4.1

Chapter 4 Section 2.2

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CTS-10	Provide Technical Assistance -TZM	Target Zero Managers
CTS-11	Conduct Culture Change -TZM	Target Zero Managers

5.9.3.1 Planned Activity: Provide Technical Assistance -TZM

Planned activity name Provide Technical Assistance -TZM

Planned activity number CTS-10

Primary countermeasure strategy Target Zero Managers

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and

maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Activities consist of coordinating HVE campaigns, monitoring local data to identify emerging trends, leading planning and outreach efforts for the local traffic safety coalition, and managing other traffic safety projects.

Enter intended subrecipients.

Regional Target Zero Managers throughout Washington State

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Target Zero Managers

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal	Funding Source	Eligible Use of Funds	Estimated Funding	Match Amount	Local Benefit
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Year			Amount		
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$540,000.00	\$135,000.00	\$540,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.9.3.2 Planned Activity: Conduct Culture Change -TzM

Planned activity name Conduct Culture Change -TzM

Planned activity number CTS-11

Primary countermeasure strategy Target Zero Managers

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Support training for Target Zero Managers, Law Enforcement Liaisons and their community partners to develop and implement data-based Positive Community Norms campaigns designed to shift traffic safety behaviors.

Enter intended subrecipients.

Washington Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Target Zero Managers

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$91,940.00	\$22,985.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.4 Countermeasure Strategy: CTSP Leadership

Program area Community Traffic Safety Program
Countermeasure strategy CTSP Leadership

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Washington Traffic Safety Commission has a long history of providing leadership for the State's Traffic Safety Program. The Commission, begun in 1967 by legislative mandate, has provided a high level of visibility through its chair, the governor, and a broad-based representation of key State and local agencies. This leadership has allowed a strong traffic safety culture to flourish.

WTSC projects continuing to invest in the countermeasure of CTSP Leadership will allow the Commission to provide technical assistance, education, planning and innovation will support processes and partnerships needed to achieve zero traffic deaths and serious injuries.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Community Traffic Safety Program Leadership countermeasure support C-1,C-2 and C-3 performance targets. This countermeasure fits into the WTSC strategic plan of providing technical assistance and strategic planning within local communities. In this case, providing traffic safety information translated into the languages of a specific area where many different languages are spoken provides important outreach to the right audience. Additionally, setting aside funds to respond to an unanticipated circumstances insures that WTSC can help a local community overcome a traffic safety situation.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

NCHRP "Creating a Traffic Safety Culture – A Case Study of Four Successful States Case Study Three: Washington" found that the WTSC has provided a beacon of leadership and accountability which crosses State and local boundaries and creates a culture of traffic safety. By pointing to the results which have been achieved in Washington, a solid case for creating a similar commission can be made by other States. Additional key elements which have enhanced the commission's ability to achieve significant reductions in fatality rates include: broad-based representation at the State and local level, close working relationships with the legislative committees which have safety policy and funding responsibilities, and, commitment to a clearly communicated and aggressive safety goal. A unique factor in Washington - which may be more difficult to replicate and sustain - is the overall support voiced by the public for strong traffic safety policies and programs. The value of this endorsement is significant, not only to provide constituency backing for strong legislation, but also as a source of motivation for the State to seek and implement innovative strategies to address their safety challenges. State agencies routinely work across organizational boundaries. Their history of building local programs and partnerships provides a strong basis to effectively deliver strategies in support of Target Zero. This uniting theme has guided the State to examine and improve their crash data system. Data is the backbone of SHSP planning, programming and evaluation to ensure optimal results and maximum return on investment. Leadership at all levels has agreed to align resources to support the key traffic safety priorities. And, the State brings the message home to every individual through its comprehensive system of Government Management Accountability and regular reports on program performance to the general public. Washington has greatly benefited from outstanding champions at all levels who have recognized the lifesaving value of a data-driven approach to traffic safety. Bolstered by strong traffic safety policies and programs, and carried out through the collaboration of State and local agencies, the system which has been created here moves forward with a united front and firm commitment to the ultimate achievement of their Target Zero goal.

https://www.michigan.gov/documents/mdot/Washington_Case_Study_Report_252844_7.pdf

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CTS-02	Provice Technical Assistance-CTSP	CTSP Leadership
CTS-03	Strategic Planning-Emerge	

5.9.4.1 Planned Activity: Provice Technical Assistance-CTSP

Planned activity name	Provice Technical Assistance-CTSP
Planned activity number	CTS-02
Primary countermeasure strategy	CTSP Leadership

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State

will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide safety information in languages other than English in an effort to reduce collisions and assist residents with understanding recent engineering changes that impact driving, walking, biking and riding transit.

Enter intended subrecipients.

Seattle Department of Transportation

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 CTSP Leadership

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$50,000.00	\$12,500.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.9.4.2 Planned Activity: Strategic Planning-Emerge

Planned activity name Strategic Planning-Emerge

Planned activity number CTS-03

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide funding for projects that align with the Target Zero Strategic Highway Safety Plan where the requests were received and approved after the official grants process had concluded.

Enter intended subrecipients.

Washington Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 CTSP Leadership

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Community Traffic Safety (FAST)	\$50,000.00	\$12,500.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.10 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The five strategic areas of Target Zero include the 4 E's (Education, Engineering, EMS, and Enforcement) and Leadership/Policy. Law enforcement use data-driven analysis to help pinpoint and address locations with a high number of behavior-driven fatal and serious injury crashes, such as speeding and impairment. The Washington State Patrol has created a crash query tool with mapping features (<https://fortress.wa.gov/wsp/collisionanalysistool/>), also available to the public, to assist law enforcement with location-driven deployments. Funding police traffic services is a critical component of the Highway Safety Plan and Target Zero. In addition to High Visibility Enforcement efforts, WTSC's police traffic services provide resources for sustained enforcement efforts.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	489.2
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	1,855.2
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	0.813

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	TSEP - PTS
2019	Traffic Safety Resources
2019	Law Enforcement Liaison

5.10.1 Countermeasure Strategy: TSEP - PTS

Program area Police Traffic Services

Countermeasure strategy TSEP - PTS

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's

problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

As an important part of our state's data-driven State Highway Safety Plan, called Target Zero, we fund evidence-based traffic safety enforcement programs (TSEP) to prevent traffic violations, crashes, traffic deaths and traffic serious injuries in those areas at risk for such incidents.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Traffic Safety Enforcement Program for Police Traffic Services countermeasure supports the C-1, C-2, and C-3 performance targets. This countermeasure fits into the WTSC strategic plan of providing support across all traffic safety programs

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure follows NHTSA Uniform Guidelines for State Highway Safety Programs No. 15, Traffic Enforcement Services.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PTS-03	Conduct Sustained Enforcement-TS	TSEP - PTS

5.10.1.1 Planned Activity: Conduct Sustained Enforcement-TS

Planned activity name	Conduct Sustained Enforcement-TS
Planned activity number	PTS-03
Primary countermeasure strategy	TSEP - PTS

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Pilot project to form a traffic safety unit in Grant County that will use High Visibility Enforcement (HVE), bilingual media and educational campaigns, build community partnerships, and collaborate with stakeholders to reduce traffic related fatalities and serious injuries .

Enter intended subrecipients.

Grant County Sheriff's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 TSEP - PTS

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$605,117.00	\$151,280.00	\$605,117.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Police Vehicles	3	\$55,200.00	\$165,600.00	\$55,200.00	\$165,600.00

5.10.2 Countermeasure Strategy: Traffic Safety Resources

Program area Police Traffic Services
Countermeasure strategy Traffic Safety Resources

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

WTSC, in partnership with the Washington Association of Sheriffs and Police Chiefs (WASPC), coordinate funds to local law enforcement agencies to procure certain speed and impaired driving enforcement tools. The program conducts an application process in which the WTSC works closely with the WASPC traffic safety committee to coordinate and manage the allocation of funds based on the request's problem id.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Insuring that law enforcement officers have the traffic safety enforcement equipment is an important part of our Police Traffic Services program. This provides a basis for all of our other HVE and TSEP projects.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure supports Countermeasures that Work, Chapter 1 Section 2.3, Chapter 3 Section 2.3 and Chapter 8 Section 4.4.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PTS-02	Provide Traffic Safety Resources	Traffic Safety Resources

5.10.2.1 Planned Activity: Provide Traffic Safety Resources

Planned activity name	Provide Traffic Safety Resources
Planned activity number	PTS-02
Primary countermeasure strategy	Traffic Safety Resources

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

WTSC, in partnership with the Washington Association of Sheriffs and Police Chiefs (WASPC), coordinates funds to local law enforcement agencies through an application and needs assessment process to procure certain speed and impaired driving enforcement.

WASPC will assist local law enforcement agencies in reducing the number of serious and fatal traffic collisions and property damage, by providing resources (radars, FST's, SECTOR scanner/printer, digital speed signs, etc.) which will assist them in addressing speed and alcohol/drug related incidents and collisions in Washington State.

Enter intended subrecipients.

WASPC

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Traffic Safety Resources

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$394,000.00	\$98,500.00	\$157,600.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.10.3 Countermeasure Strategy: Law Enforcement Liaison

Program area Police Traffic Services

Countermeasure strategy Law Enforcement Liaison

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The purpose of the Law Enforcement Liaison (LEL) program is to enhance communications between the highway safety office and local law enforcement. The LEL program is designed to strengthen the work of a proven network of highway safety professionals with enhanced communications tools; updated training; sharing of best practices; exchanging information on new research, policies, and programs; and highlighting successes. It also reflects broader professional development considerations for LELs to enhance their ability to influence action and effectively market traffic safety and enforcement programs, and a continuous examination of how law enforcement in the advancement of traffic safety.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Law Enforcement Liaison program includes a statewide liaison and over 20 regional liaisons. The investment in the program has already paid off with an increase in law enforcement agency participation and has provided a pathway for better communication between WTSC and agencies.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This program is recommended by NHTSA in recognition of the effectiveness of LEL activities in reducing crashes across the country.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PTS-01	Support Law Enforcement Lisison Program	Law Enforcement Liaison

5.10.3.1 Planned Activity: Support Law Enforcement Lisison Program

Planned activity name Support Law Enforcement Lisison Program

Planned activity number PTS-01

Primary countermeasure strategy Law Enforcement Liaison

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The LEL program is designed to strengthen the work of a proven network of highway safety professionals with enhanced communications tools; updated training; sharing of best practices; exchanging information on new research, policies, and programs; and highlighting successes.

LELs will continue to assist Target Zero Managers with region activities and serve as vital links with the WTSC and the local law enforcement community. The Statewide LEL program will coordinate information, training and other assigned WTSC projects with local LELs and the broader law enforcement and

traffic safety community.

Enter intended subrecipients.

Bob Thompson and Local Law Enforcement Liaison Agencies throughout Washington State

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Law Enforcement Liaison

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Low Police Traffic Services	\$162,000.00	\$40,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.11 Program Area: Traffic Safety Program Support

Program area type Other

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

We need to collectively make safe driving not just normal, but admirable. Our culture should motivate us to aspire to become safe road users, in the same way that we now value smoke-free environments. We need our culture to embrace, celebrate,

and promote the responsibility each of us has to be a safe road user. When we reach this place, being a safe driver will not only be important for our own self-esteem and sense of belonging, but it will also be the foundation to ensure the safety of our family, friends, neighbors, and colleagues.

Target Zero is a call to action. It shakes the roots of our belief that “accidents happen” and that the loss of life and health are acceptable outcomes of driving. As partners in the pursuit of Target Zero, we strive for a culture of safe driving in Washington. We reject prevailing cultural norms around driving behaviors such as speeding, distraction, and impaired driving in favor of absolute intolerance for these behaviors. Such sweeping changes in normative driving behavior are critical to reaching the vision of zero traffic deaths and serious injuries by 2030.

Traffic Safety Program Support is used to create and foster the vision of Target Zero.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	489.2
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	1,855.2
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	0.813

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	TSPS Leadership

5.11.1 Countermeasure Strategy: TSPS Leadership

Program area	Other
Countermeasure strategy	TSPS Leadership

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Washington Traffic Safety Commission provides leadership for Traffic Safety Program Support. The Commission, begun in 1967 by legislative mandate, has provided a high level of visibility through its chair, the governor, and a broad-based representation of key State and local agencies. This leadership has allowed a strong traffic safety culture to flourish.

WTSC projects continuing to invest in the countermeasure of Leadership will allow the Commission to provide technical assistance, education, planning and innovation will support processes and partnerships needed to achieve zero traffic deaths and serious injuries.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Traffic Safety Program Support Leadership countermeasure supports the C-1, C-2, and C-3 performance targets. This countermeasure fits into the WTSC strategic plan of providing support across all traffic safety programs.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure follows NHTSA Uniform Guidelines for State Highway Safety Programs No. 21, Roadway Safety.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TSPS-02	Conduct Education	TSPS Leadership
TSPS-03	Strategic Planning	TSPS Leadership
YD-01	Provide Technical Assistance - Young	Leadership - Young Drivers
YD-02	Conduct Education - YD	Leadership - Young Drivers

5.11.1.1 Planned Activity: Conduct Education

Planned activity name	Conduct Education
Planned activity number	TSPS-02
Primary countermeasure strategy	TSPS Leadership

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Support all traffic safety programs' communications needs with resources and services to conduct education and public outreach.

Enter intended subrecipients.

Washington Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	TSPS Leadership

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Low Community Traffic Safety	\$300,000.00	\$75,000.00	

2019	FAST Act 405b OP High	405b High Community Traffic Safety (FAST)	\$50,000.00	\$12,500.00
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Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.11.1.2 Planned Activity: Strategic Planning

Planned activity name Strategic Planning

Planned activity number TSPS-03

Primary countermeasure strategy TSPS Leadership

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Lead the SHSP Revision Project. Plan and conduct a successful Partner's Meeting. Submit the final revised SHSP to the WTSC Commissioners for approval. Submit the revised approved SHSP to the Governor for final approval and signature. Complete all contract requirements and close out the project

Enter intended subrecipients.

Washington Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	TSPS Leadership

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405d Impaired Driving Interlock	405d Int Community Traffic Safety (MAP-21)	\$26,250.00	\$6,563.00	
2019	FAST Act 405d 24-7 Sobriety	405d 24-7 Community Traffic Safety	\$26,250.00	\$6,563.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.11.1.3 Planned Activity: Improve Grant Processes-WEMS-BPM

Planned activity name	Improve Grant Processes-WEMS-BPM
Planned activity number	TSPS-01
Primary countermeasure strategy	TSPS Leadership

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Continue to enhance our agencies Grants Management System, implement a tool to collect officer activity log data, and create new programs to handle our unique grant administration environment.

Enter intended subrecipients.

Washington Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Low Community Traffic Safety	\$100,000.00	\$25,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.12 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The WTSC is required to provide staff and services related to the performance of the professional and technical functions outlined in Washington’s Highway Safety Plan and in accordance with Target Zero. This funding is essential to ensure that traffic safety projects authorized for the year are appropriately planned, executed, monitored, and closed. This project is awarded to the WTSC as the federal share of costs to support WTSC employees’ salaries and benefits for executive, administrative, research, and programs, and services staff. Technical Coordination encompasses all Target Zero strategies applicable to specific WTSC Traffic Safety Programs.

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PA-01	Provide Technical Coordination	

5.12.1 Planned Activity: Provide Technical Coordination

Planned activity name	Provide Technical Coordination

Planned activity number PA-01

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide staff and applicable services for the performance of the professional and technical functions outlined in Washington's Highway Safety Plan, and in accordance with the Strategic Highway Safety Plan, to ensure that all Traffic Safety projects are appropriately planned, executed, monitored, and closed.

Enter intended subrecipients.

Washington Traffic Safety Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities**Fiscal Year Countermeasure Strategy Name**

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Planning and Administration (FAST)	\$2,131,046.00	\$971,512.00	\$0.00
2019	Other		\$585,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CTS-07	Conduct Education - Flex	TSEP-CTSP
CTS-08	Conduct Enforcement - Flex	TSEP-CTSP
DD-04	Conduct Education - Distracted	TSEP-DistD
DD-05	Conduct Enforcement and Education - Distracted	TSEP-DistD
DD-06	Conduct Enforcement - Distracted	TSEP-DistD
ID-05	Conduct Enforcement - DUI	High Visibility Enforcement
ID-11	Conduct Compliance Checks	TSEP-ID
ID-12	Conduct Enforcement - DUI	TSEP-ID
ID-13	Conduct Enforcement and Education - DUI	TSEP-ID
ID-14	Conduct Education and Enforcement - DUI YD	TSEP-ID
ID-15	Conduct Enforcement - TZT	TSEP-ID
MC-02	Conduct Enforcement - MC-DUI	TSEP- MC
NM-01	Conduct Enforcement and Education - Ped	TSEP-NM
NM-02	Conduct Enforcement and Education - Bike	TSEP-NM

NM-03	Conduct Enforcement and Education - Ped & Bike	TSEP-NM
OP-03	Conduct Enforcement - OP	HVE - OP
PTS-03	Conduct Sustained Enforcement-TS	TSEP - PTS
SR-01	Conduct Enforcement and Education -Speed	TSEP - Speed
SR-02	Conduct Education - Speed	TSEP - Speed
SR-03	Conduct Enforcement - Speed	TSEP - Speed

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Washington's SHSP, Target Zero, establishes the Traffic Safety Enforcement Program (TSEP) as one of its hallmark strategies. Executing effective traffic safety enforcement requires 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 traffic safety enforcement program designed to address the areas and locations at highest risk and with the greatest potential for improvement.

Enter explanation of the deployment of resources based on the analysis performed.

The agency allocates funding to state and local law enforcement to participate in multi-jurisdictional mobilizations in conjunction with paid and news media efforts. Funding for these traffic safety enforcement programs 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.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

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.

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Target Zero Managers

HVE - OP

High Visibility Enforcement

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID-05	Conduct Enforcement - DUI	High Visibility Enforcement
OP-03	Conduct Enforcement - OP	HVE - OP

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: High seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area

Community Traffic Safety Program

Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency

Aberdeen Police Department

Adams County Sheriff's Office

Airway Heights Police Department

Algona Police Department

Anacortes Police Department

Arlington Police Department

Asotin County Sheriff's Office

Auburn Police Department

Battle Ground Police Department

Bellevue Police Department

Bellingham Police Department
Benton County Sheriff's Office
Black Diamond Police Department
Bonney Lake Police Department
Bothell Police Department
Bremerton Police Department
Brewster Police Department
Burien Police Department
Burlington Police Department
Camas Police Department
Castle Rock Police Department
Central Washington University Police Department
Centralia Police Department
Chehalis Police Department
Chelan County Sheriff's Office
City of Bainbridge Island
Clallam County Sheriff's Office
Clark County Sheriff's Office
Clark Regional Emergency Services Agency
Clarkston Police Department
Colfax Police Department
College Place Police Department
Covington Police Department
Covington Police Department
Cowlitz County Sheriff's Office
Des Moines Police Department
Douglas County Sheriff's Office
DuPont Police Department
East Wenatchee Police Department
Eastern Washington University Police Department
Edmonds Police Department
Ellensburg Police Department
Elma Police Department
Enumclaw Police Department
Ephrata Police Department
Everett Police Department
Evergreen State College Police Department
Everson Police Department

Federal Way Police Department
Ferndale Police Department
Ferry County Sheriff's Office
Fife Police Department
Fircrest Police Department
Franklin County Sheriff's Office
Garfield County Sheriff's Office
Gig Harbor Police Department
Grand Coulee Police Department
Grandview Police Department
Grant County Sheriff's Office
Grays Harbor Communications E-911
Grays Harbor County Sheriff's Office
Hoquiam Police Department
Issaquah Police Department
Jefferson County Sheriff's Office
Kalama Police Department
Kenmore Police Department
Kennewick Police Department
Kent Police Department
Kirkland Police Department
Kitsap 911
Kitsap County Sheriff's Office
Kittitas County Sheriff's Office
Klickitat County Sheriff's Office
La Center Police Department
Lake Forest Park Police Department
Lake Stevens Police Department
Lakewood Police Department
Lewis County Sheriff's Office
Liberty Lake Police Department
Lincoln County Sheriff's Office
Longview Police Department
Lynden Police Department
Lynnwood Police Department
Mabton Police Department
Maple Valley Police Department
Mason County Sheriff's Office

Mattawa Police Department
Mercer Island Police Department
Mill Creek Police Department
Milton Police Department
Monroe Police Department
Montesano Police Department
Morton Police Department
Moses Lake Police Department
Mount Vernon Police Department
Mountlake Terrace Police Department
Mukilteo Police Department
Multi Agency Communication Center (MACC)
Newcastle Police Department
Normandy Park Police Department
Oak Harbor Police Department
Ocean Shores Police Department
Odessa Police Department
Okanogan County Sheriff's Office
Olympia Police Department
Omak Police Department
Othello Police Department
Pacific County Sheriff's Office
Pacific Police Department
Palouse Police Department
Pasco Police Department
Pend Oreille County Sheriff's Office
Pierce County Sheriff's Office
Port Angeles Police Department
Port of Seattle Police Department
Port Orchard Police Department
Port Townsend Police Department
Poulsbo Police Department
Prosser Police Department
Public Health Seattle King County
Pullman Police Department
Puyallup Police Department
Quincy Police Department
Raymond Police Department

Reardan Police Department
Redmond Police Department
Region 15 Target Zero Manager
Republic Police Department
Richland Police Department
Ridgefield Police Department
Ritzville Police Department
Royal City Police Department
Ruston Police Department
Sammamish Police Department
San Juan County Sheriff's Office
SeaTac Police Department
Seattle Police Department
Sedro-Woolley Police Department
Selah Police Department
Sequim Police Department
Shelton Police Department
Shoreline Police Department
Skagit 911
Skagit County Sheriff's Office
Snohomish County
Snohomish County 911
Snoqualmie Police Department
Soap Lake Police Department
South Bend Police Department
Spokane County Sheriff's Office
Spokane Police Department
Steilacoom Police Department
Sumner Police Department
Sunnyside Police Department
Suquamish Tribal Police Department
Tacoma Police Department
Tenino Police Department
Thurston 9-1-1 Communications
Thurston County Sheriff's Office
Toledo Police Department
Toppenish Police Department
Tukwila Police Department

Tumwater Police Department
Union Gap Police Department
University Place Police Department
Vancouver Police Department
Wahkiakum County Sheriff's Office
Walla Walla Emergency Services Communications (WESCOM)
Walla Walla Police Department
Warden Police Department
Washington Traffic Safety Commission
Washougal Police Department
Wenatchee Police Department
West Richland Police Department
Western WA University Police Department
Whatcom County Sheriff's Office
Whitman County Sheriff's Office
Woodland Police Department
Yakima County Sheriff's Office
Yakima Police Department
Yelm Police Department

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

The state will engage in each of the following activities:

- 1) Engage and promote involvement from law enforcement so a minimum of 150 agencies are participating during the Click It Or Ticket campaign period;
- 2) Develop media releases and work with media release promoter to increase use by media in the state by "earned media";
- 3) Acquire funds to develop new creative video, print and audio messaging focused on changing safety restraint usage among specific, identified populations;
- 4) Utilize CIOT campaign to discuss anticipated change to state law requiring children 2 years of age or younger to be in rear-facing car seats in the back seat; and,
- 5) Schedule a minimum of 10 car seat inspection events during the CIOT campaign to create additional opportunities for earned media coverage.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Child Passenger Safety Program

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-01	Run Child Passenger Safety Program	Child Passenger Safety Program

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 100

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban 100

Populations served - rural 100

Populations served - at risk 100

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Child Passenger Safety Program

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-01	Run Child Passenger Safety Program	Child Passenger Safety Program

Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes 8

Estimated total number of technicians 80

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date

7/31/2017

11/6/2017

2/5/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: Nadine Selene-Hait

Title of State's Traffic Records Coordinator: Program Manager

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

Executive TRCC

Darrin Grondel, Washington Traffic Safety Commission, Director; Highway Safety Office (TRC Chair) -- A

Dirk Marler, Administrative Office of the Courts, Court Services Director; Citation/Adjudication Systems --B

Asst. Chief Marc Lamoreaux, Washington State Patrol, Assistant Chief, Technical Services Bureau; State Law Enforcement -- A and B

Mark Finch, Department of Transportation, Assistant Multimodal Planning Director; Crash & Roadway Systems -- A and E

Brad Benfield, Department of Licensing, Programs and Services Assistant Director; Driver & Vehicle Systems -- C and F

Jeff Monsen, County Road Administration Board, Intergovernmental Policy Manager; Local Roadway Systems -- E

Dolly Fernandes, Department of Health, Office of Community Health Systems Director; Injury Surveillance Systems -- D

Chief Tim Quenzer, Washington Association of Sheriffs & Police Chiefs, Police Chief; Local Law Enforcement -- A and B

Scott Bream, Office of the Chief Information Officer, Sr. Policy Advisor; State Information Technology -- all

Technical TRCC

Tania Johnson, Washington State Patrol, Technical Services Bureau, Information Technology Division; Crash and Citation/Adjudication Systems

Lt. Tina Martin, Washington State Patrol, Field Operations Bureau, Lieutenant; State Law Enforcement

Mike Martin, Washington State Department of Licensing, Citation & Accident Unit Manager; Driver System

Sadeeq Simmons, Washington State Department of Licensing, Records and Program Management Manager; Vehicle System

Marcia Drake, Administrative Office of the Courts, Information Services Division, Data Quality Coordinator; Citation/Adjudication Systems

Sharon Harvey, Administrative Office of the Courts, Judicial Services Division, Court Association Coordinator; Citation/Adjudication Systems

Debi Besser, Washington Traffic Safety Commission, Programs & Services Division, Program Manager; Highway Safety Office (TRCC Coordinator and Workgroup Chair)

Staci Hoff, Washington Traffic Safety Commission, Research & Data Division, Research Director; Highway Safety Office Data Integration

Warren Stanley, Washington State Department of Transportation, Statewide Travel & Collision Data Office, Senior Business Project Manager; Crash System

Lou Baker, Washington State Department of Transportation, GIS & Roadway Data Office, Transportation Planning Specialist; Roadway System

Catie Holstein, Washington State Department of Health, Community Health Systems; Injury Surveillance Systems (WEMISIS)

Kevin Wickersham, Washington State Department of Health, Disease Control and Health Statistics; Injury Surveillance Systems (ESSENCE/RIHNO)

Kim Goodman, Washington Association of Sheriffs & Police Chiefs, Administrative Services Director; Local Law Enforcement

Mike Clark, County Road Administration Board, Road System Inventory Manager; Local Roadway Systems

Patrick Gibbs, Washington State Patrol, Collision Records; Crash System

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded

No documents uploaded to GMSS

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

2014 NHTSA Traffic Records
Assessment Recommendation

TRC Goal/Strategy/Projects and Performance Measures

**2014 NHTSA Traffic Records
Assessment Recommendation****Recommendation #1: Crash**

Interfaces - Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

TRC Goal/Strategy/Projects and Performance Measures**Strategic Goals:**

Create an environment to support quality data collection, sharing and integration.

Provide quality data, analysis, and tools to customers and stakeholders.

Strategies:

Support data integration for traffic records data sets

Improve map-based crash intelligence for local law enforcement

2019 TRC Funded Project:

Repair SECTOR Collision Diagram Tool - SECTOR is currently using a collision diagramming tool that has an increasing number of issues including dropping roads from collision diagrams before sending to WSDOT. This project will provide funding for Washington State Patrol (WSP) to contract with the third party vendor to fix the problems, in lieu of a complete replacement. This is intended to improve the user experience and the quality of the data transmitted to the WSDOT, making the collision diagrams more accurate

Performance Measure: Crash Completeness

Agency Project:

Data Integration: Linking Datasets – WTSC funds a position that will serve as the coordinator and analyst of the 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.

Performance Measure: Crash Integration

**2014 NHTSA Traffic Records
Assessment Recommendation**

TRC Goal/Strategy/Projects and Performance Measures

Recommendation

**#2: Crash Data
Quality Control -**
Improve the data
quality control
program for the
Crash data system
that reflect best
practices identified
in the Traffic
Records Program
Assessment
Advisory.

Strategic Goal:

Provide quality data, analysis, and tools to customers and stakeholders.

Strategies:

Modernize traffic data systems

2019 TRC Funded Project:

E-collision & E-ticketing Program Feasibility Study - It has been a challenge to maintain funding and FTEs to support SECTOR and JINDEX, the critical statewide system for electronic ticketing and collision reporting. This system needs to be modernized or replaced in the next 5 years to prepare for future changes and keep up with modern technology. A workgroup has been convened to make recommendations for long-term solution and funding model. This project will fund a feasibility study to assess viability of alternate technical solutions to modernize or replace SECTOR/JINDEX and will augment the final recommendations. A consultant will perform a the study and report to the workgroup. The feasibility study is the first major step in the planning effort required by the Office of the Chief Information Officer in conducting a major upgrade to a state information systems.

Performance Measure: Crash and Adjudication Accessibility

**2014 NHTSA Traffic Records
Assessment Recommendation**

TRC Goal/Strategy/Projects and Performance Measures

Recommendation

#3: Vehicle

Interfaces - Improve the interfaces with the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

Create an environment to support quality data collection, sharing and integration.

Strategies:

Promote innovative data collection solutions
Pursue statutory changes to allow greater collection and access to traffic records systems
Support data integration for traffic records data sets

Agency Project:

System Modernization – After implementing the vehicle side of DRIVES in December 2016, which included the ability for vehicle data systems to interface with other program applications, the driver side of DRIVES is scheduled for implementation September 2018. DOL is now working on educating law enforcement as to the definition of a commercial vehicle.

Performance Measure: Vehicle Integration

Recommendation

#4: Vehicle Data

Quality Control - Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

Create an environment to support quality data collection, sharing and integration.

Strategies:

Promote innovative data collection solutions
Standardize fields to support data linkages

Agency Project:

Data Quality Controls - The updated DOL Vehicle System, DRIVES, has data quality controls to limit and/or standardize how fields such as “Makes” and “Models” are entered into the new system.

Performance Measure: Vehicle Uniformity

**2014 NHTSA Traffic Records
Assessment Recommendation**

TRC Goal/Strategy/Projects and Performance Measures

Recommendation

#5: Driver

Description and

Contents - Improve the description and contents of the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

Provide quality data, analysis, and tools to customers and stakeholders.

Strategy:

Modernize traffic data systems

Agency Project:

Data Dictionary - DOL has an updated data dictionary that will be implemented in September 2018. This should improve data descriptions and content.

Performance Measure: Driver Uniformity

**2014 NHTSA Traffic Records
Assessment Recommendation**

TRC Goal/Strategy/Projects and Performance Measures

Recommendation

**#6: Driver Data
Quality Control -**
Improve the data
quality control
program for the
Driver data system
that reflect best
practices identified
in the Traffic
Records Program
Assessment
Advisory.

Strategic Goal:

Create an environment to support quality data collection,
sharing and integration.

Strategies:

Develop data quality processes between partner
agencies to improve information quality
Improve timeliness and quality of traffic safety data

2019 TRC Funded Project:

S2S Data Cleanup - State-to-State (S2S) Verification Service is a means for states to electronically check with all other participating states to determine if the applicant currently holds a driver license or identification card in another state and ensure our state has the driver's complete driver history. This project will provide funding for Department of Licensing (DOL) to hire one Customer Service Specialist project position to review records, perform data clean up, fraud detection, and licensing verification when DOL implements S2S Verification Service. In addition to preventing fraud, this project will provide access to driver records from other states, enabling more complete data collection and analysis of crash records.

Performance Measure: Driver Data Integration

Agency Project:

Standardization of Data Elements - DOL has an updated data dictionary that will be implemented in September 2018, This will include a review of all business rules associated with record updates that will improve data quality and establish and/or identify improved data quality controls for the Driver data systems.

Performance Measure: Driver Uniformity

Recommendation

**#7: Roadway Data
Quality Control -**
Improve the data
quality control
program for the
Roadway data
system that reflect
best practices
identified in the

Strategic Goal:

Create an environment to support quality data collection,
sharing and integration.

Strategies:

**2014 NHTSA Traffic Records
Assessment Recommendation**

Traffic Records
Program
Assessment
Advisory.

TRC Goal/Strategy/Projects and Performance Measures

Improve timeliness and quality of traffic safety data

Standardize fields to support data linkages

Improve the data quality control programs for traffic records systems

2019 TRC Funded Project:

GIS-Mo - This project will allow County Road Administration Board (CRAB) to purchase and configure software to implement GIS-Mo, improving the timeliness, accuracy, completeness, uniformity, integration, and accessibility of approximately 40K miles of Washington State county roads, and road related assets by replacing the CRAB Mobility application, and the LRS it manages. GIS-Mo will be a modern, innovative, commercial-off-the-shelf (COTS) enterprise asset management system (EAMS) with a geospatial emphasis, improving the county engineer's data-driven decision making capabilities.

Performance Measure: Roadway Completeness and Uniformity

Agency Project:

Roadway Data System Improvements - WSDOT's GIS and HPMS data teams are working on modernizing the processes for stewarding HPMS data (includes the majority of the MIRE FDE) and roadway intersection geometry points:

HPMS data is updated throughout the year and WSDOT is streamlining the various processes for harvesting data from authoritative sources, loading data, data validation, placement of data on all of WA State's publicly accessible roads and the annual process of delivering a complete statewide dataset to FHWA.

The primary purpose of the intersection points is to support an association with crash locations. WSDOT is also exploring the potential impacts/value of stewarding "complex intersections" (small groups of related points) and "Interchanges" (larger groups of related points).

Performance Measure: Roadway Integration

**2014 NHTSA Traffic Records
Assessment Recommendation**

TRC Goal/Strategy/Projects and Performance Measures

Recommendation #8: Citation / Adjudication Interfaces - Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goals:

- Create an environment to support quality data collection, sharing and integration.
- Provide quality data, analysis, and tools to customers and stakeholders.

Strategies:

- Promote innovative data collection solutions
- Improve timeliness and quality of traffic safety data

2019 TRC Funded Projects:

SECTOR Change Requests - This project will provide funding for Washington State Patrol (WSP) to hire a contractor to address the most critical change requests currently in line for SECTOR. The specific changes and scope of work will be discussed and agreed upon by the eTRIP governance team prior to the vendor solicitation and contracting.

Performance Measure: Citation/Adjudication Accuracy and Completeness

Recommendation #9: Citation / Adjudication Data Quality Control - Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

- Create an environment to support quality data collection, sharing and integration.

Strategy:

- Improve timeliness and quality of traffic safety data

2019 TRC Funded Project:

SECTOR eLearning - The current in-person training model for SECTOR is not sustainable. This project will allow the Washington Association of Sheriffs and Police Chiefs (WASPC) to complete the work started in FFY2018 to create a SECTOR eLearning class that can be delivered anytime and anywhere, creating a savings to both local agencies and the state. This eLearning class will ensure that newly hired officers can learn to use the system correctly, maintaining quality data and widespread use of SECTOR.

Performance Measure: Citation/Adjudication Accuracy

**2014 NHTSA Traffic Records
Assessment Recommendation**

TRC Goal/Strategy/Projects and Performance Measures

Recommendation #10: EMS / Injury Surveillance Interfaces - Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goals:

- Create an environment to support quality data collection, sharing and integration.
- Provide quality data, analysis, and tools to customers and stakeholders.

Strategies:

- Develop better injury data
- Pursue additional statutory changes to allow greater access to the trauma registry and other health data
- Further develop guidelines for deduplication and linkage of data
- Create an environment to support data quality reporting and feedback mechanisms to stakeholders

2019 TRC Funded Projects:

DOH Rapid Health Information Network (RHINO) - This project will continue to improve the analytical utility of the data in the Washington State Department of Health’s (DOH) emergency department data system, and expand its use for traffic related injury surveillance. DOH plans to improve processes and continue partner engagement to assure long term program sustainability, inform use cases for this data, and provide technical assistance to Target Zero partner agencies.

Performance Measure: Injury Surveillance Completeness

Washington State Emergency Medical Services Information System (WEMSIS) – This project builds on the Key EMS Performance Indicators successfully developed in the Washington State Emergency Medical Services data registry (WEMSIS). The funding will be used to fund the project FTE to work with DOH epidemiologists and the WEMSIS program manager to: 1) evaluate the quality of data, 2) establish feedback loops between DOH and reporting EMS services to improve data quality, and 3) continue progress with aligning WEMSIS with Trauma Registry efforts to link to other data.

Performance Measure: Injury Surveillance Completeness

2014 NHTSA Traffic Records
Assessment Recommendation

TRC Goal/Strategy/Projects and Performance Measures

2014 NHTSA Traffic
Records Assessment TRC Goal/Strategy/Project
Recommendation

Recommendation **Strategic Goal:**

**#11: Data Use and
Integration Capacity**

- Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Create an environment to support quality data collection, sharing and integration.

Strategies:

Develop data quality processes between partner agencies to improve information quality
Improve timeliness and quality of traffic safety data
Develop predictive analytics tool for law enforcement

2019 TRC Funded Project:

S2S Data Cleanup - State-to-State (S2S) Verification Service is a means for states to electronically check with all other participating states to determine if the applicant currently holds a driver license or identification card in another state and ensure our state has the driver's complete driver history. This project will provide funding for Department of Licensing (DOL) to hire one Customer Service Specialist project position to review records, perform data clean up, fraud detection, and licensing verification when DOL implements S2S Verification Service. In addition to preventing fraud, this project will provide access to driver records from other states, enabling more complete data collection and analysis of crash records.

Performance Measure: Driver Data Integration

TRC Agency Project:

Data Integration: Linking Datasets – WTSC funds a position that will serve as the coordinator and analyst of the 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.

Performance Measure: Crash and Injury Surveillance Integration

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

2014 NHTSA Traffic Records
Assessment Recommendation

TRC Goal/Strategy/Projects and Performance Measures

**2014 NHTSA Traffic Records
Assessment Recommendation****Recommendation #1: Crash**

Interfaces - Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

TRC Goal/Strategy/Projects and Performance Measures**Strategic Goals:**

Create an environment to support quality data collection, sharing and integration.

Provide quality data, analysis, and tools to customers and stakeholders.

Strategies:

Support data integration for traffic records data sets

Improve map-based crash intelligence for local law enforcement

2019 TRC Funded Project:

Repair SECTOR Collision Diagram Tool - SECTOR is currently using a collision diagramming tool that has an increasing number of issues including dropping roads from collision diagrams before sending to WSDOT. This project will provide funding for Washington State Patrol (WSP) to contract with the third party vendor to fix the problems, in lieu of a complete replacement. This is intended to improve the user experience and the quality of the data transmitted to the WSDOT, making the collision diagrams more accurate

Performance Measure: Crash Completeness

Agency Project:

Data Integration: Linking Datasets – WTSC funds a position that will serve as the coordinator and analyst of the 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.

Performance Measure: Crash Integration

**2014 NHTSA Traffic Records
Assessment Recommendation**

TRC Goal/Strategy/Projects and Performance Measures

Recommendation

#2: Crash Data

Quality Control -

Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

Provide quality data, analysis, and tools to customers and stakeholders.

Strategies:

Modernize traffic data systems

2019 TRC Funded Project:

E-collision & E-ticketing Program Feasibility Study - It has been a challenge to maintain funding and FTEs to support SECTOR and JINDEX, the critical statewide system for electronic ticketing and collision reporting. This system needs to be modernized or replaced in the next 5 years to prepare for future changes and keep up with modern technology. A workgroup has been convened to make recommendations for long-term solution and funding model. This project will fund a feasibility study to assess viability of alternate technical solutions to modernize or replace SECTOR/JINDEX and will augment the final recommendations. A consultant will perform a the study and report to the workgroup. The feasibility study is the first major step in the planning effort required by the Office of the Chief Information Officer in conducting a major upgrade to a state information systems.

Performance Measure: Crash and Adjudication Accessibility

**2014 NHTSA Traffic Records
Assessment Recommendation**

TRC Goal/Strategy/Projects and Performance Measures

Recommendation

#3: Vehicle Interfaces - Improve the interfaces with the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

Create an environment to support quality data collection, sharing and integration.

Strategies:

- Promote innovative data collection solutions
- Pursue statutory changes to allow greater collection and access to traffic records systems
- Support data integration for traffic records data sets

Agency Project:

System Modernization – After implementing the vehicle side of DRIVES in December 2016, which included the ability for vehicle data systems to interface with other program applications, the driver side of DRIVES is scheduled for implementation September 2018. DOL is now working on educating law enforcement as to the definition of a commercial vehicle.

Performance Measure: Vehicle Integration

Recommendation

#4: Vehicle Data Quality Control - Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

Create an environment to support quality data collection, sharing and integration.

Strategies:

- Promote innovative data collection solutions
- Standardize fields to support data linkages

Agency Project:

Data Quality Controls - The updated DOL Vehicle System, DRIVES, has data quality controls to limit and/or standardize how fields such as “Makes” and “Models” are entered into the new system.

Performance Measure: Vehicle Uniformity

**2014 NHTSA Traffic Records
Assessment Recommendation**

TRC Goal/Strategy/Projects and Performance Measures

Recommendation #5: Driver Description and Contents - Improve the description and contents of the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.	Strategic Goal: Provide quality data, analysis, and tools to customers and stakeholders. Strategy: Modernize traffic data systems Agency Project: Data Dictionary - DOL has an updated data dictionary that will be implemented in September 2018. This should improve data descriptions and content. <i>Performance Measure:</i> Driver Uniformity
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**2014 NHTSA Traffic Records
Assessment Recommendation**

TRC Goal/Strategy/Projects and Performance Measures

Recommendation

#6: Driver Data Quality Control -
Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

Create an environment to support quality data collection, sharing and integration.

Strategies:

- Develop data quality processes between partner agencies to improve information quality
- Improve timeliness and quality of traffic safety data

2019 TRC Funded Project:

S2S Data Cleanup - State-to-State (S2S) Verification Service is a means for states to electronically check with all other participating states to determine if the applicant currently holds a driver license or identification card in another state and ensure our state has the driver's complete driver history. This project will provide funding for Department of Licensing (DOL) to hire one Customer Service Specialist project position to review records, perform data clean up, fraud detection, and licensing verification when DOL implements S2S Verification Service. In addition to preventing fraud, this project will provide access to driver records from other states, enabling more complete data collection and analysis of crash records.

Performance Measure: Driver Data Integration

Agency Project:

Standardization of Data Elements - DOL has an updated data dictionary that will be implemented in September 2018, This will include a review of all business rules associated with record updates that will improve data quality and establish and/or identify improved data quality controls for the Driver data systems.

Performance Measure: Driver Uniformity

Recommendation

#7: Roadway Data Quality Control -
Improve the data quality control program for the Roadway data system that reflect best practices identified in the

Strategic Goal:

Create an environment to support quality data collection, sharing and integration.

Strategies:

**2014 NHTSA Traffic Records
Assessment Recommendation**

Traffic Records
Program
Assessment
Advisory.

TRC Goal/Strategy/Projects and Performance Measures

Improve timeliness and quality of traffic safety data

Standardize fields to support data linkages

Improve the data quality control programs for traffic records systems

2019 TRC Funded Project:

GIS-Mo - This project will allow County Road Administration Board (CRAB) to purchase and configure software to implement GIS-Mo, improving the timeliness, accuracy, completeness, uniformity, integration, and accessibility of approximately 40K miles of Washington State county roads, and road related assets by replacing the CRAB Mobility application, and the LRS it manages. GIS-Mo will be a modern, innovative, commercial-off-the-shelf (COTS) enterprise asset management system (EAMS) with a geospatial emphasis, improving the county engineer's data-driven decision making capabilities.

Performance Measure: Roadway Completeness and Uniformity

Agency Project:

Roadway Data System Improvements - WSDOT's GIS and HPMS data teams are working on modernizing the processes for stewarding HPMS data (includes the majority of the MIRE FDE) and roadway intersection geometry points:

HPMS data is updated throughout the year and WSDOT is streamlining the various processes for harvesting data from authoritative sources, loading data, data validation, placement of data on all of WA State's publicly accessible roads and the annual process of delivering a complete statewide dataset to FHWA.

The primary purpose of the intersection points is to support an association with crash locations. WSDOT is also exploring the potential impacts/value of stewarding "complex intersections" (small groups of related points) and "Interchanges" (larger groups of related points).

Performance Measure: Roadway Integration

**2014 NHTSA Traffic Records
Assessment Recommendation**

TRC Goal/Strategy/Projects and Performance Measures

Recommendation

**#8: Citation /
Adjudication
Interfaces** - Improve
the interfaces with
the Citation and
Adjudication
systems that reflect
best practices
identified in the
Traffic Records
Program
Assessment
Advisory.

Strategic Goals:

Create an environment to support quality data collection,
sharing and integration.

Provide quality data, analysis, and tools to customers and
stakeholders.

Strategies:

Promote innovative data collection solutions

Improve timeliness and quality of traffic safety data

2019 TRC Funded Projects:

SECTOR Change Requests - This project will provide funding for
Washington State Patrol (WSP) to hire a contractor to address the most
critical change requests currently in line for SECTOR. The specific
changes and scope of work will be discussed and agreed upon by the
eTRIP governance team prior to the vendor solicitation and
contracting.

Performance Measure: Citation/Adjudication Accuracy and
Completeness

Recommendation

**#9: Citation /
Adjudication Data
Quality Control** -
Improve the data
quality control
program for the
Citation and
Adjudication
systems that reflect
best practices
identified in the
Traffic Records
Program
Assessment
Advisory.

Strategic Goal:

Create an environment to support quality data collection,
sharing and integration.

Strategy:

Improve timeliness and quality of traffic safety data

2019 TRC Funded Project:

SECTOR eLearning - The current in-person training model for SECTOR is
not sustainable. This project will allow the Washington Association of
Sheriffs and Police Chiefs (WASPC) to complete the work started in
FFY2018 to create a SECTOR eLearning class that can be delivered
anytime and anywhere, creating a savings to both local agencies and
the state. This eLearning class will ensure that newly hired officers can
learn to use the system correctly, maintaining quality data and
widespread use of SECTOR.

Performance Measure: Citation/Adjudication Accuracy

2014 NHTSA Traffic Records
Assessment Recommendation

TRC Goal/Strategy/Projects and Performance Measures

Recommendation

#10: EMS / Injury

Surveillance

Interfaces - Improve the interfaces with the Injury

Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goals:

Create an environment to support quality data collection, sharing and integration.

Provide quality data, analysis, and tools to customers and stakeholders.

Strategies:

Develop better injury data

Pursue additional statutory changes to allow greater access to the trauma registry and other health data

Further develop guidelines for deduplication and linkage

of data

Create an environment to support data quality reporting

and feedback mechanisms to stakeholders

2019 TRC Funded Projects:

DOH Rapid Health Information Network (RHINO) - This project will continue to improve the analytical utility of the data in the Washington State Department of Health's (DOH) emergency department data system, and expand its use for traffic related injury surveillance. DOH plans to improve processes and continue partner engagement to assure long term program sustainability, inform use cases for this data, and provide technical assistance to Target Zero partner agencies.

Performance Measure: Injury Surveillance Completeness

Washington State Emergency Medical Services Information System (WEMSIS) – This project builds on the Key EMS Performance Indicators successfully developed in the Washington State Emergency Medical Services data registry (WEMSIS). The funding will be used to fund the project FTE to work with DOH epidemiologists and the WEMSIS program manager to: 1) evaluate the quality of data, 2) establish feedback loops between DOH and reporting EMS services to improve data quality, and 3) continue progress with aligning WEMSIS with Trauma Registry efforts to link to other data.

Performance Measure: Injury Surveillance Completeness

2014 NHTSA Traffic Records
Assessment Recommendation

TRC Goal/Strategy/Projects and Performance Measures

2014 NHTSA Traffic
Records Assessment TRC Goal/Strategy/Project
Recommendation

Recommendation Strategic Goal:

**#11: Data Use and
Integration Capacity**

- Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Create an environment to support quality data collection, sharing and integration.

Strategies:

Develop data quality processes between partner agencies to improve information quality
Improve timeliness and quality of traffic safety data
Develop predictive analytics tool for law enforcement

2019 TRC Funded Project:

S2S Data Cleanup - State-to-State (S2S) Verification Service is a means for states to electronically check with all other participating states to determine if the applicant currently holds a driver license or identification card in another state and ensure our state has the driver's complete driver history. This project will provide funding for Department of Licensing (DOL) to hire one Customer Service Specialist project position to review records, perform data clean up, fraud detection, and licensing verification when DOL implements S2S Verification Service. In addition to preventing fraud, this project will provide access to driver records from other states, enabling more complete data collection and analysis of crash records.

Performance Measure: Driver Data Integration

TRC Agency Project:

Data Integration: Linking Datasets – WTSC funds a position that will serve as the coordinator and analyst of the 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.

Performance Measure: Crash and Injury Surveillance Integration

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier Planned Activity Name Primary Countermeasure Strategy

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

There are no recommendations that we are not addressing with a TRC or agency funded project.

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

Injury Surveillance - Completeness	Baseline	Actual
	April 1, 2016 – March 31, 2017	April 1, 2017 – March 31, 2018
Number of Emergency Department visit records reported (estimated percent of total ED records)	289,428 (13.5%)	1,155,208 (41.9%)

Narrative –

There were an estimated 2,754,396 emergency department visits during the baseline period. The total number of Emergency Department visit records submitted to the National Syndromic Surveillance Program ESSENCE system increased by 865,780. This is nearly a 3-fold increase over the previous year. This increase has been driven through continuing outreach and onboarding efforts with emergency departments, funded by TRC grants in the last few years.

Calculation Method –

A total of emergency department visit records submitted by all emergency departments, by visit date.

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded

ED_Performance_Measure_Data_2017-18.xlsx

Traffic Records Strategic Plan 2018 Update - Final.pdf

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 4/1/2014

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Low-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

11 405(d) Alcohol-Ignition Interlock Law

Alcohol-ignition interlock laws

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

RCW 46.20.270

RCW 46.20.385

12 405(d) 24-7 Sobriety Programs

Mandatory license restriction requirement

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.

RCW 46.20.720 (1d)

RCW 46.20.720 (3c)

46.61.502

RCW 46.61.504

RCW 46.61.5055 (9)

24-7 Sobriety program information

Select whether the State will provide legal citation(s) to the State statute or upload State program information that authorizes a Statewide 24-7 sobriety program.

Provide legal citations: Yes

Upload State program information: No

Provide legal citations

State law authorizes a Statewide 24-7 sobriety program.

36.28A.300

RCW 36.28A.301

RCW 36.28A.340

13 405(e) Distracted Driving

Sample distracted driving questions

Enter sample distracted driving questions from the State's driver's license examination.

1. **Parker was driving when he noticed emergency vehicles on the side of the road. There had been a traffic collision. What should Parker do to travel past the collision safely?**

- A. Slow down and keep his eyes on the road
- B. Speed up to get past the collision quickly
- C. Pull over until the collision is clear
- D. Call 9-1-1 on his cell phone

2. **Inattentional blindness is also known as " _____."**

- A. Distracted driving
- B. Lack of peripheral vision
- C. A type of color blindness
- D. Deficient central vision

3. **The single biggest contributor to collisions is _____.**

- A. Failing to see what is happening
- B. Listening to the radio
- C. Talking to another person in the car
- D. Not wearing a seatbelt

4. **While some distracted driving activities may not be against the law, they may cause you to _____.**

- A. Violate other traffic laws
- B. Forget to check your washer fluid
- C. Run out of gas
- D. Not use your parking brake

5. **Which of the following is NOT a possible distraction while driving?**

- A. Not wearing your seatbelt
- B. Eating or drinking
- C. Listening to the radio
- D. Passengers in the car

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: Primary Offense

Date Enacted: 5/16/2017

Date Amended: 5/16/2017

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Prohibition on texting while driving.

Prohibition on texting while driving.

RCW 46.61.672

Definition of covered wireless communication devices.

RCW 46.61.672 (5)(b)

Minimum fine of at least \$25 for an offense.

RCW 46.63.110 Monetary penalties

Infraction Rules for Courts of Limited Jurisdictions Rule 6.2

Click Add New to provide legal citations for exemption(s) to the State's texting ban.

Citation	Amended Date
RCW 46.61.672(2)(a)(b)(c)(d)	5/16/2017

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: Primary Offense

Date Enacted: 6/10/2010

Date Amended: 4/14/2011

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Prohibition on youth cell phone use while driving.

Prohibition on youth cell phone use while driving.

RCW 46.20.075(4)

Definition of covered wireless communication devices.

RCW 46.61.672(5)(b)

Minimum fine of at least \$25 for an offense.

RCW 46.63.110

Click Add New to provide legal citations for exemption(s) to the State's youth cell phone use ban.

Citation	Amended Date
RCW 46.20.075(4)	4/14/2011

14 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	No
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	Yes

Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency:	Department of Licensing
State authority name/title:	Patricia Kohler, Secretary, DOL

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula:	Motorcycle Safety Foundation Basic Rider Course and Puget Sound Safety Motorcycle Safety Program
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CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
01 Adams	522
02 Asotin	1252
03 Benton	6231
04 Chelan	4040
05 Clallam	2558
06 Clark	13034
07 Columbia	204
08 Cowlitz	3485
09 Douglas	1388
10 Ferry	179
11 Franklin	2437
12 Garfield	64
13 Grant	2456
14 Grays Harbor	1972
15 Island	4030
16 Jefferson	1207

17 King	47376
18 Kitsap	11525
19 Kittitas	2051
20 Klickitat	927
21 Lewis	2661
22 Lincoln	385
23 Mason	2312
24 Okanogan	1377
25 Pacific	710
26 Pend Oreille	578
27 Pierce	24493
28 San Juan	727
29 Skagit	6111
30 Skamania	451
31 Snohomish	27353
32 Spokane	16105
33 Stevens	1487
34 Thurston	10095
35 Wahkiakum	125
36 Walla Walla	1856
37 Whatcom	6925
38 Whitman	1001
39 Yakima	5590

Enter the total number of registered motorcycles in State.

217280

Use of fees collected from motorcyclists for motorcycle programs

A State shall have a process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs. A State may qualify under this criterion as either a Law State or a Data State.

Use of fees criterion

Law State

+ Enter legal citations for each law state criteria.

The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

RCW 46.20.505

RCW 46.20.510

The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

RCW 46.20.505

15 405(g) Graduated Driver

Graduated driver licensing

Enter the date that the State's graduated driver's licensing statute requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license was last amended. The statute must be in effect and be enforced during the entire fiscal year of the grant.

Graduated Driver Licensing Law Last Amended On 7/1/2014

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Learner's permit stage

Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.

RCW 46.20.055

RCW 46.20.075

Applicant must pass vision test and knowledge assessment.

RCW 46.20.055(1)

RCW 46.20.130

WAC 308-104-010

RCW 46.20.075(1)(b)

In effect for at least 6 months.

RCW 46.20.075

In effect until driver is at least 16 years of age.

46.20.075(1)

RCW 46.20.055

Must be accompanied and supervised at all times.

RCW 46.20.055

Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.

RCW 46.20.075(1) c and d

Prohibits use of personal wireless communications device.

RCW 46.20.055

RCW 46.61.672

Extension of learner's permit stage if convicted of a driving-related offense.

RCW 46.20.075

RCW 46.20.055

Click Add New to provide legal citations for exemption(s) to the State's learner's permit stage, if applicable.

Citation Amended Date

No records found.

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Intermediate Stage

Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.

RCW 46.20.075

RCW 46.20.100

46.20.161

Applicant must pass behind-the-wheel driving skills assessment.

RCW 46.20.075

In effect for at least 6 months.

RCW 46.20.075

46.20.161

In effect until driver is at least 17 years of age.

RCW 46.20.075

46.20.2018

Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies.

RCW 46.20.075

No more than 1 nonfamilial passenger younger than 21 years of age allowed.

RCW 46.20.075

Prohibits use of personal wireless communications device.

RCW 46.20.075

RCW 46.61.672

Extension of intermediate stage if convicted of a driving-related offense.

RCW 46.20.075

Click Add New to provide legal citations for exemption(s) to the State's intermediate stage, if applicable.

Citation	Amended Date
RCW 46.20.075(7)	10/1/2012

16 405(h) Nonmotorized

Nonmotorized information

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

17 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

WASHINGTON - Highway Safety Plan - FY 2019 -Submitted.pdf

Certification and Assurances 2019.pdf