Washington State

Highway Safety Plan

2015

WASHINGTON Traffic Safety COMMISSION

WASHINGTON STATE 2015 HIGHWAY SAFETY PERFORMANCE PLAN

2015

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

June 30, 2014

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STATE OF WASHINGTON

WASHINGTON TRAFFIC SAFETY COMMISSION

621 8th Avenue SE, Suite 409, PO Box 40944, Olympia, Washington 98504-0944 (360) 753-6197

June 30, 2014

TO: Washington State Citizens

FROM: Darrin T. Grondel, Director

SUBJECT: Washington State Federal Fiscal Year 2015
Highway Safety Performance Plan

Interested citizens like you can help save lives on Washington's roadways.

A year in which no one dies or is seriously injured on our roads sounds unrealistic, but that is our vision. The way we get there is by targeting our investments in the areas of highest priority. Washington State's 2015 Highway Safety Plan (HSP) is our agency's expenditure plan for the coming year and outlines proven and evidence-based strategies. The HSP relies on the most recent data to illustrate important trends, identify problems, and ultimately understand the areas of greatest opportunity. It also outlines a list of significant projects the Washington Traffic Safety Commission (WTSC) will invest in during the coming year, along with critical measures of performance to help gauge success of the strategies and our investments.

The 2015 HSP is directly linked to Washington's Strategic Highway Safety Plan (SHSP). The SHSP, often referred to as the Target Zero® Plan, is the statewide guiding light document that governs traffic safety investments throughout Washington. In this year's HSP, Target Zero Plan strategies align with each project we selected for funding. This is a continuing best practice and a great way to ensure our investments align with the SHSP.

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

I hope you will join with us in making this vision a reality for our great state, and making Washington's roadways the safest in the world.

Thank you

Introduction

The Washington Traffic Safety Commission (WTSC) is our state's designated highway safety office. We share a vision with numerous other state and local public agencies. That vision is to reduce traffic fatalities and serious injuries to zero by 2030. The WTSC Director is the Governor's Highway Safety Representative, which is a designated position each state is required to have in order to qualify for federal traffic safety funding. Our Commission is made up of 22 employees and 10 Commissioners chaired by Washington's Governor Jay Inslee. The Commissioners are the heads of various state agencies or represent other organizations with an interest and responsibility in making our roads safer for everyone. They represent the four Es: Education, Enforcement, Engineering, and Emergency Medical Services. Agencies represented on the Commission include the Washington State Patrol, the Departments of Transportation, Health, Licensing, Social and Health Services, and the Superintendent of Public Instruction. In addition, the Associations of Washington Counties and Cities, and the Judiciary are represented.

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

- Gather, analyze, and report data on traffic deaths in Washington
- Conduct public education campaigns
- Distribute state and federal traffic safety grants

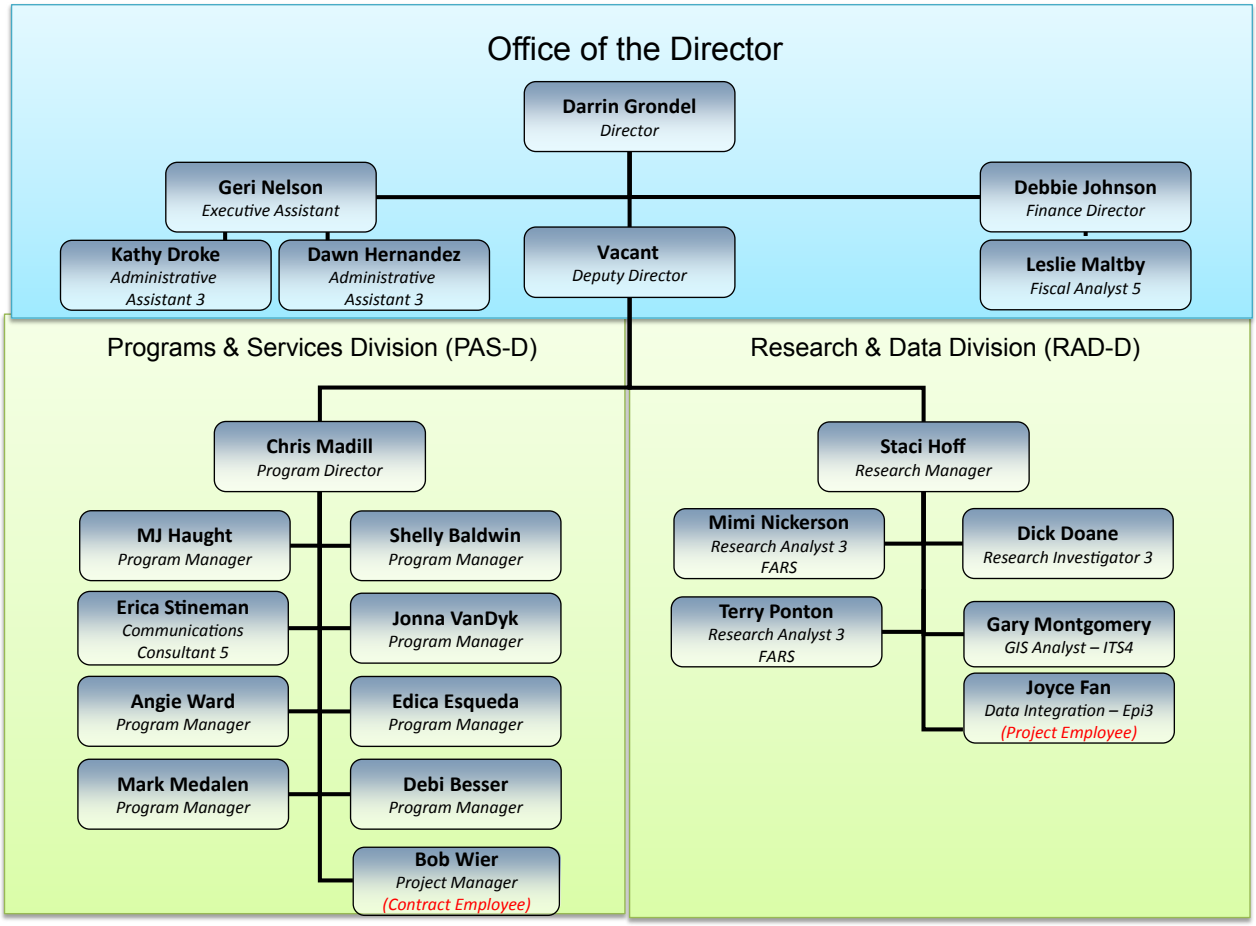
Most of our funding comes from the National Highway Traffic Safety Administration (NHTSA), but we also utilize state funding to support traffic safety projects. We use these funds to award grants to state and local governments, tribes, law enforcement, and non-profit organizations for traffic safety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

Mission Statement

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

Organizational Chart

Washington Traffic Safety Commission



Highway Safety Planning Process

This Section Provides a Description of the Data Sources and Processes Used by Washington State to:

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

The Washington State Strategic Highway Safety Plan, Called Target Zero and the Highway Safety Plan are Directly Linked

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

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

The SHSP (and the HSP) Process - Many Partners

Many traffic safety partners come together to develop Washington State's SHSP – Target Zero. The plan coordinates state traffic safety programs, align priorities and strategies, and have a common language and approach to traffic safety efforts across Washington State. The Target Zero traffic safety partnership is led by the WTSC, which by law is structured to be a collaborative mix of leaders who bring about the most efficient and effective management of traffic safety resources.

The 2013 update of Target Zero is the fourth version of the plan since its inception in 2000. The update involves various levels of groups, each providing recommendations to the next, until ultimately Governor Inslee approves the Plan. Between five and 19 agencies and organizations were represented in each multi-agency group, as represented on this graphic:

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 Analyt Team to assess risk are the number of fatalities and serious injuries that result from traffic crashes. This team ranks problem areas into Priority Levels One, Two, or Three based on the number of traffic deaths and serious injuries associated with a particular emphasis or problem area. Calendar year performance targets in the SHSP follow a straight line, starting from the current five year average to zero traffic deaths by 2030. Five-year rolling average performance targets set in the HSP are based on the current linear trend of those averages.

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

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

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

- County Law Enforcement
- Puget Sound Regional Council
- Target Zero Manager Network

The **Steering Committee** provides strategic direction and final recommendations to the Commission regarding compliance with new MAP-21 HSP requirements. The Committee consists of senior-level management representatives from the groups above, plus the following:

- AAA
- Department of Social and Health Services: Department of Behavioral Health
- Governor's Office of Performance and Accountability
- Office of Financial Management
- Harborview Injury Prevention
- Northwest Association of Tribal Enforcement Officers
- Superintendent of Public Instruction
- Tribal Transportation Planning Organization

To gather input from an expanded stakeholder group, a Target Zero Partner's meeting was held in March 2013. At that meeting, more than 180 additional individuals involved in traffic safety across the state provided input on the strategies for addressing priority areas. In early Fall 2013, a draft of the plan was sent out for external review by tribes, partners, and stakeholders. Feedback was reviewed, changes made, and the Steering Committee finalized the plan. In December 2013, the Commission presented Washington's Strategic Highway Safety Plan -- Target Zero -- to Governor Inslee for his review, approval, and signature.

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

- **The WTSC Technical Advisory Committee (TAC)**

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

The WTSC Technical Advisory Committee (TAC) (Reviews and Makes Recommendations to the Commissioners Regarding the WTSC Staff Proposed HSP)

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

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

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

The Washington Impaired Driving Advisory Council (WIDAC)

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

Washington Traffic Records Committee (TRC)

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

HSP/SHSP Traffic Safety Problem Identification and Priority Level Assignments

In any endeavor, addressing the biggest issues first will provide the most favorable results. Eliminating deaths and serious injuries on our roadways is no different. To focus efforts, the primary factors in

serious traffic crashes have been grouped into three Priority Levels. The levels are based on the percentage of traffic fatalities and serious injuries associated with each factor.

Priority Level One includes the factors associated with the largest number of fatalities and serious injuries in the state. Each of these factors was involved in at least 30 percent of the traffic fatalities or serious injuries between 2009 and 2011. Traffic Data Systems, while not a cause of fatalities, is considered a Level One priority because of the potential for better data to significantly improve our analysis of traffic fatalities and serious injuries.

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. Emergency Medical Services (EMS) is included considered a Level Two priority because of the significant impact effective EMS response has on preserving life and minimizing injury.

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

For the first time in our state SHSP and HSP, the Priority Levels consider both fatality and serious injury numbers. The SHSP maintains the importance of addressing fatalities, while encouraging consideration and strengthening of serious injury data.

Priorities (Percent Fatalities/Percent Serious Injuries)

Priority Level One
Impaired Driver Involved (50.1 percent/21 percent)
Run-Off-the-Road (43.7 percent/29.7 percent)
Speeding Involved (39.5 percent/29.3 percent)
Young Drivers 16-25 Involved (34.6 percent/38 percent)
Distracted Driver Involved (30.3 percent/11.9 percent)
Intersection Related (20.6 percent/34.1 percent)
Traffic Data Systems (n/a)

Priority Level Two
Unrestrained Vehicle Occupants (24.8 percent/10.5 percent)
Unlicensed Driver Involved (18.0 percent/not available)
Opposite Direction (15.7 percent/9.7 percent)
Motorcyclists (14.7 percent/17.0 percent)
Pedestrians (13.7 percent/12.0 percent)
EMS and Trauma Systems (n/a)

Priority Level Three
Older Drivers 75+ Involved (9 percent/5.2 percent)
Heavy Truck Involved (8.2 percent/4.7 percent)
Drowsy Driver Involved (3.2 percent/3.6 percent)

Bicyclists (1.8 percent/4.7 percent)
Work Zone (0.6 percent/1.8 percent)
Wildlife (0.6 percent/1.1 percent)
School Bus Involved (0.2 percent/0.2 percent)
Vehicle-Train (0.6 percent/0.0 percent)

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

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

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

Project Development

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

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

In summary, accurate and timely data form the cornerstone of this HSP. Fatal and serious injury data drive the goals and establish Target Zero priorities. Each project is directly linked to Target Zero goals and priorities and, finally, data provides the basis for evaluating the effectiveness of completed projects.

Elements of the Performance Plan

Overview

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

- An overview and background description
- A performance analysis
  - Historical look at performance for each outcome measure
  - Performance targets for the coming year
- A list of planned investment projects for 2015
- An expenditure summary

Highway Safety Performance Measures and Targets

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

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

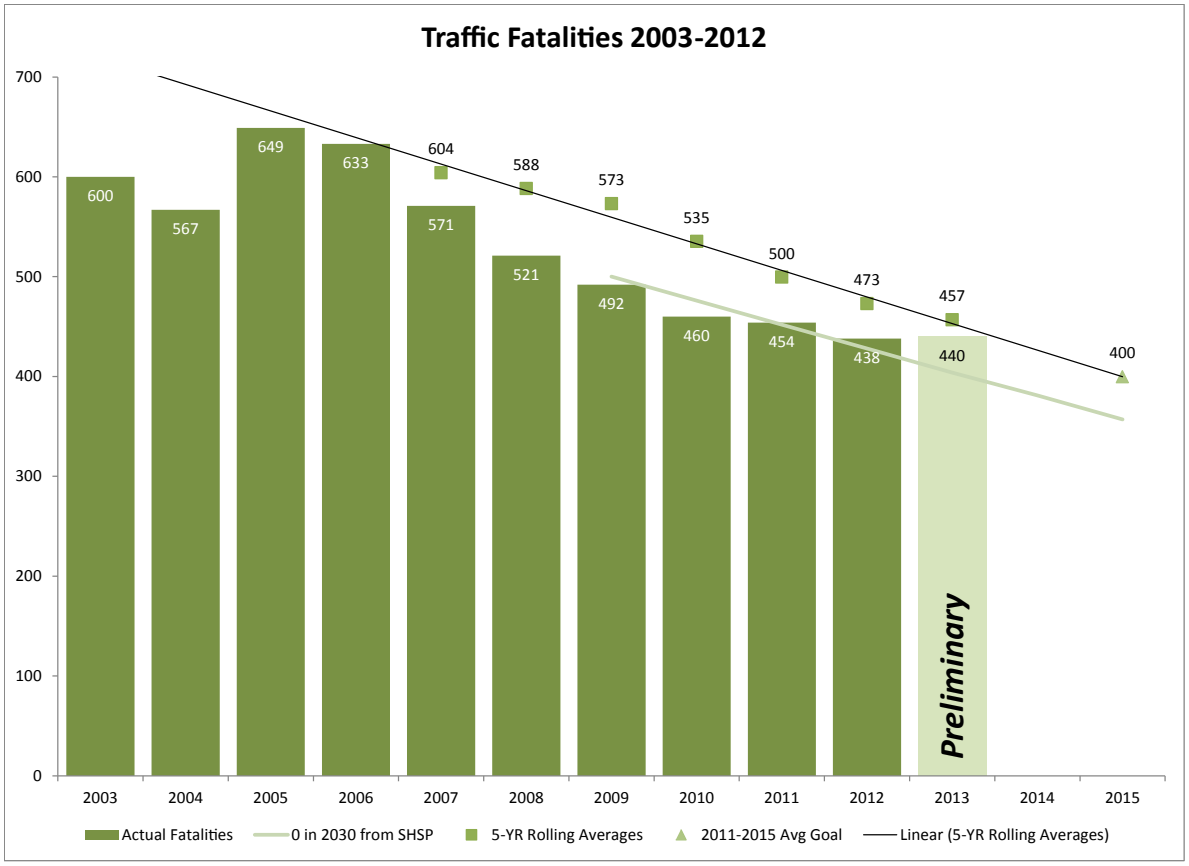
In addition to the performance measures, in 2013, WTSC submitted a proposal to the Washington State Department of Health to include a set of traffic safety self-reported attitudes, awareness, and behavior questions on the Behavioral Risk Factor Surveillance System (BRFSS) survey. This proposal was accepted and data collection began on January 1, 2014. The 2014 BRFSS is collecting data on speeding behavior, speeding attitudes, seatbelt attitudes, drinking and driving attitudes/awareness of enforcement, cell phone use while driving, and driving within three hours of consuming marijuana. These questions have been proposed once again for inclusion on the 2015 BRFSS survey and we are currently awaiting a decision from the BRFSS Technical Advisory Committee. The 2014 BRFSS data will be available for analysis and reporting in the fall of 2015.

OVERALL OUTCOME MEASURES

Traffic Fatalities

Outcome Measure: Reduce the 2015 rolling average of traffic fatalities from the 2013 preliminary average of 457 to 400 by December 31, 2015 (-12.5 percent).

Preliminary Performance Report: In 2013, there were 440 fatalities, achieving the HSP 2013 goal of 478 by 7.9 percent.

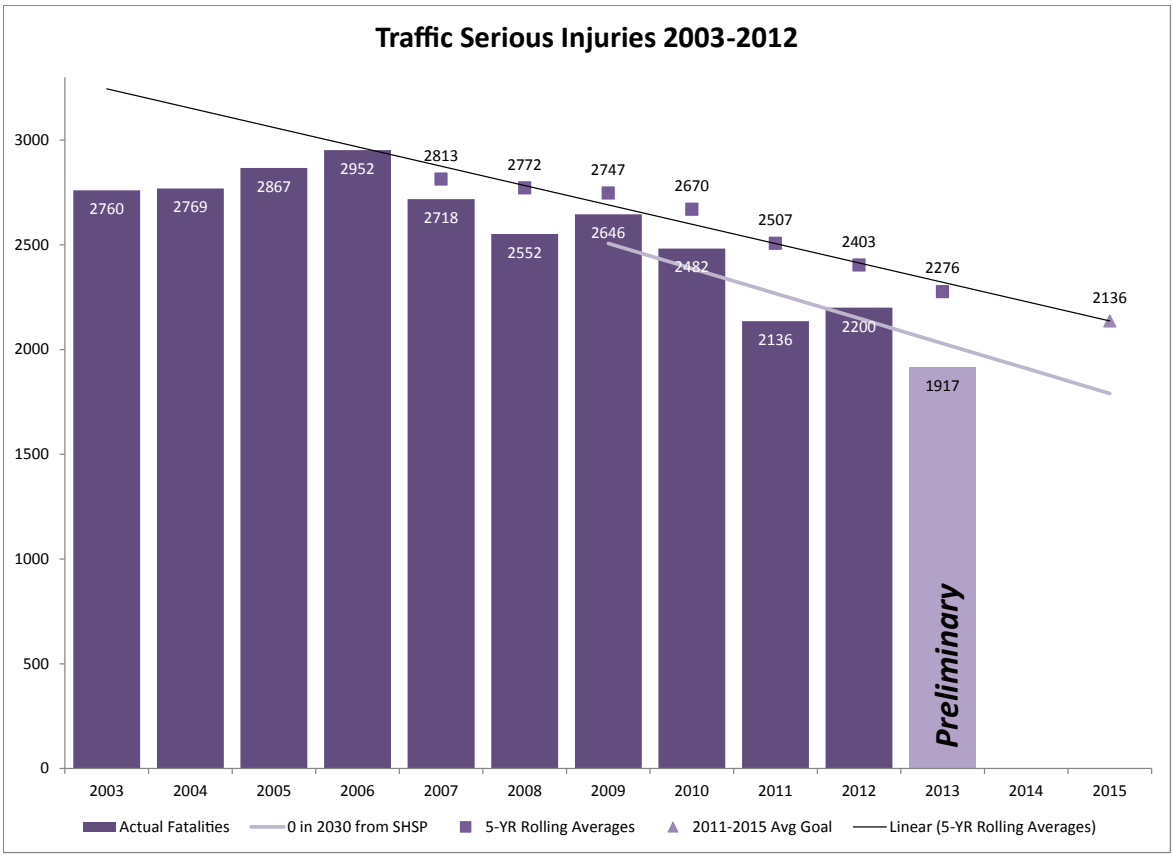


SOURCE: WA FARS

Traffic Serious Injuries

Outcome Measure: Reduce the 2015 rolling average of serious injuries from the 2013 preliminary average of 2,276 to 2,136 by December 31, 2015 (-6.2 percent).

Preliminary Performance Report: In 2013, there were 1,917 serious injuries, achieving the HSP 2013 goal of 2,102 by 6.2 percent.

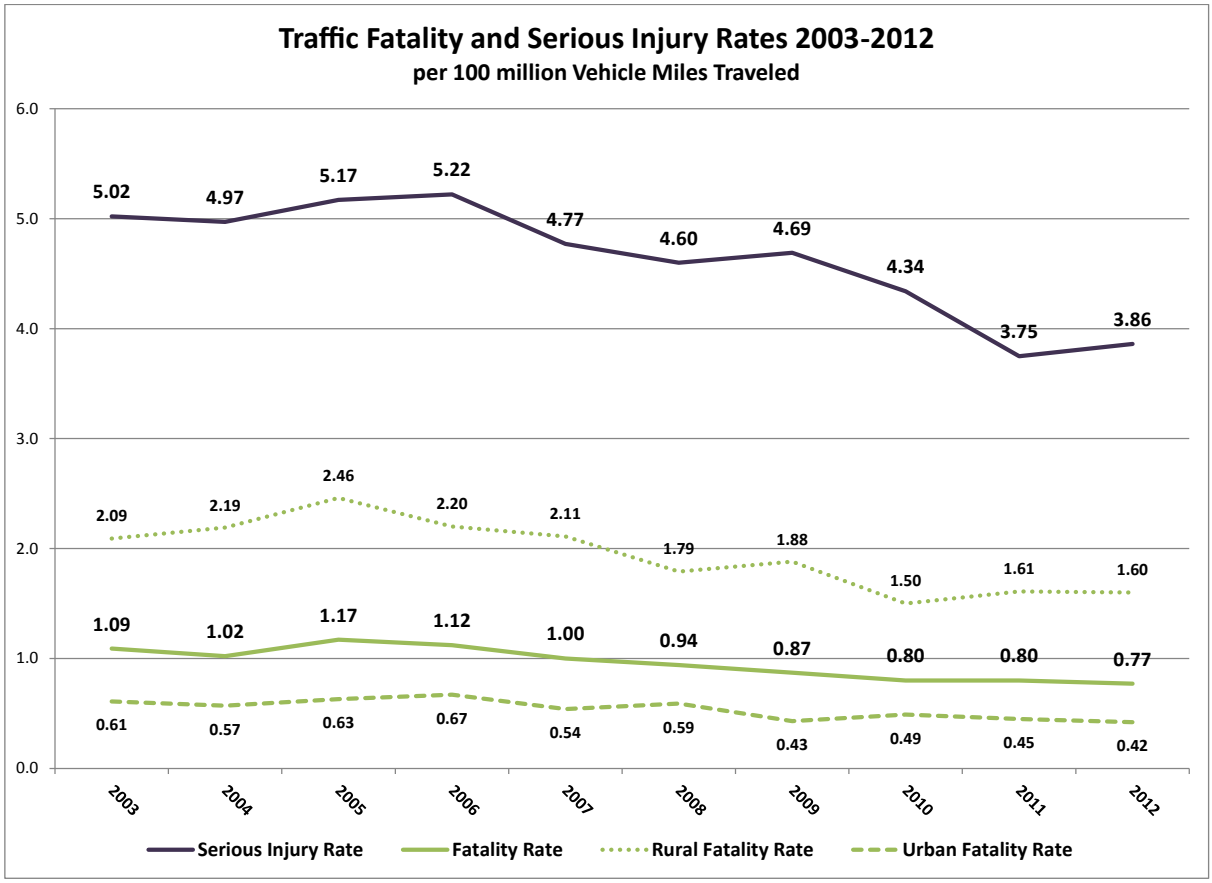


SOURCE: WSDOT

Fatal and Serious Injury Rates

Outcome Measure: Reduce the 2015 traffic fatality rate from the 2012 rate of 0.77 to 0.73 by December 31, 2015 (-5.0 percent).

Performance Report: Goals for fatal and serious injury rates were established for 2012. The fatality rate in 2012 was 0.77, below the HSP 2012 goal of 0.85. The serious injury rate in 2012 was 3.86, above the HSP 2012 goal of 3.82.



SOURCE: WA FARS, WSDOT

Performance Report

Outcome Measure	2008	2009	2010	2011	2012	2013*	2013 Goal	2015 Goal
Fatality Rate	1.0	0.94	0.87	0.80	0.77	*	0.81	***0.73***
Rural Road Fatality Rate	1.79	1.88	1.50	1.61	1.60	*	^	^
Urban Road Fatality Rate	0.59	0.43	0.49	0.45	0.42	*	^	^
Serious Injury Rate	4.60	4.69	4.34	3.75	3.86	*	3.62	^
Fatalities	521	492	460	454	438	440	478	^
5YR Rolling Average	***588***	***573***	***535***	***500***	***473***	***457***	^	***400***
Serious Injuries	2,552	2,646	2,482	2,136	2,200	1,917	2,102	^
5YR Rolling Average	***2,772***	***2,747***	***2,670***	***2,507***	***2,403***	***2,276***	^	***2,136***
Rural Road Fatalities	287	313	257	274	271	245	^	^
5YR Rolling Average	***351***	***343***	***315***	***297***	***280***	***272***	^	***233***
Urban Road Fatalities	233	171	196	178	167	195	^	^
5YR Rolling Average	***236***	***228***	***218***	***199***	***189***	***181***	^	***162***
Fatalities Involving a Driver with BAC≥.08	166	189	152	135	126	106	151	^
5YR Rolling Average	***184***	***187***	***177***	***165***	***154***	***142***	^	***132***
Fatalities Involving a Drug or Alcohol Impaired Driver	255	265	240	199	202	182	247	^
5YR Rolling Average	***273***	***276***	***267***	***246***	***232***	***218***	^	***205***
Serious Injuries Involving a Drug or Alcohol Impaired Driver	527	570	470	479	501	411	^	^
5YR Rolling Average	***595***	***592***	***566***	***536***	***509***	***486***	^	***453***
Speeding Involved Fatalities	213	210	176	169	161	181	202	^
5YR Rolling Average	***233***	***230***	***216***	***199***	***186***	***179***	^	***158***
Speeding Involved Serious Injuries	796	854	688	586	579	527	^	^
5YR Rolling Average	***842***	***855***	***819***	***756***	***701***	***647***	^	***602***
Distracted/Inattentive Driver Involved Fatalities	128	161	134	131	121	115	126	^
5YR Rolling Average	***152***	***156***	***149***	***140***	***135***	***132***	^	***123***

^ No performance target set for this outcome.
* 2013 estimates are based on preliminary data; 2013 VMT not available for rate calculation.

Outcome Measure	2008	2009	2010	2011	2012	2013*	2013 Goal	2015 Goal
Number of Drivers age 16-20 Involved in Fatal Crashes	72	87	63	60	40	67	79	^
5YR Rolling Average	***98***	***96***	***89***	***78***	***64***	***63***	^	***46***
Number of Drivers age 16-20 Involved in Serious Injury Crashes	384	448	401	337	287	245	^	^
5YR Rolling Average	***489***	***475***	***449***	***408***	***371***	***344***	^	***285***
Number of Drivers age 21-25 Involved in Fatal Crashes	101	89	92	80	83	79	^	^
5YR Rolling Average	***117***	***113***	***103***	***94***	***89***	***85***	^	***73***
Number of Drivers age 21-25 Involved in Serious Injury Crashes	414	433	434	363	355	311	^	^
5YR Rolling Average	***488***	***478***	***469***	***429***	***400***	***379***	^	***342***
Unrestrained Passenger Fatalities	132	148	102	98	101	88	48	^
5YR Rolling Average	***175***	***172***	***149***	***128***	***116***	***107***	^	***77***
Unrestrained Passenger Serious Injuries	230	296	256	211	219	208	^	^
5YR Rolling Average	***328***	***313***	***290***	***261***	***242***	***238***	^	***188***
Motorcyclist Fatalities	78	68	68	70	82	73	60	^
5YR Rolling Average	***74***	***73***	***72***	***70***	***73***	***72***	^	***72***
Unhelmeted Motorcyclist Fatalities	4	10	6	1	5	6	2	^
Unendorsed Motorcyclist Fatalities	32	17	21	10	28	17	^	^
Motorcyclist Serious Injuries	500	478	388	364	404	347	^	^
5YR Rolling Average	***448***	***466***	***462***	***437***	***427***	***396***	^	***396***
Pedestrian Fatalities	64	62	63	68	75	48	57	^
5YR Rolling Average	***66***	***67***	***65***	***64***	***66***	***63***	^	***62***
Pedestrian Serious Injuries	288	289	292	288	337	259	^	^
5YR Rolling Average	***292***	***295***	***298***	***290***	***299***	***293***	^	***293***
Bicyclist Fatalities	9	9	6	11	12	11	^	^
5YR Rolling Average	***10***	***10***	***9***	***10***	***9***	***10***	^	***9***

^ No performance target set for this outcome.
* 2013 estimates are based on preliminary data; 2013 VMT not available for rate calculation.

Outcome Measure	2008	2009	2010	2011	2012	2013*	2013 Goal	2015 Goal
Bicyclist Serious Injuries	113	110	117	114	110	81	^	^
5YR Rolling Average	***115***	***115***	***116***	***115***	***113***	***106***	^	***106***
Run-off-the-Road Fatalities	208	227	200	188	158	188	^	^
5YR Rolling Average	***249***	***245***	***229***	***213***	***196***	***192***	^	***167***
Run-off-the-Road Serious Injuries	774	857	675	627	612	579	^	^
5YR Rolling Average	***836***	***845***	***806***	***751***	***709***	***670***	^	***623***
Intersection Related Fatalities	107	96	105	89	75	86	^	^
5YR Rolling Average	***117***	***114***	***111***	***103***	***94***	***90***	^	***80***
Intersection Related Serious Injuries	907	850	867	757	751	668	^	^
5YR Rolling Average	***962***	***941***	***913***	***855***	***826***	***779***	^	***724***
Observed Daytime Seatbelt Use	96.5%	96.4%	97.6%	97.5%	96.9%	94.5%+	98%	^
Average Days from Collision to Availability in the Statewide Collision Database for Analysis	#	#	#	205 Days	148 Days	33 Days!	^	**30 Days**
Percent of Public Road Miles Available for GIS Use	#	#	#	#	47%	86%!	^	**90%**

^ No performance target set for this outcome.
* 2013 estimates are based on preliminary data; 2013 VMT not available for rate calculation.
# Not measured
!Measured May/June 2014.
+New data collection methodology implemented, not comparable to years 2012 and prior, new baseline estimate.

FFY 2013 Performance Activity Measures

Activity Measure	5 Grant-Funded Mobilizations	Target Zero Teams	Total
Number of seat belt citations issued during grant-funded enforcement activities	3376	320	3696
Number of impaired driving arrests made during grant-funded enforcement activities	1175	669	1844
Number of speeding citations issued during grant-funded enforcement activities	4974	652	5626

Impaired Driving

Overview and Background

Impaired drivers were a factor in 43 percent (583 of 1,332) of all traffic deaths and 1,391 of serious injuries between 2011 and 2013. Drivers in fatal crashes were as likely to be impaired by drugs as by alcohol. Many were impaired by both. Fortunately, Washington is experiencing declines in impaired driving. Compared with 2010, impaired driver involved deaths and serious injuries both decreased by 25 and 13 percent respectively. Washington's system-wide approach to addressing impaired driving has led to comprehensive ignition interlock laws, better law enforcement and prosecutor training, more DUI courts, and innovative, targeted, full-time DUI enforcement.

While Washington has been combating impaired driving for decades and has made significant progress, impaired driving continues to be the main factor in fatal collisions in the state.

Much of the decline can be attributed to aggressive campaigns to change the public perception of the acceptability and consequences of drinking and driving. These have been coupled with tougher laws, from the 1968 voter-passed implied consent law to the 1999 law lowering blood alcohol concentration (BAC) per se limit to .08.

The state has imposed ignition interlock requirements on all DUI offenders and applied tougher sanctions for repeat and high BAC offenders. This includes a new 2013 law that requires repeat DUI offenders to be booked and remain in jail until they see a judge. The judge is then required to order ignition interlock as a condition of pre-trial release. However, despite these intensive efforts, impaired driving remains a challenging issue for both Washington State and for the nation.

Washington voters approved Initiative 502, legalizing the sale and distribution of marijuana. The retail sale of marijuana will begin in the summer of 2014. Washington's toxicology lab saw an immediate and sustained increase in cases testing positive for delta-9-THC from 18 percent of all driving cases to 25 percent between 2012 and 2013. Delta-9-THC is the psychoactive chemical in marijuana that indicates use within the last few hours.

WTSC partnered with NHTSA to sponsor a Pacific Institute of Research and Evaluation (PIRE) roadside survey of driver alcohol and drug use. The first wave of surveys were conducted in June 2014 before retail marijuana sales began. Further surveys will be conducted several months after retail sales begin, to give the whole nation a first look at what effect marijuana sales may have on driver behavior.

Another challenge in Washington is Initiative 1183, which privatized the sale of hard liquor. The number of stores with hard liquor licenses has gone from 328 to 1,419, and the number of hours during which liquor can be purchased has nearly doubled. According to the DSHS Division of Behavioral Health and Recovery, the number has increased from 78 hours per week to 140 per week.

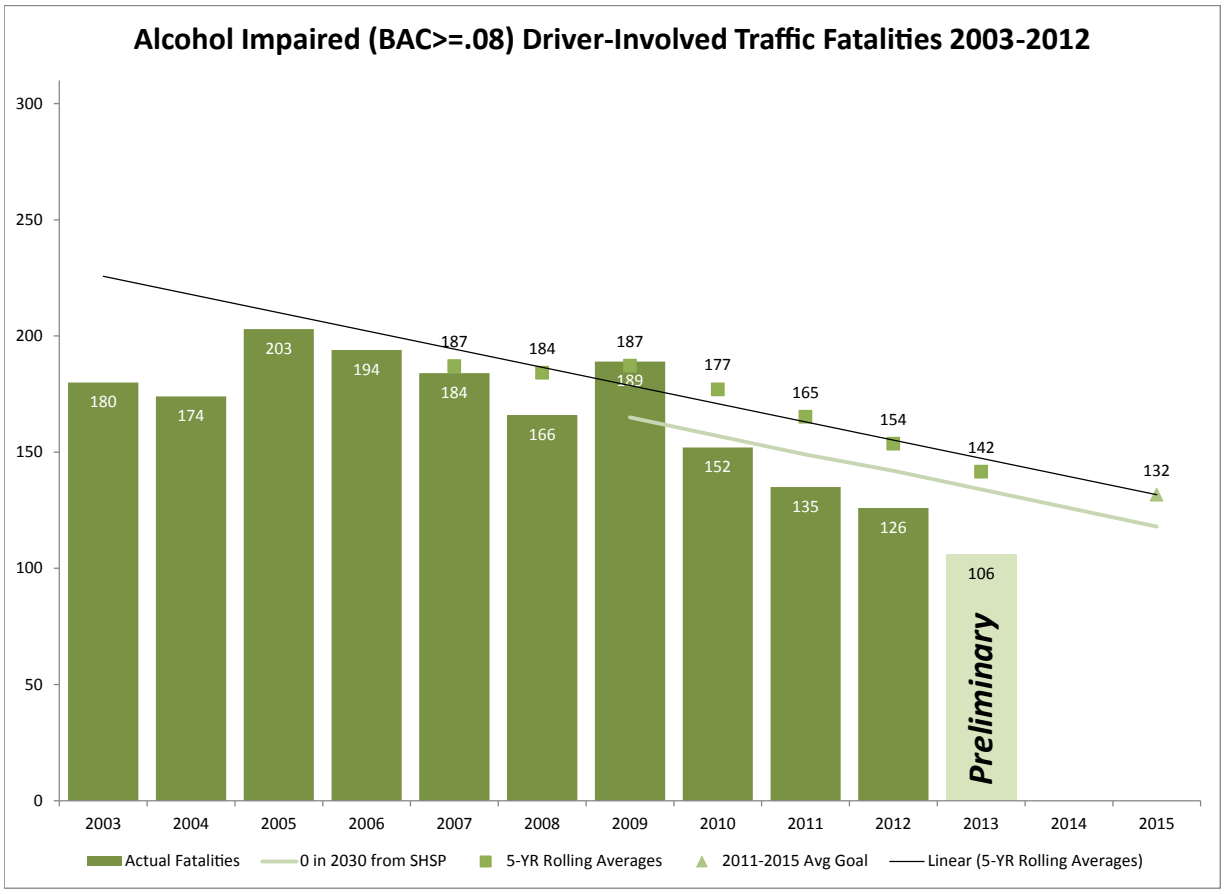
We need to formulate new strategies and policies to address the changes that are potentially slowing our progress toward zero traffic fatalities and serious injuries by 2030.

Performance Analysis

Alcohol Impaired (BAC > .08) Driver-Involved Traffic Fatalities

Outcome Measure: Reduce the 2015 rolling average of fatalities involving a driver with a BAC>.08 from the 2013 preliminary average of 142 to 132 by December 31, 2015 (-7 percent).

Preliminary Performance Report: In 2013, there were 106 fatalities involving a driver with a BAC>.08, achieving the HSP 2013 goal of 151 by 29.8 percent.

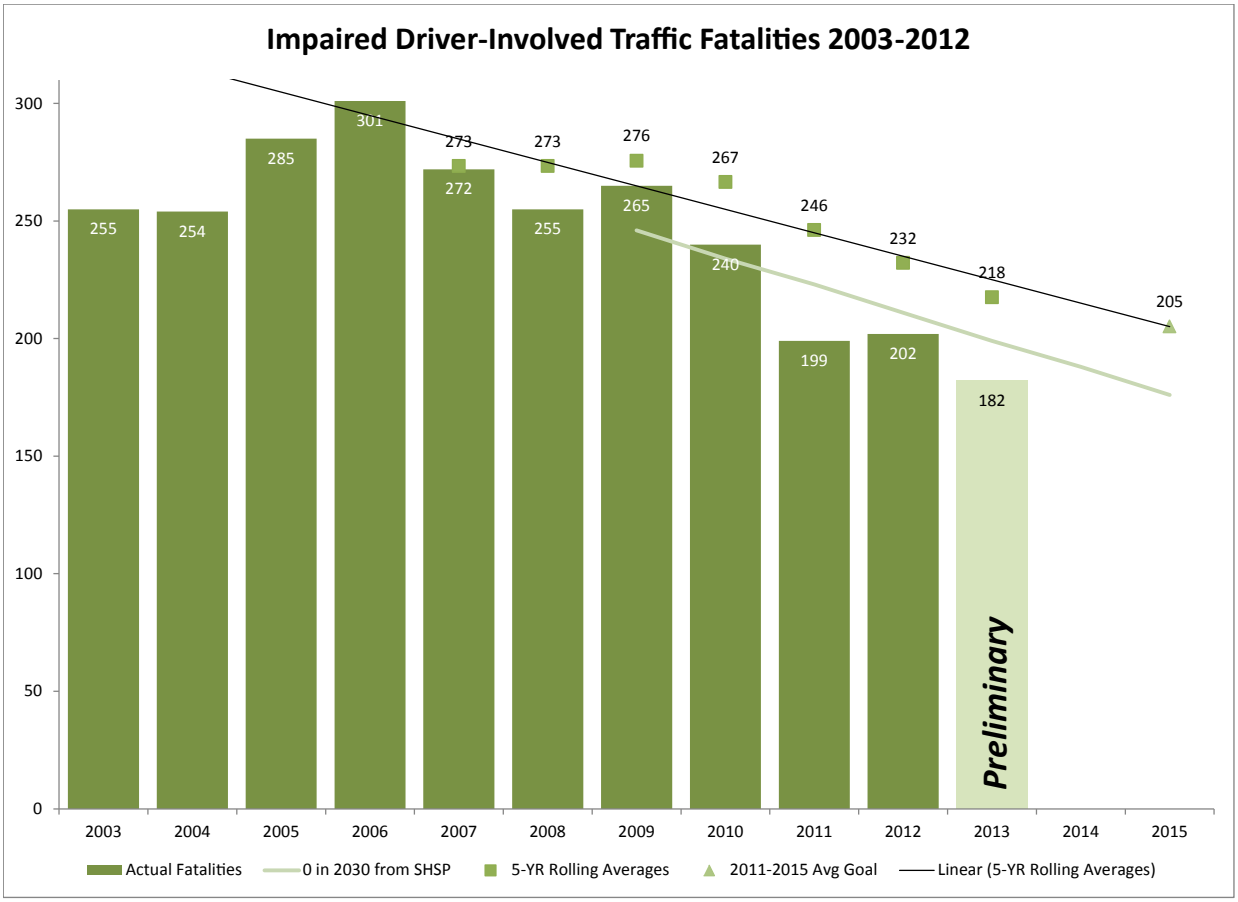


SOURCE: WA FARS

Impaired Driver-Involved Traffic Fatalities

Outcome Measure: Reduce the 2015 rolling average of fatalities involving a drug or alcohol impaired driver from the 2013 preliminary average of 218 to 205 by December 31, 2015 (-6 percent).

Preliminary Performance Report: In 2013, there were 182 fatalities involving a drug or alcohol impaired driver, achieving the HSP 2013 goal of 247 by 26.3 percent.

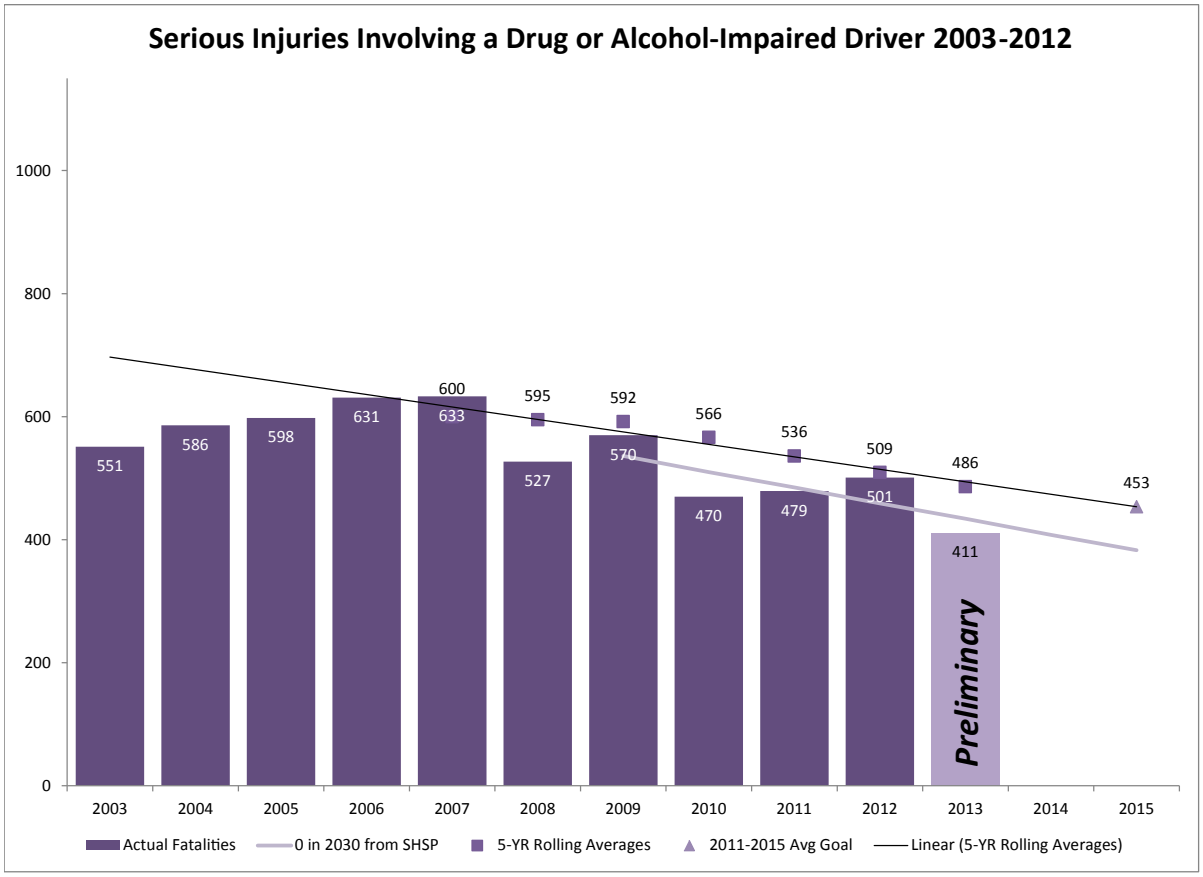


SOURCE: WA FARS

Serious Injuries Involving a Drug or Alcohol-Impaired Driver

Outcome Measure: Reduce the 2015 rolling average of serious injuries involving a drug or alcohol impaired driver from the 2013 preliminary average of 486 to 453 by December 31, 2015 (-6.8 percent).

Performance Report: New performance target set in 2014.



SOURCE: WSDOT

FFY 2015 Projects

The projects selected for funding in FFY 2015 were chosen as a result of their anticipated impact on the core outcome measures previously. Each project aligns with one or more strategies listed in Washington State's SHSP.

DUI Therapeutic Courts and Target Zero Prosecutor Projects

Grant Recipient	Federal Project #	Program Manager
Pierce County Prosecuting Attorney's Office	AL15-02	Shelly Baldwin

The Pierce County Prosecuting Attorney's Office will continue the Target Zero Teams prosecution efforts, providing two deputy prosecuting attorneys to handle only DUI cases. This allows for dramatically faster DUI charging of first time DUI offenders, dedicated resources for the most complicated cases, appropriate community safety protections, DUI case tracking and data, and public education.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 8.3	402	$100,000	$100,000

Grant Recipient	Federal Project #	Program Manager
Spokane District Court	AL15-03	Jonna VanDyk

The Spokane DUI Court is a requirement for repeat DUI offenders, a best practice model, and Target Zero Strategic Plan strategy. The DUI Court is a program aimed at promoting sobriety for high risk, repeat DUI offenders. The Court provides substance abuse treatment, enhanced supervision of offenders, drug and alcohol case management, and treatment for people who have three or more DUI's on their record. The Court monitors drug and alcohol abstinence with random urinalysis testing. The Court also provides community support by connecting the offender with referrals for education, medical, housing, employment, mentoring, and volunteer programs.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 8.3	402	$78,000	$78,000

Grant Recipient	Federal Project #	Program Manager
Spokane County Prosecutor's Office	M6X15-06	Shelly Baldwin

The Spokane County Prosecutor's Office will continue the Target Zero Prosecutor program providing a strong prosecutorial response to the increased Target Zero Team DUI arrests. The program will focus on advancing blood warrant training, e-warrant coordination, and increasing NO REFUSAL emphasis patrols. The Target Zero prosecutor will train law enforcement and fellow prosecutors, providing legal and procedural updates.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 7.1-7.2	405d	$149,560	$0

Grant Recipient	Federal Project #	Program Manager
Yakima Co. DUI Court Program	AL15-04	Jonna VanDyk

The Yakima DUI Court implements a best practice model and a Target Zero Strategic Plan strategy by providing a program aimed at promoting sobriety for high risk, repeat DUI offenders that also holds them accountable for staying sober. The Court provides substance abuse treatment, enhanced supervision of offenders, drug and alcohol case management, and treatment for people who have three or more DUI's on their record. The Court monitors drug and alcohol abstinence with random urinalysis testing. The Court also provides community support by connecting the offender with referrals for education, medical, housing, employment, mentoring, and volunteer programs.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 8.3	402	$100,000	$100,000

High Visibility Enforcement Projects

Grant Recipient	Federal Project #	Program Manager
Bellingham Police Department	M1*CP15-01	Angie Ward

The Bellingham Police Department (BPD) will increase DUI patrols by scheduling two officers to work aggressive nighttime enforcement. BPD will coordinate with the WSP and Whatcom County Sheriff's Office so their units can plan to focus more of their enforcement further out on the rural roadways, increasing the effectiveness of the patrols. BPD will also work to publicize the patrols in order to exemplify the strategy of high-visibility enforcement. This project was modeled after the successful Sober Streets project coordinated by the Yakima Police Department. This project could also serve as a demonstration of a "Target Zero Teams-Lite" in places where data does not support a full effort.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
YD 4.1, ID 5.2-5.3	405b	$31,843	$0

Grant Recipient	Federal Project #	Program Manager
Washington State Patrol	M6X15-02	Angie Ward

The Impaired Driving High Visibility Enforcement (HVE) project funds overtime for the WSP to participate in four statewide mobilizations with the goal of reducing impaired driving fatalities and serious injuries. This grant works in concert with the local law enforcement overtime grant PT15-05 and is dependent upon the media support in projects CP15-15, K2PM15-01, and M1*PM15-01.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 5.1	405d	$476,000	$0

Grant Recipient	Federal Project #	Program Manager
Washington State Patrol	PT15-05	Angie Ward

The Impaired Driving HVE project funds overtime for local law enforcement agencies to participate in four statewide mobilizations with the goal of reducing impaired driving fatalities and serious injuries. This grant works in concert with the Washington State Patrol overtime grants PT15-02 and M6X15-02 and is dependent upon the media support in projects CP15-15 and M6X15-07.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 5.1	402	$800,000	$0

Grant Recipient	Federal Project #	Program Manager
Washington Traffic Safety Commission	M6X15-07	Erica Stineman

The communications goal for mobilizations is to reach our primary target demographic. As part of a Proven Strategy, this grant will fund paid media as a component of the Impaired Driving HVE campaigns. Paid media includes television, radio and online ads, and outdoor billboards.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 5.1	405d	$1,600,000	$0

Local Community Impaired Driving Projects

Grant Recipient	Federal Project #	Program Manager
Washington State Liquor Control Board	M6X15-05	Edica Esqueda

Since the passage of I-1183 (liquor sale privatization), there are now more than four times as many alcohol sales outlets in the state compared to when stores were operated by the state. This project will address the problems associated with illegal or irresponsible alcohol sales made by the alcohol sellers who make sales without proper training, and contribute to the negative effects of alcohol misuse in our communities. The project creates a multi-language, interactive, online training program accessible to all alcohol sellers and servers. The training program will reach an important seller segment consisting of off-premise retailers.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 2.4	405d	$70,000	$0

Grant Recipient	Federal Project #	Program Manager
Thurston County Prosecutor's Office	M1*AL15-01	Shelly Baldwin

The Thurston County Prosecuting Attorney's Office and the Thurston County Target Zero Taskforce will conduct eight Party Intervention Patrols and four alcohol compliance checks in order to reduce the number of fatal and serious injury crashes involving young drivers, ages 16-20. The project uses multi-jurisdictional, high-visibility enforcement backed by paid and earned media campaigns, brief intervention and screening of youth arrested, and publicized alcohol vendor compliance checks, which are all listed as best practices in the Target Zero Plan.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 2.2, 5.2, 11.1; YD 4.1, 5.2	405b	$89,799	$0

Grant Recipient	Federal Project #	Program Manager
Thurston County Mental Health & Veterans Court	AL15-05	Mark Medalen

This project will provide capacity funding for Thurston County Mental Health & Veterans Court participants with DUI related offenses to meet the financial obligations incurred with the installation of an interlocking ignition device (with camera) in their vehicle. It will also provide funding for monitoring associated with this device until such time as they are released from that obligation by the Washington State Department of Licensing. It will also facilitate payment for fee-driven services rendered (equipment and the monitoring) to one or more of the five different companies capable of providing the interlocking ignition, with camera, device and the associated monitoring with data reporting.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 8.3, 9.2	402	$16,320	$0

Target Zero Teams Projects

Grant Recipient	Federal Project #	Program Manager
Target Zero Teams - Local Law Enforcement/Media West Counties	PM15-02, PT15-06	Shelly Baldwin

Target Zero Teams in King, Pierce, and Snohomish Counties will focus on high-visibility, multi-jurisdictional enforcement patrols backed by media outreach designed to let the public know about the increased enforcement, increasing their perception of being caught if they should chose to drive impaired. The patrols will follow a strict schedule and will reinforce publicity efforts. Media efforts will provide educational information quarterly in high fatality and serious injury locations by use of billboards, bus tail ads, variable message boards, public service announcements, and earned media events. This project will utilize the Home Safe Bar Program education and compliance visits by local law enforcement officers and Washington State Liquor Control Board officers on the evenings of enforcement patrols in high fatality and serious injury collisions areas. The program will take place monthly in at least one of the three counties. The project will promote ride-alongs by area media and generate public service announcements by area law enforcement. All local efforts will be reviewed and evaluated at monthly local task force meetings. The task force is comprised of representatives from engineering, law enforcement, education, prevention, health, insurance, and citizens working toward Target Zero goals.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 5.2	402	$369,000	$276,000

Grant Recipient	Federal Project #	Program Manager
Target Zero Teams - Local Law Enforcement/Media Yakima and Spokane	PM15-01, PT15-03	Shelly Baldwin

Target Zero Teams in Yakima and Spokane Counties will focus on high-visibility, multi-jurisdictional enforcement patrols backed by media outreach designed to let the public know about the increased enforcement, increasing their perception of being caught if they should chose to drive impaired. The patrols will follow a strict schedule and will reinforce publicity efforts. Media efforts will provide educational information quarterly in high fatality and serious injury locations by use of billboards, bus tail ads, variable message boards, public service announcements, and earned media events. This project will utilize the Home Safe Bar Program education and compliance visits by local law enforcement officers and Washington State Liquor Control Board officers on the evenings of enforcement patrols in high fatality and serious injury collisions areas. The program will take place monthly in at least one of the two counties. The project will promote ride-alongs by area media and generate public service announcements by area law enforcement. All local efforts will be reviewed and evaluated at monthly local task force meetings. The task force is comprised of representatives from engineering, law enforcement, education, prevention, health, insurance, and citizens working toward Target Zero goals.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 5.2	402	$280,000	$220,000

Grant Recipient	Federal Project #	Program Manager
Washington State Patrol	M6X15-03	Shelly Baldwin

The Washington State Patrol (WSP) will conduct the final 9 months of the 24-month Target Zero Teams in the Eastern Washington demonstration project. Conducted in Spokane and Yakima Counties, the project employs 12 troopers and two sergeants to provide intense, HVE in areas identified based on geographical analysis of fatal and serious injury crash data. The WSP will coordinate patrols, media and education with the counties' Target Zero Manager and local Target Zero Teams planning teams.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 5.2	405d	$1,117,700	$0

Washington State Patrol – Impaired Driving Section Projects

Grant Recipient	Federal Project #	Program Manager
Washington State Patrol	M6X15-04	Mark Medalen

The WSP Impaired Driving Section (IDS) will administer impaired driving and traffic safety projects primarily focused on strategies designed to further Target Zero goals. These programs include the Drug Recognition Experts (DREs), Mobile Impaired Driving Unit (MIDU), Ignition Interlock, and Standard Field Sobriety Testing (SFST).

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 6.1-6.3	405d	$454,960	$0

Grant Recipient	Federal Project #	Program Manager
King County Sheriff's Office	M1*AL15-02	Mark Medalen

The Traffic Safety Resource Prosecutor (TSRP) program is currently part of the WSP IDS. The TSRPs have access to the state's experts in BAC testing, toxicology, SFST, Ignition Interlock, and DRE programs. These programs comprise the bulk of the issues, which make DUI cases scientifically complex and are often the area's defense counsel challenge. Easy access to these resources on behalf of statewide prosecutors is a tremendous benefit for our state's many prosecutors.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 7.1	405b	$160,301	$0

Grant Recipient	Federal Project #	Program Manager
Washington State Patrol	M6X15-01	Mark Medalen

The Traffic Safety Resource Prosecutor (TSRP) program is currently part of the Washington State Patrol Impaired Driving Section. The TSRPs have access to the state's experts in BAC testing, toxicology, Standardized Field Sobriety Testing, Ignition Interlock, and Drug Recognition Expert programs. These programs comprise the bulk of the issues, which make DUI cases scientifically complex and are often the area's defense counsel challenge. Easy access to these resources on behalf of statewide prosecutors is a tremendous benefit for our state's many prosecutors.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 7.1	405d	$166,416	$0

Impaired Driving Expenditure Summary

Project #	Project Title	Budget	Budget Source
AL15-02	Target Zero Teams: Pierce Co. Prosecutor	$100,000	402
AL15-03	Spokane County DUI Court	$78,000	402
AL15-04	Yakima County DUI Court	$100,000	402
AL15-05	Thurston County Mental Health	$16,320	402
PM15-01	Target Zero Teams: Paid Media - East	$60,000	402
PM15-02	Target Zero Teams: Paid Media - West	$93,000	402
PT15-03	Target Zero Teams; Local LE - East	$220,000	402
PT15-05	DUI Mobilization: Local Law Enforcement Overtime	$800,000	402
PT15-06	Target Zero Teams: Local LE - West	$276,000	402
Total 402		**$1,743,320**	
M1*AL15-01	Thurston County Party Intervention Patrol	$89,799	405b
M1*AL15-02	King Co Traffic Safety Resource Prosecutor	$160,301	405b
M1*CP15-01	Bellingham Corridor Enforcement Project	$31,843	405b
Total 405b		**$281,943**	
M6X15-01	WSP: Traffic Safety Resource Prosecutor	$166,416	405d low
M6X15-02	WSP Block Grant: Impaired Driving	$476,000	405d low
M6X15-03	WSP Target Zero Teams: Yakima/Spokane	$1,117,700	405d low
M6X15-04	WSP Impaired Driving Section	$454,960	405d low
M6X15-05	Liquor Control Board Alcohol Seller E-Learning	$70,000	405d low
M6X15-06	Target Zero Teams: Spokane Co Prosecutor	$149,560	405d low
M6X15-07	DUI Mobilization: Paid Media	$1,600,000	405d low
Total 405d low		**$4,034,636**	
Total All Funds		$ 6,059,899	

Speeding

Overview and Background

The problem of motorists exceeding the posted speed limits is ubiquitous on our nation's roads. Speeding is the third most common factor contributing to fatal and serious injury crashes. From 2009-2011, speeding was involved in nearly 40 percent of Washington collision deaths and 30 percent of serious injury crashes. Nonetheless, during that same time period (2009-2011) speeding-involved fatalities and serious injuries declined slightly faster than statewide fatalities and serious injuries. Fatal crash analysis often uncovers that three big problem areas -- high speeds, impairment and the lack of restraint appear together in large numbers of crashes that result in deaths and severe injuries.

National crash data (2000-2011) shows that speeding is one of the main factors in fatal crashes involving young drivers and is implicated in about one-third of all such crashes. Speeding is more prevalent among young males who drive at night and in the presence of other teen passengers. Despite the well-known role of high speeds in crash incidence and injury, the issue of speeding for young drivers does not get the attention it deserves, compared to distracted and impaired driving.

Speeding is a generally-accepted behavior among drivers of all ages, with the vast majority admitting that they speed on all road types. In a 2007 national observational survey of vehicle speeds, NHTSA found that most free flowing traffic exceeded speed limits. About 15 percent of traffic exceeded speed limits on freeways, arterials and collector roads (HUEY, et al., 20012). A recent national study of drivers found that speeding on freeways is widespread with 52 percent of drivers admitting they have driven 15 MPH over the speed limit on the freeway within the past month (AAA Foundation for Traffic Safety, 2012). In another driver survey conducted by NHTSA in 2002, the vast majority of drivers of all ages admitted to speeding on most road types (about 80 percent), with younger drivers (ages 16 – 29) even more likely to report speeding (NHTSA, 2004).

In Washington, impairment is involved in over 60 percent of speeding-related fatalities. Sixty-one percent of speeding-involved fatalities were the result of run-off-the-road crashes. In 43 percent of speeding involved fatalities, both impairment and run-off-the-road were factors.

As with the national figures, speeding in Washington occurs more often among males, young drivers, and motorcyclists. Males accounted for over 78 percent of speeding-involved fatalities and over 66 percent of speeding-involved serious injuries in 2011. Young drivers ages 16-25 represented 33 percent of speeding-involved fatalities and 35 percent of speeding-involved serious injuries in 2011, and over half of all motorcyclist fatalities involved speeding.

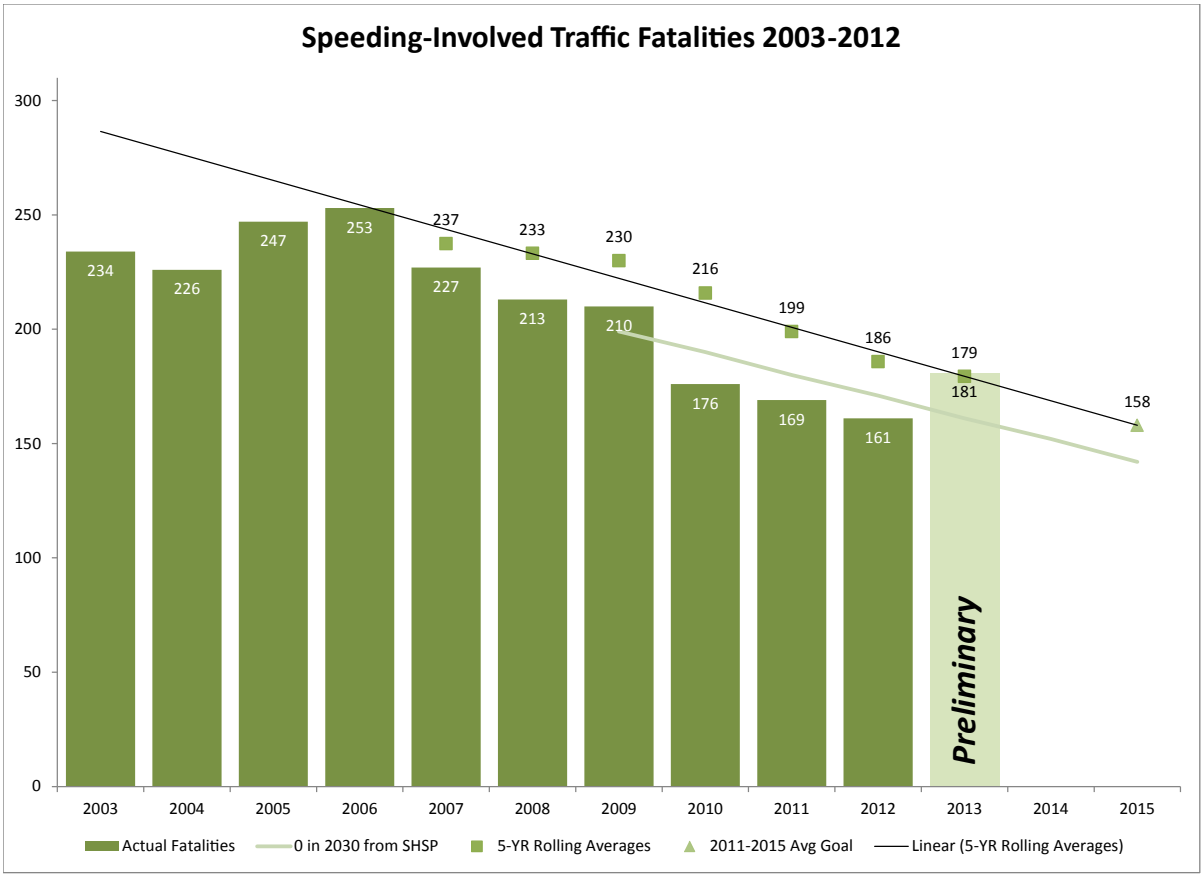
There are also trends related to when and where speeding related fatalities occur. Fatality numbers are the highest when the weather is warmer and occur most frequently on weekends and on rural roads. Nearly one-third of speeding related fatalities and serious injuries occurred between June and August. Nearly half of speeding-involved fatalities and 33 percent of serious injuries occurred on the weekends. More than half of speeding-involved fatalities occurred on rural roads.

Performance Analysis

Speeding-Involved Fatalities

Outcome Measure: Reduce the 2015 rolling average of speeding involved fatalities from the 2013 preliminary average of 179 to 158 by December 31, 2015 (-11.7 percent).

Preliminary Performance Report: In 2013, there 181 speeding involved fatalities, achieving the HSP 2013 goal of 202 by 10.4 percent.

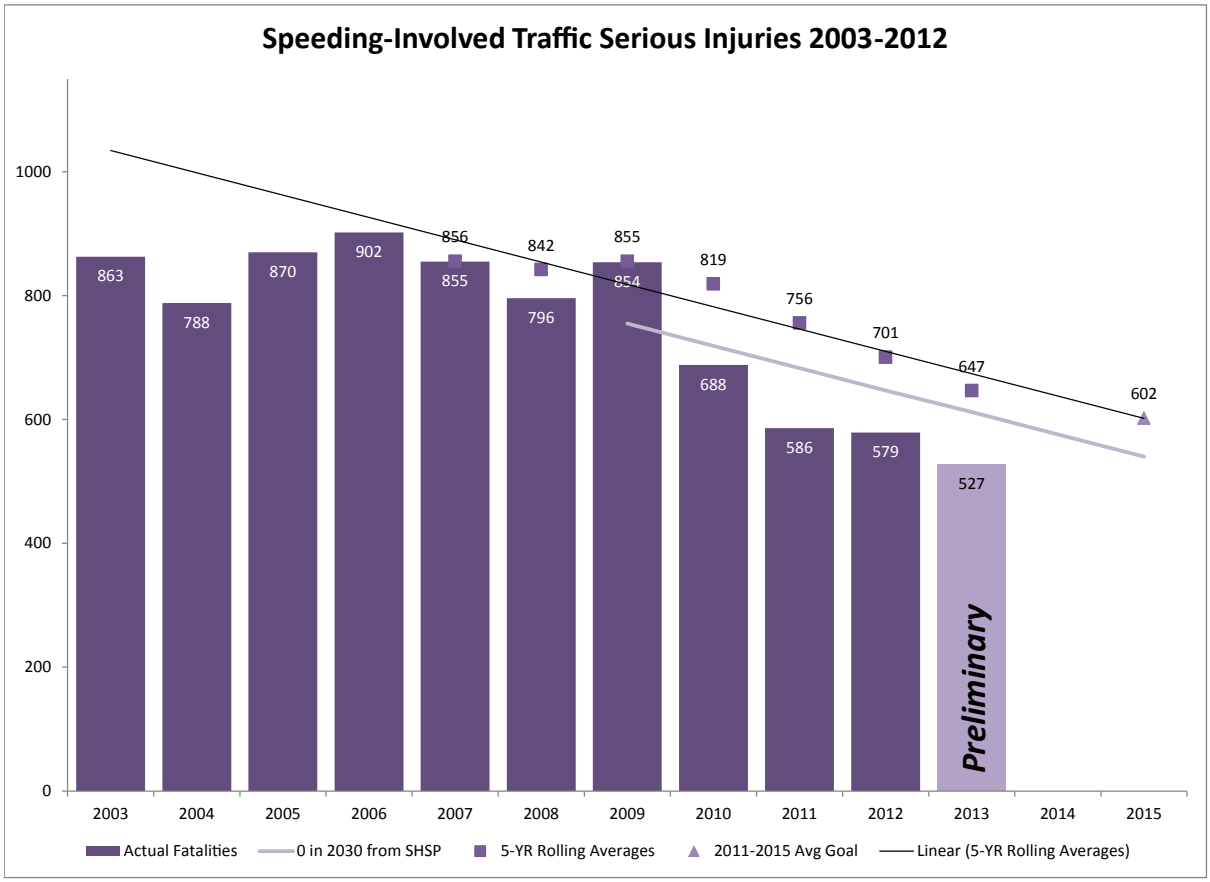


SOURCE: WA FARS

Speeding-Involved Serious Injuries

Outcome Measure: Reduce the 2015 rolling average of speeding involved serious injuries from the 2013 preliminary average of 647 to 602 by December 31, 2015 (-7 percent).

Performance Report: New performance target set in 2014.



SOURCE: WS DOT

FFY 2015 Projects

Speed Projects

Grant Recipient	Federal Project #	Program Manager
Thurston County Prosecuting Attorney's Office	SE15-02	Jonna VanDyk

The Thurston County Speed Reduction Project is a community-level pilot project aimed at identifying and implementing interventions that hold promise for reducing speed-caused fatal and serious injury collisions. The Target Zero Strategic Plan identifies speeding as a Level One Priority and the third largest cause of fatal collisions. The Thurston County Speed Reduction Team project is based on the best practice corridor model and incorporates a strong evaluation that will be developed in collaboration with the WTSC Research and Data Division. The project includes the formulation of a community-level steering committee that will guide and help publicize the project, the use of data to drive the placement of intervention activities, efforts to test the power of interventions to change driver behavior, and collaboration with the Kitsap County Speed Reduction project, which is another community-level speed pilot project.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
SP 1.1-1.2, 2.5, 2.8, 3.1-3.8	402	$40,000	$40,000

Grant Recipient	Federal Project #	Program Manager
Kitsap County Sheriff's Office	M1*CP15-03	Jonna VanDyk

The Kitsap County Speed Reduction Project is a community-level pilot project aimed at identifying and implementing interventions that hold promise for reducing speed-caused fatal and serious injury collisions. The Target Zero Strategic Plan identifies speeding as a Level One Priority and the third largest cause of fatal collisions. The Kitsap County Speed Reduction Team project is based on the best practice corridor model and incorporates a strong evaluation that will be developed in collaboration with the WTSC Research and Data Division. The project includes the formulation of a community-level steering committee that will guide and help publicize the project, the use of data to drive the placement of intervention activities, efforts to test the power of interventions to change driver behavior, and collaboration with the Thurston County Speed Reduction project, which is another community-level speed pilot project.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
SP 1.1-1.2, 2.5, 2.8, 3.1-3.8	405b	$40,000	$0

Speeding Expenditure Summary

Project #	Project Title	Budget	Budget Source
SE15-02	Thurston Co. Anti-Speed Demo Project	$40,000	402
Total 402		**$40,000**	
M1*CP15-02	Kitsap Co. Anti-Speed Demo Project	**$40,000**	405b
Total 405b		**$40,000**	
Total All Funds		**$80,000**	

Young Drivers

Overview and Background

From 2011-2013, young drivers ages 16-25 made up 14 percent of Washington licensed drivers, but were involved in 31 percent (385 of 1,229) of fatal collisions. In that same timeframe, young drivers were involved in 34 percent (1,869 of 5,552) of all serious injury crashes. Compared to 2008-2010, there has been an 17 percent decrease (462 to 385) in the number of young driver involved fatal crashes. This is better than the overall fatal collision rate, which decreased by 9.4 percent. Yet, drivers in this age group have the highest rates per 10,000 licensed drivers for collisions, speeding, impaired driving, and distracted driving than any other age group in the state. Preliminary 2013 numbers also show a rise in the number of 16-20-year-old drivers involved in fatal crashes when compared to the previous three year average, a jump from 54 to 67.

In the 13 years since implementation of Washington's Intermediate Driver License (IDL) Law, there have been fewer collisions involving 16 and 17-year-old drivers. First-time drivers in Washington State who are 16 or 17 years old face license restrictions intended to improve their safety as well as the safety of others. Sixteen and 17-year-old drivers are required to complete driver training school curriculum and other prerequisites. Following licensure, these 16 and 17-year-olds then have restrictions on their driving privileges and lose graduated driver licensing privileges if they commit violations. With a third violation, the license is suspended until age 18. A person who waits until age 18 or older to apply for a driver license is only required to pass the knowledge and driving test.

Licensing data shows a significant number of teens waiting until they are 18 years old to get their driver's license. In 2001, a trend began in Washington of fewer 16-year-olds, and an increasing number of 18 year-olds, getting their license for the first time. This is concerning as newly licensed drivers older than age 18 may begin driving without any driver training, road experience, or the IDL restrictions imposed on drivers 16 and 17 years of age.

Annually, approximately 35,000 16-year-olds, 10,000 17-year-olds, and 15,000 18-year-olds obtain a first-time license. Only about 5,000 19-25-year-olds obtain a first time license each year. All of the reasons for the later licensure trend have not been identified, though possible causes include the high cost of driver education programs and to avoid IDL restrictions. Differences between teens who are licensed under the IDL and teens who are first licensed at age 18 also have not been identified.

In October 2012, the Department of Licensing (DOL) implemented legislation allowing private and public driver training schools to administer the knowledge and skills tests for licensure in Washington. Formerly this test was administered exclusively by DOL. From October 2012 to May 2013, approximately 100,000 tests were administered by over 280 approved driver training schools making the testing for licensure more available to the public

All schools providing testing are audited annually to ensure compliance with rules and regulations. DOL is collecting data to identify and address any issues or concerns regarding this transition. The impact on competency in driving skills has not been assessed, as time must pass to determine any needed changes.

Currently, the DOL is putting driver education curriculum, testing, and the driver guide through a rigorous review and update. This effort will also align these tools with the Target Zero Plan so every driver learns what behaviors are most likely to cause fatalities and serious injuries on the road.

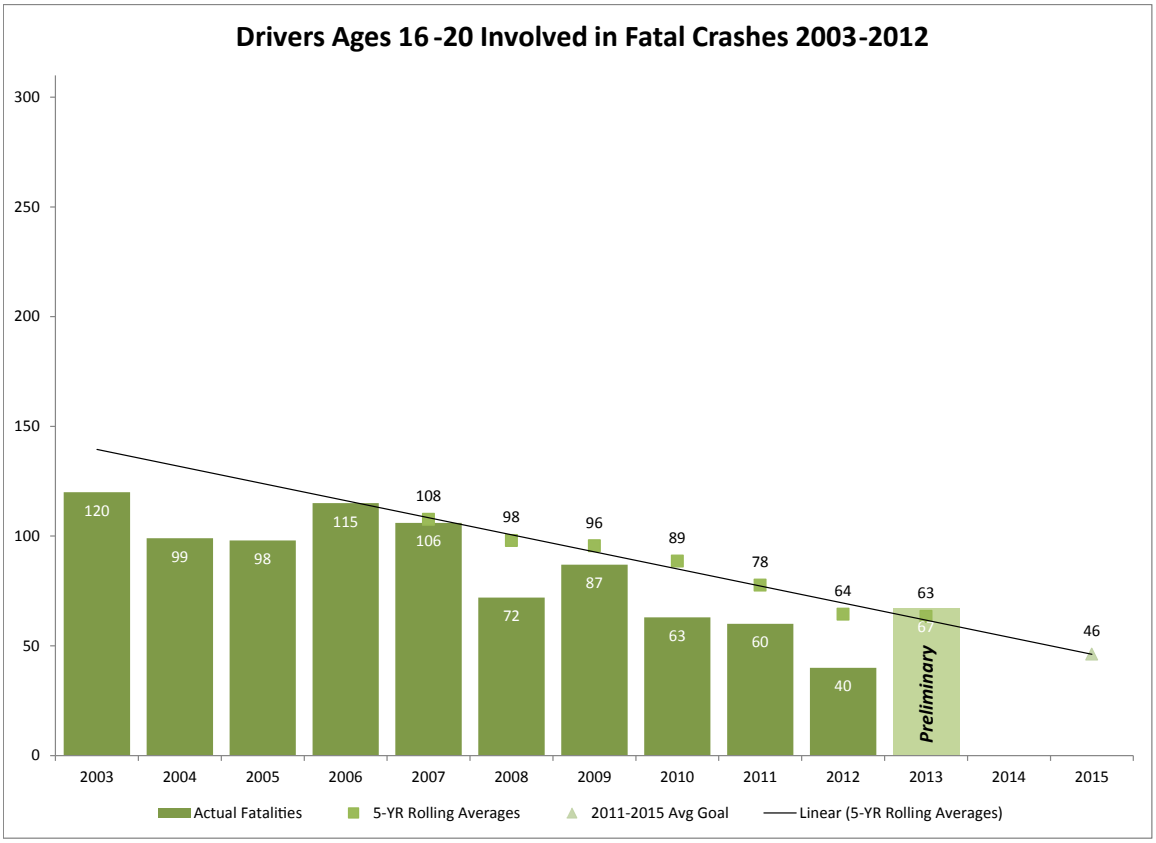
Washington continues to address new ways to increase safety for young drivers through licensing improvements, enforcement, education, and impaired driving prevention.

Performance Analysis

Drivers Ages 16-20 Involved in Fatal Crashes

Outcome Measure: Reduce the 2015 rolling average of drivers ages 16-20 involved in fatal collisions from the 2013 preliminary average of 63 to 46 by December 31, 2015 (-27 percent).

Preliminary Performance Report: In 2013, there were 67 drivers ages 16-20 involved in fatal collisions, achieving the HSP 2013 goal of 79 by 15.2 percent

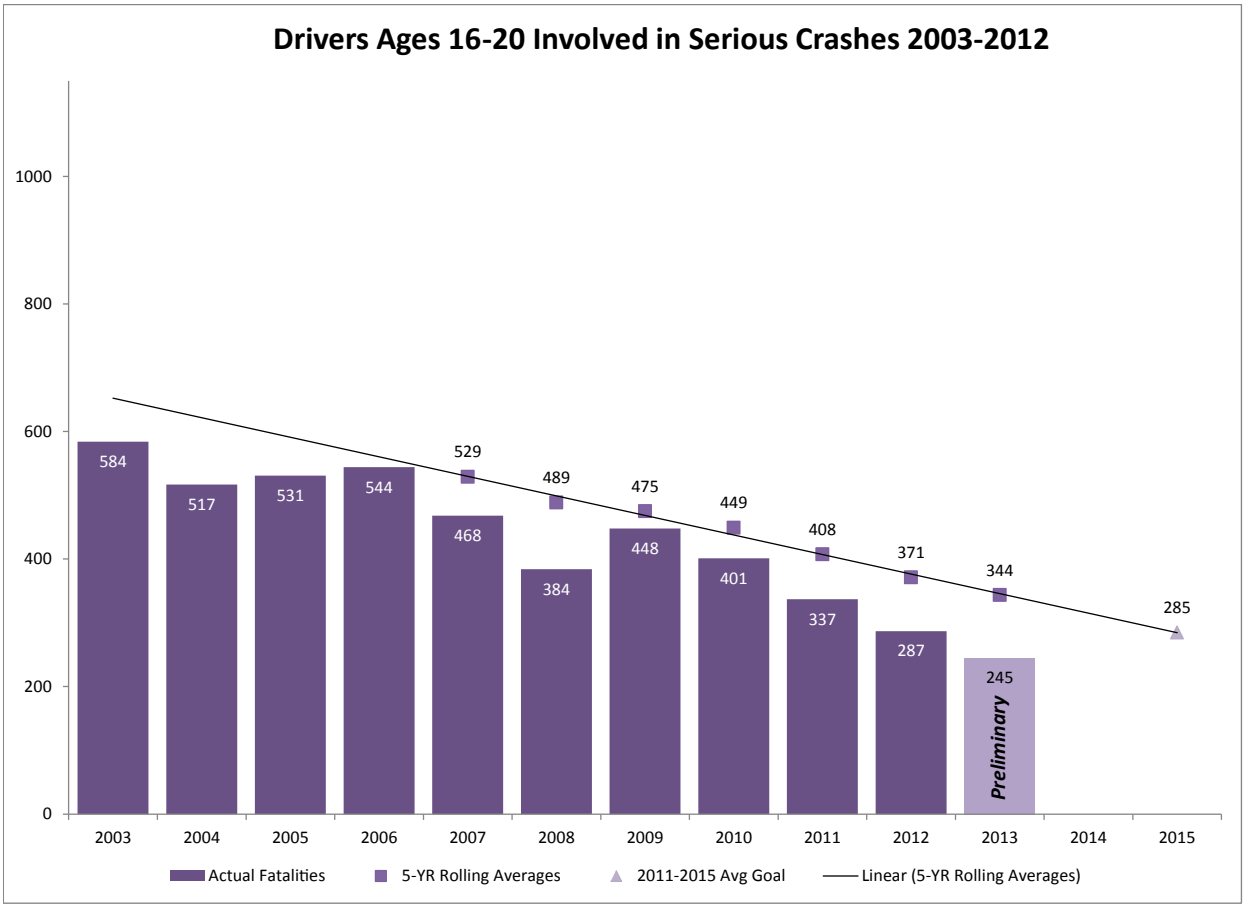


SOURCE: WA FARS

Drivers Ages 16-20 Involved in Serious Injury Crashes

Outcome Measure: Reduce the 2015 rolling average of drivers ages 16-20 involved in serious injury collisions from the 2013 preliminary average of 344 to 285 by December 31, 2015 (-17.2 percent).

Performance Report: New performance target set in 2014.

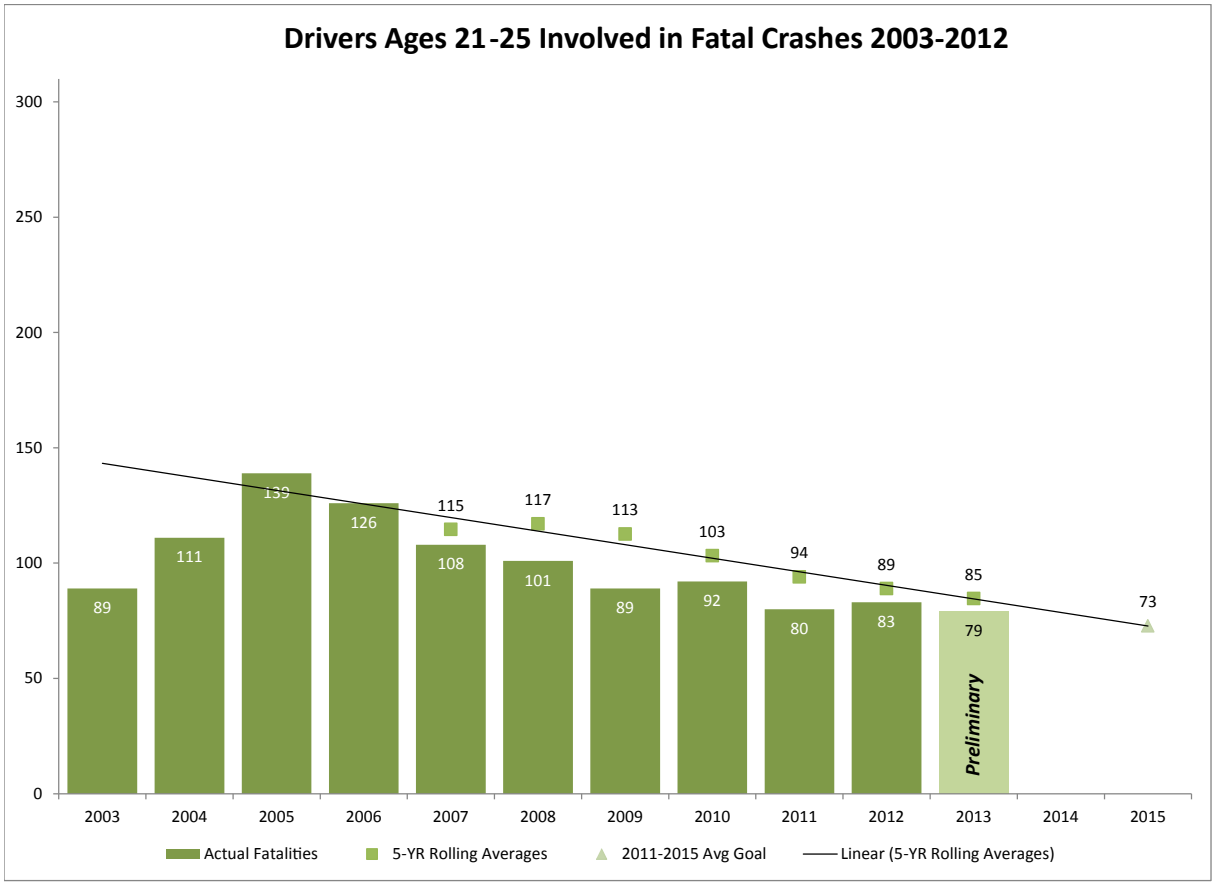


SOURCE: WSDOT

Drivers Ages 21-25 Involved in Fatal Crashes

Outcome Measure: Reduce the 2015 rolling average of drivers ages 21-25 involved in fatal collisions from the 2013 preliminary average of 85 to 73 by December 31, 2015 (-14.1 percent).

Performance Report: New performance target set in 2014.

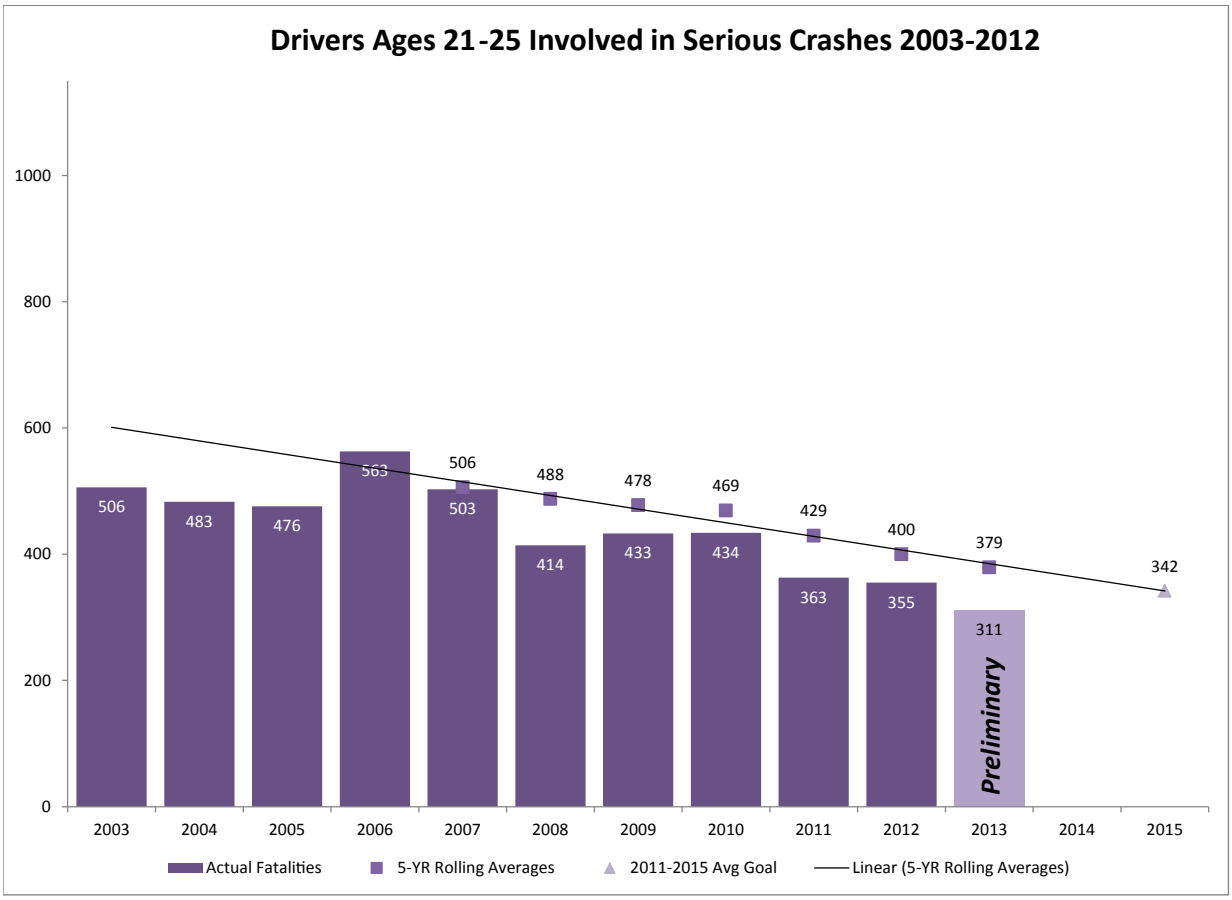


SOURCE: WA FARS

Drivers Ages 21-25 Involved in Serious Injury Crashes

Outcome Measure: Reduce the 2015 rolling average of drivers ages 21-25 involved in serious injury collisions from the 2013 preliminary average of 379 to 342 by December 31, 2015 (-9.8 percent).

Performance Report: New performance target set in 2014.



SOURCE: WSDOT

2015 Projects

Young Drivers Project

Grant Recipient	Federal Project #	Program Manager
Washington Traffic Safety Commission	CP15-13	Angie Ward

Through the guidance of the Young Driver Task Force and as its work is coordinated around the Results Washington Young Driver Initiative, funds will support tasks directly connected to strategies in the Young Driver section of the Target Zero Plan, including: supporting DOL efforts to improve driver education, testing, and the drivers guide, parental involvement, and high visibility enforcement focused on young driver safety.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
YD 2.4, 3.1, 3.5-3.6, 4.1	402	$50,000	$0

State Farm Young Driver Project

Grant Recipient	Project	Program Manager
Washington Traffic Safety Commission	State Farm	Jonna VanDyk

This project provides $500 in grants to student groups in high schools throughout the state. These student groups conduct peer-led educational activities that meet certain criteria around seatbelts, distracted driving, and impaired driving. In the last three years State Farm has provided WTSC approximately $200,000 for this purpose. In 2013, 99 high schools applied for and received grants through this cooperative project with State Farm.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
N/A	State Farm	$50,000	$0

Young Drivers Expenditure Summary

Project #	Project Title	Budget	Budget Source
CP15-03	Young Driver Project	$50,000	402
Total 402		**$50,000**	
State Farm	State Farm Young Driver Project	$50,000	State Farm-Local
Total 405b		**$50,000**	
Total All Funds		**$100,000**	

Distracted Driving

Overview and Background

Distracted Driving is any non-driving activity that diverts a driver's attention from driving. Distracted driving comes in three forms: visual, manual, and cognitive.

- Visual distractions take a driver's eyes off the road
- Manual distractions take the driver's hands off the steering wheel
- Cognitive distraction takes the driver's mind off the road

Driver distractions include activities such as cell phone use, texting, eating, drinking, smoking, adjusting internal controls, talking or interacting with passengers or animals, and using devices like GPS navigation systems.

Distracted driving is suspected to be greatly underreported in fatal and serious injury collisions, as information pointing to distraction is gathered through self-reporting, witness testimony, and evidence indicating distraction. Despite the data limitations, current trends and observations suggest distracted driving is a growing issue particularly among younger drivers. Efforts to curb distracted driving, focusing mainly on younger drivers, are increasing.

In 2010-2012, fatalities involving a distracted driver declined 16 percent (367) compared to 2007-2009 (437).

The distracted driving problem has proven to be difficult to track as a contributing factor in collisions. While every day we see drivers using cell phones or driving distracted in other ways, identifying distracted driving as the reason for a collision is not so easily detected. By the time investigators arrive at the scene, the distraction has passed or been put away. Surviving drivers rarely offer they ran off the road because they were talking on their phone, and independent witnesses or specific evidence is rarely available.

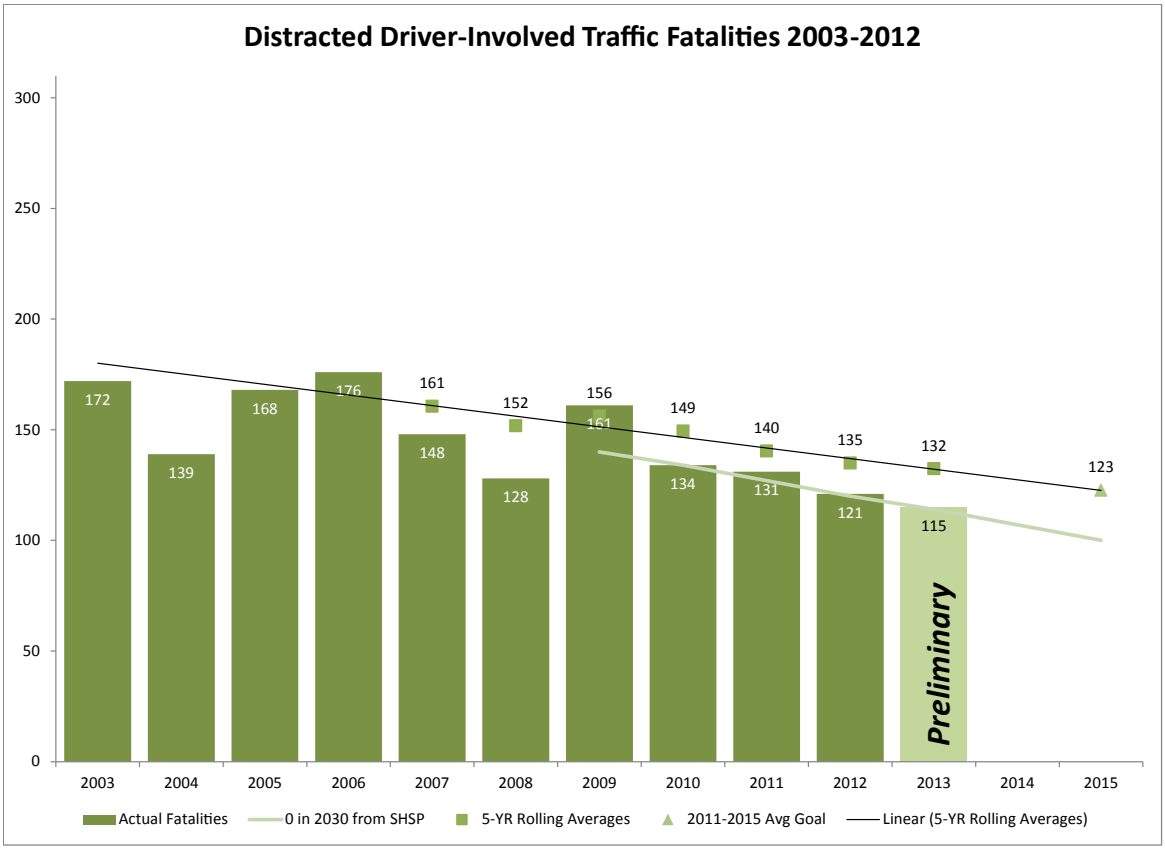
The data in the Performance Analysis section includes those collisions we know involved a distracted driver. However, we believe distracted driving is a much more significant cause of fatal and serious injury collisions than these numbers indicate. For this reason, distracted driving was elevated to a Level Two Target Zero priority.

Performance Analysis

Distracted Driver-Involved Fatalities

Outcome Measure: Reduce the 2015 rolling average of distracted driver involved fatalities from the 2013 preliminary average of 132 to 123 by December 31, 2015 (-6.8 percent).

Preliminary Performance Report: In 2013 there were 115 distracted driver involved fatalities, achieving the HSP 2013 goal of 126 by 8.7 percent.



SOURCE: WA FARS

FFY 2015 Projects

Distracted Driving Projects

Grant Recipient	Federal Project #	Program Manager
Washington Traffic Safety Commission	DD15-02	Angie Ward

The Distracted Driving Project will primarily fund HVE overtime for local law enforcement agencies to participate in one national mobilization with the goal of reducing distracted driving. This grant works in conjunction with the WSP Traffic Safety Block Grant. Paid advertising will be coordinated and purchased by the NHTSA. This grant works in conjunction with PT 15-02.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
DD 3.1	402	$195,000	$0

Grant Recipient	Federal Project #	Program Manager
Washington State Patrol	PT15-02	Angie Ward

This project will fund HVE overtime for WSP to participate in one national mobilization with the goal of reducing distracted driving. This grant works in conjunction with project DD15-02.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
DD 3.1	402	$60,000	$0

Grant Recipient	Federal Project #	Program Manager
Seattle & King County Public Health	M1*DD15-01	Angie Ward

Multi-jurisdictional, HVE addressing distracted driving will be coordinated by the North King County Target Zero Manager. Enforcement patrols will be preceded by a paid and earned media campaign. Law enforcement officers will support media outreach by providing interviews, quotes, and ride-along opportunities. The program will be assisted by community partners from local government, health and traffic safety organizations, schools, and local businesses to aid in developing educational resources and to increase message reach. Observed cell phone use (talking and texting) will be measured by the Harborview Injury Prevention & Research Center and by the WTSC's annual observation survey.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
DD 3.1	MAP21	$75,000	$0

Distracted Driving Expenditure Summary

Project #	Project Title	Budget	Budget Source
DD15-02	Distracted Driving Project	$195,000	402
PT15-02	WSP Block Grant: DD Patrol	$60,000	402
Total 402		**$255,000**	
M1*DD15-01	King Co. Distracted Driving Prevention	$75,000	405b
Total 405b		**$75,000**	
Total All Funds		**$330,000**	

Traffic Records

Overview and Background

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

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

- Traffic fatalities (WTSC)
- All collisions (WSDOT)
- Citation/adjudication information (Washington Administrative Office of the Courts)
- Licensed drivers and registered vehicles (Washington DOL)
- Commercial motor vehicles (Washington DOL, WSP, WSDOT)
- Injury surveillance systems (Washington Department of Health)
- Roadway information (WSDOT)
- Location information via Geographic Information Systems (Various Agencies)

These records are used to make up Washington's traffic records system. Each component of this system 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.

Washington's Traffic Records Committee

The Washington Traffic Records Committee (TRC) is a partnership of federal, state, local, and tribal stakeholders from transportation, law enforcement, criminal justice, injury surveillance, and health. This statewide stakeholder forum was created to foster collaboration and to facilitate the planning, coordination, and implementation of projects to improve the state's traffic records system.

Performance Measures

Measure	Baseline	Actual
1. **Crash – Timeliness** The average number of days from the time of a collision until data is available in the statewide database for analysis and reporting (WSDOT).	**7/2012-6/2013**	**7/2013-5/2014**
	148 Days	33 Days

Measure	Baseline	Actual
2. **Roadway – Completeness** The percent of statewide public road miles identified on the state's basemap (WSDOT).	**6/2013**	**6/2014**
	61% (51,339 of 83,878 public road miles)	86% (70,898 of 82,447 of public road miles

FFY 2015 Projects

Traffic Records Projects

Washington Traffic Safety Commission Research & Data Division

Grant Recipient	Federal Project #	Program Manager
Washington Traffic Safety Commission	TR15-02	Staci Hoff

Washington's Target Zero Plan is data driven. The Research and Data Division of the Washington Traffic Safety Commission seeks to provide customers timely, accurate, and appropriate access to data. Staff uses this data to identify emerging traffic safety trends, conduct research and analysis, and evaluate the effectiveness of various traffic safety countermeasure projects. This research and analytical support for traffic safety professionals statewide is vital to achieve the Target Zero vision. These funds cover the costs of conducting the statewide seatbelt and distracted driving observation surveys and adding additional questions on the Behavioral Risk Factor Surveillance Survey.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
TDS 3.4; OP 3.3	402	$140,000	$0

Traffic Records Committee Projects

Grant Recipient	Federal Project #	Program Manager
Washington Traffic Safety Commission	M3DA15-01	Debi Besser

This Traffic Records Grant is a package of 23 projects, approved by the Washington TRC, that support improvements in Washington State's six traffic-related data systems - Crash, Roadway, Vehicle, Driver, Citation & Adjudication, and Injury Surveillance.

Sub-grantee	Project Description	Amount
WASPC	Hardware Acquisition (scanners, printers) for Local Law Enforcement	$155,000
WASPC	Local Law Enforcement SECTOR implementation support	$30,000
Johansen Collision Consulting	SECTOR training administrators	$50,000

Grant Recipient Washington Traffic Safety Commission	Federal Project # M3DA15-01	Program Manager Debi Besser

Sub-grantee	Project Description	Amount
WSP ITD	SECTOR enhancements, based on eTRIP Governance Team priorities	$180,000
WTSC	Data Integration Team – linking datasets	$115,000
WTSC	Technical assistance and training	$30,000
WTSC	Geospatial analysis of statewide fatality & serious injury collision data	$85,000
WTSC	SECTOR prosecutor training	$40,000
WTSC	Emerging traffic records projects	$40,000
WTSC	FARS maintenance	$40,000
WTSC	Projects to address priorities identified in the 2014 Traffic Records Program Assessment	$140,300
CRAB	CRAB Mobility Systemic Safety Project selection	$94,500
Seattle PD	SECTOR implementation	$15,000
DOH Public Health Lab	Statewide emergency department data system	$101,200
DOH Community Health Systems	WEMSIS enhancements	$134,000
WSDOT	Collision data portal	$100,000
WSP ITD	SECTOR law table for municipalities	$50,000
WSDOT and CRAB	Roadway data system integration phase I: Planning and requirements	$112,000
WSDOT	Intersection data enhancement	$150,000
WTSC	Part II SECTOR Sustainability Study	$25,000

Grant Recipient Washington Traffic Safety Commission	Federal Project # M3DA15-01	Program Manager Debi Besser	
Projects carried forward from previous Fiscal Year			
WSP Toxicology Lab	Online Toxicology Case Submission & Reporting Portal		$36,000
WTSC	Washington Traffic Records Strategic Plan Update		$50,000
WTSC	TRC Website Revision		$60,000
SHSP (Target Zero Plan) Links TR 1.1-1.3, 1.6, 3.1, 3.2, 3.4, 4.1, 4.2	Fund Source MAP21	Amount Approved $1,833,000	Benefit to Local $0

Traffic Records Expenditure Summary

Project #	Project Title	Budget	Budget Source
TR15-02	WTSC Research & Data Division	$140,000	402
Total 402		**$140,000**	
MSDA15-01	Traffic Records Committee Projects	$1,833,000	405c
Total 405c		**$1,833,000**	
Total All Funds		**$1,973,000**	

Occupant Protection

Overview and Background

Washington has one of the most successful seat belt promotional efforts in the nation. Since the adoption of "Click It or Ticket" and the primary enforcement seat belt law in 2002, Washington has consistently had one of the highest rates of seat belt use in the country. Strong support from the law enforcement community and aggressive efforts to publicize seat belt patrols has saved lives and reduced injuries.

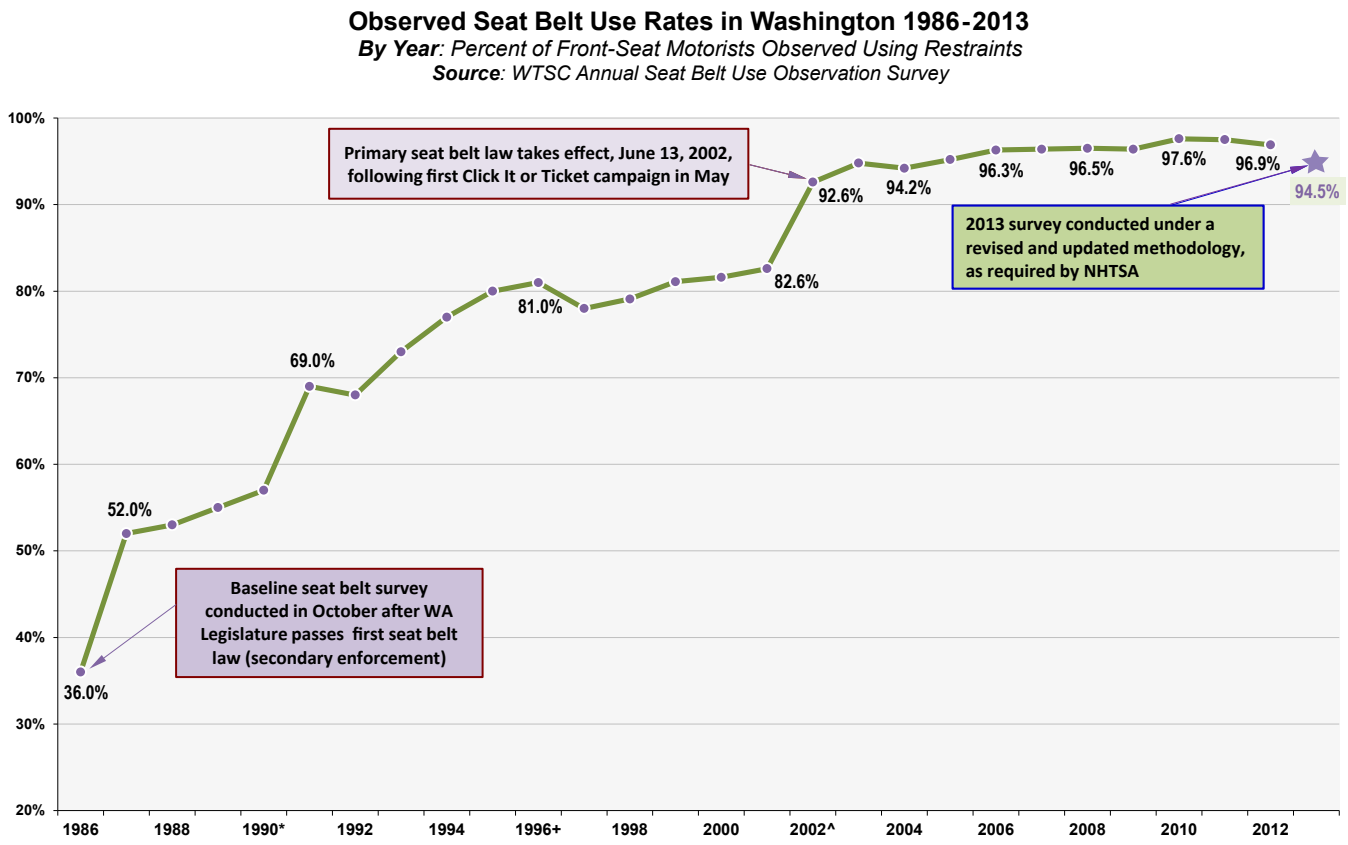
Fatalities and serious injuries resulting from unrestrained vehicle occupants have been steadily declining. In 2009-2011, unrestrained vehicle occupant fatalities decreased by 29.7 percent and serious injuries decreased by 14.8 percent, compared with 2006-2008. The declines in unrestrained vehicle passenger fatalities and serious injuries have been consistently occurring since the primary seat belt law was passed in 2002. Despite these gains, the majority of unrestrained vehicle occupant deaths are coupled with other high risk behaviors, such as impairment and speeding. In 2009-2011, impairment was a factor in 71 percent of unrestrained vehicle occupant deaths, and speeding contributed to 48 percent. Combined, speeding and impairment together contributed to 38 percent of these deaths.

Efforts to promote seat belt use in Washington began with education and advertising promotions, such as the 1968 Buckle Up for Safety Campaign sponsored by the National Safety Council. With the 1986 passage of the secondary seat belt law, efforts were undertaken to measure and document seat belt use in the state. This first survey showed seat belt use in 1986 at an abysmal 36 percent. The observational survey has been repeated every year since, rigorously following this same sample design and methodology, with the most current use rate at 94.5 percent, a number that many said, in earlier years, simply could not be achieved.

In 1971, the federal government established minimum standards for child safety seats to reduce the number of children killed and severely injured in motor vehicle crashes. Washington's child passenger safety law was originally adopted in 1983 and has undergone numerous modifications and upgrades. According to the current law, children must ride in correct child restraints up to age eight or 4'9" tall, whichever comes first.

Washington's child passenger safety program is under the supervision of a project manager housed at the Bonney Lake Police Department. Under this supervision, a grant process has been established and utilized to support child passenger safety efforts at the local level. This funding is available to a qualifying school, government agency or 501(c)3 nonprofit that provides child passenger safety efforts intended to reduce the number of fatalities and serious injuries to children resulting from traffic crashes on Washington roads. This program also improves retention and recruitment of nationally certified child passenger safety technicians (CPSTs) and support of statewide child restraint inspection stations. The project manager provides consistent communication of opportunities for CPST courses, continuing education unit training opportunities, available resources for conducting required seat sign-offs for recertification, and funding to accomplish these activities.

Performance Analysis



-Based on daytime sampling from 19 counties (through 2012);
2013 survey includes new sample of 21 counties. Rates adjusted by weighting.
***Survey only partially completed in 1990.**
+ Franklin County added in 1996 to account for increased Hispanic population.
^Primary seat belt law became effective on June 13, 2002.

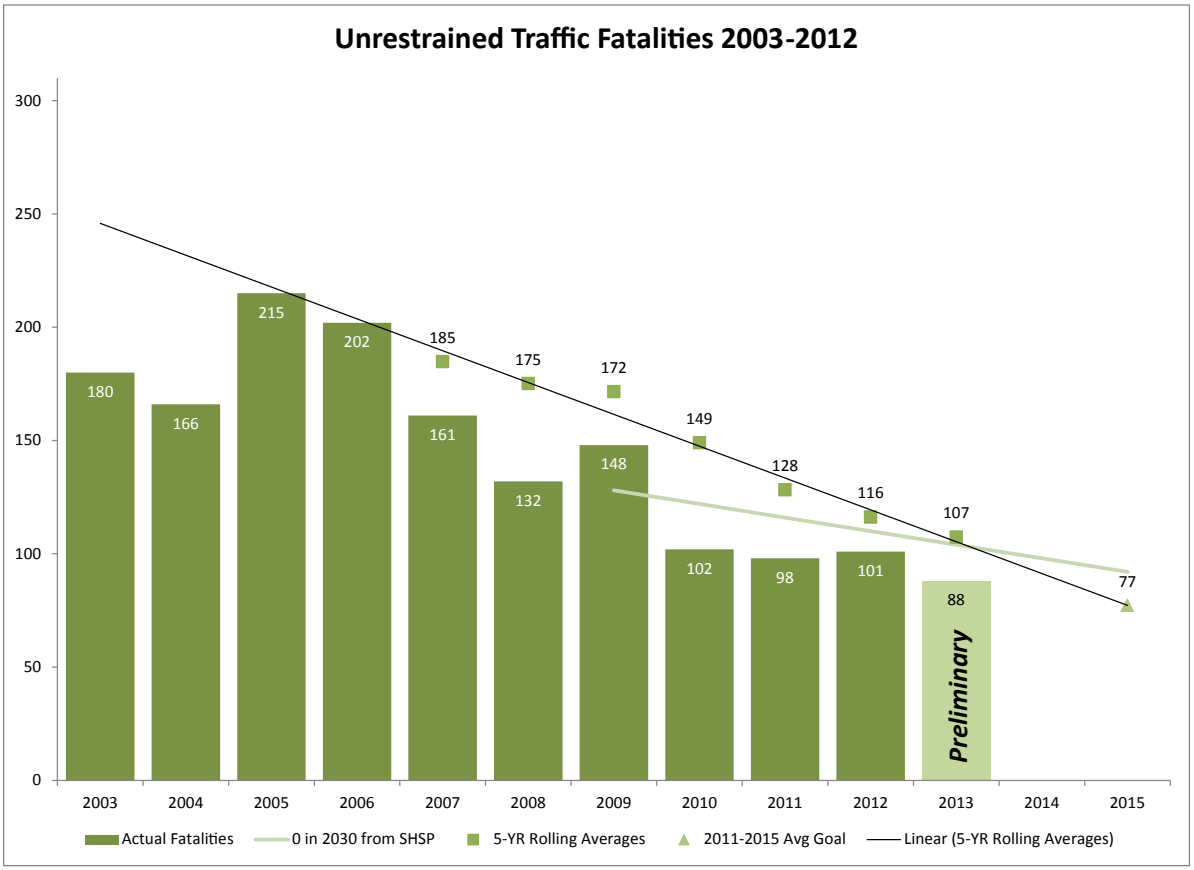
NOTE: In 2013, WTSC implemented a new methodology for conducting the seat belt observation survey. This change in methodology was a requirement of all states, directed by NHTSA, and this resulted in an entirely new selection of survey sites, as well as the addition of approximately 50 sites. The weighting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

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

Unrestrained Traffic Fatalities

Outcome Measure: Reduce the 2015 rolling average of unrestrained passenger fatalities from the 2013 preliminary average of 107 to 77 by December 31, 2015 (-28 percent).

Preliminary Performance Report: In 2013, there were 88 unrestrained passenger fatalities, missing the HSP 2013 goal of 48 by 83.3 percent.

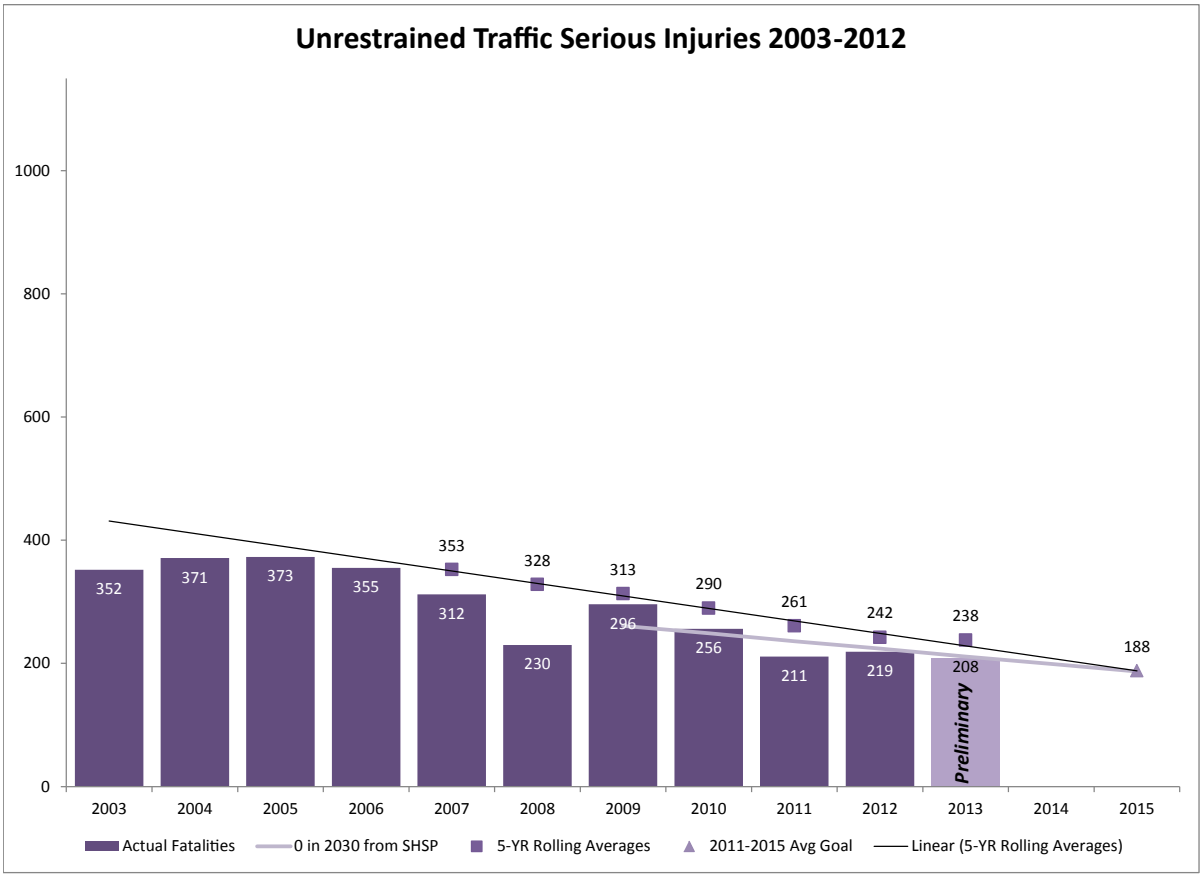


SOURCE: WA FARS

Unrestrained Traffic Serious Injuries

Outcome Measure: Reduce the 2015 rolling average of unrestrained passenger serious injuries from the 2013 average of 238 to 188 by December 31, 2015 (-21 percent).

Performance Report: New performance target set in 2014.



SOURCE: WSDOT

FFY 2015 Projects

High Visibility Enforcement Projects

Grant Recipient	Federal Project #	Program Manager
Washington Traffic Safety Commission	M1HVE15-01	Angie Ward

The seat belt mobilization project funds overtime for WSP to participate in the statewide seat belt mobilization with the goal of increasing restraint use and reducing vehicle occupant fatalities and serious injuries. This grant works in concert with the local law enforcement agencies' project, M1HVE15-02, and is dependent upon the media support outlined in projects K2PM15-01, M1*PM15-01, and CP15-05.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
OP 1.2-1.4	405b	$133,500	$0

Grant Recipient	Federal Project #	Program Manager
Washington Traffic Safety Commission	M1HVE15-02	Angie Ward

The seat belt mobilization project funds overtime for local law enforcement agencies to participate in the statewide seat belt mobilization with the goal of increasing restraint use and reducing vehicle occupant fatalities and serious injuries. This grant works in concert with the WSP Mobilization project, M1HVE15-01, and is dependent upon the media support outlined in projects K2PM15-01, M1*PM15-01, and CP15-05.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
OP 1.2-1.4	405b	$130,000	$0

Grant Recipient	Federal Project #	Program Manager
Washington Traffic Safety Commission	K2PM15-01, M1*PM15-01	Erica Stineman

The communications goal for mobilizations is to reach the identified primary target demographic. As part of a Proven Strategy, this grant would fund paid media as a component of the seat belt High Visibility Enforcement campaign. Paid will media include television, radio and online ads, and outdoor billboards.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
OP 1.1-1.4	402, 405b	$300,000	$0

Child Passenger Safety Project

Grant Recipient	Federal Project #	Program Manager
Bonney Lake Police Department	M1CPS15-01	MJ Haught

The Statewide Child Passenger Safety Program will maintain and support an active network of child restraint inspection stations, maintain a sufficient number of child passenger safety technicians, and increase driver awareness and enforcement of Washington's child restraint laws.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
OP 3.1, 3.5, 4.1-4.2	405b	$264,500	$0

Occupant Protection Expenditure Summary

Project #	Project Title	Budget	Budget Source
K2PM15-01	Seat Belt Paid Media	$80,000	402
Total 402		**$80,000**	
M1CPS15-01	Child Passenger Safety: Bonney Lake Police Dept.	$264,500	405b
M1HVE15-01	Seat Belt Mobilization: WSP Overtime	$133,500	405b
M1HVE15-02	Seat Belt Mobilization: Local LE Overtime	$130,000	405b
M1*PM15-01	Seat Belt Paid Media	$220,000	405b
Total 405b		**$748,000**	
Total All Funds		**$828,000**	

Motorcycles

Overview and Background

Motorcyclist fatalities have not been declining like other traffic fatalities in Washington. This mirrors a national trend. In our state, motorcycles make up just 4 percent of the registered vehicles, but have accounted for 16 percent of the traffic fatalities (2009-2013 average). On a positive note, endorsements have increased considerably and motorcycle training prior to obtaining an endorsement has increased as well. However, with the growing numbers of riders on the road, reducing the number of motorcyclist fatalities is an uphill challenge.

Year	Total Traffic Fatalities	Motorcylist Fatalities	Percentage of Total
2009	492	68	14%
2010	460	68	15%
2011	454	70	15%
2012	438	82	19%
2013 (Preliminary)	440	73	17%

Speeding and impairment continue to be the major contributing factors in motorcyclist crashes. Speeding was involved in over half of all motorcyclist fatalities in 2011-2013 with most fatalities in the male population, and alcohol impairment was involved in 25 percent of fatalities.

Motorcyclists are the only group where drug impairment, involved in nearly one-third of fatalities, exceeds alcohol impairment. Drug tests are usually conducted on all drivers involved in the fatal crash. Drugs are harder to screen for and often go undetected in non-fatal collisions and routine stops. With the passage of I-502, Washington is already seeing an increase in drivers under the influence of marijuana. This means one in four motorcyclists killed on our roads were under the influence of alcohol, drugs, or both.

Motorcycle Laws

Endorsement is required in Washington to ride a motorcycle. Endorsed riders have fewer infractions and are less likely to be involved in fatal collisions when compared to unendorsed riders. Two methods are available to become endorsed: 1) successfully complete a motorcycle safety course at an approved training school, or 2) pass the knowledge and riding skills test. The traffic safety community prefers riders complete a training course.

In 2007 legislation was passed to strengthen the likelihood riders would be endorsed. The law allows law enforcement to impound unendorsed riders' bikes when they have been pulled over for a routine traffic stop. The result in 2007 was a dramatic increase in new riders taking training courses on their path to endorsement.

Compared to the number of endorsed riders by age group, young riders represent a higher proportion of fatalities, but a much smaller proportion of endorsed riders. Experienced riders are predictive in fatal crashes. On average, approximately 30-40 percent of motorcyclist fatalities are untrained, unendorsed riders.

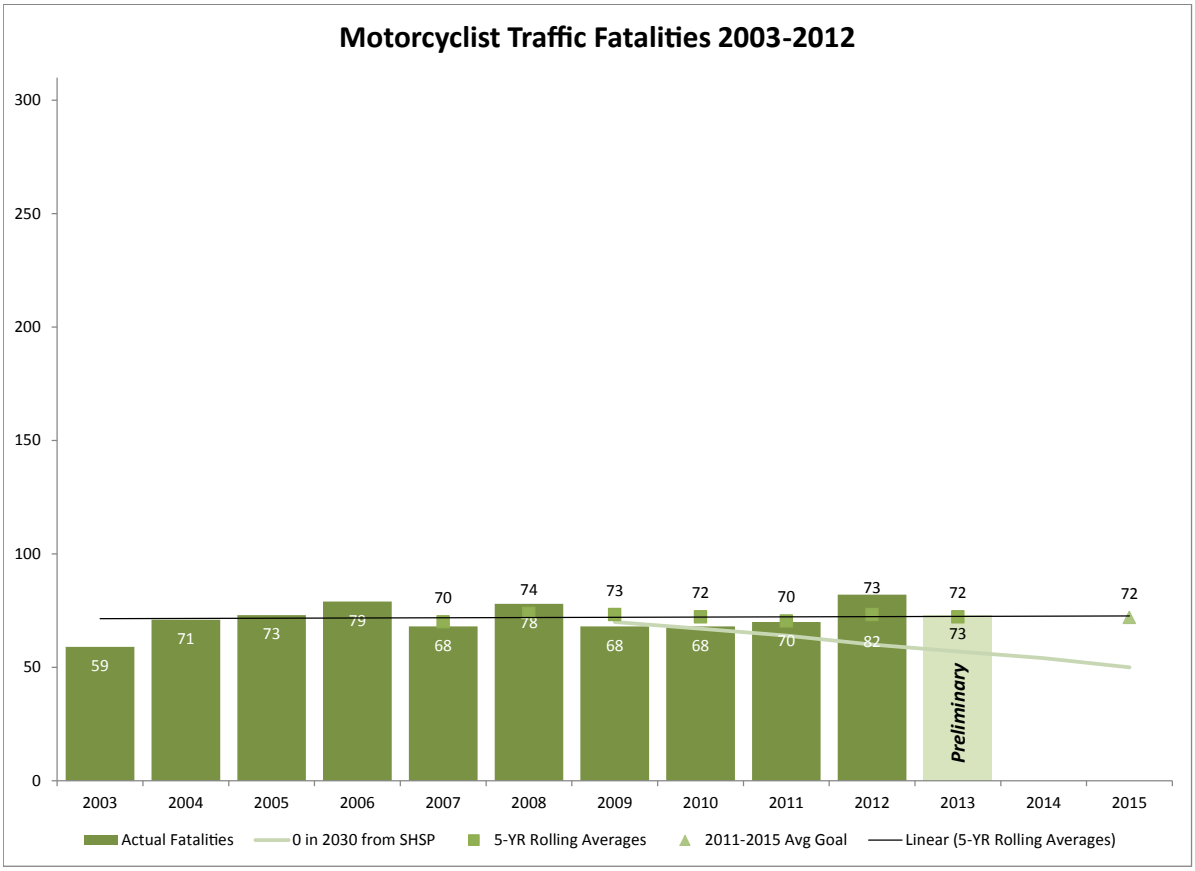
Approximately 75 percent of fatalities involve: riders with fewer than two years' experience, unendorsed riders, or riders with unknown experience levels.

Performance Analysis

Motorcyclist Fatalities

Outcome Measure: Maintain or reduce the 2015 rolling average of motorcyclist fatalities from the 2013 preliminary average of 72.

Preliminary Performance Report: In 2013, there were 73 motorcyclist fatalities, missing the HSP 2013 goal of 60 by 21.7 percent. Among the motorcyclist fatalities, 6 were Unhelmeted, missing the HSP 2013 goal of 2 by 200 percent.

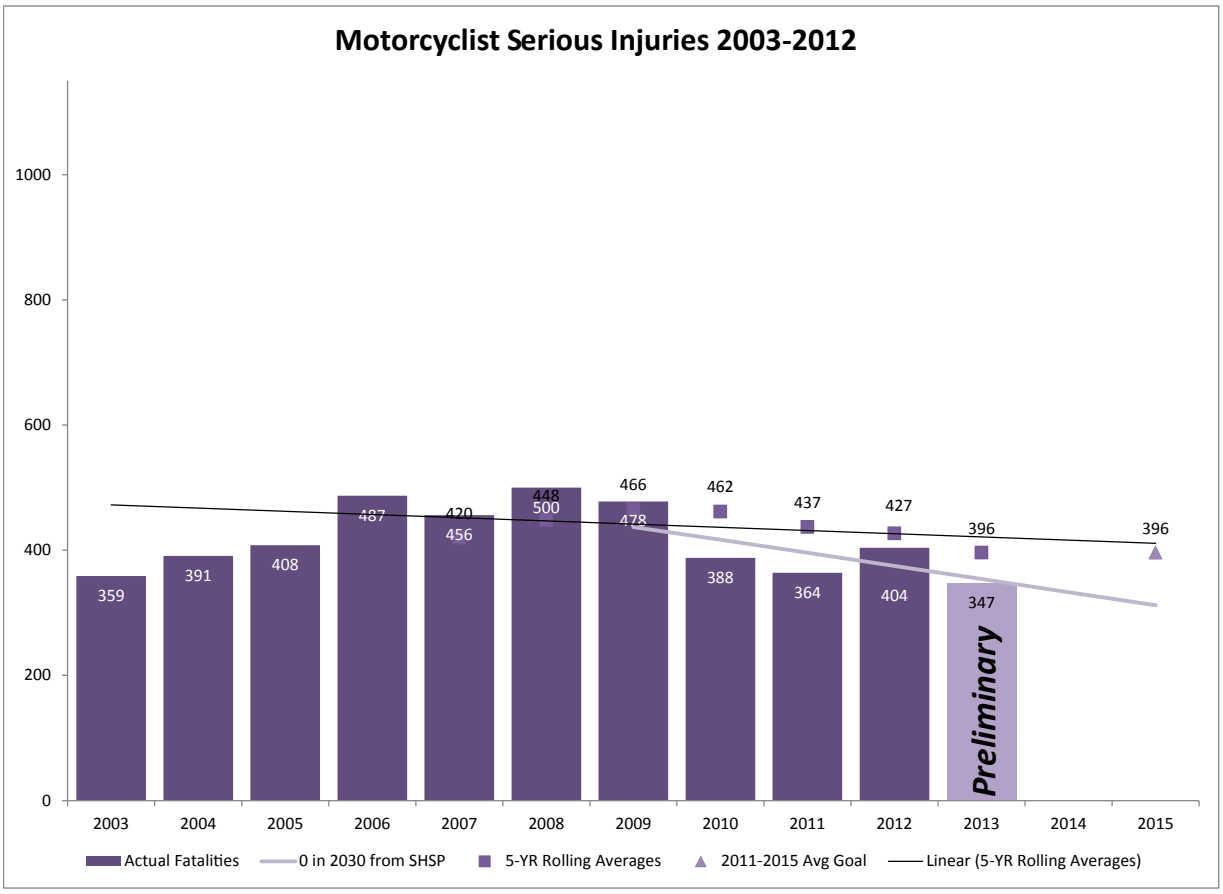


SOURCE: WA FARS

Motorcylist Serious Injuries

Outcome Measure: Maintain or reduce the 2015 rolling average of motorcyclist serious injuries from the 2013 preliminary average of 396.

Performance Report: New performance target set in 2014.



SOURCE: WS DOT

FFY 2015 Projects

Motorcycle Safety Training, Education, and Awareness Projects

Grant Recipient	Federal Project #	Program Manager
Department of Licensing	M9MT15-01	Mark Medalen

DOL administers the Washington Motorcycle Safety Program responsible for providing rider training and education programs throughout the state to increase motorcycle safety on Washington's roads. Training and motorist awareness programs are implemented following the NHTSA recommendations and funding eligibility.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
MC 1.1-1.2, 1.4-1.5, 1.7, 6.1	MAP21	$89,800	$0

Grant Recipient	Federal Project #	Program Manager
Washington Traffic Safety Commission	MC15-02	Mark Medalen

This grant will follow the data and address those motorcycle safety issues and crash-contributing factors not covered by NHTSA 2010 funding regulations. These issues include impaired riding, speeding, rider awareness, and messaging, and they will be addressed through education (program branding and messages) and law enforcement.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
MC 1.1-1.2, 1.4-1.7, 2.2- 2.3, 5.2-5.3, 6.1; ID 1.1-1.3, 5.1; SP 1.1-1.2, 3.1-3.2, 3.6	402	$200,000	$0

Motorcycles Expenditure Summary

Project #	Project Title	Budget	Budget Source
MC15-02	WTSC Motorcycle Safety Program	$200,000	402
Total 402		**$200,000**	
M9MT15-01	Dept. of Licensing Motorcycle Safety Training	$89,800	405f
Total 405f		**$89,800**	
Total All Funds		**$289,800**	

Pedestrians & Bicycles

Overview and Background

Pedestrians

In 2009-2011, there were 193 pedestrian fatalities and 869 serious injuries, accounting for 13.7 percent of traffic fatalities and 12 percent of serious injuries. The rate of decrease has been slower for pedestrian fatality and serious injury collisions than overall fatalities and serious injuries.

Between 2009 and 2011, pedestrian fatalities decreased by 2.5 percent compared to 2006-2008, while overall traffic fatalities decreased by 18.5 percent. Likewise, serious injuries to pedestrians decreased by 4.2 percent during the same period, while serious injuries overall decreased by 11.4 percent.

Improving environmental conditions for walking and biking can decrease fatal and serious injury collisions across the state. When looking at behavioral factors in pedestrian traffic fatalities, we find only one proven strategy in Target Zero, implementing pedestrian safety zones: Targeting geographic locations and audiences with pedestrian crash concerns with education, enforcement, and engineering countermeasures.

Walking is a critical component of our transportation system, and keeping pedestrians safe is a priority. Almost everyone is a pedestrian at one time or another—going to school or work, running errands, recreating, and connecting with transit or other services. Walking can improve the quality of life by reducing traffic congestion, improving personal health, and reducing the release of pollutants into the environment. For some without access to vehicles, particularly children and older citizens, walking is a necessity. Creating livable communities with safe walk options for all citizens is important.

Bicycles

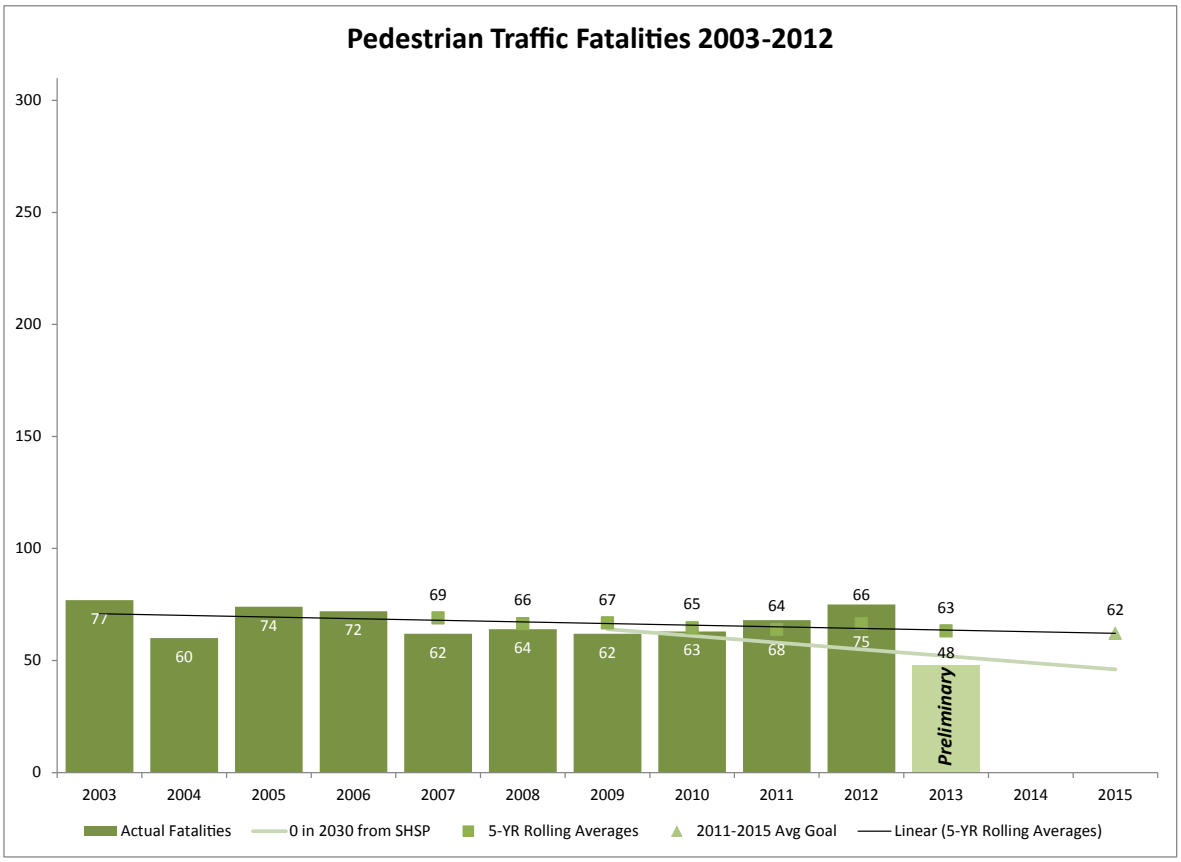
From 2009 to 2011, there were 26 fatal traffic collisions involving bicyclists (1.7 percent of the total) and 339 serious injury collisions (4.7 percent of the total).

Performance Analysis

Pedestrian Traffic Fatalities

Outcome Measure: Reduce the 2015 rolling average of pedestrian fatalities from the 2013 preliminary average of 63 to 62 by December 31, 2015 (-1.6 percent).

Preliminary Performance Report: In 2013, there were 48 pedestrian fatalities, achieving the HSP 2013 goal of 57 by 15.5 percent.

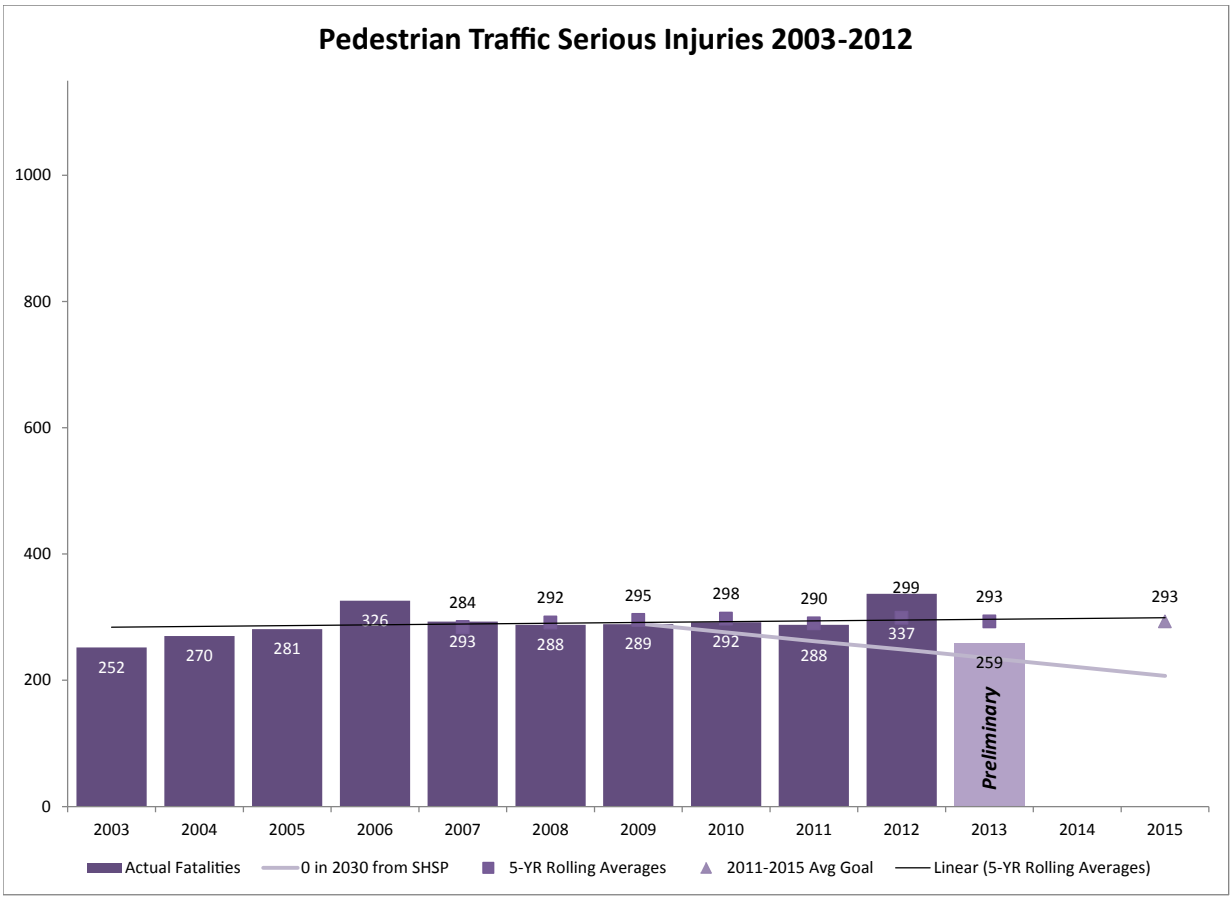


SOURCE: WA FARS

Pedestrian Traffic Serious Injuries

Outcome Measure: Maintain or reduce the 2015 rolling average of pedestrian serious injuries from the 2013 preliminary average of 293.

Performance Report: New performance target set in 2014.

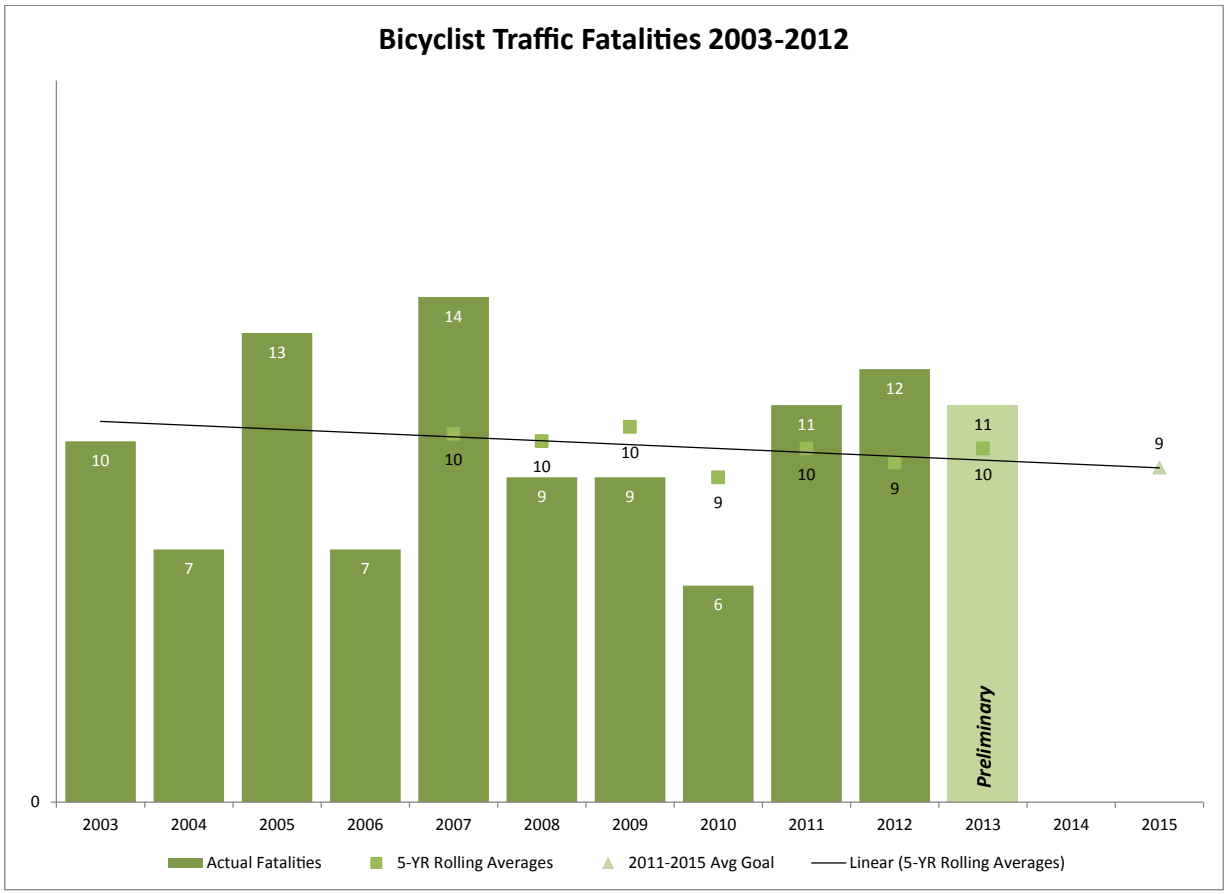


SOURCE: WS DOT

Bicyclist Traffic Fatalities

Outcome Measure: Reduce the 2015 rolling average of bicyclist fatalities from the 2013 preliminary average of 10 to 9 by December 31, 2015 (-10 percent).

Performance Report: New performance target set in 2014.

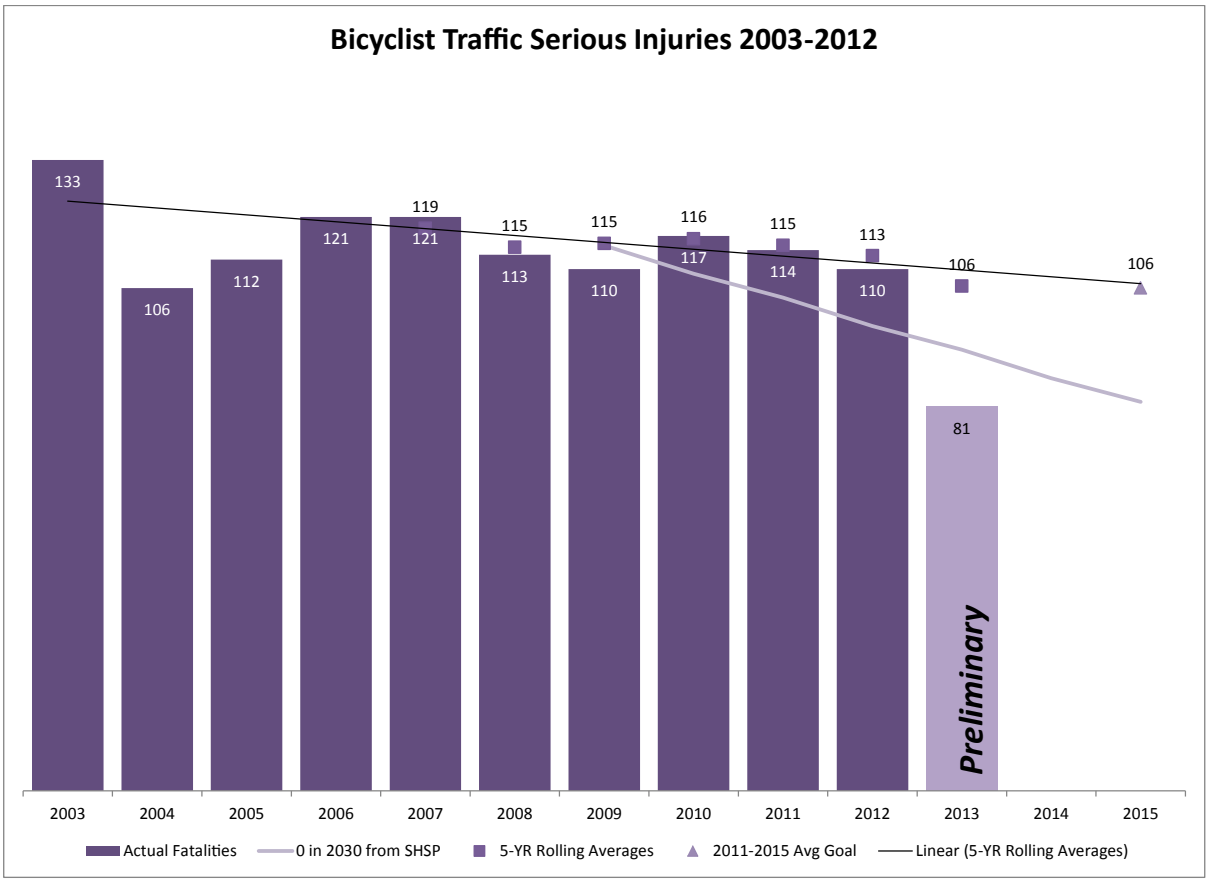


SOURCE: WA FARS

Bicyclist Traffic Serious Injuries

Outcome Measure: Maintain or reduce the 2015 rolling average of bicyclist fatalities from the 2013 preliminary average of 106.

Performance Report: New performance target set in 2014.



SOURCE: WS DOT

FFY 2015 Projects

Pedestrian Safety Projects

Grant Recipient	Federal Project #	Program Manager
Seattle Department of Transportation	PS15-02	MJ Haught

The Seattle Department of Transportation will continue, for a second year, the proven strategy of Pedestrian Safety Zones, combining education, enforcement, and engineering countermeasures with locations based on data. These funds will be used for law enforcement overtime, design work, and printing of educational materials supporting the enforcement.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
PED 1.1-1.2, 2.1-2.2	402	$65,000	$65,000

Grant Recipient	Federal Project #	Program Manager
Snohomish County DUI & Target Zero Task Force	PS15-03	MJ Haught

The Snohomish County DUI & Target Zero Task Force will use the funds to implement the proven strategy of Pedestrian Safety Zones, combining education, enforcement, and engineering countermeasures with locations based on data. These funds will be used for law enforcement overtime and educational materials supporting the enforcement.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
PED 1.1-1.3, 2.1-2.2	402	$50,000	$50,000

School Zone Safety Project

Grant Recipient	Federal Project #	Program Manager
Washington Traffic Safety Commission	N/A	MJ Haught

These grant funds are collected from tickets issued in marked school zones throughout Washington. Fines are doubled for school zone violations, with half of the fine deposited in the School Zone Safety Account to be allocated to projects that enhance school zone safety. These funds are provided to elementary and middle schools to purchase flashing beacons to show designated school zones. Funds are also used by local law enforcement to purchase equipment for use when enforcing speeds in school zones. Additionally, elementary and middle schools may apply for mini grants each fiscal year for equipment for their crossing guard teams.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
PED 4.1, 4.3	State	$600,000	$0

Cooper Jones Project (RCW 43.59.150)

Grant Recipient	Federal Project #	Program Manager	
Cooper Jones Committee	PS15-04	MJ Haught	
These funds are made available in cooperation with stakeholders and independent representatives to promote bicycle and pedestrian safety, meeting the requirement of RCW 43.59.150.			
SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
N/A	402	$2,000	$0

Pedestrian and Bicycle Expenditure Summary

Project #	Project Title	Budget	Budget Source
PS15-02	Seattle Pedestrian Safety Education & Enf. Project	$ 65,000	402
PS15-03	Snohomish Co. Pedestrian Protection Project	$ 50,000	402
PS15-04	Cooper Jones	$ 2,000	402
Total 402		**$ 117,000**	
School Zone	School Zone Safety Project	$ 600,000	State - SZ
Total School Zone		**$ 600,000**	
Total All Funds		**$ 717,000**	

Roadway & Engineering

Overview and Background

From 2011-2013, about 40 percent of all fatal collisions and nearly one-third of all serious injuries involved vehicles leaving the road. Speeding and impairment remain the most frequent contributors in run-off-the-road collisions. Keeping vehicles on the road and reducing the impacts when they leave the road are keys in reducing run-off-the-road fatalities and serious injuries.

Over half of all fatal and serious injury run-off-the-road collisions occurred in horizontal curves. Addressing curves, a small part of the overall roadway system, can be one of the best ways to reduce run-off-the-road collisions.

While declining at a rate similar to overall fatalities and serious injuries, intersection related collisions have been elevated to the Priority Level One. This is primarily due to the number of serious injuries occurring at intersections. From 2011-2013, approximately one-third of all serious injuries (2,176) and one-fifth of fatalities (250) were intersection related.

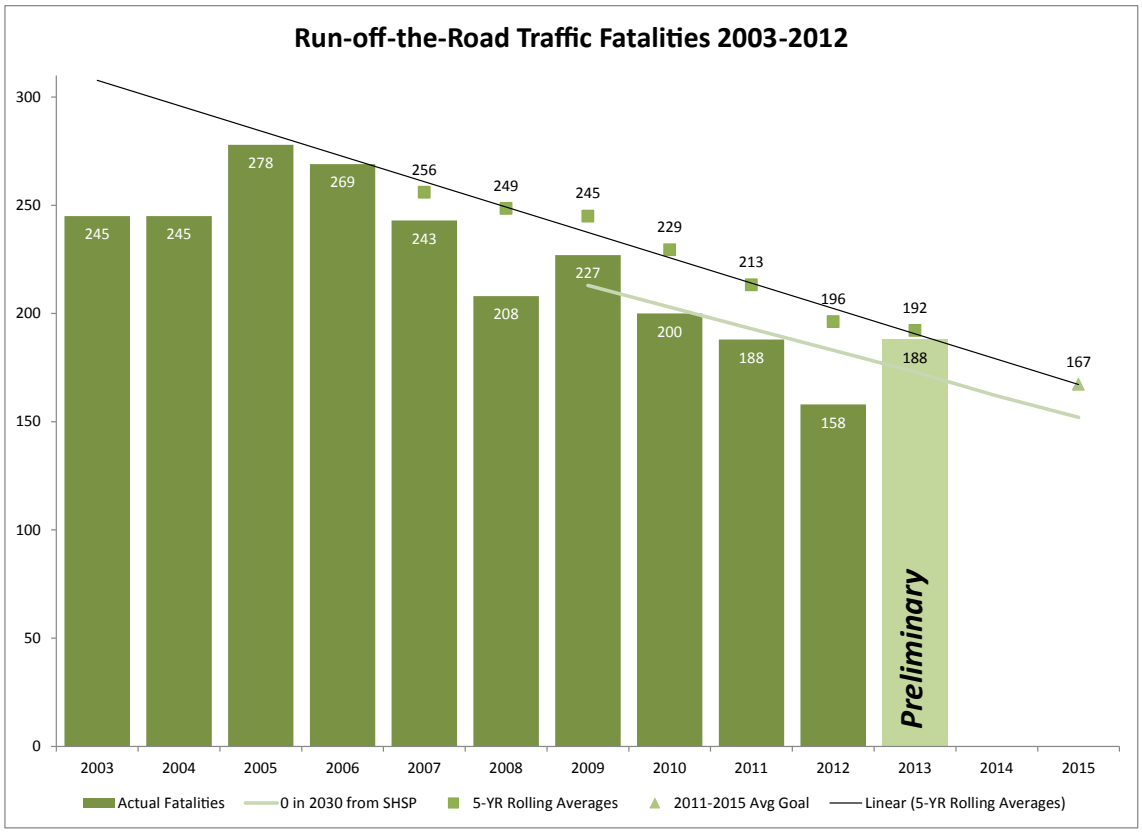
Nearly half of fatal and serious injury collisions at intersections came from "T-bone" and "left turn" angle collisions. One-fifth were from pedestrians being hit. Implementing current intersection safety technologies, including roundabouts and flashing yellow arrows, while also focusing on pedestrian safety, will help to achieve Target Zero for intersection related collisions.

Performance Analysis

Run-off-the-Road Traffic Fatalities

Outcome Measure: Reduce the 2015 rolling average of run-off-the-road fatalities from the 2013 preliminary average of 192 to 167 by December 31, 2015 (-13 percent).

Performance Report: New performance target set in 2014.

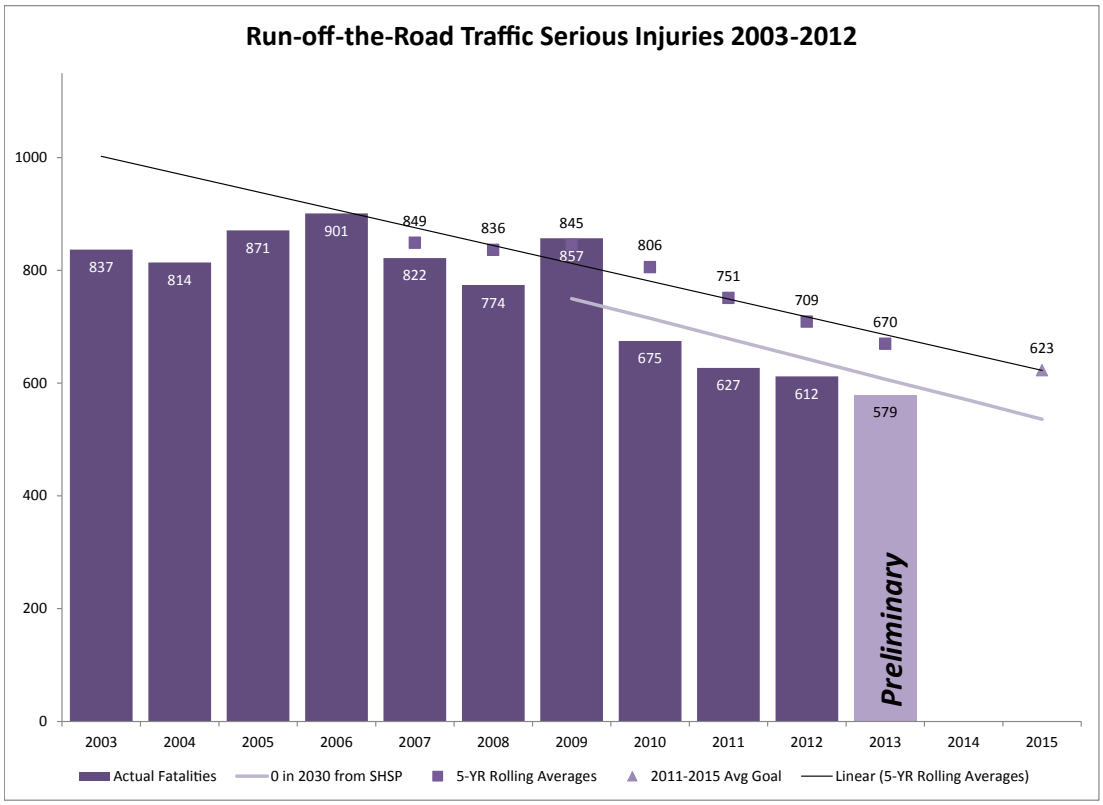


SOURCE: WA FARS

Run-off-the-Road Traffic Serious Injuries

Outcome Measure: Reduce the 2015 rolling average of run-off-the-road serious injuries from the 2013 preliminary average of 670 to 623 by December 31, 2015 (-7 percent).

Performance Report: New performance target set in 2014.

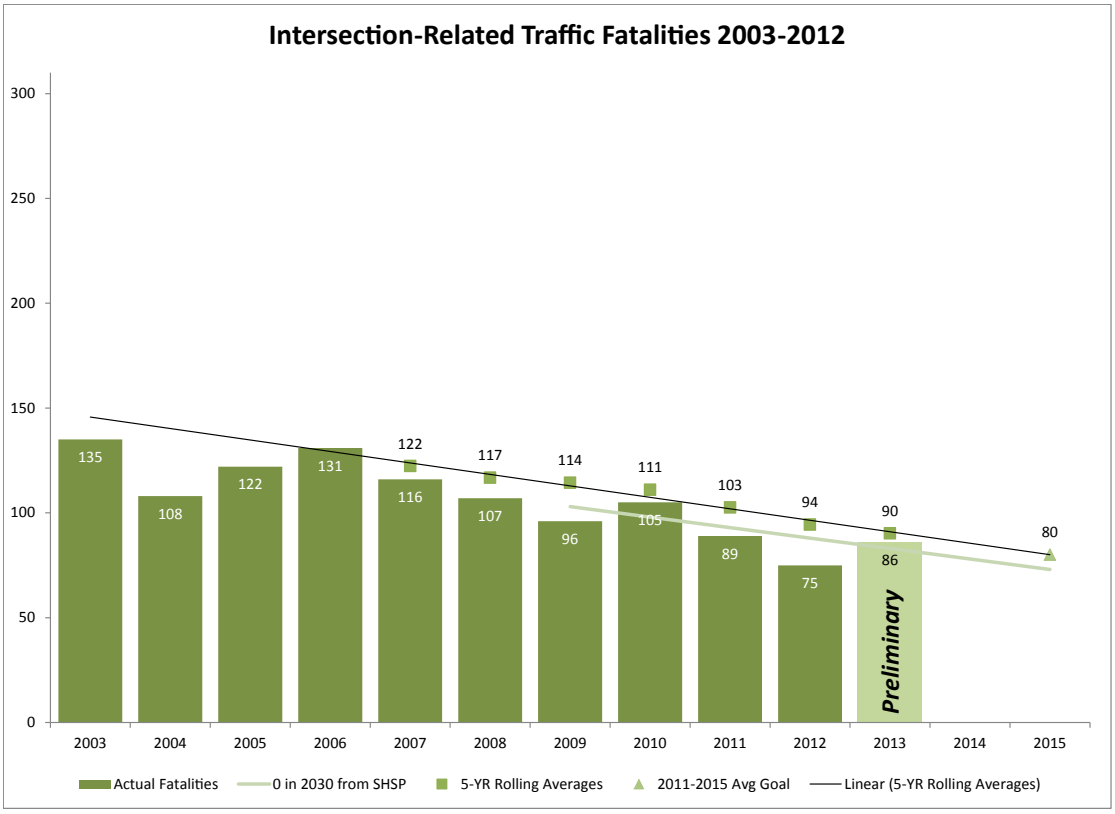


SOURCE: WSDOT

Intersection-Related Traffic Fatalities

Outcome Measure: Reduce the 2015 rolling average of intersection-related fatalities from the 2013 preliminary average of 90 to 80 by December 31, 2015 (-11 percent).

Performance Report: New performance target set in 2014.

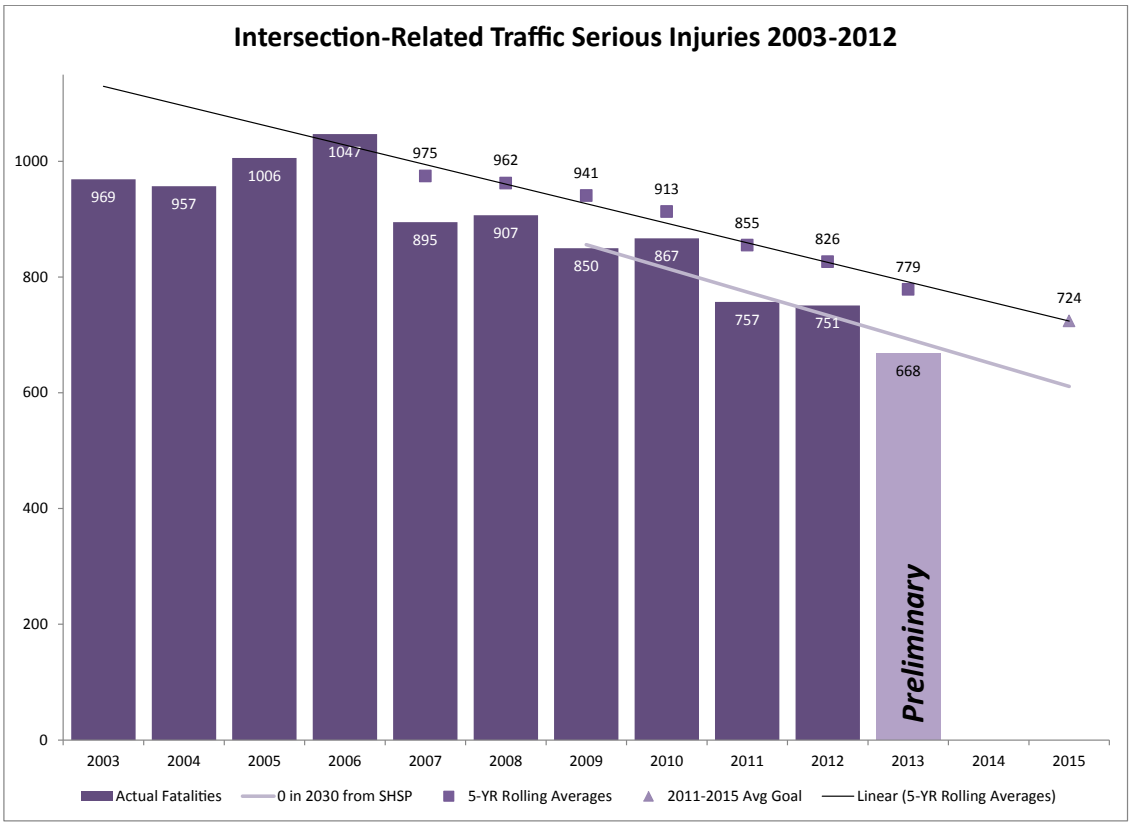


SOURCE: WA FARS

Intersection-Related Traffic Serious Injuries

Outcome Measure: Reduce the 2015 rolling average of intersection-related serious injuries from the 2013 preliminary average of 779 to 724 by December 31, 2015 (-7.1 percent).

Performance Report: New performance target set in 2014.



SOURCE: WSDOT

FFY 2015 Projects

This project is the result of the Section 164 Hazard Elimination program. WSDOT is implementing two projects selected for their anticipated impact on intersection and run-off-the-road fatalities and serious injuries.

Roadway & Engineering Project

Grant Recipient	Federal Project #	Program Manager
Washington State Department of Transportation	164HE15-01	Mark Medalen

This grant funds critical traffic safety engineering projects carried out by the WSDOT. Individual projects selected for this funding address high-priority roadway problems to improve safety and reduce traffic fatalities and serious injuries. Current projects include interchange improvements at US2/Bickford Avenue and SR 195/Spokane-Cheney Road

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ROR 1.4, 2.2; IR 1.3, 3.1, 3.3-3.4	164HE	$6,000,000	$0

Roadway & Engineering Expenditure Summary

Project #	Project Title	Budget	Budget Source
164HE15-01	Roadway & Engineering Project	$6,000,000	164HE
Total 164HE		**$6,000,000**	
Total All Funds		**$6,000,000**	

Community Programs

Overview and Background

Target Zero Managers

The WTSC partners with local Washington State communities to host a resident Target Zero Manager (TZM). There are currently 20 TZMs throughout the state. 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 their communities. 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.

Traffic Safety Corridors

The Corridor Traffic Safety Program is a joint effort between WTSC, WSDOT, and many partner agencies including the WSP. This program works to reduce collisions on roadways using low-cost, near-term solutions through partnerships with engineering, enforcement, education, and emergency medical services. The program is locally coordinated in each community, and involves interested citizens along with businesses and agencies that have a vested interest in the safety of their roadways.

The Corridor Safety Program has been a very successful effort, not only in building community relationships, but also in terms of making roadways safer. In completed corridor sections around the state, total collisions have been reduced by 5 percent, total injuries have been reduced by 11 percent, alcohol-related collisions have been reduced by 15 percent, and fatal and disabling collisions have been reduced 34 percent.

Tribal Traffic Safety

Native American traffic fatality rates are increasingly higher than the general population.

Year	Native American Fatality Rates Greater than General Population by Factor of:
2000	2.4%
2010	3.3%
2013	3.9%

Washington FARS data from 2003-2012 indicates that the traffic fatality rates of Native Americans are higher than the general population in several areas.

Type of Crash	Fatality Rate Disproportionately Higher for Native Americans by:
Unbelted	7.2%
Pedestrian	5.3%
Impaired Driver-Involved	5.0%
Speeding	4.5%
Vehicle Occupants	3.8%

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 Washington's RCW 43.376, which outlines Washington's Centennial Accord, we are expanding our partnerships with the 29 federally-recognized Tribes in the state.

Performance Analysis

A separate analysis of performance for this section is not included here. The key indicators of performance for these projects are the overall outcome measures. These outcome measures include total fatalities, fatalities per Vehicle Miles Traveled, and total serious injuries. In addition, the success of individual projects authorized under local programs is determined by their impact on the individual program areas those projects are intended to address. For instance, many of the state's TZMs are involved in Click it or Ticket-style Child Passenger Safety projects. In this case, performance for the overall local programs would include a review of the outcome measures listed under Occupant Protection. Likewise, the success of the Traffic Safety Corridor projects is determined by monitoring the overall outcome measures in the specific locations in which the corridor projects are implemented.

FFY 2015 Projects

The local community implementation projects were chosen as a result of their critical contribution in effectively rolling out at the local level the array of traffic safety projects approved for funding. The Traffic Safety Corridor projects were selected for implementation based on their merit as a qualified corridor and their potential for localized reductions in traffic fatalities and serious injuries. The Tribal Traffic Safety projects were selected as a portfolio of approaches to successfully partner with sovereign nations to reduce traffic fatalities and serious injuries.

Local Community Implementation

Grant Recipient	Federal Project #	Program Manager
Washington Traffic Safety Commission	CP15-03	Edica Esqueda

Traffic safety projects are most effective when planned, coordinated, and led by local communities. The WTSC currently funds 20 local community-based Traffic Safety Coordinators to facilitate local projects. Current activities consist of coordinating enforcement and media campaigns, monitoring local data to identify emerging trends, leading planning and outreach efforts for the local traffic safety coalition, compiling activity reports, and managing other traffic safety projects.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
YD 1.4, 3.6; OP 1.7, 3.1; ID 1.3, 5.1; SP1.2	402	$500,000	$500,000
	State - TZM	$668,000	$0
	TOTAL	$1,168,000	$500,000

Grant Recipient	Federal Project #	Program Manager
Washington Traffic Safety Commission	PT15-04	Edica Esqueda

Law Enforcement Liaisons (LELs) serve as important links to the law enforcement community in Washington. The original program established by WTSC paid overtime to a selected officer in each county with an existing traffic safety coordinator. Of the original 27 liaisons, less than 10 are actively engaged in activities associated with the LEL program. Reasons for the decline in engagement include lack of detail around expected activities and role confusion between liaisons and TZMs. This project will continue funding the active liaisons as the WTSC continues its review of the local implementation program including options for a more viable solution for liaising with law enforcement agencies.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 6.1-6.3, 7.1; MC 1.1, 5.1; PD 2.4; OD 1.2; HT 1.7; BC 2.2	402	$25,000	$25,000

Traffic Safety Corridor Projects

Grant Recipient	Federal Project #	Program Manager
Washington Traffic Safety Commission	CP15-02	Angie Ward

The Traffic Safety Corridor Program is a joint effort between WTSC, WSDOT, and WSP as well as many local partner agencies. This program is locally coordinated and works to reduce fatal and serious injury collisions on short stretches of roadway with low-cost, short-term solutions. This grant funds extra enforcement patrols and educational efforts for these projects. This project will fund two "in-process" projects for FFY 2015: Lake City Way in Seattle and Yakima/Union Gap.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 1.1-1.3, SP 1.1-1.2, 2.5, 3.1-3.3, 3.6-3.7, 3.10; DD 2.2; IR 2.2-2.3, 3.7, 4.2; PD 2.2-2.3, DrDI 1.3	402	$160,000	$160,000

Tribal Traffic Safety Projects

Grant Recipient	Federal Project #	Program Manager
Washington Traffic Safety Commission	CP15-07	MJ Haught

The WTSC Tribal Traffic Safety Program will use the funds to engage or reengage with tribes in Washington with its Tribal Traffic Safety Advisory Board. The funds will support developing a baseline overview of traffic safety status among the 29 federally-recognized tribes through methods advised by the Board, such as a traffic safety survey.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 1.1, SP 3.2-3.4; TDS 1.3. OP 1.1-1.2,1.7	402	$49,000	$0

Grant Recipient	Federal Project #	Program Manager
Sauk-Suiattle Indian Tribe	CP15-04	MJ Haught

The Sauk-Suiattle Indian Tribal Police Department, which has the state's full authority to enforce traffic laws, will use the funds to combat the tribe's unlicensed driver problem by providing scholarships for young drivers to attend driver education, and providing scholarships for driver education to all ages of drivers as part of the Tribal Court's deferred prosecution process. Funds will be used for printers and scanners for Tribal Police to use SECTOR on traffic stops of tribal and non-tribal members, and for public education on enforcement, primarily impaired driving.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 1.1; SP 3.1, TDS 1.3, 1.5; UL 2.2, 3.2	402	$13,000	$13,000

Grant Recipient	Federal Project #	Program Manager
Washington State Department of Transportation	CP15-14	MJ Haught

The WSDOT hosts a bi-annual Tribal State Transportation Conference to build and strengthen partnerships working on common issues, such as data gaps and addressing Target Zero Priority One and Two areas. These funds will assist with the traffic safety portion of the conference.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 1.1, 2.5, SP 3.3, 3.6, 3.9, OP 1.1, 1.2, PED 2.3	402	$8,000	$0

Grant Recipient	Federal Project #	Program Manager
Eastern Washington University	M1*CP15-02	MJ Haught

The Northwest Tribal Transportation Assistance Program at Eastern Washington University will help us build a foundation of our Tribal Traffic Safety program. The project will involve tribes in Eastern and Western Washington. Individuals who are trusted in Indian Country will obtain speaking engagements with Tribal Business Councils to bring the Tribal legislature's attention to traffic safety and gain access to information. Researchers will inventory information such as Tribal traffic ordinances, Tribal Police status, traffic fatalities and serious injuries. Deliverables include model legislation for tribes and reports by tribe.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 1.1, SP 3.2, 3.3, 3.4, TDS 1.3. OP 1.1, 1.2. 1.7	MAP21	$100,862	$0

Grant Recipient	Federal Project #	Program Manager
Nooksack Indian Tribe	CP15-05	MJ Haught

The Nooksack Indian Tribe is developing, through multiple funding sources, a mobility education program for a holistic approach to educating Native Americans about all modes of transportation: driving, walking, motorcycles, and bicycles. The emphasis will be on sharing the road. The plan is to eventually share the training regionally with other tribes. This portion of funding will cover trainers' salaries and benefits, office supplies and printing, and equipment. Results of the project will be shared through speaking engagements with Tribal Council members at regional conferences and individual reservations.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 2.3, 2.5, S 2.3, 3.9, YD 3.1, DD 3.2, UL 2.3, OP 1.1-1.2	402	$30,000	$30,000

Community Programs Expenditure Summary

Project #	Project Title	Budget	Budget Source
CP15-02	Traffic Safety Corridors: Education, Engineering, Enforcement	$160,000	402
CP15-03	Target Zero Managers	$500,000	402
CP15-04	Suak-Suiattle Tribe Traffic Safety Campaign	$13,000	402
CP15-05	Nooksack Tribe Mobility Education Program	$30,000	402
CP 15-07	Tribal Traffic Safety Program	$49,000	402
CP15-14	Tribal/State Transportation Conference	$8,000	402
PT15-02	Traffic Safety Corridors: WSP Overtime	$38,500	402
PT15-04	Law Enforcement Liaisons	$25,000	402
Total 402		**$823,500**	
M1*CP15-02	Eastern WA University Tribal Data Project	$100,862	405b
Total 405b		**$100,862**	
TZM-State	Target Zero Managers	$668,000	State - TZM
Total State TZM		**$668,000**	
Total All Funds		**$1,592,362**	

Police Traffic Services

Overview and Background

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

FFY 2015 Projects

These projects provide vital traffic safety equipment to facilitate enforcement efforts and further the projects that directly impact the overall and program area outcome measures contained in the HSP.

Grant Recipient	Federal Project #	Program Manager
Washington Traffic Safety Commission	CP15-08	MJ Haught

This grant allows the Northwest Association of Tribal Enforcement Officers (NATEO) to conduct a request for proposals among Tribal Police departments for equipment, officer scholarships for traffic safety training, and public information efforts. This grant helps us build needed relationships with Tribal police departments.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID1.1, 6.1-6.2; SP 1.4, 3.2, 3.9; TDS 1.3, 1.5	402	$40,000	$40,000

Grant Recipient	Federal Project #	Program Manager
Washington Association of Sheriffs and Police Chiefs	PT15-01	Edica Esqueda

The Washington Association of Sheriffs and Police Chiefs (WASPC) represents over 280 Washington police agencies. This grant provides specialized enforcement training and equipment relating to traffic safety. The number of grant applicants increases each year, helping maintain focus on traffic safety as a primary enforcement activity. This year's grant will also assist agencies with equipment (bar code scanners and in-vehicle printers) to transition to SECTOR, the state's electronic ticketing and collision reporting program. Grant recipients provide WASPC a report of their total fatalities, injuries, crashes, and property damage collisions, and a final report is compiled by WASPC and provided to WTSC.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
SP 1.4	402	$345,000	$345,000

Police Traffic Services Expenditure Summary

Project #	Project Title	Budget	Budget Source
CP154-08	Traffic Safety Equipment: NATEO/Chehalis Tribe	$40,000	402
PT15-01	Traffic Safety Equipment: WASPC	$345,000	402
Total 402		**$385,000**	
Total All Funds		**$385,000**	

Other Traffic Safety Projects

FFY 2015 Projects

These projects either facilitate the implementation of other projects directly related to reductions in traffic fatalities and serious injuries or streamline processes the WTSC uses to carry out Washington's traffic safety program.

Communications Projects

Grant Recipient	Federal Project #	Program Manager
Washington Traffic Safety Commission	CP15-12, M1*CP15-05	Erica Stineman

This grant will provide funding for communications efforts common to two or more WTSC programs or over-arching initiatives, such as our web presence with various support subscriptions, and stakeholder and general public outreach. In addition, the grant will fund the development of new creative assets for use during paid media campaigns. The new creative messaging will relate to impaired driving and marijuana, speeding, motorcycles and TZT.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 5.1; OP 1.2-1.4; SP 3.2; MC 1.4; PED 1.3	402, 405b	$240,000	$0

Grant Recipient	Federal Project #	Program Manager
Washington Traffic Safety Commission	CP15-15	Erica Stineman

The communications goal for mobilizations is to reach our primary target demographic. As part of a proven strategy, this grant will fund news media, outreach, and publicity efforts as a component of the seat belt and DUI HVE campaigns.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 5.1; OP 1.1-1.4	402	$180,000	$0

Emerging Projects

Grant Recipient	Federal Project #	Program Director
Washington Traffic Safety Commission	CP15-09	Chris Madill

The WTSC regularly receives requests for project funding outside of the annual grant process. These projects respond to changing dynamics in our state's traffic safety environment and emerging issues not previously known or anticipated. This grant funds worthy projects that align with the Target Zero Plan to accomplish their stated traffic safety outcomes.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
N/A	402	$100,000	$0

WTSC Grants Management Project

Grant Recipient	Federal Project #	Program Director
Washington Traffic Safety Commission	CP15-10, M1*CP15-04	Chris Madill

The WTSC receives and manages funds from multiple sources. These include NHTSA grants, state funds including the Washington State School Zone Safety Account, and private funds (i.e. State Farm). These funds are distributed to various entities in the state based on a competitive awards process. To date, the information has been provided, received, and maintained using a combination of methods. This system will automate the grants process, significantly reducing the handling and storing of paper documents, the amount of hours required to manage grants, decreasing the amount of errors, lost documents or files, and simplifying the application process. This could potentially result in an increase in the amount of applications received. Implementing this system will allow a greater percentage of WTSC funding and resources to be appropriated to traffic safety projects.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
N/A	402, 405b	$350,000	$0

Statewide Traffic Safety Summit

Grant Recipient	Federal Project #	Program Manager
Washington Traffic Safety Commission	CP15-11	Chris Madill

Washington's traffic safety community consists of a variety of public, private, and non-profit organizations spread across the transportation, health, criminal justice, licensing, community advocacy, and therapeutic services fields. This project creates an annual event for these partners to come together to enhance coordination of efforts and discuss emerging problems and solutions. The event will balance opportunities for each discipline to promote ideas among peers while enhancing coordination across disciplines.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
N/A	402	$175,000	$0

Other Traffic Safety Projects Expenditure Summary

Project #	Project Title	Budget	Budget Source
CP15-09	Emerging Projects	$100,000	402
CP15-10	Grants Management System	$200,000	402
CP15-11	Statewide Traffic Safety Summit	$175,000	402
CP15-12	General Communications	$100,000	402
CP15-15	WTSC Earned & Ancillary Media	$180,000	402
Total 402		**$755,000**	
M1*CP15-04	Grants Management System	$150,000	405b
M1*CP15-05	General Communications	$140,000	405b
Total 405b		**$290,000**	
Total All Funds		**$1,045,000**	

Planning and Administration

Overview

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

Grant Recipient	Federal Project #	Program Director
Washington Traffic Safety Commission	AL15-01, CP15-01, DD15-01, MC15-01, OP15-01, PS15-01, SE15-01, TR15-01, PA15-01	Chris Madill

This project is the federal share of costs to support Washington Traffic Safety Commission employees' salaries and benefits for executive, administrative, research, and programs and services staff.

SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
N/A	402	$1,800,000	$0

Planning & Administration/Technical Coordination Expenditure Summary

Project #	Project Title	Budget	Budget Source
AL15-01	Alcohol Technical Coordination	$212,221	402
CP15-01	Community & Corridor Technical Coordination	$493,795	402
DD15-01	Distracted Driver Technical Coordination	$41,759	402
MC15-01	Motorcycle Technical Coordination	$34,191	402
OP15-01	Occupant Protection Technical Coordination	$44,010	402
PS15-01	Pedestrian Safety Technical Coordination	$48,664	402
SE15-01	Speed Emphasis Technical Coordination	$69,847	402
TR15-01	Traffic Records Technical Coordination	$329,688	402
PA15-01	Planning & Administration	$475,825	402
Total 402		**$1,750,000**	
Total All Funds		**$1,750,000**	

Paid Media

Overview

For paid media, expert media buyers knowledgeable in the Washington markets will conduct an analysis to determine the optimum media channel(s) for each initiative and its primary target demographic. Implementation may vary from the plan.

With television and radio buys, media buyers in Washington are required by contract to obtain no-charge value-added media of equal or greater value than purchased media. Following the National Highway Traffic Safety Administration's (NHTSA) 402 Advertising Space Guidance section (May 2013), we will continue to purchase advertising in a variety of mediums including television and radio, cinema, digital/internet, social, print, outdoor and sports marketing for highway safety messages. This will include messaging campaigns about impaired driving, occupant protection, speeding, and motorcycles.

In alignment with proven strategies identified in Target Zero, extra enforcement campaigns are publicized through means other than paid media before and during grant-funded enforcement patrols, and this will continue during FFY 2015. Such publicity may include 1) aggressive earned media using expert media relations contractors and 2) community outreach through Washington's statewide network of Target Zero Managers. Ancillary materials will be available this year for their use including mobile variable message signs, rack cards, window clings, coasters, posters and videos. We expect that the Washington State Department of Transportation will continue to partner with us on the statewide mobilizations by messaging through their eye-catching stationary variable message signs and their Highway Advisory Radio System.

We realize that the target demographics for impaired driving, speeding, and occupant protection are less likely than other demographics to view, read, or listen to the news. However, earned media does communicate successfully with stakeholders and community decision-makers.

Any television, radio, or digital advertising will be evaluated upon reach and frequency obtained plus the return on investment of value-added media.

Program	Amount	Fund	Month	Media Channel(s)	Remarks
Impaired Driving	$1,600,000	402, 405	Nov – Jan, Jul, Aug - Sept	TV, Radio, Digital	National mobilization and sustained enforcement
Occupant Protection	$300,000	402	May - Jun	TV, Radio, Digital	National mobilization
Speeding	$40,000	402	TBD	TBD	Education/enforcement
Motorcyles	$150,000	402	TBD	TBD	Educational campaign

Washington State HS-217

Program Area	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Current Balance	Share to Local
NHTSA						
NHTSA 402						
Planning and Administration						
	PA-2015-00-00-00	$475,825.00	$475,825.00	$0.00	$475,825.00	$0.00
Planning and Administration Total		**$475,825.00**	**$475,825.00**	**$0.00**	**$475,825.00**	**$0.00**
Alcohol						
	AL-2015-00-00-00	$126,635.00	$506,541.00	$0.00	$506,541.00	$204,320.00
Alcohol Total		**$126,635.00**	**$506,541.00**	**$0.00**	**$506,541.00**	**$204,320.00**
Motorcycle Safety						
	MC-2015-00-00-00	$58,548.00	$234,191.00	$0.00	$234,191.00	$0.00
Motorcycle Safety Total		**$58,548.00**	**$234,191.00**	**$0.00**	**$234,191.00**	**$0.00**
Occupant Protection						
	OP-2015-00-00-00	$11,003.00	$44,010.00	$0.00	$44,010.00	$0.00
Occupant Protection Total		**$11,003.00**	**$44,010.00**	**$0.00**	**$44,010.00**	**$0.00**
Pedestrian/Bicycle Safety						
	PS-2015-00-00-00	$41,416.00	$165,664.00	$0.00	$165,664.00	$115,000.00
Pedestrian/Bicycle Safety Total		**$41,416.00**	**$165,664.00**	**$0.00**	**$165,664.00**	**$115,000.00**
Police Traffic Services						
	PT-2015-00-00-00	$441,125.00	$1,764,500.00	$0.00	$1,764,500.00	$1,666,000.00
Police Traffic Services Total		**$441,125.00**	**$1,764,500.00**	**$0.00**	**$1,764,500.00**	**$1,666,000.00**
Traffic Records						
	TR-2015-00-00-00	$117,422.00	$469,688.00	$0.00	$469,688.00	$0.00
Traffic Records Total		**$117,422.00**	**$469,688.00**	**$0.00**	**$469,688.00**	**$0.00**
Community Traffic Safety Project						
	CP-2015-00-00-00	$524,699.00	$2,098,795.00	$0.00	$2,098,795.00	$175,500.00
Community Traffic Safety Project Total		**$524,699.00**	**$2,098,795.00**	**$0.00**	**$2,098,795.00**	**$175,500.00**
Speed Enforcement						
	SE-2015-00-00-00	$27,462.00	$109,847.00	$0.00	$109,847.00	$40,000.00
Speed Enforcement Total		**$27,462.00**	**$109,847.00**	**$0.00**	**$109,847.00**	**$40,000.00**
Paid Advertising						
	PM-2015-00-00-00	$38,250.00	$153,000.00	$0.00	$153,000.00	$153,000.00
Paid Advertising Total		**$38,250.00**	**$153,000.00**	**$0.00**	**$153,000.00**	**$153,000.00**

Program Area	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Current Balance	Share to Local
Distracted Driving						
	DD-2015-00-00-00	$59,190.00	$236,759.00	$0.00	$236,759.00	$150,000.00
Distracted Driving Total		**$59,190.00**	**$236,759.00**	**$0.00**	**$236,759.00**	**$150,000.00**
NHTSA 402 Total		***$1,921,575.00***	***$6,258,820.00***	***$0.00***	***$6,258,820.00***	***$2,503,820.00***
405 OP SAFETEA-LU						
	K2PM-2015-00-00-00	$240,000.00	$0.00	$80,000.00	$80,000.00	$0.00
405 Occupant Protection Total		**$240,000.00**	**$0.00**	**$80,000.00**	$80,000.00	**$0.00**
405 OP SAFETEA-LU Total		***$240,000.00***	***$0.00***	***$80,000.00***	***$80,000.00***	***$0.00***
MAP21 405b OP High						
405b High HVE						
	M1HVE-2015-00-00-00	$65,875.00	$0.00	$263,500.00	$263,500.00	$0.00
405 High HVE Total		**$65,875.00**	**$0.00**	**$263,500.00**	**$263,500.00**	**$0.00**
405b High Community CPS Services						
	M1CPS-2015-00-00-00	$66,125.00	$0.00	$264,500.00	$264,500.00	$0.00
405 High Community CPS Services		**$66,125.00**	**$0.00**	**$264,500.00**	**$264,500.00**	**$0.00**
405b High Alcohol						
	M1*AL-2015-00-00-00	$62,525.00	$0.00	$250,100.00	$250,100.00	$0.00
405b High Alcohol Total		**$62,525.00**	**$0.00**	**$250,100.00**	$250,100.00	**$0.00**
405b High Community Traffic Safety						
	M1*CP-2015-00-00-00	$115,676.00	$0.00	$462,705.00	$462,705.00	$0.00
405b High Community Traffic Safety		**$115,676.00**	**$0.00**	**$462,705.00**	**$462,705.00**	**$0.00**
405b High Distracted Driving						
	M1*DD-2015-00-00-00	$18,750.00	$0.00	$75,000.00	$75,000.00	$0.00
405b High Distracted Driving Total		**$18,750.00**	**$0.00**	**$75,000.00**	**$75,000.00**	**$0.00**
405b High Paid Advertising						
	M1*PM-2015-00-00-00	$55,000.00	$0.00	$220,000.00	$220,000.00	$0.00
405b High Distracted Driving Total		**$55,000.00**	**$0.00**	**$220,000.00**	**$220,000.00**	**$0.00**
405b OP High Total		***$383,951.00***	***$0.00***	***$1,535,805.00***	***$1,535,805.00***	***$0.00***

Program Area	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Current Balance	Share to Local
MAP21 405c Data Program						
405c Data Pogram						
	M3DA-2015-00-00-00	$458,250.00	$0.00	$1,833,000.00	$1,833,000.00	$0.00
405c Data Program Total		**$458,250.00**	**$0.00**	**$1,833,000.00**	**$1,833,000.00**	**$0.00**
405c Data Program Total		***$458,250.00***	***$0.00***	***$1,833,000.00***	***$1,833,000.00***	***$0.00***
MAP21 405d Impaired Driving Low						
405d Impaired Driving Low						
	M6X-2015-00-00-00	$1,008,659.00	$0.00	$4,034,636.00	$4,034,636.00	$0.00
405d Impaired Driving Low Total		**$1,008,659.00**	**$0.00**	**$4,034,636.00**	**$4,034,636.00**	**$0.00**
405d Impaired Driving Low Total		***$1,008,659.00***	***$0.00***	***$4,034,636.00***	***$4,034,636.00***	***$0.00***
MAP21 405f Motorcycle Programs						
405f Motorcycle Training						
	M9MT-2015-00-00-00	$22,450.00	$0.00	$89,800.00	$89,800.00	$0.00
405f Motorcycle Training Total		**$22,450.00**	**$0.00**	**$89,800.00**	**$89,800.00**	**$0.00**
405f Motorcycle Program Total		***$22,450.00***	***$0.00***	***$89,800.00***	***$89,800.00***	***$0.00***
164 Transfer Funds						
	164HE-2015-00-00-00	$0.00	$0.00	$6,000,000.00	$6,000,000.00	$0.00
164 Hazard Elimination Total		**$0.00**	**$0.00**	**$6,000,000.00**	**$6,000,000.00**	**$0.00**
164 Transfer Funds Total		***$0.00***	***$0.00***	***$6,000,000.00***	***$6,000,000.00***	***$0.00***
NHTSA Total		***$4,034,885.00***	***$6,258,820.00***	***$13,573,241.00***	***$19,832,061.00***	***$2,503,820.00***
Total		***$4,034,885.00***	***$6,258,820.00***	***$13,573,241.00***	***$19,832,061.00***	***$2,503,820.00***

State Official Authorized Signature:

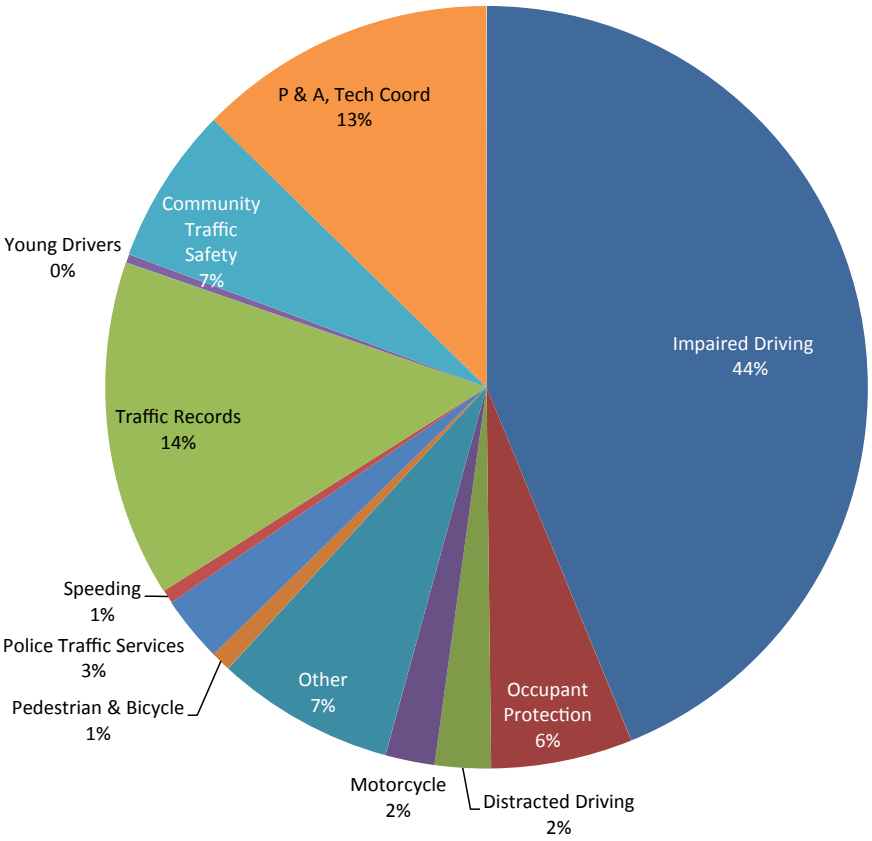
6/30/2014

Darrin T. Grondel, Governor's Highway Safety Representative — Date

Financial Summary

Washington Traffic Safety Commission 2015 Financial Summary

Impaired Driving	$6,059,899
Occupant Protection	$828,000
Distracted Driving	$330,000
Motorcycles	$289,800
Pedestrians & Bicycles	$117,000
Police Traffic Services	$385,000
Speeding	$80,000
Traffic Records	$1,973,000
Young Drivers	$50,000
Community Traffic Safety	$924,362
P & A, Tech Coord	$1,750,000
Other	$1,045,000



List of Projects

Project #	Description	Amount	Fed to Local	State Match	Total
AL15-01	Alcohol Tec Coord	$212,221		$53,055	$265,276
AL15-02	Pierce Co Prosecuting Attorney	$100,000	$100,000	$25,000	$125,000
AL15-03	Spokane Co Therapeutic Court	$78,000	$78,000	$19,500	$97,500
AL15-04	Yakima DUI Court	$100,000	$10,000	$25,000	$125,000
AL15-05	Thurston Co Mental Health	$16,320	$16,320	$4,080	$20,400
		$506,541	**$204,320**	**$126,635**	
CP15-01	Comm & Corr Tech Coord	$493,795		$123,449	$617,244
CP15-02	Corridor Program	$160,000		$40,000	$200,000
CP15-03	TZM Support	$500,000	$92,500	$125,000	$625,000
CP15-04	Suak-Suiattle Tribe TS Campaign	$13,000	$13,000	$3,250	$16,250
CP15-05	Nooksack Tribe Mobility Ed Program	$30,000	$30,000	$7,500	$37,500
CP15-07	Tribal Traffic Safety Program	$49,000		$12,250	$61,250
CP15-08	NATEO	$40,000	$40,000	$10,000	$50,000
CP15-09	Emerging Projects	$100,000		$25,000	$125,000
CP15-10	Grants Management System	$200,000		$50,000	$250,000
CP15-11	Statewide TS Summit	$175,000		$43,750	$218,750
CP15-12	General Communications	$100,000		$25,000	$125,000
CP15-13	Young Drivers	$50,000		$12,500	$62,500
CP15-14	Tribal/State Transportation Conf	$8,000		$2,000	$10,000
CP15-15	WTSC Media & Ancillary Publicity	$180,000		$45,000	$225,000
		$2,098,795	**$175,500**	**$524,699**	
DD15-01	Distracted Driving Tech Coord	$41,759		$10,440	$52,199
DD15-02	Distracted Driving Prog	$195,000	$150,000	$48,750	$243,750*
		$236,759	**$150,000**	**$59,190**	*77% fed to local calculation
MC15-01	Motorcycle Safety Tech Coord	$34,191		$8,548	$42,739
MC15-02	MC Safety & Publicity Campaign	$200,000		$50,000	$250,000
		$234,191		**$58,548**	
PA15-01	Planning & Admin	$475,825		$475,825	
OP15-01	Occup Prot Tech Coord	$44,010		$11,003	$55,013
PM15-01	TZT Local Media East	$60,000	$60,000	$15,000	$75,000
PM15-02	TZT Local Media West	$93,000	$93,000	$23,250	$116,250
		$153,000	**$153,000**	**$38,250**	
PS15-01	Ped Safety Tech Coord	$48,664		$12,166	$60,830
PS15-02	Seattle Ped Safe Educ & Enf Proj	$65,000	$65,000	$16,250	$81,250
PS15-03	Snohomish Co Ped Protect Proj	$50,000	$50,000	$12,500	$62,500
PS15-04	Cooper Jones	$2,000		$500	$2,500
		$165,664	**$115,000**	**$41,416**	

Project #	Description	Amount	Fed to Local	State Match	Total
PT15-01	WASPC	$345,000	$345,000	$86,250	$431,250
PT15-02	WSP Block Grant	$98,500		$24,625	$123,125
PT15-03	TZT Local LE - East	$220,000	$220,000	$55,000	$275,000
PT15-04	LEL Program	$25,000	$25,000	$6,250	$31,250
PT15-05	DUI Mobilizations	$800,000	$800,000	$200,000	$1,000,000
PT15-06	TZT Local LE - West	$276,000	$276,000	$69,000	$345,000
		$1,764,500	**$1,666,000**	**$441,125**	
SE15-01	Speed Tech Coord	$69,847		$17,462	$87,309
SE15-02	Thurston Co Anti Speed Demo Proj	$40,000	$40,000	$10,000	$50,000
		$109,847	**$40,000**	**$27,462**	
TR15-01	Traffic Records Tech Coord	$329,688		$82,422	$412,110
TR15-02	RADD	$140,000		$35,000	$175,000
		$469,688		**$117,422**	
	Total 402	**$6,258,820**	**$2,503,820**	**$1,921,574**	
K2PM15-01	Paid Media - Occupant Protection	$80,000		$240,000	
		$80,000		**$240,000**	
M1CPS15-01	Bonney Lake CPS (Cesi)	$264,500		$66,125	$330,625
M1HVE15-01	WSP Block Grant	$133,500		$33,375	$166,875
M1HVE15-02	Seat Belt Mobilization	$130,000		$32,500	$162,500
		$263,500		**$65,875**	
M1*AL15-01	Thurston Co PIP	$89,799		$22,450	$112,249
M1*AL15-02	King Co - TSRP	$160,301		$40,075	$200,376
		$250,100		**$62,525**	
M1*CP15-01	Bellingham PD Corridor Enf Proj	$31,843		$7,961	$39,804
M1*CP15-02	EWU Tribal Data Project	$100,862		$25,216	$126,078
M1*CP15-03	Kitsap Co Anti-Speed Demo Proj	$40,000		$10,000	$50,000
M1*CP15-04	Grants Management System	$150,000		$37,500	$187,500
M1*CP15-05	General Communications	$140,000		$35,000	$175,000
		$462,705		**$115,676**	
M1*DD15-01	King Co Distracted Drive Prevention	$75,000		$18,750	$93,750
M1*PM15-01	Paid Media - Occupant Protection	$220,000		$55,000	$275,000
	Total 405b	**$1,535,805**		**$383,951**	

Project #	Description	Amount	Fed to Local	State Match	Total
M3DA15-01	Traffic Records Committee	$1,833,000		$458,250	$2,291,250
M6X15-01	WSP - TSRP	$166,416		$41,604	$208,020
M6X15-02	WSP - Block	$476,000		$119,000	$595,000
M6X15-03	WSP - TZT	$1,117,700		$279,425	$1,397,125
M6X15-04	WSP - Impair Driving Block	$454,960		$113,740	$568,700
M6X15-05	LCB - Alcohol Seller E-Learning	$70,000		$17,500	$87,500
M6X15-06	Spokane Co PA	$149,560		$37,390	$186,950
M6X15-07	WTSC - Paid Media	$1,600,000		$400,000	$2,000,000
	Total 405d	**$4,034,636**		**$1,008,659**	
M9MT15-01	DOL Motorcycle Safety Training	$89,800		$22,450	$112,250
	Total MAP 21 405	**$7,493,241**		**$1,873,310**	
	TOTAL ALL PROJECTS	**$13,832,061**	**$2,503,820**	**$4,034,884**	
164HE15-01	Hazard Elimination - WSDOT	$6,000,000	$2,400,000		

STATE CERTIFICATIONS AND ASSURANCES

APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: **Washington** Fiscal Year: **2015**

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North

American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;

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

NONDISCRIMINATION
(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's

workplace and specifying the actions that will be taken against employees for violation of such prohibition;

- Establishing a drug-free awareness program to inform employees about:
  - The dangers of drug abuse in the workplace.
  - The grantee's policy of maintaining a drug-free workplace.
  - Any available drug counseling, rehabilitation, and employee assistance programs.
  - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - Abide by the terms of the statement.
  - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
  - Taking appropriate personnel action against such an employee, up to and including termination.
  - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

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

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

RESTRICTION ON STATE LOBBYING (applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION (applies to subrecipients as well as States)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and

information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

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

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

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily*

excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles.

The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

Signature Governor's Representative for Highway Safety — Date: **6-30-2014**

Darrin T. Grondel

Printed name of Governor's Representative for Highway Safety

APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)

State: Washington Fiscal Year: 2015

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.

Signature Governor's Representative for Highway Safety — Date: 6/30/2014

Darrin T. Grondel
Printed name of Governor's Representative for Highway Safety

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

☑ Part 1: Occupant Protection (23 CFR 1200.21)

All States: [*Fill in **all** blanks below.*]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))

- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # Section 405 Application Supplemental Documents, pp. 2-4.

- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # Section 405 Application Supplemental Documents, pp. 2-7.

- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # Section 405 Application Supplemental Documents, pp. 8-9, 13-15.

- The State's plan for child passenger safety technicians is provided as HSP attachment or page # Section 405 Application Supplemental Documents, pp. 5-7.

Lower Seat belt Use States: [*Check **at least 3 boxes** below and fill in **all** blanks under those checked boxes.*]

☐ The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.
Legal citation(s):

☐ The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

- Coverage of all passenger motor vehicles:

- Minimum fine of at least $25:

- Exemptions from restraint requirements:

☐ The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.

☐ The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.

☐ The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.

☐ The State's **occupant protection program assessment**: [*Check **one box** below and fill in **any** blanks under that checked box*.]

☐ The State's NHTSA-facilitated occupant protection program assessment was conducted on _____;

OR

☐ The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

☑ Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[*Fill in **at least one** blank for each bullet below*.]

- A copy of [*check **one box** only*] the ☒ TRCC charter or the ☐ statute legally mandating a State TRCC is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 6/13/2014.

- A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 6/13/2014.

- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 6/13/2014.

- The name and title of the State's Traffic Records Coordinator is Debi Besser - Program Manager with the Washington Traffic Safety Commission.

- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 6/25/2014.

- [*Check **one box** below and fill in **any** blanks under that checked box*.]

  ☒ The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages 14 and 15.

  OR

  ☐ If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____.

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on 5/5/2014.

☑ Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- [*Check **one box** below and fill in **any** blanks under that checked box.*]

  ☐ The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____;

  OR

  ☐ For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.

- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- [*Check **one box** below and fill in **any** blanks under that checked box.*]

  ☐ A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;

  OR

  ☐ For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;

- [*Check **one box** below and fill in **any** blanks under that checked box.*]

  ☐ For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;

  OR

  ☐ For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [*Fill in **all** blanks below*.]

- The State's ignition interlock law was enacted on 7/1/1994 and last amended on 9/28/2013, is in effect, and will be enforced during the fiscal year of the grant.
  Legal citation(s):

  RCW 46.20.720

☑ Part 4: Distracted Driving (23 CFR 1200.24)

[*Fill in **all** blanks below.*]

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least $25, and increased fines for repeat offenses, was enacted on 1/1/2008 and last amended on 1/1/2008, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:
  RCW 46.61.668
- Definition of covered wireless communication devices:
  RCW 46.61.668
- Minimum fine of at least $25 for first offense:
  RCW 46.61.667, RCW 46.63.110
- Increased fines for repeat offenses:
  N/A
- Exemptions from texting ban:
  RCW 46.61.668

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least $25, increased fines for repeat offenses, was enacted on 7/1/2001 and last amended on 1/1/2012, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:

  RCW 46.20.075

- Driver license testing of distracted driving issues:

  RCW 46.20.130

- Minimum fine of at least $25 for first offense:

  RCW 46.20.075, RCW 46.63.110

- Increased fines for repeat offenses:

  N/A

- Exemptions from youth cell phone use ban:

  RCW 46.20.075

☑ Part 5: Motorcyclist Safety (23 CFR 1200.25)

[*Check **at least 2 boxes** below and fill in **any** blanks under those checked boxes*.]

☑ Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # Section 405 Application Supplemental Documents, p. 84.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # Section 405 Application Supplemental Documents, p. 85 (RCW 46.81A.020).
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # Section 405 Supplemental Documents, pp.86-87.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # Section 405 Application Supplemental Documents, p.88.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # Section 405 Application Supplemental Documents, Attachment F, pp. 89-95.

☐ Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # _____.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # _____.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # _____.
- Copy of the State strategic communications plan is provided as HSP attachment # _____.

☐ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

☐ **Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
  Legal citation(s):

☐ **Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
  Legal citation(s):

☑ **Use of fees collected from motorcyclists for motorcycle programs:** [*Check **one box** below and fill in **any** blanks under the checked box*.]

☒ Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.
  Legal citation(s):

  RCW 46.20.505

  AND

- The State's law appropriating funds for FY 2,015 that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.
  Legal citation(s):

  RCW 46.20.510

☐ Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____.

☑ Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)

[*Fill in **all** applicable blanks below*.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on 7/1/2001 and last amended on 1/1/2012, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:
  RCW 46.20.100 & 46.20.055

- Driving restrictions:
  RCW 46.20.100 & 46.20.055

- Minimum duration:
  RCW 46.20.100 & 46.20.055

- Applicability to novice drivers younger than 21 years of age:
  N/A

- Exemptions from graduated driver licensing law:
  RCW 46.20.055; RCW 46.20.100; RCW 46.20.075

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner's permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:

  RCW 46.20.075

- Minimum duration:

  RCW 46.20.075

- Applicability to any driver who has completed the learner's permit stage and is younger than 18 years of age:

  RCW 46.20.075

- Exemptions from graduated driver licensing law:

  RCW 46.20.075

Additional Requirements During Both Learner's Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.
Legal citation(s):

RCW 46.20.075

Requirement that the driver who possesses a learner's permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.
Legal citation(s):

N/A

License Distinguishability (*Check **one box** below and fill in **any** blanks under that checked box***.)**

☒ Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.

Legal citation(s):

RCW 46.20.105

OR

☐ Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

OR

☐ Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

WASHINGTON
Traffic Safety
COMMISSION