



# 2013

Washington State

# Annual Report



version 1.0





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# Executive Summary

The Strategic Highway Safety Plan (SHSP), Target Zero, continues to set forth the vision, leadership, and strategies for Washington's traffic safety partners and stakeholders to eliminate traffic fatalities and serious injuries on our state's roadways by 2030. The SHSP provides the critical framework for Tribal, state and local governments, non-profit organizations, and private industry partners to work collaboratively in achieving our traffic safety goals within our existing resources. Target Zero utilizes data-driven analysis to identify traffic safety priorities to align proven strategies and counter measures to change driver behavior and save lives.

Preliminary data suggests fatalities dropped on all Washington roadways from 454 in 2011 to 437 in 2012, a 3.79 percent reduction. In context, the national fatality rate increased 4.4 percent and Washington is on track with its Target Zero goal for 2030.

## Achievements

Washington State is proud of the safety improvements made by working collaboratively in areas where we have focused a great deal of time, attention, and funding:

### Target Zero Teams

The demonstration project in King, Pierce, and Snohomish counties exceeded expectations and was recognized as a proven strategy in place of sobriety checkpoints. The state Legislature appropriated state funds to sustain three Washington State Patrol (WSP) detachments consisting of 18 WSP troopers and three sergeants. This funding was effective July 1, 2012. The Washington Traffic Safety Commission continues to fund local law enforcement participation as the project continues to run in these counties. Impaired drivers account for 43 percent of all fatalities and, with the privatization of alcohol and legalization of recreational marijuana, Washington needs proven strategies to combat a potential increase in impaired drivers.



### Federal Funding was Approved for Expanding Rural Target Zero Teams Demonstration Project

This project kicked-off July 1, 2013, and is designed to test this data-driven model in Eastern Washington where the crashes are less dense.

### Young Drivers Age 16-25

Fatalities involving younger drivers aged 16-25 have seen significant reductions since 2007. Current projections based on the 10-year trend show zero fatalities in 2023 and zero serious injuries in 2027. The decline in young driver involved fatalities over the last five years is even more promising, showing that if the most recent five-year decline continues, we could reach zero fatalities as early as 2020! This success reflects effectiveness of the implementation of intermediary driver licenses, high visibility enforcement, and programs such as the Party Intervention Patrol. The Washington Traffic Safety Commission

(WTSC) issued 99 grants from State Farm to support teen traffic safety projects.

### **Unrestrained Vehicle Occupants**

Washington State continues to lead the nation with the highest seat belt use rate of 97 percent. Fatalities among unrestrained vehicle occupants (i.e., vehicle passengers not wearing appropriate safety restraints) have dropped more quickly than the trend needed to reach zero unrestrained vehicle occupant deaths in 2030. Currently, projections based on the 10-year trend show zero fatalities in 2018 and zero serious injuries in 2019. This success reflects the effectiveness of the Click-It-or-Ticket campaign's combination of education and enforcement, as well as several other innovative efforts to encourage greater seat belt use.

### **Opposite Direction (Head-on) Collisions**

Fatalities and serious injuries resulting from head-on collisions have seen dramatic reductions. Current 10-year trends show zero head-on fatalities by 2027, and zero head-on serious injuries by 2029. The reductions in head-on fatalities and serious injuries in the most recent five years have been dramatic, and if we continue on the current five-year decline we will reach zero head-on fatalities in 2018 and zero serious injuries in 2020. This success is a reflection of various engineering improvements and safety enhancements made to Washington roads.

## **Problem Areas**

Despite the reductions in many areas, there are specific areas where we are not seeing these positive trends.

### **Pedestrians**

Despite numerous engineering improvements and other strategies, current trends for pedestrian fatalities and serious injuries indicate they are on the rise. Although the total fatal and serious injury numbers are lower than other traffic safety priorities, the trends show that more must be done and provides an opportunity to implement aggressive strategies that may inform other traffic safety priorities as we near 2030.

### **Motorcyclists**

In 2012, 85 motorcyclists lost their lives in Washington State, the highest number in five years. An unusual weather pattern extended the riding season, requiring a serious evaluation and analysis with key stakeholders to identify and implement new strategies. The 10-year trends in motorcyclist fatalities indicate that both fatalities and serious injuries are on the rise. The five-year trend for fatalities shows that we are closing this gap and reversing this upward trend to more of a neutral one, but still not on a decline. The declines in motorcyclist serious injuries are more promising, showing that if we can maintain our current five-year decline, we could be on track to reach zero in 2024 for motorcyclist serious injuries. However, despite the primary helmet law in Washington, nearly 25 percent of motorcyclist serious injuries are among riders who were not wearing a helmet.

The 2013 Annual Report documents and validates Washington's success and commitment to making our roadways the safest in the nation. This report outlines the accomplishments in each element of Washington's integrated traffic safety system. Additionally, this report provides a summary of traffic safety investments made throughout the past year, including an update on 2012-13 legislative accomplishments.

# Legislation

## 2013 Traffic Safety Related Legislation

### Washington Traffic Safety Commission (WTSC)

*The following information is only intended to provide a brief summary of new legislation. It is based on highlights from the final bill language, or bill reports prepared by legislative staff members and is not intended to be a complete or legal interpretation of bills enacted in 2013. Readers must refer to the applicable bill numbers or RCWs to properly interpret changes to state law.*

#### **HB 1045; C 264 L 13**

Authorizing certain local authorities to establish maximum speed limits on certain non-arterial highways.

**Effective: July 28, 2013**

**Summary:** A city or town is not required to conduct an engineering and traffic investigation if the city or town reduces the speed limit on a non-arterial highway within a residence or business district to 20 miles per hour. This waiver applies, however, only if the city or town has developed procedures for establishing such lower speed limits. The requirement is also waived if the city or town seeks to cancel a lower speed limit that had been established through these procedures. In that case, the cancellation must occur within one year of the initial establishment of the 20-mile-per-hour limit. Finally, cities and towns must consult the manual on uniform traffic control devices when establishing speed limits pursuant to these procedures.

#### **SHB 1334 – C 174 L 13**

Concerning conversion kits on motorcycles.

**Effective: July 28, 2013**

**Summary:** The definition of a "motorcycle" in

the motor vehicle code is revised to mean a motor vehicle designed to travel on not more than three wheels not including any stabilizing conversion kits.

The definition of a "motorcycle" in the Motorcycle Skills Education Program is updated to be the same as the motor vehicle code definition and to clarify that it excludes off-road motorcycles.

The use of stabilizing conversion kits on motorcycles is authorized. A person operating a motorcycle with a stabilizing conversion kit must have a valid driver's license specially endorsed for a three-wheeled motorcycle.

#### **SHB 1752; C 224 L 13**

Modifying requirements for the operation of commercial motor vehicles in compliance with federal regulations.

**Effective: July 28, 2013 (Sections 2, 15, 16, and 17), July 8, 2014**

**Summary:** The Department of Licensing (DOL) must perform background checks to investigate the conviction records of employees who conduct knowledge and skills examinations, or who will conduct such examinations. The DOL must do such checks annually.

#### **Definitions:**

##### **Commercial Vehicle**

Includes those vehicles that have a gross vehicle weight of 26,001 pounds or more, alone or in combination with towed units. Additionally, the definition of a "serious traffic violation," which carries a mandatory license disqualification period of 60 days, is expanded to include driving while using a hand-held mobile telephone and texting while driving. Finally, the definition of a "tank vehicle" covers only those vehicles carrying a tank or tanks with an aggregate capacity greater than 1,000 gallons, unless that tank is empty and temporarily attached to a flatbed trailer.

### Commercial Learner's Permit

A new applicant must obtain a commercial learner's permit (CLP) prior to obtaining a CDL; however, a CLP holder may not take the CDL examination within 14 days of receiving his or her CLP. Such a permit may include endorsements and restrictions. A permit applicant must take an endorsement knowledge exam and is prevented from operating the vehicle under certain circumstances. An operator with either a "P" or "S" permit endorsement may not operate a vehicle with passengers other than an examiner or trainee, and an operator with an "N" permit endorsement may operate only vehicles with empty tanks. Any fees collected for CLP applications or examinations must be deposited in the Highway Safety Fund. A CLP holder is subject to the same disqualification provisions as a CDL holder.

### CLP Application

An applicant for a CLP must meet certain federal requirements. First, the applicant must certify that: (1) he or she is not subject to any disqualification; (2) the motor vehicle in which the person takes the driving skills test is representative of the type of motor vehicle he or she expects to operate; and (3) he or she does not have a driver's license from more than one state. Additionally, the person must identify the type of vehicle he or she expects to operate, and provide his or her social security number, proof of citizenship, and proof that the state to which the application is made is his or her state of domicile.

The CDL holders seeking to renew their license must also meet the same requirements.

### Classes, Endorsements, and Restrictions

New terminology is used to refer to each class: Class A is known as a "combination vehicle;" Class B is a "heavy straight vehicle;" and Class C is a "small vehicle." The new "P" endorsement allows a driver to operate any vehicle with passengers, except a school bus. Valid restrictions include being restricted from

operating: (1) a motor vehicle equipped with a manual transmission; (2) a commercial motor vehicle in interstate travel; (3) a class A passenger vehicle; (4) both class A and class B passenger vehicles; and (5) a tractor-trailer motor vehicle.

### Traffic Infractions

A person is guilty of a traffic infraction, which may become part of the driver's record, if he or she uses a mobile telephone, including sending, reading, or writing a text message, while driving a commercial vehicle. It is not an infraction, however, if the vehicle is parked to the side of, or off of, a highway and has stopped in a location where it can safely remain stationary, if such use was necessary to communicate with emergency services personnel, or if the telephone is used in a hands-free mode. The use of two-way or citizens band radio services is not restricted.

### ESSB 5024; C 306 L 13

#### 2013 – 2015 TRANSPORTATION BUDGET Sec. 201. FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION

The commission shall develop and implement, in collaboration with the Washington State Patrol, a Target Zero Team pilot program in Yakima and Spokane counties. The pilot program must demonstrate the effectiveness of intense, high visibility driving under the influence enforcement in Washington State. The commission shall apply to the national highway traffic safety administration for federal highway safety grants to cover the cost of the pilot program. \$20,000,000 of the highway safety account—federal 17 appropriation is provided solely for federal funds that may be obligated to the commission pursuant to 23 U.S.C. Sec. 164 during the 2013-2015 fiscal biennium.

The commission may continue to oversee pilot projects implementing the use of automated traffic safety cameras to detect speed violations within cities west of the Cascade mountains that

have a population over 195,000. For the purposes of pilot projects in this subsection, no more than one automated traffic safety camera may be used to detect speed violations within any one jurisdiction. The commission shall comply with RCW 46.63.170 in administering the pilot projects. By January 1, 2015, any local authority that is operating an automated traffic safety camera to detect speed violations must provide a summary to the transportation committees of the legislature concerning the use of the cameras and data regarding infractions, revenues, and costs.

**SB 5263; C 139 L 13**

Concerning motorcycles overtaking and passing pedestrians and bicyclists.

**Effective: July 28, 2013**

**Summary:** The operator of a motorcycle may overtake and pass a pedestrian or bicyclist that is occupying the same lane as the operator; provided that the motorcycle overtakes and passes the pedestrian or bicyclist while maintaining a safe passing distance of at least three feet.

**SSB 5274; C33 L 13**

Concerning private motorcycle skills education programs.

**Effective: July 1, 2013**

**Summary:** DOL must allow private motorcycle skills education programs to offer motorcycle safety education courses without a subsidy from the state. These privately provided, unsubsidized motorcycle skills education courses are not subject to the price caps. DOL must review and certify that a private motorcycle skills education course offered without subsidy meets the equivalent educational standards as the subsidized courses. DOL's contract with an unsubsidized provider must allow DOL to periodically audit the private provider to ensure that the educational standards continue to meet those of the subsidized programs.

**ESB 5616; C 299 L 13**

Concerning the use of farm vehicles on public highways.

**Effective: July 28, 2013**

**Summary:** A farm exempt vehicle may be used incidentally on public highways within 25 miles of the farm where it is principally used to travel between farms or other locations to engage in activities that support farming operations. Farm exempt decals must be visible from the rear of the vehicle.

**SB 5797; C 257 L 13**

Encouraging the establishment of effective specialty and therapeutic courts.

**Effective: August 1, 2013**

**Summary:** Specialty court and therapeutic court are defined as specialized pretrial or sentencing dockets in select criminal cases where agencies coordinate work to provide treatment for a defendant who has particular needs. The legislature encourages the supreme court to adopt any administrative orders and court rules of practice and procedure it deems necessary to support the establishment of effective specialty and therapeutic courts.

It is clarified that jurisdictions, rather than counties, may establish and operate drug courts, mental health courts, and DUI courts. Any jurisdiction that establishes a DUI court, drug court, and a mental health court may combine the functions of these courts into a single therapeutic court.

Municipalities may enter into cooperative agreements with counties or other municipalities that have DUI courts to provide DUI court services.

Any jurisdiction establishing a specialty court must endeavor to incorporate the treatment court principles of best practices as recognized by state and national treatment court agencies and organizations, and may seek state or federal funding as it becomes available for the establish-



ment, maintenance, and expansion of specialty and therapeutic courts and for the provision by participating agencies of treatment for participating defendants.

Specialty and therapeutic courts must continue to: (1) obtain the consent of the prosecuting authority in order to remove a charged offender from the regular course of prosecution and punishment; and (2) comply with sentencing requirements as established in state law.

The Superior Court Judges' Association and the District and Municipal Court Judges' Association are encouraged to invite other appropriate organizations and convene a workgroup to examine the structure of all specialty and therapeutic courts in Washington. The legislature requests that the workgroup submit recommendations for the structure of specialty and therapeutic courts in the law and court rules, incorporating principles of best practices as recognized by state and national treatment court agencies and organizations, and making specialty and therapeutic courts more effective and prevalent throughout the state. The legislature requests that the workgroup's recommendations be available prior to the beginning of the 2014 legislative session, and respectfully requests the Supreme Court to consider any recommendations from the workgroup pertaining to necessary changes in court rules.

**E2SSB 5912; C 35 L 13 E 2**

Concerning driving under the influence of intoxicating liquor or drugs.

**Effective: September 28, 2013,  
January 1, 2014 (Sections 27, 28, and 30 - 32)**

**Summary:**

**Arrest Without a Warrant**

A police officer must arrest and take into custody, pending release on bail, personal recognizance, or court order, a person without warrant when the officer has probable cause to believe that the person violated the DUI or being

in physical control of a motor vehicle under the influence (PC) laws and has a prior offence for DUI or PC within 10 years (rush file).

**Ignition Interlocks**

As a condition of release from custody before arraignment or trial, a defendant who has a prior DUI, PC, vehicular homicide, or vehicular assault offense must be ordered to have a functioning IID installed with proof filed with the court within five business days of the date of release, or comply with the 24/7 sobriety monitoring program, or both. IID restrictions must remain in effect until DOL receives a declaration, in the four prior consecutive months (1) there have been no attempts to start the vehicle with a breath concentration of .04 or more unless a subsequent test performed within 10 minutes registers a lower breath alcohol concentration and the digital image confirms that the same person gave both samples; (2) a review of the digital image confirms that, after a failure to take a random test, the vehicle was not occupied by the driver at the time of the missed test; or (3) failure to pass a random retest with a breath concentration of .025 or lower unless a subsequent test performed within 10 minutes registers a lower breath alcohol concentration and the digital image confirms that the same person gave both samples.

**Sentencing**

*No Prior DUI or PC Offenses*

Forty-eight consecutive hours (instead of two days) of a sentence of two to 364 days must not be suspended or deferred for a person with no prior DUI or PC offenses and who either refuses a breath or blood test or has a BAC of at least 0.15 percent unless it would impose a substantial risk to the offender's health or wellbeing.

*One Prior DUI or PC Offense*

If available, Electronic Home Monitoring (EHM) can be replaced with community-based treatment for six months, if indicated by an alcohol assessment, along with 24/7 sobriety program monitoring.

*Two or Three Prior DUI or PC Offenses*

If available, the offender must be ordered to have six months of 24/7 sobriety program monitoring and, if indicated by an alcohol assessment, community-based treatment.

*Felony DUI or PC*

If a defendant's present conviction is for a felony DUI or PC offense, then all predicate crimes for the offense must be included in the offender score. The definition of a predicate offense is expanded to include cases where a deferred sentence was imposed in a prosecution for a negligent driving in the first degree, reckless driving, or reckless endangerment offense, when the original charge, which was pled down to a lesser charge, was filed as a DUI, PC, equivalent ordinance, vehicular homicide, or vehicular assault offense.

The Department of Corrections (DOC) must supervise offenders convicted of vehicular homicide, vehicular assault, felony DUI, or PC regardless of risk classification.

*Impaired Driving Offense With a Child In the Vehicle*

If a person is convicted of DUI or PC and the offense was committed while a passenger under the age of 16 was in the vehicle, additional incarceration must be ordered as:

- 24 hours if the person has no prior offenses;
- five days if the person has one prior offense within seven years; and
- 10 days if the person has two or three prior offenses within seven years.

*Driving on the Wrong Side of the Road*

When setting penalties for DUI and PC offenses, the court must particularly consider whether during the commission of the offense, the defendant was driving in the opposite direction of the normal flow of traffic on a multiple-lane highway with a posted speed limit of 45 miles per hour or greater. For felony DUI and PC

offenses, driving in the opposite direction of the normal flow of traffic on a multiple-lane highway with a posted speed limit of 45 miles per hour or greater can be an aggravating circumstance.

*Civil Forfeiture*

The court must consider whether a vehicle is subject to forfeiture in DUI, PC, and ignition interlock violation cases if a forfeiture has not already occurred.

*Commercial Driver's License*

A person is disqualified from driving a commercial motor vehicle for a minimum of one year if a report is received by DOL that the person was convicted of driving a motor vehicle with any measurable amount of THC in the person's system. Law enforcement must also issue an out-of-service order against a person who drives or is in physical control of a commercial vehicle while having THC in the person's system.

*Operating an Employer's Vehicle*

DOL may not waive and no employer may exempt an ignition interlock requirement within the first 30 days following installation of an IID after a first offense or for the first 365 days after an IID has been installed for second or subsequent convictions.

**Courts**

Municipalities are authorized to establish DUI courts and to provide DUI court services. Courts are prohibited from deferring sentences for DUI or PC of intoxicating liquor or any drug. If a court orders EHM to include an alcohol detection breathalyzer, an alternate alcoholic monitoring device may alternatively be required. If the court determines that a wireless alcohol monitoring device is reasonably available, the court may require that device during the period of EHM.

**Statewide 24/7 Sobriety Program**

The statewide 24/7 sobriety program pilot project is established and administered by the Washington Association of Sheriffs and Police

Chiefs (WASPC), effective January 1, 2014. Up to three counties and two cities may be selected to participate in the pilot project. Selections are made through a request for proposal process. Criteria are enumerated. The cities selected must not be within counties selected for the project. Other local jurisdictions are encouraged to establish 24/7 programs as soon as practicable. WASPC reports findings and results biennially. WASPC may adopt policies and procedures for the administration of the 24/7 sobriety program to (1) provide for procedures and apparatuses for testing; (2) establish fees and costs for participation to be paid by the participants; and (3) require the submission of reports and information by law enforcement agencies within this state.

The 24/7 sobriety account is created to defray the costs of operating the program. The account can receive funds from a variety of sources, including activation and users fees. Funds from the account are used to defray reoccurring costs of the program. Participants' payment of fees are collected contemporaneously or in advance to fund the program and may not be waived or reduced.

Each county, through its sheriff, may participate in the 24/7 sobriety program. If a sheriff is unwilling or unable to participate in the 24/7 sobriety program, the sheriff may designate an entity willing to provide the service. It is the intent of the legislature that the program be implemented statewide by January 1, 2017. The court may condition any bond, pretrial release, granting of a suspended imposition of sentence, suspended execution of sentence, probation, or release upon participation in the 24/7 sobriety program and payment of associated costs and expenses.

A participant who violates the terms of participation must be taken into custody and held for an appearance before a judge on the next judicial day. Penalties for violations are specified.

#### **Ignition Interlock Certification Form**

WSP is authorized to create, by rule, the statement for certifying ignition interlock devices. As a result, the ignition interlock certification form referencing the federal register and the federal standards is removed from WSP's statute.

#### **Marijuana and THC**

Marijuana and THC are added to a number of statutes dealing with DUI, PC, and negligent driving.

#### **Ignition Interlock Program**

Any officer conducting field inspections of ignition interlock devices under the ignition interlock program must report violations by program participants to the court. The WSP may not be held liable for any damages resulting from any act or omission in conducting activities under the ignition interlock program, other than acts or omissions constituting gross negligence or willful or wanton misconduct.

During the 2013-2015 fiscal biennium, funds provided for the ignition interlock program at the WSP must be used to provide field officers to work directly with manufacturers, service centers, technicians, and participants in the program, but may include one non-commissioned staff not for administrative support. The funds must be used to supplement and not supplant other funds being used to fund the ignition interlock program.

#### **Impaired Driving Work Group**

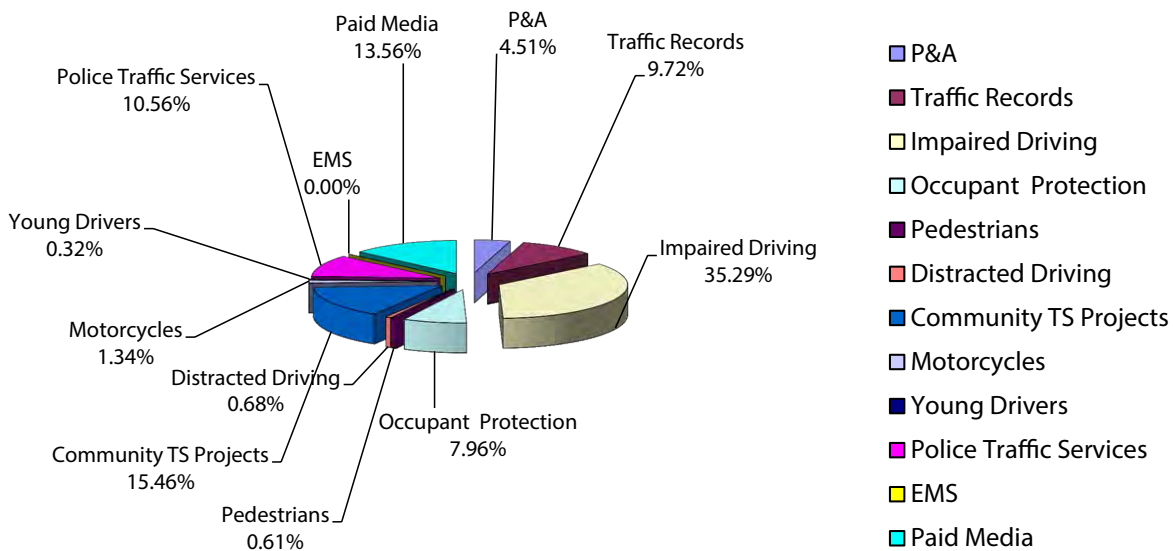
An impaired driving work group is established to study effective strategies to reduce vehicle related deaths and serious injuries that are a result of impaired driving incidents. The work group must report its findings and recommendations to the legislature and the governor by December 1, 2013.

# Fiscal Overview

## Fiscal Overview of Obligations and Expenditures

### Financial Summary

Fund Source	402	405	410	408	2010	2011	Total	% of Total
P&A	\$381,084						\$381,084	4.5%
Traffic Records	\$294,644			\$527,234			\$821,878	9.7%
Impaired Driving	\$956,723		\$2,028,578				\$2,985,301	35.3%
Occupant Protection	\$99,059	\$281,995				\$292,603	\$673,657	8.0%
Pedestrians	\$51,884						\$51,884	0.6%
Distracted Driving	\$57,705						\$57,705	0.7%
Community TS Projects	\$1,307,332						\$1,307,332	15.5%
Motorcycles	\$0				\$113,124		\$113,124	1.3%
Young Drivers	\$27,255						\$27,255	0.3%
Police Traffic Services	\$892,940						\$892,940	10.6%
EMS	\$0						\$0	0.0%
Paid Media	\$504,831	\$295,563	\$319,122			\$27,208	\$1,146,724	13.6%
<b>TOTAL</b>							<b>\$8,458,884</b>	<b>100%</b>



# Assessment of State Progress

## Collision Data and Performance Measures

Outcome Measure	2008	2009	2010	2011	2012*	Baseline Average 2008-2012	2013 Goal
Fatalities	521	492	460	454	437	473	478
Fatality Rate <sup>#</sup>	0.94	0.87	0.80	0.80	0.77	0.84	0.81
Serious Injuries	2,551	2,646	2,482	2,136	2,198	2,403	2,102
Serious Injury Rate <sup>#</sup>	4.60	4.69	4.34	3.75	3.88	4.25	3.62
Rural Road Fatalities <sup>!</sup>	287	313	257	274	268	280	^
Rural Road Fatality Rate <sup>#</sup>	1.79	1.88	1.50	1.61	1.59	1.67	^
Urban Road Fatalities <sup>!</sup>	233	171	196	178	169	189	^
Urban Road Fatality Rate <sup>#</sup>	0.59	0.43	0.49	0.45	0.42	0.48	^
Observed Daytime Seat Belt Use	95.5%	96.4%	97.6%	97.5%	&	&	98%
Unrestrained Passenger Fatalities	132	148	102	98	102	116	48
Unrestrained Passenger Serious Injuries	230	296	256	212	219	243	^
Fatalities Involving a Driver with BAC <sub>≥</sub> .08	166	189	152	135	126	154	151
Fatalities Involving a Drug or Alcohol Impaired Driver	255	265	240	199	201	232	247
Serious Injuries Involving a Drug or Alcohol Impaired Driver <sup>!</sup>	527	570	470	479	499	509	^
Speeding Involved Fatalities	213	210	176	169	158	185	202
Speeding Involved Serious Injuries <sup>!</sup>	796	854	688	584	579	700	^
Distracted/Inattentive Driver Involved Fatalities	128	161	134	131	52	121	126
Number of Drivers age 16-20 Involved in Fatal Crashes	72	87	63	60	40	64	79

\* 2012 estimates are based on preliminary data and are subject to change as more information becomes available.

# Rates based per 100 Million Vehicle Miles Traveled (VMT).

^ No performance target set for this outcome.

! New performance goals set for FY2014.

& Data not yet available.

Outcome Measure	2008	2009	2010	2011	2012*	Baseline Average 2008-2012	2013 Goal
Number of Drivers age 16-20 Involved in Serious Injury Crashes <sup>!</sup>	384	448	401	337	298	374	^
Number of Drivers age 21-25 Involved in Fatal Crashes <sup>!</sup>	101	89	92	80	83	89	^
Number of Drivers age 21-25 Involved in Serious Injury Crashes <sup>!</sup>	414	434	434	358	341	396	^
Motorcyclist Fatalities	78	68	68	70	82	73	60
Unhelmeted Motorcyclist Fatalities	4	5	6	1	5	4	2
Unendorsed Motorcyclist Fatalities	29	15	20	10	24	20	^
Motorcyclist Serious Injuries <sup>!</sup>	500	480	388	359	405	426	^
Pedestrian Fatalities	64	62	63	68	62	64	57
Pedestrian Serious Injuries <sup>!</sup>	288	289	292	288	335	298	^
Bicyclist Fatalities <sup>!</sup>	9	9	6	11	12	9	^
Bicyclist Serious Injuries <sup>!</sup>	113	110	117	112	110	112	^
Run-off-the-Road Fatalities <sup>!</sup>	208	227	200	188	158	196	^
Run-off-the-Road Serious Injuries <sup>!</sup>	774	857	675	624	612	708	^
Intersection Related Fatalities <sup>!</sup>	107	96	105	89	75	94	^
Intersection Related Serious Injuries <sup>!</sup>	908	850	866	758	750	826	^
Average Days from Collision to Availability in the Statewide Collision Database for Analysis <sup>!</sup>				205 Days	90 Days <sup>+</sup>	n/a	^
Percent of Public Road Miles Available for GIS Use <sup>!</sup>					47% <sup>#</sup>	n/a	^

\* 2012 estimates are based on preliminary data and are subject to change as more information becomes available.

^ No performance target set for this outcome

#Measured in June 2013 at 61%

+Measured in November 2013 at 32 days

! New performance goals for FY2014

## 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

## Paid Media\*

Program	Amount	Fund	Month	Media Channel(s)	Remarks
Impaired Driving	\$800,000	410	Nov – Jan, Mar, Jun – Jul, Aug – Sept	TV, Radio, Digital, Outdoor Billboards	National mobilization and sustained enforcement
Occupant Protection	\$300,000	405	May - Jun	TV, Radio, Digital, Outdoor Billboards	National mobilization
Occupant Protection -- child car seat patrols	\$33,595	405	Mar, Apr-May, Jun, Jul, Aug Sept	Radio	Buys completed in Spokane, Moses Lake, Wenatchee, Walla Walla, and Kelso/Longview

\*Additional information on paid media is included in individual program updates.

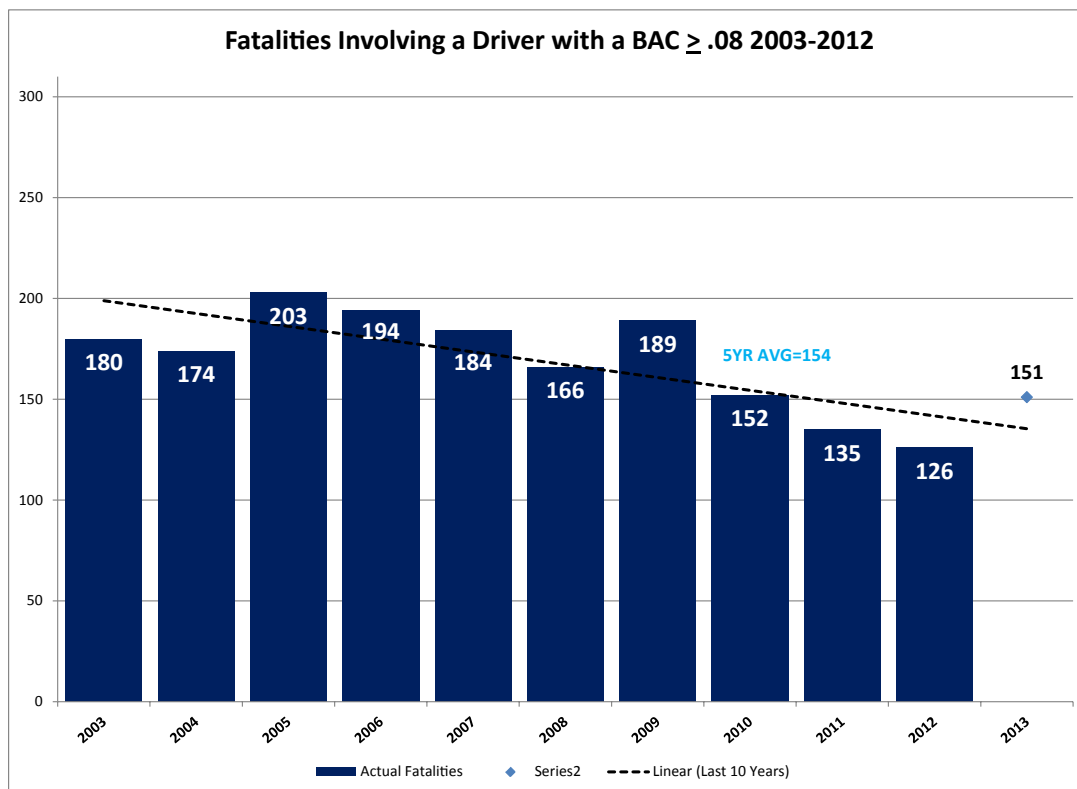
# Impaired Driving

## Problem Statement

Impaired drivers were a factor in 50 percent (704 of 1,406) of all traffic deaths and 1,519 of serious injuries between 2009 and 2011. Fortunately, Washington is experiencing declines in impaired driving. In 2009-2011, impaired driver involved deaths and serious injuries both decreased by 15 percent. 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.

In 2012, impaired drivers were a factor in 46 percent (201 of 437) of all traffic deaths. Impaired drivers involved in fatality crashes were as likely to be impaired by drugs as by alcohol in 2012. Many drivers were impaired by both.

## Performance Measures

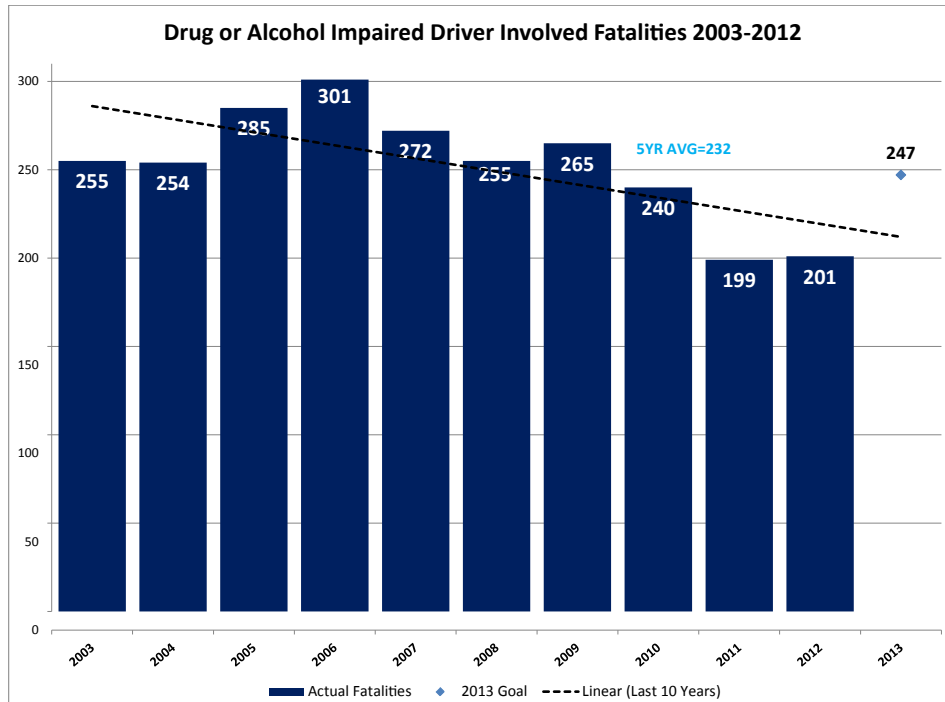


SOURCE: WA FARS

**Outcome Measure:** Reduce traffic fatalities involving a driver with a BAC of .08 or higher by 9.6 percent from the 2008-2010 base year average of 167 to 151 by December 31, 2013.

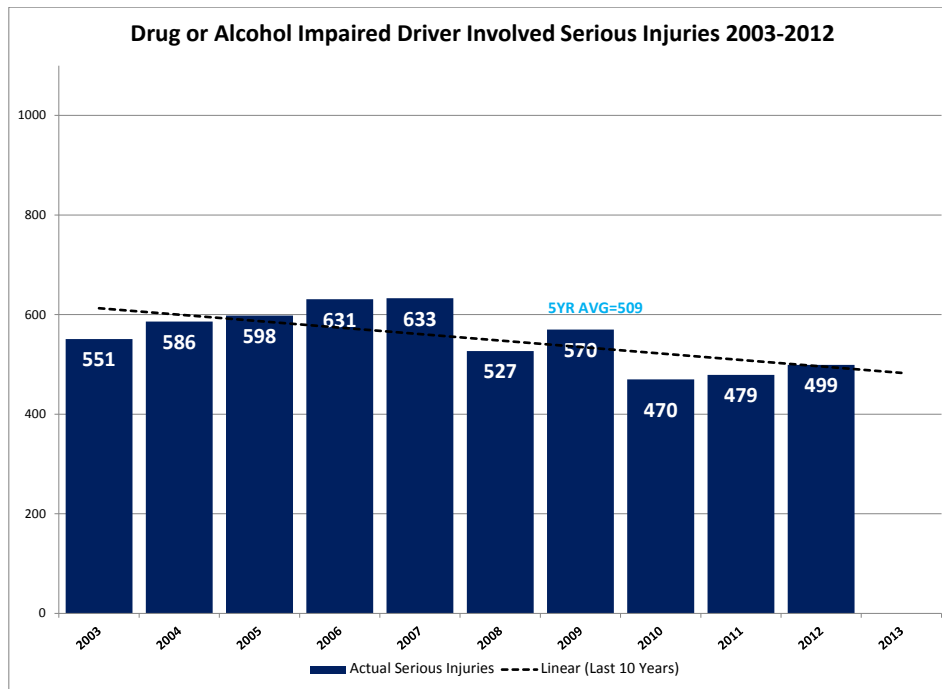
**Results:** In 2012, there were 126 fatalities involving a driver with a BAC of .08 or higher, exceeding our goal of 162 by 22 percent.





SOURCE: WA FARS

**Outcome Measure:** No outcome measure was set for this in the 2013 Highway Safety Plan. The 2014 Highway Safety Plan set this measure as follows: Reduce the number of fatalities involving a drug or alcohol impaired driver from the 2007-2011 baseline average of 246 to 188 by December 31, 2014 (-23.6 percent).



SOURCE: WSDOT

**Outcome Measure:** No outcome measure was set for this in the 2013 Highway Safety Plan. The 2014 Highway Safety Plan set this measure as follows: Reduce the number of serious injuries involving a drug or alcohol impaired driver from the 2007-2011 baseline average of 536 to 408 by December 31, 2014 (-23.9 percent).

## Results

Washington State's impaired driving deaths are finally trending downward after years of little to no progress. It's difficult to speculate as to why this might be true, and there are likely numerous factors, but some of the reason for the decline may include the state's commitment to the data-driven proven strategy approach outlined by Target Zero, the state's strategic highway safety plan. This plan directs WTSC to choose projects that we anticipate will have an impact on decreasing the number of impaired driver related traffic deaths. By investing in proven strategies such as high visibility enforcement DUI campaigns, and Target Zero Teams, WTSC seeks to invest funding in areas most likely to have impact. Each of these projects and their results are listed below.

In addition to careful project selection, Washington has experienced strong leadership for strengthening the state's impaired driving system, both from the Washington Impaired Driving Advisory Council (WIDAC) and from a Governor and legislators willing to make reducing impaired driving related deaths a priority.

The WIDAC updated the Washington Impaired Driving Strategic Plan, outlining statewide investments in reducing impaired driving related deaths in July 2013. The Governor and both parties of both legislative houses came together to address impaired driving laws. The resulting legislation introduced a new program—the 24/7 monitoring program—designed to keep repeat offenders alcohol- and drug-free 24 hours a day, seven days a week. The law now directs officers to book repeat DUI offenders into jail and requires judges to order ignition interlock or participation in a 24/7 program as a condition of pre-trial release. The legislation provided funding for 11 additional prosecutors to be placed in district courts that process the most DUI charges. It established the Impaired Driving Work Group to study effective strategies to reduce impaired driving-related deaths and serious injuries. The Impaired Driving Workgroup consisted of a broad group of stakeholders who met three times to review the impaired driving strategies listed in the legislation. The group issued a report including research findings and policy considerations on December 2, 2013.

There is no single silver bullet that will solve our impaired driving problems. Instead, Washington has attacked the problem system-wide, with carefully selected projects, and multiple layers of leadership on the issue.

## Objectives

- Foster leadership to facilitate impaired driving system improvements.
- Prevent excessive drinking, underage drinking, and impaired driving.
- Encourage the enactment of laws when research suggests such laws will result in impaired driving fatality and serious injury reductions.
- Establish programs to facilitate close monitoring of DUI offenders.
- Enforce and publicize DUI laws.
- Enhance law enforcement training in alcohol and drug detection.
- Encourage consistent and vigorous DUI prosecution.

## Projects

The following projects were completed in FFY 2013. These projects were chosen as a result of their anticipated impact on the core outcome measures listed above. Each project aligns with one or more strategies listed in Washington State's Strategic Highway Safety Plan, Target Zero.

### DUI Therapeutic Courts

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Yakima County District Court	AL13-08	Edica Esqueda	62
<p><b>Project Description:</b> This grant supports the Yakima County DUI Court Program, as it has the past two years, in providing substance abuse treatment and assessment for non-violent DUI offenders including drug and alcohol abstinence, education, medical, housing, employment, mentoring, and volunteer programs. Effectiveness will be measured using court attendee data entered and collected in the newly developed Drug Court Case Management.</p> <p><b>Results:</b> During FFY13 the DUI Court admitted 13 participants into the program; two participants were discharged for noncompliance. As of September 30, 2013, there are a total of 19 participants in the Yakima DUI Court. One hundred incentives were awarded during the year, as well as 14 incentives awarded for participants who maintained their sobriety for more than 90 days. There were 1,200 UA tests administered through the program year of those 97 percent (1166) were negative. Participants must meet with their probation officer regularly and over 3,000 visits were made. Participants logged over 4,000 hours of treatment during FFY13. Each participant also attended five AA meetings per week, resulting in approximately 3,400 attended meetings.</p>			
Fund Source	Amount Approved	Amount Expended	
402 CF	\$100,000	\$100,000	
Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Spokane County District Court Probation	AL13-02	Edica Esqueda	2
<p><b>Project Description:</b> Spokane County's Intensive Supervision Therapeutic Court (ISTC) addresses the hardcore, repeat-offending impaired driver that poses the greatest risk to our community through mandatory program participation. Centralized screening, assessment, referral, and supervision of repeat DUI offenders have a corresponding reduction in alcohol-related crashes, injuries, and fatalities.</p> <p><b>Results:</b> A total of 44 new defendants were ordered into ISTC and 30 defendants are on the graduate caseload. Throughout the year, 29 defendants had warrants issued and are currently in warrant status. The total number of defendants is 81, and that includes those in phases 1-5 and warrant status, this figure does not include graduates. There are 56 defendants who currently qualify for ISTC and are in the pretrial phase of their case, 22 are closely monitored by the Probation team. ISTC graduated 21 defendants and closed another 19 cases due to end of jurisdiction and successful completion of probation. The probation team completed 49 intakes with new defendants, held 1,132 treatment review hearings, 297 show cause hearings, and 1,559 probation appointments. There were 1,684 compliant biological tests completed, 649 non-compliant biological tests reported, and 169 reported relapses. Finally, there were 219 DUIs upon entry to ISTC, five per person average.</p>			
Fund Source	Amount Approved	Amount Expended	
402 CF	\$73,605	\$72,621	

## High Visibility Enforcement Projects

Grant Recipient Washington Traffic Safety Commission	Federal Project # AL13-03	Program Manager Erica Stineman	WTSC Project # 21
<p><b>Project Description:</b> The communications goal for mobilization projects is to reach our primary target demographic. As part of a proven strategy, this grant funds news media, outreach, and publicity efforts as a component of the DUI High Visibility Enforcement campaigns.</p> <p><b>Results:</b> The first use of the national tagline, “Drive Sober or Get Pulled Over” (DSOGPO) was launched for the Holiday DUI campaign. Print materials and vinyl banners are in use by TZMs. News releases were distributed before and after our four DUI High Visibility Enforcement campaigns (Holiday, St. Patrick’s Day, Summer Kickoff, and August DSOGPO) to notify Washington drivers of the patrols and the results. Our strategic social media plan kick-off meeting included representatives of WTSC staff, Frause staff, TZMs, WSDOT, WSP, DOL and DOH and is currently in development.</p>			
Fund Source 402CF	Amount Approved \$140,000	Amount Expended \$82,439	

Grant Recipient Washington State Patrol	Federal Project # PT13-01	Program Manager Angie Ward	WTSC Project # 40																																			
<p><b>Project Description:</b> This grant funded statewide quarterly high visibility enforcement (HVE) DUI mobilizations including the national Holiday DUI campaign and “Drive Sober or Get Pulled Over” as part of the NHTSA August/Labor Day effort. Overtime patrols were coordinated on the local level by Target Zero Managers. Media support and local law enforcement overtime were funded under separate projects. This grant also funded HVE patrols for two corridor projects.</p> <p><b>Results:</b></p> <p><b>Washington State Patrol</b></p> <p><b>Impaired Driving High Visibility Enforcement Mobilization Results:</b></p> <table border="1"> <thead> <tr> <th></th> <th>Holiday DUI 11/21/12 – 1/1/13</th> <th>St. Patrick’s Day 3/14/13 – 3/18/13</th> <th>Summer Kick-off 6/21/13 – 7/7/2013</th> <th>Labor Day Drive Sober or Get Pulled Over 8/16/13 – 9/2/13</th> </tr> </thead> <tbody> <tr> <td>Overtime Hours</td> <td>2108</td> <td>549</td> <td>1339</td> <td>1733</td> </tr> <tr> <td>Contacts</td> <td>4083</td> <td>1130</td> <td>2683</td> <td>3924</td> </tr> <tr> <td>Citations</td> <td>1720</td> <td>399</td> <td>1211</td> <td>1850</td> </tr> <tr> <td>DUI Arrests</td> <td>216</td> <td>50</td> <td>94</td> <td>122</td> </tr> <tr> <td>Speed Citations</td> <td>534</td> <td>132</td> <td>467</td> <td>774</td> </tr> <tr> <td>Occupant Protection Citations</td> <td>77</td> <td>17</td> <td>85</td> <td>112</td> </tr> </tbody> </table>					Holiday DUI 11/21/12 – 1/1/13	St. Patrick’s Day 3/14/13 – 3/18/13	Summer Kick-off 6/21/13 – 7/7/2013	Labor Day Drive Sober or Get Pulled Over 8/16/13 – 9/2/13	Overtime Hours	2108	549	1339	1733	Contacts	4083	1130	2683	3924	Citations	1720	399	1211	1850	DUI Arrests	216	50	94	122	Speed Citations	534	132	467	774	Occupant Protection Citations	77	17	85	112
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Fund Source 402CF	Amount Approved \$410,000	Amount Expended \$367,024																																				

Grant Recipient Washington Traffic Safety Commission	Federal Project # PM13-01, K8PM13-01	Program Manager Erica Stineman	WTSC Project # 22
<p><b>Project Description:</b> The communications goal for mobilizations is to reach our primary target demographic. As part of a proven strategy, this grant funded paid media as a component of the DUI High Visibility Enforcement campaigns. Paid media includes TV, radio and online ads, and outdoor billboards.</p> <p><b>Results:</b> The first use of the national tagline, “Drive Sober or Get Pulled Over” (DSOGPO) was launched for the Holiday DUI campaign with newly created or adapted TV, radio, digital and some web creative, including a much deeper selection of Spanish TV and radio creative assets. An extensive buy plan was created and delivered by our media buyer contractor for our four DUI High Visibility Enforcement campaigns (Holiday, St. Patrick’s Day, Summer Kickoff, and August DSOGPO). Buys included TV, radio, digital, and outdoor advertising.</p>			
Fund Source 402NEW, 402CF, 410CF	Amount Approved \$805,000	Amount Expended \$804,831	

Grant Recipient WTSC Local Law Enforcement Agencies	Federal Project # K813-01	Program Manager Angie Ward	WTSC Project # 40																																			
<p><b>Project Description:</b> This project funded statewide quarterly high visibility enforcement DUI mobilizations including the national Holiday DUI campaign and “Drive Sober or Get Pulled Over” as part of the NHTSA August/Labor Day effort. One hundred thirty nine law enforcement agencies received funding for these overtime patrols coordinated on the local level by Target Zero Managers. Media support and Washington State Patrol overtime were funded under separate projects.</p> <p><b>Results:</b></p> <p><b>Local Law Enforcement</b></p> <p><b>Impaired Driving High Visibility Enforcement Mobilization Results</b></p> <table border="1"> <thead> <tr> <th></th> <th>Holiday DUI 11/21/12 – 1/1/13</th> <th>St. Patrick’s Day 3/14/13 – 3/18/13</th> <th>Summer Kick-off 6/21/13 – 7/7/2013</th> <th>Labor Day Drive Sober or Get Pulled Over 8/16/13 – 9/2/13</th> </tr> </thead> <tbody> <tr> <td>Overtime Hours</td> <td>2628</td> <td>897</td> <td>655</td> <td>1619</td> </tr> <tr> <td>Contacts</td> <td>6051</td> <td>2151</td> <td>1560</td> <td>4049</td> </tr> <tr> <td>Citations</td> <td>1854</td> <td>741</td> <td>553</td> <td>1507</td> </tr> <tr> <td>DUI Arrests</td> <td>229</td> <td>59</td> <td>38</td> <td>108</td> </tr> <tr> <td>Speed Citations</td> <td>398</td> <td>150</td> <td>163</td> <td>519</td> </tr> <tr> <td>Occupant Protection Citations</td> <td>33</td> <td>26</td> <td>21</td> <td>42</td> </tr> </tbody> </table>					Holiday DUI 11/21/12 – 1/1/13	St. Patrick’s Day 3/14/13 – 3/18/13	Summer Kick-off 6/21/13 – 7/7/2013	Labor Day Drive Sober or Get Pulled Over 8/16/13 – 9/2/13	Overtime Hours	2628	897	655	1619	Contacts	6051	2151	1560	4049	Citations	1854	741	553	1507	DUI Arrests	229	59	38	108	Speed Citations	398	150	163	519	Occupant Protection Citations	33	26	21	42
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Fund Source 410CF	Amount Approved \$475,000	Amount Expended \$418,714																																				

## Local Community Impaired Driving Projects

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Thurston Co. Sheriff's Office	AL13-06	Debi Besser	35
<p><b>Project Description:</b> Thurston County Sheriff's Office and Target Zero Thurston ran four nights of multi-jurisdictional and high visibility patrols using the Party Intervention Patrol (PIP) model developed in Pierce County.</p> <p><b>Results:</b> Of the four patrols, underage parties were found during all but one patrol. In these three parties, a total of 12 juveniles (under 18 years old) and 43 young adults (18-20 years old) were arrested and provided with chemical dependency professional intervention. Thirteen alcohol compliance checks were conducted, with an 85 percent compliance rate. Two of the locations sold alcohol to the underage operative, and received sanctions by the Liquor Control Board.</p>			
Fund Source	Amount Approved	Amount Spent	
402NEW	\$36,860	\$32,080	

## Target Zero Teams Projects

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Washington State Patrol	K813-04	Shelly Baldwin	31
<p><b>Project Description:</b> Beginning in 2010, the Target Zero Teams program in Pierce, King, and Snohomish counties has shown the effectiveness of intense, high-visibility DUI enforcement. This TZT program is expanding into Yakima and Spokane counties. This grant provides funding to the Washington State Patrol (WSP) for troopers and sergeants in Yakima and Spokane counties.</p> <p><b>Results:</b> The WSP purchased and outfitted 14 specially marked Target Zero Team vehicles. A competitive recruitment process elicited top DUI troopers for each team. The Yakima and Spokane Target Zero Teams kicked off July 1, 2013.</p> <p>Total Contacts: 4,328   DUI Arrests: 273   Speeding Tickets: 603   Seat Belt Violations: 220</p>			
Fund Source	Amount Approved	Amount Spent	
410	\$1,296,985	\$633,489	

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Washington Traffic Safety Commission	PT13-04 DOT-406	Shelly Baldwin	47
<p><b>Project Description:</b> Beginning in 2010, the Target Zero Teams (TZT) program in Pierce, King, and Snohomish counties showed the effectiveness of intense, high-visibility DUI enforcement. This grant provided overtime funding for local law enforcement agencies in Pierce, King, and Snohomish counties to coordinate efforts with Washington State Patrol Target Zero troopers.</p> <p><b>Results:</b> Compared to the prior five year average, the three TZT counties experienced a 23 percent drop in total fatalities and a 27 percent drop in impaired driving related fatalities over the 24 month demonstration project timeframe. In the same comparison periods, the control counties had a 2.5 percent drop in overall fatalities and an increase of 16 percent in impaired driving related fatalities.</p>			
Fund Source	Amount Approved	Amount Spent	
402NEW, 402CF, 406CF	\$595,000	\$591,995	

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Local Law Enforcement Agencies	K813-05	Shelly Baldwin	46
<p><b>Project Description:</b> Beginning in 2010, the Target Zero Teams (TZT) program in Pierce, King, and Snohomish counties has shown the effectiveness of intense, high-visibility DUI enforcement. This TZT program expanded into Yakima and Spokane counties. This grant provides funding to the local law enforcement Agencies in Yakima and Spokane counties, and provided earned media support for the local taskforce planning teams.</p> <p><b>Results:</b> After data reviews and media planning by the local planning teams, the Yakima and Spokane TZT kicked off July 1, 2013.</p> <p>Spokane: Hours: 144   Contacts: 299   DUI Arrests: 19   Speeding Tickets: 29   Seat Belt Violations: 3  Yakima: Hours: 160   Contacts: 303   DUI Arrests: 28   Speeding Tickets: 20   Seat Belt Violations: 7  Both: Hours: 304   Contacts: 602   DUI Arrests: 47   Speeding Tickets: 49   Seat Belt Violations: 10</p>			
Fund Source	Amount Approved	Amount Spent	
410CF	\$114,000	\$59,658	
Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Washington Traffic Safety Commission	K8PM13-02	Shelly Baldwin	46
<p><b>Project Description:</b> This project supported local media efforts to publicize Target Zero Team (TZT) efforts in Spokane and Yakima.</p> <p><b>Results:</b> The kick-off of the TZT project received great media coverage. Billboards and bus tail advertising were placed in TZT zones to ensure the public was aware of this extra full time DUI enforcement. Radio ads using TZT members were placed on local radio stations with a 18-34 year old demographic. A new social media partnership linked ads about TZT with Pandora Radio. <b>Note: Not in HSP.</b></p>			
Fund Source	Amount Approved	Amount Spent	
410CF	\$20,000	\$19,122	
Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Pierce County Prosecuting Attorney	AL13-04	Shelly Baldwin	1
<p><b>Project Description:</b> The Pierce County Prosecuting Attorney's Office partnered with the local justice system, law enforcement agencies, Target Zero Teams (TZT), and the Tacoma Pierce County DUI Taskforce to reduce impaired driving through aggressive and effective prosecution of DUI violators. This grant funded two additional full-time deputy prosecuting attorneys who worked exclusively on impaired driving cases. The goal was to reduce the amount of time between the DUI arrest and court filing.</p> <p><b>Results:</b> Prior to the start of the project, the average time to screen a DUI case was 16 days. By the end of the project year, the time has been reduced to four days. The Pierce County Prosecutor's Office has become an effective TZT member, providing prosecutorial resources to the TZT law enforcement officers and the DUI Taskforce.</p>			
Fund Source	Amount Approved	Amount Spent	
402NEW	\$175,000	\$148,571	

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Spokane County Prosecutor's Office	K813-06	Shelly Baldwin	18
<p><b>Project Description:</b> This grant funded the Target Zero Team (TZZ) Prosecutor in the Spokane County Prosecutor's Office. The prosecutor helped to address the increase the number of DUI arrests and provided a strong prosecutorial response. With the legalization of marijuana in Washington, enforcement of impaired driving presents new issues in detecting, arresting, and prosecuting impaired drivers. The Prosecutor's Office will train law enforcement officers in the search warrant application process to strengthen the state's case and reduce the rate of breathalyzer/blood refusals.</p> <p><b>Results:</b> The Spokane TZZ Prosecutor provided critical services to strengthen the impaired driving system in the county. Highlights include implementing the state's first No Refusal weekend, providing a model for the rest of the state to follow in August 2014. The prosecutor also developed and implemented the state's first fully electronic blood warrant system utilizing an easy web-based system to allow offices to easily create the warrant and judges to review, sign and return the warrant. Between legal marijuana and limits placed on warrantless blood draws by the McNeely US Supreme Court decision, this electronic system could well become the model statewide.</p>			
Fund Source	Amount Approved	Amount Spent	
402NEW	\$127,600	\$113,624	

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Snohomish County Prosecutor's Office	AL13-05	Shelly Baldwin	57
<p><b>Project Description:</b> This grant would have partially funded the Target Zero Team (TZZ) Prosecutor in the Snohomish County Prosecutor's Office to help to address the increase the number of DUI arrests and provided a strong prosecutorial response resulting from Target Zero Team activity.</p> <p><b>Results:</b> The Prosecutor's Office was unable to maintain its half of TZZ Prosecutors salary due to a budget cut and so could not use the grant funding. The Prosecutor's Office then worked with the Snohomish County Sheriff's Office to develop a system that would place an on-call phlebotomist at the jail to assist with blood draws. While the grant was executed, personnel changes at the Sheriff's Office prevented any work on the grant from being accomplished.</p>			
Fund Source	Amount Approved	Amount Spent	
402NEW	\$50,000	\$0	



## Washington State Patrol – Impaired Driving Section Projects

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Washington State Patrol	K813-03	Mark Medalen	20
<p><b>Project Description:</b> The WSP Impaired Driving Section (IDS) provides support to all law enforcement agencies in Washington through a combined effort of strong Ignition Interlock, Standard Field Sobriety Testing (SFST), Drug Recognition Expert (DRE) and Mobile Impaired Driving Unit (MIDU) programs. Programs are measured and reported based on number of trainings, emphasis patrols, interlocks installed, MIDU activity, and regional reports. Ultimately, the success of the IDS is based on the reduction of serious injury and fatality collisions involving an impaired driver.</p> <p><b>Results:</b> The DRE program successfully met its training goals during the FFY 2013 grant year. They completed two full DRE schools, providing a total of 29 new DREs across the state of Washington.</p> <p>Six DREs attended transitional instructor school, and many of them completed their student teaching and are now able to reach out to more areas of our community with training classes in the future.</p> <p>DRE in-service was held in conjunction with other members of the impaired driving section to help offer continuing education to our DREs while respecting the need to be lean and efficient with our budget.</p> <p>The number of Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Impairment Training for Educational Professionals (DITEP) classes provided across the state increases monthly. At the current rate, we could see the program doing almost twice as many classes as in previous years.</p> <p>The SFST program provided quality statewide SFST Basic and SFST Refresher classes. They held a statewide DUI Symposium with over 300 attendees. The SFST Coordinator also conducted or coordinated several live drinking labs at various locations around the state to enhance the DUI training to new and experienced officers. The SFST Program continued to work in conjunction with the other programs within the Impaired Driving Section.</p> <p>The MIDU was utilized on a regular basis, both for DUI processing, as well as an educational tool for tours and presentations. It was deployed for 37 emphasis patrols yielding 294 DUI and Boating under the Influence (BUI) arrests.</p>			
Fund Source	Amount Approved	Amount Expended	
410CF	\$633,670	\$603,453	

## Washington State Patrol – Traffic Safety Resource Prosecutors

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Washington State Patrol	K813-02, AL13-07	Mark Medalen	16
<p><b>Project Description:</b> Impaired drivers account for approximately half of all traffic fatalities in Washington. The Traffic Safety Resource Prosecutor (TSRP) program is a best practice to reduce impaired driving. Two TSRPs currently work with WSP's Impaired Driving Section with access to the state's leading experts in BAC testing, toxicology, standard field sobriety tests, ignition interlock, and the Drug Recognition Expert program - a tremendous benefit to our state's prosecutors. The program is measured by number of officers and prosecutors trained, total training hours provided, and number of technical assistance responses provided to prosecutors and law enforcement. Ultimately, the number of impaired driving crashes should be reduced.</p> <p><b>Results:</b> The grant year beginning October 1, 2012, and ending on September 30, 2013, continued the very active demand for the specialized services of the TSRP program. Hands-on training of <b>222 hours</b> was provided to over <b>2,820 participants</b>—law enforcement officers, prosecutors, and judges across the state in a variety of areas of impaired driving enforcement and legal updates. This does not include an additional training for <b>1,500</b> high school students. These figures reflect a mature stable TSRP program, having reached a similar plateau of hours and students in the two prior grant cycles.</p> <p>However, the above 2012-2013 figures do not include the work conducted by TSRP Fellow Program as part of its agreement to provide additional regional trainings. The TSRP Fellows conducted over 52 trainings, for an estimated total of <b>77 hours</b> and provided training for an additional <b>515 students</b>. The TSRP Fellow program has, in effect, leveraged TSRP training to expand DUI training statewide.</p> <p>There have been few moments in recent years during which the state of DUI law has been more in flux, in Washington State, as well as across the nation. The many legal changes and court opinions have created an even greater need for basic training for law enforcement officers and prosecutors as the fundamental protocol for enforcement and prosecution of DUIs and other impaired driving crimes has changed dramatically. The TSRP program is actively offering assistance at all levels from training, policy input, supporting programs to alleviate the strain of an increase in search warrants, legal argument and brief drafting, and legislative proposals.</p>			
Fund Source	Amount Approved	Amount Expended	
402NEW, 406CF, 410CF	\$299,640	\$280,227	

# Speeding

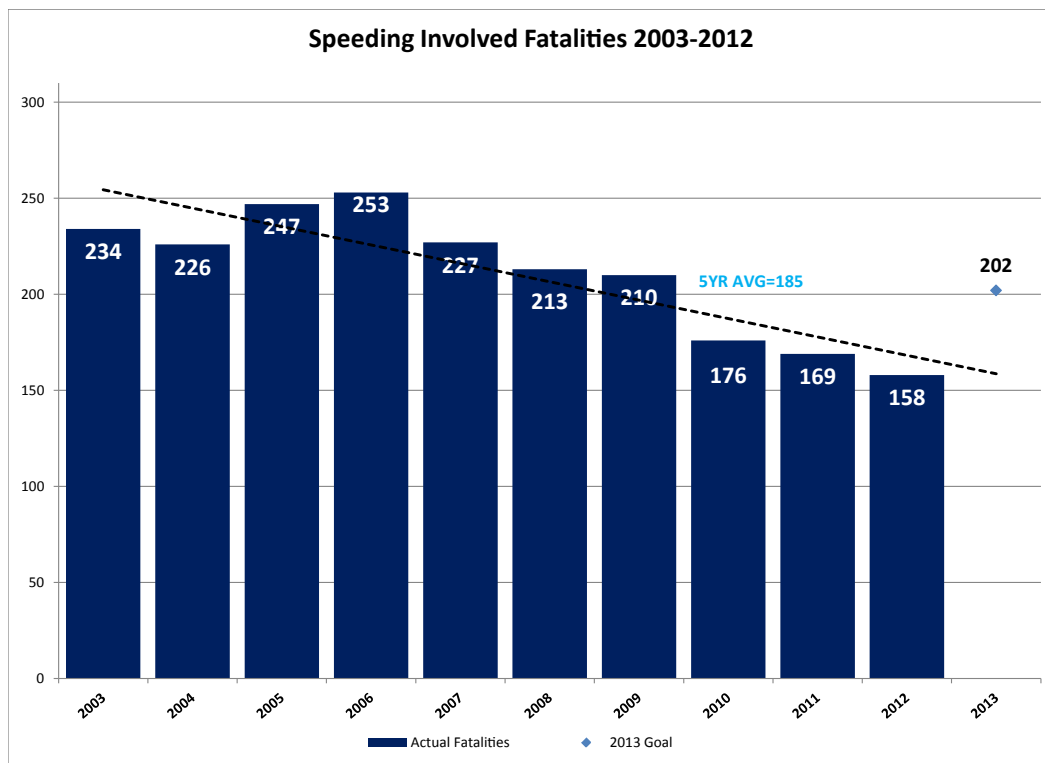
## Problem Statement

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 fatalities and 30 percent of serious injuries. Only impairment and run-off-the-road are involved more often.

Speeding is often combined with other dangerous driving behaviors. Impairment was involved in 64 percent of speeding involved fatalities. Sixty-one percent of speeding involved fatalities resulted in run-off-the-road crashes. In 43 percent of speeding involved fatalities, both impairment and run-off-the-road were factors.

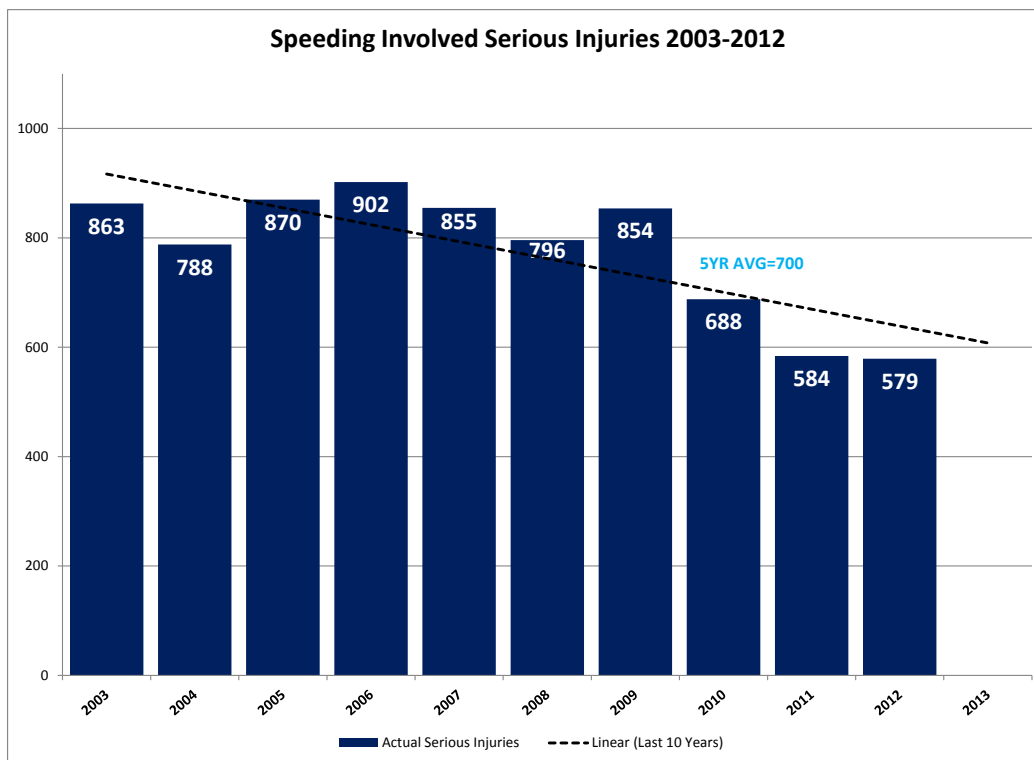
Males accounted for over 78 percent of speeding involved fatalities and over 66 percent of speeding involved serious injuries. Young drivers aged 16-25 represented 33 percent of speeding involved fatalities and 35 percent of speeding involved serious injuries.

## Performance Measures



SOURCE: WA FARS

**Outcome Measure:** Reduce the number of speeding related fatalities by 6.9 percent from the 2007-2009 base year average of 217 to 202 by December 31, 2013.



SOURCE: WSDOT

**Outcome Measure:** No outcome measure was set for this in the 2013 Highway Safety Plan. The 2014 Highway Safety Plan set this measure as follows: Reduce the number of speeding involved fatalities from the 2007-2011 baseline average of 755 to 576 by December 31, 2014 (-23.7 percent).

## Results

In 2009-2011, speeding involved fatalities and serious injuries declined slightly faster than statewide fatalities and serious injuries. Compared with 2006-2008, speeding involved fatalities declined 20 percent and serious injuries decreased 17 percent. It is difficult to speculate as to why this might be true and there are likely to be numerous factors, but ongoing education of the public about the dangers of speeding, partnered with law enforcement patrols to enforce speed limits, have proven to be effective.

## Objectives

- Reduce speeding through enforcement activities.
- Use engineering measures to effectively manage speed.
- Build partnerships to increase support for speed reducing measures.

## Projects

The societal cost of speeding-related fatal and serious injury crashes in Washington exceeded \$850 million in 2011 alone. Washington currently allows automated speed enforcement in school and construction zones to detect speeding vehicles. To explore the use of this technology in other types of locations, the Washington State Legislature passed a 2009-2011 transportation budget proviso, which was extended through the 2011-2013 and 2013-2015 Bienniums, for automated speed enforcement pilot projects in Seattle and Tacoma. The proviso directed the WTSC to evaluate the pilot projects and

report to the legislature on the use, public acceptance, outcomes, and other relevant issues regarding automated speed enforcement cameras. The 2011 Evaluation Report to the legislature contains the pilot project's initial 18-month results. The current report presents the updated results through the 2012 project period.

Grant Recipient City of Tacoma	Federal Project # N/A	Program Manager Mark Medalen	WTSC Project # N/A
<p><b>Results:</b> Project outcomes for the Tacoma site demonstrated a reduction in average speed, an initial decrease in the percentage of vehicles triggering the camera (i.e., violations), and a decrease in crashes resulting in injuries. Average speeds decreased from 30.3 MPH at the 2010 baseline, to 27.8 MPH in quarter two of 2012; however, these average speeds are below the posted limit of 35 MPH, meaning that the decrease may also be attributed to other factors, such as traffic congestion and seasonal weather. The number of monthly violations decreased steadily in 2010, and leveled off in 2011 and 2012. The number of crashes resulting in injury decreased from six during the last half of 2009 to just one during the first half of 2012, though the small size of the numbers involved prevents us from reaching statistically-valid conclusions.</p>			
Fund Source N/A	Amount Approved N/A	Amount Expended N/A	
Grant Recipient City of Seattle	Federal Project # N/A	Program Manager Mark Medalen	WTSC Project # N/A
<p><b>Results:</b> Project outcomes for the Seattle sites did not show a reduction in average speeds at either site; however, this may be due to the use of a mobile speed unit (rather than a fixed camera) that alternated between the sites (and other non-project sites). It is important to note that average speeds at both sites remained consistently between 34 and 36 MPH. The number of infractions issued each month is dependent on the number of days, hours, and time of day the mobile unit is deployed, so it was not possible to determine if the number of infractions issued is decreasing as a result of deploying the mobile unit.</p>			
Fund Source N/A	Amount Approved N/A	Amount Expended N/A	
Grant Recipient Washington Traffic Safety Commission	Federal Project # SE13-01	Program Manager Mark Medalen	WTSC Project # 44
<p>Nearly 40 percent of all traffic-related fatalities in Washington involve a speeding driver. In absence of an evidence-based, data-driven approach that results in behavior change, this grant supported the continuing research and formation of a statewide advisory council on speeding to study and suggest a direction for a speed reduction effort. As a result, no federal funds were used for the Speeding program during FFY 2013.</p>			
Fund Source 402NEW	Amount Approved \$100,000	Amount Expended \$0	

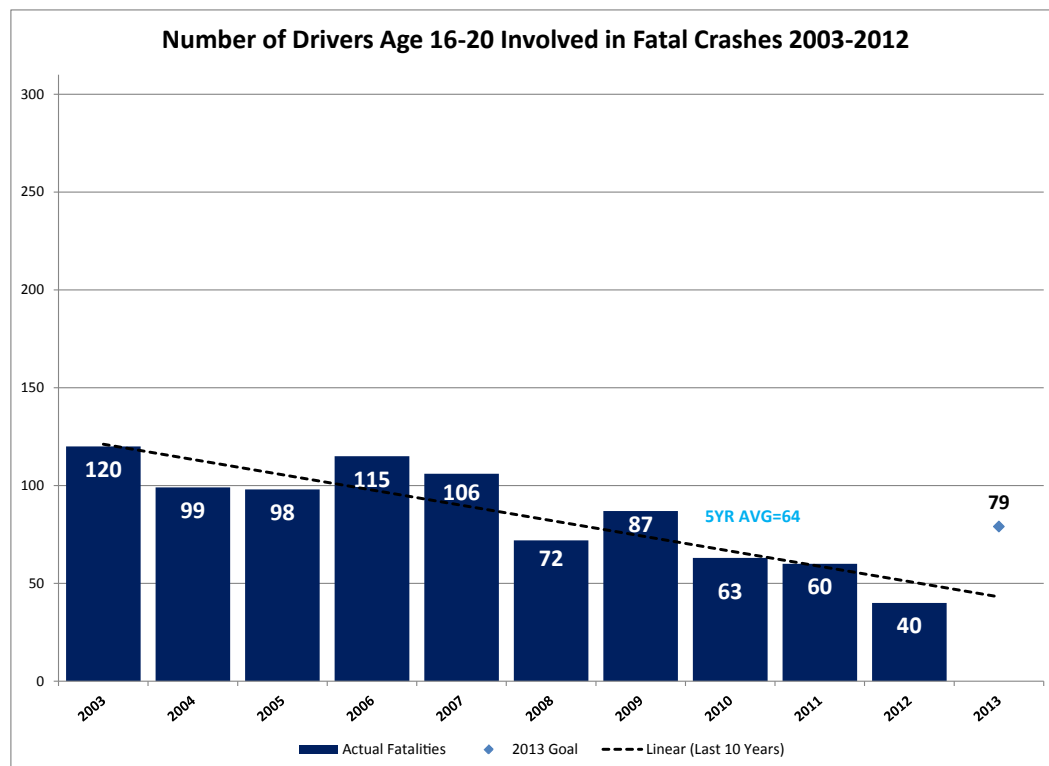
# Young Drivers

## Problem Statement

Motor vehicle crashes are the leading cause of death for young people ages 16 to 25 in Washington. Drivers in this age group have the highest crash rate, and the highest rates of speeding, impaired driving, and distracted driving of any driver age group in the state. In fatal collisions 2009-2011, drivers age 16 to 25 were about twice as likely to be speeding, and three times more likely to be passing improperly, compared to drivers ages 26 and older. Drivers ages 16 to 25 were also 20 percent more likely to be impaired.

From 2009-2011, 35 percent of traffic fatalities involved a young driver age 16 to 25. In that same time frame, young drivers were involved in 38 percent of all serious injury collisions. Compared to 2006-2008, there has been a 26 percent decrease in traffic fatalities involving a young driver and a 15 percent decrease in serious injuries. These declines are greater than declines in overall fatalities and serious injuries and both the five- and 10-year trend lines predict zero young driver involved fatalities and serious injuries before 2030.

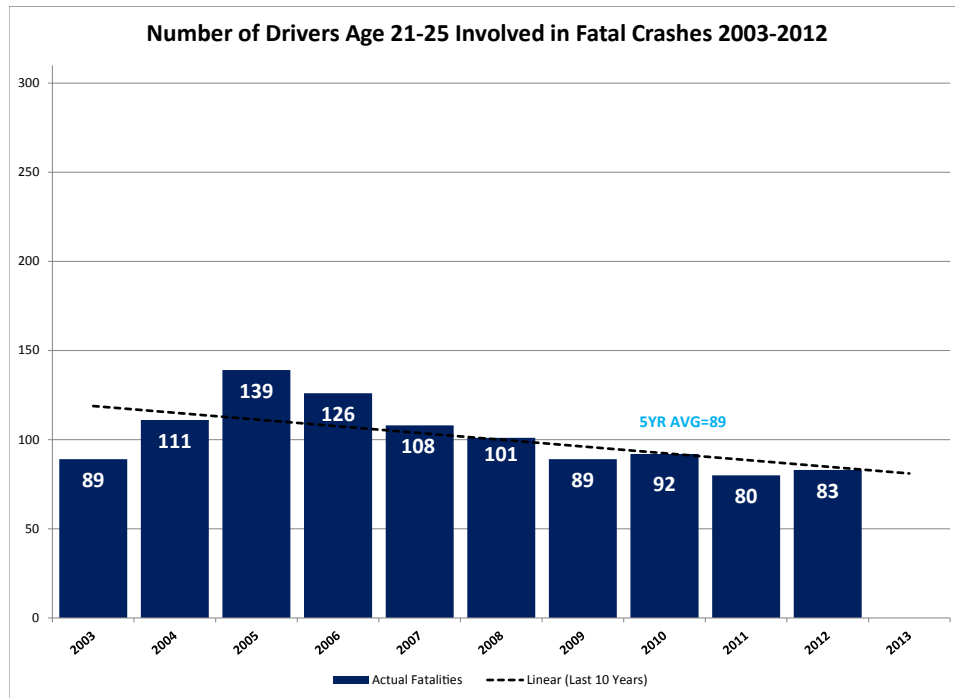
## Performance Measures



SOURCE: WA FARS

**Outcome Measure:** Reduce the number of drivers age 16-20 involved in fatal crashes by 4.1 percent from the 2008-2010 base year average of 74 to 71 by December 31, 2013.

**Results:** In 2012, there were 40 fatal crashes involving drivers between the ages of 16-20, exceeding the goal of 79 by 49 percent.



SOURCE: WA FARS

**Outcome Measure:** No outcome measure was set for this in the 2013 Highway Safety Plan. The 2014 Highway Safety Plan set this measure as follows: Reduce the number of drivers age 21-25 involved in fatal crashes from the 2007-2011 baseline average of 94 to 72 by December 31, 2014 (-23.4 percent).

## Results

Washington State's young driver deaths and serious injuries are declining faster than overall fatalities. Fatalities and serious injuries involving 16- to 17-year-old drivers are decreasing twice as fast as those involving 18- to 20-year-old drivers. The reasons for this progress are unclear, though Washington's IDL restrictions may play a role. Many questions remain about how the IDL law and increasing costs of driver education could be pushing more young people to wait until the age of 18 to get their license—a time when driver education is no longer required for licensure.

Washington continues to focus a majority of their high visibility enforcement media attention on these younger drivers to ensure the message of extra patrols is reaching them. In addition, an effort continues to coordinate all young driver issues through the work of the Young Driver Task Force.

The WTSC continued its work to maintain a presence in high schools this year through the State Farm project. The project promotes peer to peer traffic safety interactions that qualify schools for \$500 mini-grants. Party Intervention Patrols (as outlined in the impaired driving section) are also expanding in Washington to decrease underage drinking and driving.

## Objectives

- Decrease the number of young drivers ages 16-25 involved in traffic fatalities from 146 in 2011 to 110 by 2017.

## Projects

Grant Recipient Washington Traffic Safety Commission	Federal Project # CP13-10	Program Manager Jonna VanDyk	WTSC Project # 53
<p><b>Project Description:</b> The Young Driver Task Force, made up of representatives from both public and private sector organizations, met monthly throughout FFY 2012-13 to identify and implement strategies to reduce deaths involving young drivers, including providing feedback for the development of the revised Target Zero Strategic Plan strategies for young drivers. The Task Force's priorities include promoting awareness among parents of teens and law enforcement about the Washington Intermediate Driver License law, strengthening driver training requirements and targeting and intervening with high risk young drivers through the Department of Licensing systems. WTSC also participates on a multi-agency coalition co-facilitated by the Department of Social and Health Services Division of Behavioral Health and Recovery and the Liquor Control Board called the RUaD (Reduce Underage Drinking) coalition. The RUaD Coalition members analyze and disseminate information and, as appropriate, promote public and corporate policy changes to strengthen laws, adopt ordinances and restrict advertising and access to alcohol by youth. Since impairment is the leading cause of fatal crashes involving young drivers, reducing access to alcohol by young drivers is a logical point of intervention.</p> <p><b>Results:</b> An educational video promoting parental and law enforcement awareness about the Intermediate Driver License law was developed and distributed to traffic safety educators and members of the high school community, along with a fact sheet and card explaining the law. Traffic safety educational activities were completed by student groups at 99 high schools, promoting awareness about distracted driving and impaired driving by teens.</p>			
Fund Source 402	Amount Approved \$60,000	Amount Expended \$27,255	



# Distracted Driving

## Problem Statement

From 2009 through 2011 distracted driving was a factor in 426 fatalities (30 percent) and 868 serious injuries (11.9 percent).

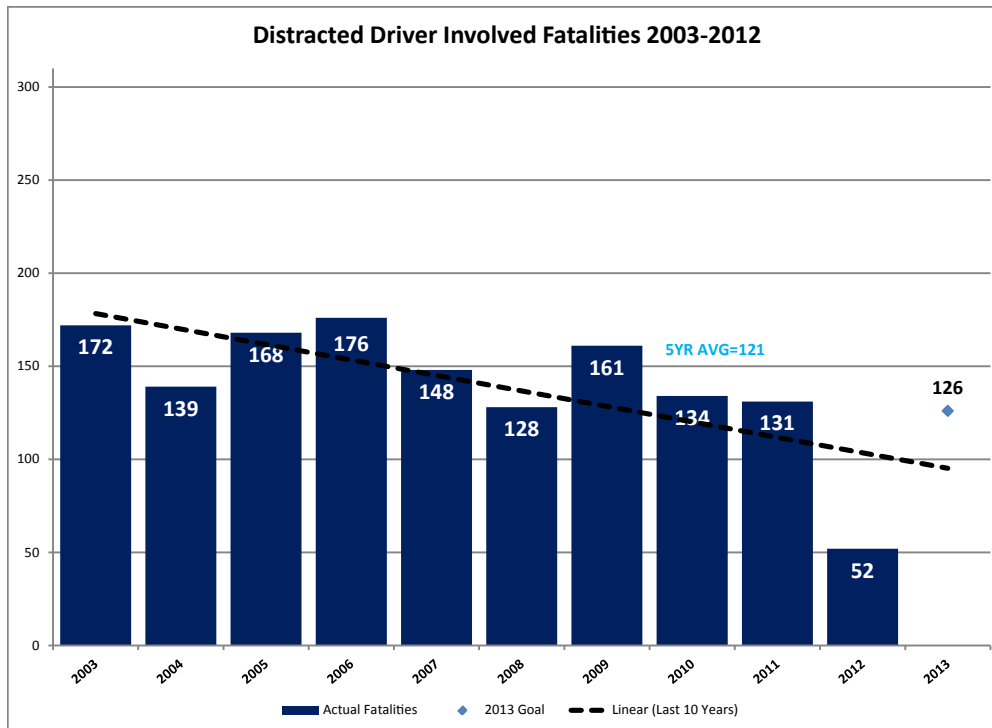
During this period Washington saw a 6 percent decrease in distracted driver involved fatalities and an 18 percent decrease for distracted driver involved serious injuries compared to 2006-2008. While this decrease is encouraging, the five- and 10-year trend lines point out where we appear to be losing ground.

While every day we see drivers using cell phones or driving distracted in other ways, identifying distracted driving as a contributing factor in collisions is difficult to estimate. Crash investigators can identify it only through actual evidence such as self-reporting, witness testimony, and evidence indicating distraction. It is suspected to be underreported in fatal and serious injury collisions.



**Hoquiam High School Cheer Team Distracted Driving Project**

## Performance Measures



**Outcome Measure:** Reduce the number of distracted driving-involved fatalities by 8.3 percent from the 2008-2010 base year average of 132 to 117 by December 31, 2013.

The 10-year trends indicate we face significant performance gaps, especially when it comes to serious injury collisions. In order to reach Target Zero by 2030, we need to see seven fewer fatalities and 16 fewer serious injuries involving distracted drivers every year.

## Results

Most recent data is more encouraging. In 2009-2011, fatalities involving a distracted driver declined 5.8 percent (426) and serious injuries 17.7 percent (868) compared to 2006-2008 (previously 452 and 1,055 respectively).

The use of a handheld wireless communications device or texting while operating a motor vehicle became a primary enforcement law in Washington effective June 10, 2010. In the years preceding this change, handheld cell phone citations averaged 700 per month. After the law changed, the average rose to 4,000 per month. Texting while driving is harder to enforce, as evidenced by a lower number of citations both before and after the law change. Texting citations prior to the change averaged 30 per month, and after, 130 per month (source: Administrative Office of the Courts).

The National Center for Health Statistics estimates in 2011, 55 percent of Washington households used cell phones exclusively or mostly (versus landline phones). This is an increase of 25 percent in one year, up from 44 percent of households in 2010. And this extends to our time behind the wheel. Fortunately, there has not been a sharp rise in collisions involving cell phone use, or even a rise in "unknown distraction" collisions, which could be attributable to cell phones.

## Objectives

- Better understand the distracted driving problem in Washington.
- Increase driver awareness of the risks of distracted driving.
- Increase/strengthen fines and assist in improved adjudication of distracted driving citations.

## Projects

Grant Recipient	Federal Project #	Program Manager	WTSC Project #																																								
Seattle King County Public Health	DD13-01	Mark Medalen	37																																								
<p><b>Project Description:</b> For 2006-2010 in King County, 21 percent of traffic fatalities involved a distracted driver, contributing to 102 lives lost. In the summer of 2013, law enforcement officers from 18 King County agencies participated in high visibility enforcement (HVE) patrols looking for cell phone distraction violations from June 10–28 and August 5–23. Patrol times, days, and locations were determined by local data.</p> <p><b>Results:</b></p> <table border="1"> <thead> <tr> <th colspan="8">King County Cell Phone Distraction Enforcement Patrol Results FFY 2013</th> </tr> <tr> <th>Term</th> <th># Contacts</th> <th># NOI</th> <th># NOIC</th> <th># DUI</th> <th># Cell Phone Cit.</th> <th># Text Cit.</th> <th># Officer Hours</th> </tr> </thead> <tbody> <tr> <td>June Campaign</td> <td>841</td> <td>744</td> <td>21</td> <td>1</td> <td>410</td> <td>89</td> <td>205</td> </tr> <tr> <td>August Campaign</td> <td>1641</td> <td>1377</td> <td>68</td> <td>1</td> <td>869</td> <td>99</td> <td>385.5</td> </tr> <tr> <td>TOTALS</td> <td>2482</td> <td>2121</td> <td>89</td> <td>2</td> <td>1279</td> <td>188</td> <td>590.5</td> </tr> </tbody> </table> <p>Public education messages were featured on television, radio, print, and web news media, through social media sites and direct contact with law enforcement. Bus advertisements ran on the back of 46 King County Metro buses. Radio spots ran a combined total of 259 times. Media releases be found online at:</p> <p>Pre Patrol: <a href="http://www.wsp.wa.gov/information/releases/2013_archive/mr080513.htm">http://www.wsp.wa.gov/information/releases/2013_archive/mr080513.htm</a></p> <p>Post Patrol: <a href="http://www.wsp.wa.gov/information/releases/2013_archive/mr090413.htm">http://www.wsp.wa.gov/information/releases/2013_archive/mr090413.htm</a></p> <p>Evaluation of Project Status: The Harborview Injury Prevention &amp; Research Center's (HIPRC) cell phone distraction project is the first study to record multiple types of cell phone distraction among drivers. These data sets can serve as baselines for counties and the state to track changes in cell phone use over time to evaluate patrol work and state, county, and city policies. The King County Target Zero Task Force is reviewing the results of this study and grant to determine next steps for this work.</p>				King County Cell Phone Distraction Enforcement Patrol Results FFY 2013								Term	# Contacts	# NOI	# NOIC	# DUI	# Cell Phone Cit.	# Text Cit.	# Officer Hours	June Campaign	841	744	21	1	410	89	205	August Campaign	1641	1377	68	1	869	99	385.5	TOTALS	2482	2121	89	2	1279	188	590.5
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Fund Source	Amount Approved	Amount Expended																																									
402NEW	\$60,000	\$57,705																																									

# Traffic Records

## Problem Statement

Timely, accurate, integrated, and accessible data are the underpinnings of Target Zero. This data serves as the critical link in identifying problems, selecting appropriate countermeasures, and evaluating performance. Washington's information and decision support systems, collectively referred to as traffic records, provide key information to identify problems and support decisions regarding public and transportation safety. Information derived from these systems is central to enhancing management and accountability in public service by gauging progress toward key measures of performance. The Washington Traffic Records Committee (TRC) is a partnership of state, local, and federal interests from the transportation, law enforcement, criminal justice, and health fields. 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

Washington's TRC tracks several key measures of performance intended to clearly document progress in improving traffic records systems. Several of these measures are submitted to NHTSA each year in order to qualify for Section 408 incentive grants. NHTSA validated that Washington had shown "demonstrable progress" for FFY 2013 as illustrated in the following measures:

<b>Measure #1</b>	<b>Baseline</b>	<b>Progress Achieved</b>
Decrease in the average number of days from the time of a collision until available in the statewide database for analysis and reporting (WSDOT) <b>2009 Assessment Deficiency #2 – Statewide Collision Data Quality</b>	7/2011 -6/2012	7/2012 – 6/2013
	205	148

<b>Measure #2</b>	<b>Baseline</b>	<b>Progress Achieved</b>
Percent of statewide public road miles identified on the state's basemap. <b>2009 Assessment Deficiency #4 – Location Referencing System</b>	12/2012	6/2013
	54%	61%

## Objectives

- Expand the capabilities and use of the eTRIP system for electronic data generation, transfer, filing, reporting, and analysis.
- Develop and expand integrated traffic information systems and enhance injury surveillance.
- Improve data quality through reporting timeliness, data collection consistency, and data accuracy.
- Enhance the structure and activities of the TRC.

## Projects

Grant Recipient WTSC	Federal Project # TR13-02	Program Manager Staci Hoff	WTSC Project # 14
<p><b>Project Description:</b> This grant ensured high-quality traffic records data and research investigations to form the foundation of WTSC programs. This included travel and subsistence, contractual services, and goods and services. The Research and Data Division (RAD-D) will continue to provide data and research support to all program areas.</p> <p><b>Results:</b></p> <ul style="list-style-type: none"> <li>• Completed the statewide seat belt survey in compliance with new NHTSA observation methodology.</li> <li>• Ensured the necessary software, analytical training, and research journal subscriptions were provided to ensure WTSC could support internal and external customers' data requests and reporting needs.</li> <li>• Completed a three-year recap report of the Driver Knowledge and Attitude survey.</li> <li>• Provided data and analytical support for the State Strategic Highway Safety Plan: Target Zero, the FFY 2014 Highway Safety Plan, and the FFY 2012 Annual Report.</li> </ul>			
Fund Source 402 new	Amount Approved \$87,500	Amount Expended \$73,569	

Grant Recipient WTSC	Federal Project # K913-01	Program Manager Chris Madill	WTSC Project # 14
<p><b>Project Description:</b> This project provides funding to implement state and local traffic records system and process improvement projects contained within Washington's Traffic Records Strategic Plan. This includes funding for salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, and goods and services.</p> <p><b>Results:</b> Details from individual projects can be found in the tables on the following pages.</p>			
Fund Source 408CF	Amount Approved \$1,100,000	Amount Expended \$527,234	

## Individual K913-01 Projects

Project Description	Subgrantee	Amount Approved	Source	Amount Expended	Project Results
Outreach and training coordination to increase number of local law enforcement agencies using SECTOR	WASPC	\$50,000	408	\$49,430.30	Initiated and coordinated deployment for 14 new SECTOR agencies, administered 26 trainings for 269 law enforcement personnel, provided 327 SECTOR scanners and 318 SECTOR printers to 66 law enforcement agencies, provided advocacy for local law enforcement on the eTRIP Operations Managers Team.
Programming services to implement SECTOR enhancements based on eTRIP Governance Team priorities	WSP	\$180,000	408	\$169,800	Implemented Court Date and Impound/Tow Form projects, 15 miscellaneous change requests, and provided on-going input and process improvement to development processes.
Conduct trainings for new SECTOR users	Johansen Consulting	\$50,000	408	\$40,819.77	Conducted 26 trainings for 269 law enforcement personnel across Washington State.
SECTOR Implementation at Seattle Police Department	SPD	\$62,500	School Zone	\$0	Seattle will begin submitting electronic tickets and collisions beginning in early 2014.
SECTOR Implementation at Seattle Police Department	SPD	\$200,000	School Zone	\$0	

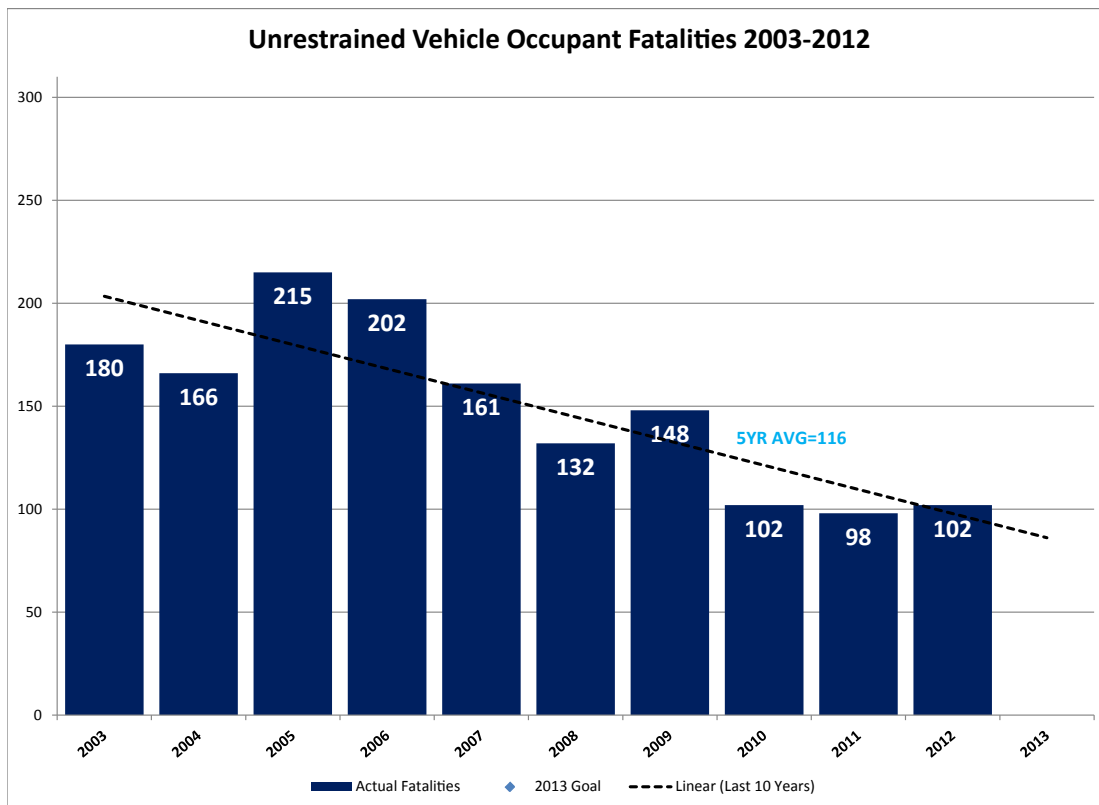
Project Description	Subgrantee	Amount Approved	Source	Amount Expended	Project Results
Conduct study to determine best model for SECTOR maintenance and enhancement	n/a	\$40,000	408	\$0	Project was delayed until FFY 2014.
Develop model for linking crash, licensing, and hospital data through IRB approved research	n/a	\$120,000	408	\$0	Project was delayed until FFY 2014.
Improve Transportation Basemap & Geocoding of collision reports	WSDOT	\$150,000	408	\$126,355.79	Developed an automated map-based tool to provide more accurate feature and event location. Used the tool to affix locations to the past 5 years of collision reports, and create a visual map to display the crash locations. The tool will be incorporated into the SECTOR software application in 2014 to allow officers in the field to add location information to SECTOR collision reports as they are created.
Implementation of LEAN Collision Report Processing to improve crash report timeliness	WSDOT	\$100,000	408	\$93,270.11	Reduced the collision report processing backlog from 8.5 months to 1.5 months.
Travel for TRC Members to the International Traffic Records Forum	WTSC	\$25,000	408	\$11,819	Enhanced Traffic Records systems knowledge of 2 people from WTSC and people from WSDOT.
FARS 20% Salary and Benefits	WTSC	N/A	408	\$35,739.35	Ensured accurate compilation and recording of all reported fatal crashes. <b>Note: Not in 2013 HSP.</b>

# Occupant Protection

## Problem Statement

From 2008 through 2011 there were 1,327 motor vehicle occupants killed in collisions on Washington roads, an average of 332 people each year. Combined with an air bag, a seat belt reduces the risk of death by 61 percent, compared to riding in a vehicle unbuckled. Prior to the adoption of the primary seat belt law in 2002, Washington's seat belt use rate hovered at about 80 percent for six years running. The "Click It or Ticket" project and primary law brought use rates to over 95 percent where they have remained ever since.

## Performance Measures



SOURCE: WA FARS

**Outcome Measures:** Reduce the number of unrestrained passenger vehicle occupant fatalities by 58.3 percent from the 2008-2010 base year average of 115 to 48 by December 31, 2013.

Increase the statewide seat belt use rate from the 2008-2010 base year average of 96.8 percent to 98 percent by December 31, 2013.



## Results

Washington has been a national leader in seat belt use promotion since the adoption of the “Click It or Ticket” program model in 2002. Deaths related to non-usage of seat belts have been on a steady decline. The latest observational survey showed seat belt use at 96.9 percent which was the highest rate in the USA. The observational survey methodology was revised in response to new national requirements and the survey has been conducted, though the results are being analyzed as of this writing.

## Projects

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Bonney Lake Police Department	K313-01	Jonna VanDyk	48
<p><b>Project Description:</b> The Child Passenger Safety (CPS) program, housed at the Bonney Lake Police Department, has endeavored to identify population groups with lower than average child restraint use rates and enhance educational efforts targeting these special populations. Efforts also involved educating law enforcement about the Washington CPS law, which is a national model law, with efforts that have resulted in increased enforcement of the law.</p> <p><b>Results:</b> Policy and educational efforts have promoted proper child restraint use by Medicaid contractors and others who transport foster children who are wards of the state. CPS team leaders have been identified in every major population center of the state and CPS program worked with these CPS volunteers to ensure that a robust statewide team of CPS technicians exists to help parents correctly install their child car seats. CPS Steering Committee members have implemented projects based on the research tested Click it or Ticket model in seven counties where they also measured the impact of their projects following research protocols established by WTSC researchers. In FFY 2013, there were nine Child Passenger Safety Technician training courses held and attended by 73 students. With these trainings, Washington currently has 434 nationally certified CPS technicians, 23 of which are instructors. <b>(See Appendix A for a detailed list of checkup events and activities.)</b></p> <p>Washington had 244 technicians eligible for recertification, of which 138 did complete their recertification (56.6 percent).</p> <p>A network of CPS Team Leaders has been established by the Project Manager; this core group of active safety advocates consists of 22 Target Zero Managers, 18 SafeKids Coalitions, and 5 local child passenger safety teams.</p>			
Fund Source 2011	Amount Approved \$172,400	Amount Expended \$136,460	

Grant Recipient	Federal Project #	Program Manager	WTSC Project #						
Community Child Passenger Safety Programs	K313-03	Cesi Velez & Jonna VanDyk	48B						
<p><b>Project Description:</b> CPS efforts include connecting with local resources, providing resources for effective community outreach, access to resources needed for national recertification process, offer of CPST courses, and community car seat inspection events where parents can ensure the correct use and installation of their child restraints. Data collected at checkup events shows that over 80 percent of parents are incorrectly installing their child car seats. Efforts to support these community programs include the dissemination of grants that support training of child passenger safety technicians. <b>(See Appendix A for a detailed list of checkup events and activities.)</b></p> <p><b>Results:</b> A grant process was made available to the local CPS teams to help them address the uniqueness within their community. The following activities were supported by this grant process:</p> <table border="1"> <tbody> <tr> <td>Purchase of car seats for distribution by donation and targeting families with a demonstrated financial need.</td> <td>\$14,979.51</td> </tr> <tr> <td>Educational materials</td> <td>\$21,379.08</td> </tr> <tr> <td>*CPS Team support</td> <td>\$38,748.41</td> </tr> </tbody> </table> <p>*CPS team support may include supplies, certification course, opportunities to obtain continuing education units, instructors to conduct seat sign-offs, latch manuals, awareness class, manufacturer instruction CDs, etc.</p>				Purchase of car seats for distribution by donation and targeting families with a demonstrated financial need.	\$14,979.51	Educational materials	\$21,379.08	*CPS Team support	\$38,748.41
Purchase of car seats for distribution by donation and targeting families with a demonstrated financial need.	\$14,979.51								
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*CPS Team support	\$38,748.41								
Fund Source 2011	Amount Approved \$97,600	Amount Expended \$75,107							

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
WTSC	K213-05	Jonna VanDyk	50
<p><b>Project description:</b> In an effort to measure the effectiveness of the programs underway to promote parental compliance with the Washington child passenger safety law, a project was developed which would result in a statewide observational survey of child passenger safety based on protocols developed by the WTSC Research and Data Division.</p> <p><b>Results:</b> The statewide survey sampling locations and sample size are still under development; hence the survey was not completed in this budget year. However, funds have been set aside to complete the survey in FFY 2014.</p>			
Fund Source 2011	Amount Approved \$55,00	Amount Expended \$0	

Grant Recipient WTSC	Federal Project # K313-02	Program Manager Jonna VanDyk	WTSC Project # 51
<p><b>Project Description:</b> Community-led child passenger safety projects that adhered to the research tested, best practice “Click it or Ticket” project model. Projects began with baseline observational surveys that were conducted at two grade schools in the project counties. Data collection was followed by intervention activities that used grade schools in the counties to warn parents that increased law enforcement patrols would be occurring in their area. Numerous efforts were undertaken to publicize the patrols, including community outreach, earned media, and paid air buys.</p> <p>Results:</p> <ul style="list-style-type: none"> <li>• Reduced the number of children riding completely unrestrained by 42 percent</li> <li>• Increased the number of children riding properly restrained by 23 percent</li> <li>• Increased the number of children riding in boosters by 26 percent (boosters reduce the risk of injury by 45 percent)</li> <li>• Reduced the number of kids riding in the front seat illegally by 27percent (kids in the back seat have a 40 percent improved chance of not being injured in a crash).</li> </ul> <p>The sample size included 1,411 kids observed and of that population, 1,161 were under 4’9” tall.</p> <p>Knowledge and awareness surveys were also conducted as part of this project. Results showed that a large percentage of adults are not aware of the legal requirements for transporting children.</p>			
Fund Source 405	Amount Approved \$150,000	Amount Expended \$81,036	

Grant Recipient WTSC	Federal Project # K213-03	Program Manager Jonna VanDyk	WTSC Project # 52
<p><b>Project description:</b> Motor vehicle crashes are the leading cause of death for teens, killing more of them than drug, alcohol use, homicide, and suicide combined. NHTSA research on seat belt use and Washington traffic safety data shows that the older the child, the greater the likelihood that they will not be buckled up or buckled up correctly and teens having some of the worst seat belt use rates among all population segments. To address this issue, and in partnership with State Farm Insurance, WTSC offers mini grants to high school groups that promote seat belt use among the high school populations. Called the “Click It and Ticket” project, activities include seat belt observational surveys, seat belt education/outreach efforts and other seat belt promotional activities.</p> <p><b>Results:</b> Projects were conducted in eight schools during FFY 2012-13 including Wishkah, Montesano, Hoquiam, Elma, Aberdeen, Oakville, Lake Quinault, Kittitas, and Franklin High Schools.</p>			
Fund Source 402	Amount Approved \$50,000	Amount Expended \$16,657	

Grant Recipient	Federal Project #	Program Manager	WTSC Project #																				
Washington State Patrol	K213-04	Angie Ward	5																				
<p><b>Project Description:</b> This grant funded one statewide high visibility enforcement (HVE) seat belt patrol as part of the NHTSA "Click It or Ticket" campaign. Overtime patrols were coordinated on the local level by Target Zero Managers. Media support and local law enforcement overtime were funded under separate projects.</p> <p><b>Results:</b> Deaths related to non-usage of seat belts have been on a steady decline. The latest observational survey showed observational seat belt use at 96.9 percent, which was the highest rate in the USA.</p> <p><b>Washington State Patrol</b>  <b>Click it or Ticket High Visibility Enforcement Mobilization Results:</b></p> <table border="1"> <thead> <tr> <th></th> <th>Click it or Ticket 5/20/13 – 6/2/13</th> </tr> </thead> <tbody> <tr> <td>Overtime Hours</td> <td>2624</td> </tr> <tr> <td>Contacts</td> <td>5996</td> </tr> <tr> <td>Citations</td> <td>1854</td> </tr> <tr> <td>DUI Arrests</td> <td>229</td> </tr> <tr> <td>Speed Citations</td> <td>395</td> </tr> <tr> <td>Seat Belt Citations/Warnings</td> <td>1521/220</td> </tr> <tr> <td>Child Passenger Safety Citations/Warnings</td> <td>0/0</td> </tr> <tr> <td>Cell Phone Citations</td> <td>551</td> </tr> <tr> <td>Texting Citations</td> <td>72</td> </tr> </tbody> </table>					Click it or Ticket 5/20/13 – 6/2/13	Overtime Hours	2624	Contacts	5996	Citations	1854	DUI Arrests	229	Speed Citations	395	Seat Belt Citations/Warnings	1521/220	Child Passenger Safety Citations/Warnings	0/0	Cell Phone Citations	551	Texting Citations	72
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Texting Citations	72																						
Fund Source 405CF	Amount Approved \$130,000	Amount Expended \$ 129,051																					

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
WTSC	K2PM13-01	Erica Stineman	24
<p><b>Project description:</b> As part of a proven strategy, this grant funded paid media as a component of the seat belt High Visibility Enforcement (HVE) campaign ("Click It or Ticket"). Paid media included TV, radio, and online ads statewide, as well as outdoor billboards in southern Washington. This grant worked in conjunction with the law enforcement overtime grants.</p> <p><b>Results:</b> The WTSC media buyer contractor delivered an extensive media campaign with messaging alerting drivers to extra patrols looking for both seat belt violators and drivers using cell phones.</p>			
Fund Source 405CF	Amount Approved \$300,000	Amount Expended \$299,985	

Grant Recipient WTSC Local Law Enforcement Agencies	Federal Project # K213-01	Program Manager Angie Ward	WTSC Project # 39																				
<p><b>Project Description:</b> This grant funded one statewide high visibility enforcement (HVE) seat belt mobilization as part of the NHTSA “Click it or Ticket” campaign. Ninety-one law enforcement agencies received funding for this mobilization, coordinated on the local level by Target Zero Managers. Media support and WSP overtime were funded under separate projects.</p> <p><b>Results:</b> Deaths related to non-usage of seat belts have been on a steady decline. The latest observational survey showed observational seat belt use at 96.9 percent which was the highest rate in the USA.</p> <p><b>Local Law Enforcement Click it or Ticket High Visibility Enforcement Mobilization Results</b></p> <table border="1"> <thead> <tr> <th></th> <th>CIOT 5/20/13 – 6/2/13</th> </tr> </thead> <tbody> <tr> <td>Overtime Hours</td> <td>1832</td> </tr> <tr> <td>Contacts</td> <td>5670</td> </tr> <tr> <td>Citations</td> <td>4110</td> </tr> <tr> <td>DUI Arrests</td> <td>30</td> </tr> <tr> <td>Speed Citations</td> <td>1442</td> </tr> <tr> <td>Seat Belt Citations/Warnings</td> <td>1442/318</td> </tr> <tr> <td>Child Passenger Safety Citations/Warnings</td> <td>75/41</td> </tr> <tr> <td>Cell Phone Citations</td> <td>1127</td> </tr> <tr> <td>Texting Citations</td> <td>147</td> </tr> </tbody> </table>					CIOT 5/20/13 – 6/2/13	Overtime Hours	1832	Contacts	5670	Citations	4110	DUI Arrests	30	Speed Citations	1442	Seat Belt Citations/Warnings	1442/318	Child Passenger Safety Citations/Warnings	75/41	Cell Phone Citations	1127	Texting Citations	147
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Fund Source 405CF	Amount Approved \$150,000	Amount Expended \$103,862																					

Grant Recipient WTSC	Federal Project # K213-02	Program Manager Erica Stineman	WTSC Project # 23
<p><b>Project description:</b> This grant funded news media, outreach, and publicity efforts as a component of the seat belt HVE mobilization. This grant worked in conjunction with the law enforcement overtime grants.</p> <p><b>Results:</b> The WTSC public relations contractor helped us develop and distribute news releases statewide alerting drivers to the extra patrols as well as to report on the results of the enforcement.</p>			
Fund Source 405CF	Amount Approved \$40,000	Amount Expended \$32,425	

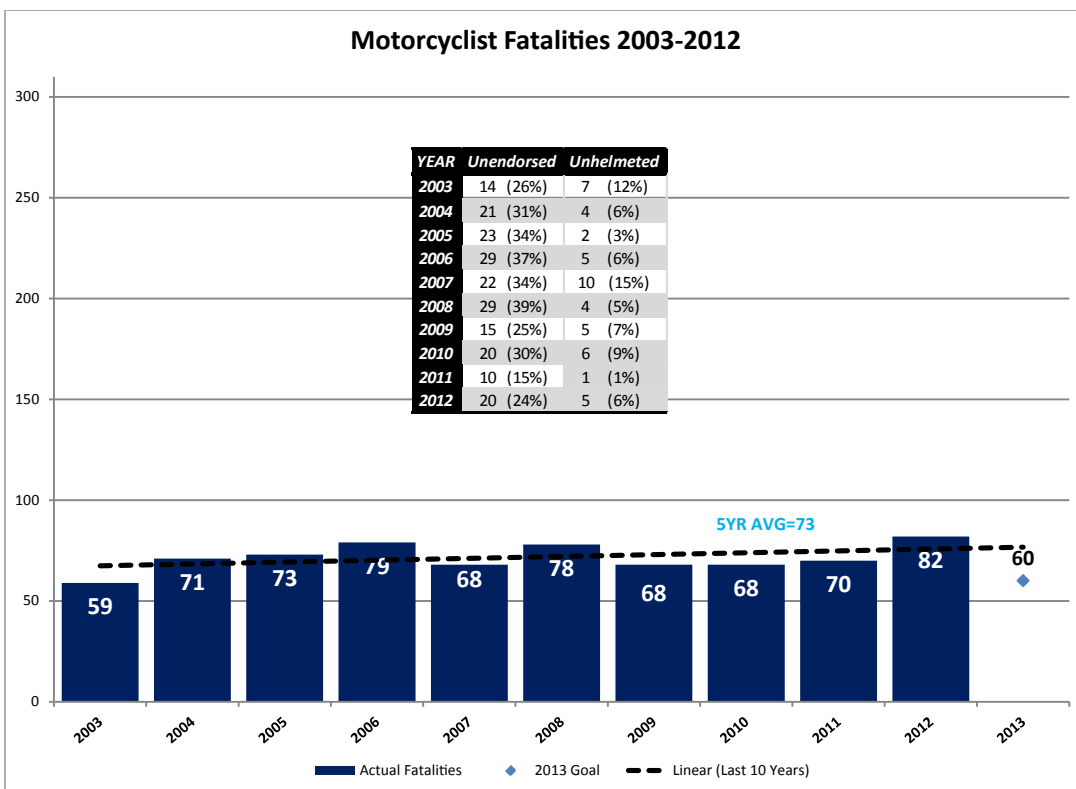
# Motorcycles

## Problem Statement

Motorcycle fatalities have not been going down like other traffic fatalities in Washington. In our state, motorcycles make up just 4 percent of the registered vehicles, but account for nearly 15 percent of the traffic fatalities. There were 70 motorcycle rider deaths in 2011. Preliminary data for 2012 shows 83 motorcyclist fatalities, possibly the worst year in our state's history.

Speeding and Impairment continue to be major contributing factors in motorcyclist crashes. Speeding was involved in 57 percent of fatalities and 30 percent of serious injuries among motorcyclists in 2009-2011. Alcohol impairment was involved in 25 percent of fatalities. And motorcyclists are the only person group where drug impairment, involved in 29 percent of fatalities, exceeds alcohol impairment. So one in four motorcyclists killed on our roads were under the influence of alcohol and/or drugs.

## Performance Measures



SOURCE: WA FARS

**Outcome Measures:** Reduce the number of motorcyclist fatalities 19 percent from the 2008-2010 base year average of 74 to 60 by December 31, 2013.

Reduce the number of unhelmeted motorcyclist fatalities by 40 percent from the 2008-2010 base year average of 5 to 3 by December 31, 2013.

## Results

There were 70 motorcyclist fatalities in 2011, achieving the 2011 goal of 75 by 7 percent. While this data is still preliminary, as of October 31, 2013, Washington's motorcyclist fatality count was 69 compared to 83 fatalities as of October 31, 2012. This represents a 17 percent decrease this year. It's difficult to speculate as to why this might be true and there are likely to be numerous factors, but ongoing education of riders and motor vehicle drivers about motorcycle issues, along with rider training and enforcement of traffic laws, seem to be proving effective.

## Objectives

- Reduce numbers of unendorsed and untrained riders.
- Reduce numbers of impaired, unskilled, and unsafe riders.
- Increase driver awareness.
- Increase rider safety awareness.
- Continue convening DOL's Motorcycle Advisory Committee.
- Work with Legislature/Judicial System.

## Projects

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Department of Licensing	K613-01	Mark Medalen	28
<p><b>Project Description:</b> Per NHTSA's Section 2010 funding requirements, this grant covers education campaigns for both motorists and riders, and increasing rider safety training and endorsements. Of the \$200,000 used to support this project's goals and objectives, 90 percent was used to develop, implement, and sustain a campaign to promote motorist awareness, encourage participation in rider training and education, and reduce those crash causation factors present in Washington motorcycle fatalities. The remaining 10 percent of the funds were used for campaign support materials. The grant funds were used in two separate venues, motorist awareness and instructor development and training.</p> <p><b>Motorist Awareness Program:</b></p> <p>The Washington Motorcycle Safety Program (WMSP) partnered with the Washington State Department of Transportation (WSDOT) in the placement of variable message signs and billboards in high traffic locations at the peak of Washington's riding season. The motorist awareness message of "Look Twice – Save a Life" was seen in Everett, Seattle, and Tacoma along Interstate 5. Smaller bulletin sized posters were placed in cities with high traffic volumes.</p> <p><b>Instructor Development and Training:</b></p> <p>Throughout the year, 125 training contractors and instructors statewide received motorcycle skills testing and training updates from WMSP. The Basic Rider Course is available in 28 different locations throughout the state including two military bases. The training locations are geographically diverse, and nearly evenly divided between Eastern and Western Washington. Based on the number of endorsed motorcycle operators compared to training locations, 90 percent of endorsed operators have a training site in their geographic area.</p>			
Fund Source	Amount Approved	Amount Expended	
2010CF	\$200,000	\$113,124	

# Pedestrians and Bicycles

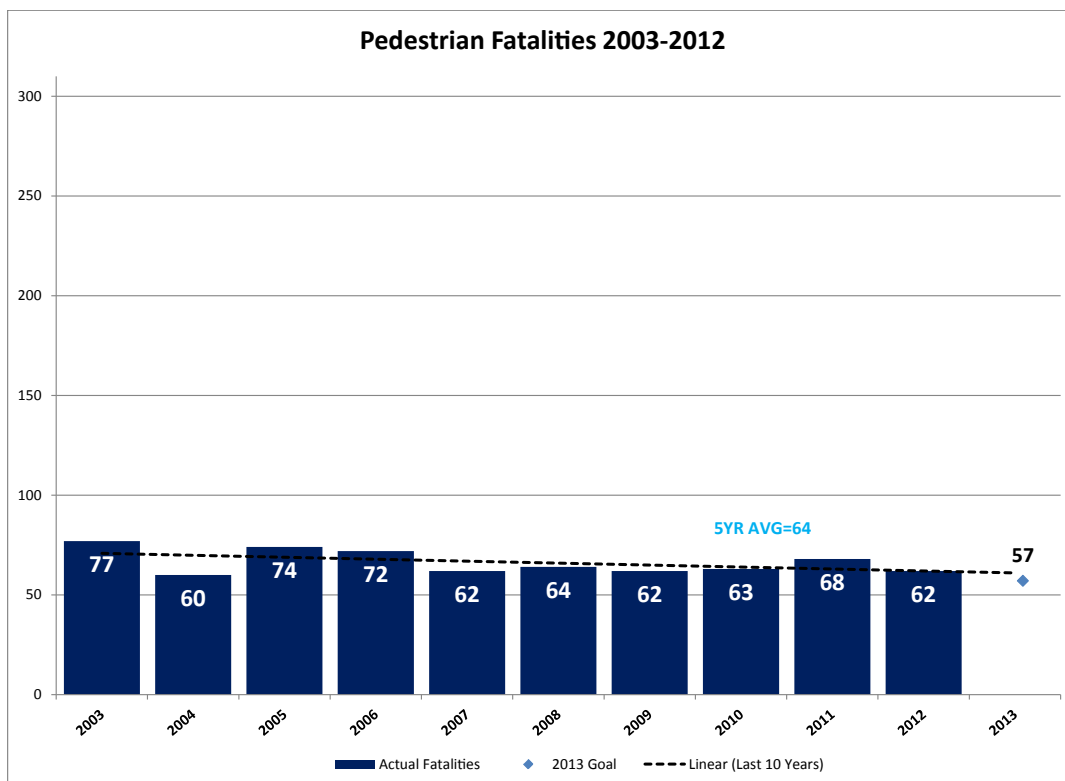
## Problem Statement

Nearly one-third of pedestrian deaths occur in the winter months October–March, between the hours of 3 p.m. and 9 p.m. This time period constitutes the deadliest time for pedestrians, compared to all other hourly time frames and the months April–September.

From 2007–2011, almost half (46 percent) of pedestrian fatalities occurred at or were related to an intersection. 70 percent occurred in urban areas. However two-thirds of Native American pedestrian deaths occurred in rural settings. Over half (54.2 percent) of pedestrian fatalities occurred in areas with posted speeds of 25–35 MPH, and 16.6 percent occurred on roadways with 60–70 MPH posted speeds.

The largest driver age group in pedestrian deaths was 16–25 (21 percent), and the second largest groups, 26–35 and 46–55, tied at 17 percent. In over half (56.6 percent) of pedestrian fatalities, crash investigators determined that the involved drivers made no errors that contributed to the crash. The most prevalent contributing factor among drivers in pedestrian fatal crashes was distraction (20.7 percent). The second-most prevalent factor was failure to yield right-of-way (13.5 percent), which is closely related to distraction. The third most prevalent factor was impairment (11.9 percent). Surprisingly, speed was a factor in only 6.9 percent of pedestrian deaths, the fourth most prevalent factor.

## Performance Measures



SOURCE: WA FARS

**Outcome Measure:** Reduce the number of pedestrian fatalities by 9.5 percent from the 2008–2010 base year average of 63 to 57 by December 31, 2013.



## Results

Pedestrian deaths and serious injuries have been declining, but the rate of decrease has been slower than overall fatalities and serious injuries. In recent years pedestrian deaths account for 14 percent of all traffic fatalities, up from 11 percent in 2006-2008.

Preliminary data for 2012 shows an increase in pedestrian deaths to 73. The preliminary 2013 data, although incomplete and expected to increase, is promising. Through the end of October, we have received reports of 33 deaths.

## Objectives

- Improve pedestrian safety awareness and behaviors.
- Increase enforcement of laws pertaining to pedestrians.
- Expand and improve pedestrian facilities.
- Improve safety for children walking to school.
- Improve data and performance measures.

## Projects

During the 2011-2013 Biennium, \$2,189,199 from the School Zone Safety Account was provided to schools and law enforcement agencies throughout the state. Expenditures from this account may only be authorized by the Director of the WTSC to fund projects designed to enhance school zone safety, pupil transportation safety, and student safety in school bus loading and unloading areas. Grants provided hardware, software, signage, and crossing guard equipment to help ensure the safety of children and adults on their way to and from school.

### Other Activities without Dedicated Funding

- With the 2013 Target Zero update, in addition to Project Team members, the writing team expanded to involve pedestrian and bicyclist advocates from not-for-profits, state agencies, and regional organizations.
- Outreach was conducted to establish relationships with pedestrian advocates and responded to inquiries regarding pedestrian and bicyclist safety from partners, the media and citizens.
- A Road Safety Audit was completed, which included intersections with pedestrian and bicyclist safety issues.
- A three-page pedestrian program sheet was developed to explain the goals, contributing factors in pedestrian fatalities, WTSC's role in pedestrian safety and the proven and recommended strategies.

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Cooper Jones Advisory Committee	PS13-02	MJ Haught	45
<p><b>Project Description:</b> In 1997, 13 year-old Cooper Jones was killed in Spokane, WA while riding his bicycle in an approved bicycle rally. In 1998, the Cooper Jones Act was passed, which created an advisory committee to develop programs to promote bicycle and pedestrian safety and to advise the WTSC on these issues.</p> <p><b>Results:</b> The WTSC provided \$2,000 and its conference room to hold a meeting for the Cooper Jones Advisory Committee.</p>			
Fund Source	Amount Approved	Amount Expended	
402	\$2,000	\$366	

# Roadway and Engineering

## Problem Statement

From 2009-2011, nearly half 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, even though their numbers are declining. 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 (53 percent) of all fatal and serious injury run-off-the-road collisions (56 percent of fatalities, 52 percent of serious injuries) occurred in horizontal curves. This represented 1,277 of 2,418 run-off-the-road collisions. 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 One Level in our Strategic Highway Safety Plan (SHSP), Target Zero. This is primarily due to the number of serious injuries occurring at intersections. From 2009-2011 more than one-third of all serious injuries (2,474) and one-fifth of fatalities (290) were intersection related.

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

## Projects

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Washington State Department of Transportation (WSDOT)	164H313 -01	Steve Lind	54
<p><b>Description:</b> Two specific WSDOT projects funded with 164 transfer funds: US2 at Bickford Ave - remove existing at-grade intersection and construct new interchange. Remaining costs = \$17.6 million. A similar project is underway at US 195/Cheney-Spokane Road. Remaining 164 costs = \$2.5 million. This includes salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.</p> <p><b>Results:</b> The table on the following pages shows the status report of the 164 funded construction of a new interchange at US 195/Cheney-Spokane Road. Although we have not received the final FFY 2013 Construction Report for the construction of a new interchange at US 2/Bickford Avenue, we have been advised by WSDOT that the new interchange is now in operation, and the remaining costs that will be covered by WTSC are minimal.</p>			
Fund Source	Amount Approved	Amount Expended	
164CF	\$28,453,000	\$15,026,609	

## Construction Status Report

Win: F19509K

Win Title: US 195/Cheney-Spokane Rd - New Interchange

Current as of: 05/10/11

Construction Office: 464307

Contract No: 008378

Contract Title: US 195/CHENEY-SPOKANE RD - NEW INTER

Contractor:

CN Project Engineer: SIMONSON, C.F.

Project Status: CN In Progress

Date Last CN Schedule Approved:

Federal Funds CN:

TPA:

Nickel Funds:

### CN Contract Cost Summary

	GC1 (Contract)	GC2 (Agrmnts)	GC3 (CE)	GC4 (St Frc Wrk)	(GC5) (St Mat's)	(GC6) (Contingency)	GC99 (Vendor S up.)	Total
Eng. Estimate for Ad	\$9,072,737	\$0	\$1,088,728	\$0	\$0	\$362,910	\$0	\$10,524,375
Award Authorized	\$6,940,840	\$371,492	\$1,092,254	\$60,000		\$364,085		\$8,828,671
Current Authorized	\$6,940,840	\$415,108	\$1,048,638	\$60,000		\$364,085		\$8,828,671
Current Expend	\$2,037,872	\$88,050	\$399,482					\$2,525,403
Current Balance *	\$4,902,968	\$327,058	\$649,157	\$60,000	\$0	\$364,085	\$0	\$6,303,268
Approved CO's	-\$4,246							-\$4,246
Estimate at Completion	\$6,986,557							\$6,986,557
Remaining Balance **	-\$45,717	\$415,108	\$1,048,638	\$60,000	\$0	\$364,085	\$0	\$1,842,114

\* Current Balance = Current Authorized - Current Expend

\*\* Remaining Balance = Current Authorized - Estimate at Completion

### CN Contract Status

#### Comments:

12/10/12 - This project will construct one prestressed concrete girder bridge, earthwork, bank stabilization, drainage, storm sewer, crushed surfacing, paving with HMA, geo-synthetic retaining wall, illumination, erosion control, plant establishment, beam guardrail, cement concrete curb and sidewalk, pavement markings, permanent signing, illumination, and other work. - J. Qualley

#### Accomplishments:

10/14/13 -  
 11/9/12 Project Awarded to Selland Construction.  
 12/7/12 Project executed.  
 1/9/13 Precon.  
 1/17/13 HVSF installed; necessary Class A's installed.  
 2/28/13 Radius widening completed for SB US 195 right turn movement to Cheney-Spokane Road.  
 3/14/13 Ground Breaking Ceremony.  
 Traffic island is removed. Vehicles travel on original Cheney-Spokane Road.  
 Inland Empire Way no longer connects to US 195; City streets have been resigned and restriped as how the City required.  
 4/10/13 temporary concrete barrier set along US 195.  
 4/25/13 Surcharge is complete at Pier 1. Shoring at Pier 2 is complete.  
 5/30/13 Pier 1 piles all driven to capacity.  
 5/31/13 Spliced on test pile at Pier 2.  
 6/3/13 Test pile at Pier 2 was driven 57ft and reached 562 ton capacity.  
 7/12/13 Pier 3 pilings poured. Pier 2 columns poured. Pier 1 abutment wall poured.  
 Multiple luminaire bases have been poured.  
 Most of the grade has been built to subgrade.  
 8/14 & 15/13 Girders were set.  
 9/6/13 Pier 1 Wing Walls were poured.  
 9/9/13 Started hauling in material from Shamrock (CO #10)  
 9/10/13 Soil lifts at Creek Restoration mostly complete.  
 9/13/13 Pier 3 Wing Walls poured.  
 Diaphragms are poured.  
 Single slope concrete barrier and concrete barrier snow fence is installed.  
 Quarry spalls for concrete slope protection is installed. - J. Qualley

**Change Orders:**

10/14/13 -  
MCO #1 Delete DRB Special Revision (no cost)  
CO #2 Bridge Slope Protection (credit \$7,510 )  
CO #3 Concrete Replace HMA (exec \$13,130 )  
MCO #4 Require Affidavits of Wages Paid (no cost)  
CO #5 Snow Fence (no cost)  
CO #6 Pile Casing Grade Change (no cost)  
CO #7 MSE Wall Type Change (credit \$7,020 )  
MCO #8 Premolded Joint Filler (no cost)  
MCO #9 Adjust Sewer Manhole (exec \$3,780.32 )  
CO #10 Roadway Excavation (est \$600,000 )  
CO #11 Bridge Snow Fence Bolt Tabs (no cost)  
CO #12 Soil Binder Tackifier (no cost)  
CO #13 Test Pile Acceptance (no cost)  
CO #14 Irrigation Vault Change (exec \$2000 )  
MCO #15 Surcharge Survey Error (exec \$13,968.20 )  
CO #16 Illumination Pad (est \$6,000 )  
CO #17 Camera Base (est \$5,000 )  
CO #18 Void  
MCO #19 Replace Temp Impact Attenuator (est \$5100 )  
MCO #20 Curing Bridge Deck (no cost)  
CO #21 Pile Delay Compensation (est 50,000 )  
CO #22 Omit Bridge Deck Test Slab (est credit \$2000 )

- J. Qualley

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**Current and Upcoming Activities:**

10/14/13 -  
Two of the parcels are still in process. Armacost parcel 6-04780 has P&U and JRP 6-04787 has P&U. Both parcels continue to be in negotiation with the AAG office. This project has a certification 2.  
Drainage items.  
Placing CSBC on grade.  
Installing illumination systems.  
Creek restoration irrigation system and planting.  
Excavate, form and pour for MSE wall footing.  
Bridge deck.  
Paving Southbound offramp and tie-in to Cheney-Spokane Road.  
Guardrail.

Button up for winter shut down. - J. Qualley

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**Public Feedback:**

03/13/13 -  
Fair amount of calls that have all been positive. They ask when project completion is and happy that it has begun. They ask when or if something will happen to rest of at-grade crossings in the Hatch to I 90 corridor.

**Risk & Challenges:**

There have been some concern with closing Inland Empire Way. - J. Qualley

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04/09/13 -  
Working with City of Spokane.

Finding rock in the hillside adjacent to Railroad property. Or not enough material for all the embankment.

Entire Eastside of project is an environmentally sensitive area. Several permits cover work in this area. Extreme care must be given at all times. Catch point cannot go beyond what is shown in plans. Hand tools only below OHWM. Site erosion and storm water controls must be maintained.

**Environmental Notes:**

Delays in project due to wet soils. - J. Qualley

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04/15/13 -  
3/1/13 DOE on site. No immediate concerns. - J. Qualley

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# Community Programs

## Problem Statement

### Target Zero Managers

The Target Zero Managers (TZM) network is guided by local task forces represented (ideally) by engineering, enforcement, emergency medical services, as well as community stakeholders and organizations with an interest in traffic safety. These 22 managers' task forces are charged with coordinating traffic safety programs (grants) at the local level while keeping a pulse on data, trends, and activities.

The goal of the Target Zero Task Force program is to reduce fatality and serious injury collisions through the implementation of the Target Zero best practices and proven strategies, utilizing the TZM model as the primary delivery mechanism.

### Traffic Safety Corridors

The Corridor Traffic Safety Program is a joint effort between WTSC, the WSDOT and many partner agencies including the Washington State Patrol.

This program works to reduce collisions on roadways using low-cost, near-term solutions through partnerships with engineering, enforcement, education, and emergency 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 5 percent, total injuries have been reduced 11 percent, alcohol-related collisions have been reduced 15 percent, and fatal/disabling collisions have been reduced 34 percent.

### Tribal Traffic Safety Programs

The 29 federally-recognized Tribes within Washington borders are sovereign nations. Each Tribe has its own sets of codified laws, including those pertaining to traffic safety, and its own court system.

In the early 2000s, the traffic fatality rate for Native Americans was 2.4 times higher than for non-Native Americans. In the 2010 Target Zero®, the rate had risen to 3.3 times higher. In the current Target Zero, the rate continued to climb to the current rate of 3.9 times higher.

Fatality Analysis Reporting System (FARS) data from 2002 through 2011 shows Native American fatalities are high across all types of motor vehicle collisions. One example is the pedestrian fatality rate, which is 5.4 times higher for Native Americans than for non-Native Americans.

The FARS data shows two-thirds (66.7 percent) of Native American pedestrian fatalities within Washington boundaries occurred in rural areas. When all pedestrian deaths are combined, only 23.5 percent occur in rural areas. Chronic underfunding of traffic safety initiatives and related programs plays a significant role in these disproportionate fatality rates.

Unfortunately, significant data gaps exist, making it difficult to analyze information specific to reservations in Washington. Without data, traffic safety and roadway engineering-related statistical analysis is difficult. Incomplete data also makes it more difficult for Tribes to compete for safety funding and justify need.

Tribes participated in all levels of the 2013 Target Zero update. Notably, 12 Tribal members representing six Tribes participated in the Partners meeting and several contributed to the Native American Tribes and Target Zero. Tribal review of the draft netted positive feedback. This participation was a significant increase from the 2010 update.

We launched a long-term project, a Tribal listening tour, with Shoalwater Bay Tribe. This initiative will continue as we travel to meet with Tribal leaders and those involved with the 4E's of traffic safety. Tribes' input will help us all think more strategically about Tribal Traffic Safety.

#### *Traffic Safety Successes on the Colville Reservation*

Last year, WTSC developed a documentary, *Traffic Safety Successes on the Colville Reservation*, which was well received in Washington Tribes and in the traffic safety community nationwide. This year the documentary was accepted as an official nominee at the American Indian Film Festival in San Francisco. We developed the festival-requested promotional poster, and the Colville Tribes Target Zero Manager blanketed the reservation with the well-designed poster.

The film was screened in an historic theater in San Francisco for the general public and numerous native American attendees. On the final night of the festival, the documentary won the award for Best Industrial. We traveled to the reservation to present the impressive award to Confederated Tribes of the Colville Reservation, and it was accepted by the Business Council member responsible for transportation. Throughout the year the documentary has been presented at numerous meetings involving Washington Tribes such as the Northwest Association of Tribal Police Officers and Tribal Transportation Planning Organizations.

#### *Tribal Police*

Tribal Police agencies participated in WTSC sponsored traffic safety emphasis patrols including Drive Sober Get Pulled Over, Nighttime Click It or Ticket, and School Zone Speed Patrols. As Target Zero Teams expanded from three counties to five, more Tribes joined this multi-jurisdictional, highly visible DUI initiative.

#### *CPS and School Zones*

The Confederated Tribes of the Colville Reservation applied and were awarded a grant for more than \$4,000 for child passenger safety including purchase of child restraints for families in financial need, travel costs for technicians to provide education in Omak, Keller, Inchelium, and Nespelem Districts, teaching materials and noodles to assist with correct car seat installation.

## Performance Measures

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

## Results

Individual project results are summarized in their respective tables.

## Objectives

- Deliver state, local, and tribal traffic safety programs.
- Manage allocated resources.
- Monitor localized performance measures.

## Projects

Grant Recipient Target Zero Task Forces	Federal Project # CP13-03	Program Manager Edica Esqueda	WTSC Project # 42
<p><b>Project Description:</b> Traffic safety projects are most effective when planned, coordinated, and led by community-based advocates. The WTSC funds 21 local community-based Target Zero Traffic Safety Task Force Managers to implement these strategies. These positions help coordinate projects that cover 94 percent of the state's population. Activities consist of educational outreach, law enforcement coordination during periods of high visibility enforcement, and other traffic safety-related work. Each area of the state has measures of performance tailored to local conditions and ultimately tie into the overall outcome measures of reductions in fatalities and serious injuries.</p> <p><b>Results: The key indicators of performance for the local task forces are the overall outcome measures listed in other sections of the annual report.</b></p>			
Fund Source 402	Amount Approved \$400,000	Amount Expended \$332,964	

Grant Recipient Law Enforcement Liaisons (LEL)	Federal Project # PT13-03	Program Manager Edica Esqueda	WTSC Project # 43
<p><b>Project Description:</b> The Law Enforcement Liaison (LEL) program provides an opportunity for state and local organizations to develop and implement statewide initiatives focusing on traffic safety education and law enforcement relating to Target Zero. This grant supports the goal of the LEL program to enable constant communication between WTSC, Target Zero Managers (TZM), and the local law enforcement community. The program is measured by the effectiveness of the LEL to maximize officer commitment and effectiveness during high visibility enforcement efforts and other activities.</p> <p><b>Results:</b> This year there were 21 LELs covering over 90 percent of state population. While working in partnership with the TZMs, the LELs assisted in the implementation of an emphasis patrol performance metric and many coordinate the briefings for the seat belt and DUI emphasis patrols. LELs also organized the national "Click It or Ticket" and "Drive Sober or Get Pulled Over" mobilizations in the absence of a TZM. Four LELs attended the Traffic Safety Institute training in Boise, ID, and two LELs attended the joint LEL, Judicial Outreach Liaison (JOL), TSRP conference in St. Louis, MO.</p>			
Fund Source 402	Amount Approved \$100,000	Amount Expended \$51,966	

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
Seattle Dept. of Transportation	CP13-12	Mark Medalen	30
<p><b>Project Description:</b> In 2010, 12 percent of all collisions in Washington occurred in Seattle. Mayor McGinn and City Councilmembers organized road safety summits and established a long term goal for traffic safety in Seattle. Seattle Department of Transportation (SDOT) and the Seattle Police Department conducted more than a dozen high-visibility enforcement patrols focused on pedestrian safety and the common causes of crashes in Seattle including speeding and distraction.</p> <ul style="list-style-type: none"> <li>• The Seattle Road Safety Action Plan grant covered educational materials to accompany the patrols. Law enforcement officers distributed more than 2,000 documents titled “Why We Are Out Enforcing” (download at: <a href="http://www.seattle.gov/beSuperSafe/enforcement.htm">www.seattle.gov/beSuperSafe/enforcement.htm</a>).</li> <li>• More than 3,000 rack cards were distributed highlighting the <i>Be Super Safe</i> effort to eliminate fatal and serious injury collisions. The <i>Super Safe Seattle</i> comic was launched at the Seattle Comicon. Local television media like Q13 and KOMO 4 News covered the story.</li> <li>• Reflectors were distributed to raise the visibility of pedestrians and cyclists heading into the long nights during the winter months.</li> <li>• <i>Neighbors for Road Safety</i> program includes a presentation of collision hotspots in neighborhoods and the factors that contribute to crashes, information about new roadway infrastructure, and our top safety tips (e.g. plan ahead if you plan to drink).</li> </ul> <p><b>Results:</b> Despite increasing traffic volumes, Seattle’s overall collision rate continued to drop. However, there has not been a similar downward trend in serious injury and fatal collisions. During the duration of the grant, several fatality collisions occurred in Seattle and the total number of fatal collisions increased slightly. Collisions attributed to speeding, distraction, and impairment, the main focus areas for this grant, remained relatively unchanged from previous years.</p> <p>The exposure within the city of Seattle has greatly assisted in brand recognition for our campaign moving forward. This grant allowed us to lay the foundation for a program that will reach into every neighborhood in Seattle over the next two years.</p>			
Fund Source	Amount Approved	Amount Expended	
402NEW, 406CF, 410CF	\$50,000	\$21,448	



Grant Recipient Spokane County Public Works	Federal Project # CP13-11	Program Manager Angie Ward	WTSC Project # 41														
<p><b>Project Description:</b> This project funded high visibility enforcement patrols (law enforcement overtime and signage) on an 11 mile stretch of Monroe Road in Spokane; a two lane county road where speed is the major contributing crash factor to serious and fatal crashes. This project followed on recent engineering improvements to improve safety. After project results are analyzed, this project could serve as a model for locally run corridor projects.</p> <p><b>Results:</b> Five fatalities and 18 serious injury crashes occurred on this stretch in the four years previous to the project start with speed as the major contributing factor. No fatalities or serious injury collisions occurred during the project year. Data will be monitored for the next two years to determine the effectiveness of this simplified local approach to corridors.</p> <p><b>Spokane County Sheriff's Office Enforcement Results:</b></p> <table border="1"> <tbody> <tr> <td>Hours Worked</td> <td>226</td> </tr> <tr> <td>Contacts</td> <td>697</td> </tr> <tr> <td>Infractions</td> <td>279</td> </tr> <tr> <td>Speed Infractions</td> <td>189</td> </tr> <tr> <td>Other Moving Infractions</td> <td>24</td> </tr> <tr> <td>Seat Belt Infractions</td> <td>11</td> </tr> <tr> <td>DUI</td> <td>1</td> </tr> </tbody> </table>				Hours Worked	226	Contacts	697	Infractions	279	Speed Infractions	189	Other Moving Infractions	24	Seat Belt Infractions	11	DUI	1
Hours Worked	226																
Contacts	697																
Infractions	279																
Speed Infractions	189																
Other Moving Infractions	24																
Seat Belt Infractions	11																
DUI	1																
Fund Source 402NEW	Amount Approved \$17,325	Amount Expended \$15,401															

Grant Recipient WTSC	Federal Project # CP13-02	Program Manager Angie Ward	WTSC Project # 41
<p><b>Project Description:</b> This grant funded the enforcement and education components of the larger Corridor Traffic Safety Program, a joint effort between the WTSC and the WSDOT. In project year 2013, two projects received funding:</p> <p><u>US 195 From I-90 to Hatch Road, Spokane</u> – This first-ever hybrid corridor project (highlighting a simplified process and requiring fewer meetings) started in April 2010 and ended in March 2013.</p> <p><u>1<sup>st</sup>/Main Street and Nob Hill, Yakima Union Gap</u> -- This project kicked off in March 2013 and will continue into 2014. High Visibility Enforcement, educational events and materials were funded.</p> <p>Another project is in the planning phase:</p> <p><u>Lake City Way, Seattle</u> – During this fiscal year, stakeholders met regularly to build the action plan for the project. Project kickoff is planned for March 2014 for this 3.6 mile stretch of Lake City Way from NE 78<sup>th</sup> St (MP 0.56) to NE 145<sup>th</sup> St (MP 4.22).</p> <p><b>Results:</b> There were no individual project results to report this fiscal year. US 195 results will be available in March 2014.</p>			
Fund Source 402 New	Amount Approved \$130,000	Amount Expended \$67,368	

Grant Recipient WSDOT	Federal Project # CP13-08	Program Manager MJ Haught	WTSC Project # 3
<p><b>Project Description:</b> Funds the safety sessions at the biannual 2012 Tribal/State Transportation Conference. Sessions will focus on best practices and ways to reduce Tribal traffic crashes.</p> <p><b>Results:</b> WSDOT and the Kalispel Tribe co-hosted the 2012 Tribal/State Transportation Conference October 2-3 at the Northern Quest Resort in Spokane, WA. The theme of the conference was <i>Building a Successful Project with a Little Help from Your Friends</i>. As each of our governments struggle during these difficult economic times, it's critical that we work together to the benefit of all Washington's citizens. The conference was a success by many standards: over 185 people attended, representing 20 Tribes and eight state and federal agencies. It served as an important opportunity for Tribal, state and federal leadership and staff to discuss a range of issues and identify ways we can work together to advance our traffic safety needs.</p> <p><b>Decisions:</b></p> <ol style="list-style-type: none"> <li>1. Improve data collection and cooperation between Tribes, state, and federal agencies. Encourage instant reporting.</li> <li>2. Have strong Tribal representation and participation in safety planning efforts including <i>Target Zero</i>.</li> </ol>			
Fund Source 402CF	Amount Approved \$7,000	Amount Expended \$6,244	

# Police Traffic Services

## Problem Statement

Police Traffic Services (PTS) provides traffic enforcement training and equipment to the nearly 275 law enforcement agencies of Washington State. In FFY 2013, the PTS program awarded \$500,000 to the Washington Association of Sheriffs and Police Chiefs (WASPC) to facilitate the distribution of traffic safety hardware to state, county, and municipal enforcement agencies. WASPC's Traffic Safety Committee solicits proposals each year from among WASPC's member agencies. The Traffic Safety Committee is staffed by law enforcement professionals who are well-versed in the equipment needs of agencies throughout the state. Law enforcement agencies received funding for a variety of equipment including speed measuring devices (radar and lidar), bar code scanners and printers for use with the state's electronic ticketing and collision reporting software and other traffic enforcement equipment.

In addition to providing law enforcement with traffic safety equipment, the WTSC offers training opportunities to law enforcement personnel throughout Washington. Effective training ensures officers are equipped with the knowledge and skills necessary to effectively enforce the state's traffic safety laws while dealing with the emerging challenges associated with such enforcement. The following highlight the primary training opportunities for law enforcement:

- In October 2012, four LELs traveled to Boise, ID to attend the Transportation Safety Institute's LEL training course.
- In September 2013, four Law Enforcement Liaisons, one Judicial Outreach Liaison, and one Traffic Safety Resource Prosecutor attended a joint training session in St. Louis.
- In May 2013, the second statewide impaired driving conference was held in Bellevue, Washington. The conference garnered over 300 attendees including numerous traffic enforcement officers from local agencies across the state.
- The Washington State Patrol (WSP) hosted two DRE in-service certification courses in 2013.

Projects listed under Police Traffic Services in the 2013 HSPP that are not described here are included in other sections of this report. Specifically, the results of the LEL project are included in the Community Programs section while the WSP overtime grant is described in the Impaired Driving and Occupant Protection sections.

## Projects

Grant Recipient	Federal Project #	Program Manager	WTSC Project #
WASPC Equipment Grant (Washington Association of Sheriffs and Police Chiefs)	PT13-02	Edica Esqueda	38
<p><b>Project Description:</b> The Washington Association of Sheriffs and Police Chiefs (WASPC) represent 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.</p> <p><b>Results:</b> In January 2013, WASPC Traffic Safety Committee met and allocated a total of \$200,000 (147) equipment mini-grants and \$198,618 in E-Trip SECTOR units.</p>			
Fund Source	Amount Approved	Amount Expended	
402	\$500,000	\$473,950	

# Other Traffic Safety Projects

## Projects

The following were additional projects funded in FFY 2013. These projects either facilitate the implementation of other projects directly related to reductions in traffic deaths and serious injuries or streamline processes the WTSC uses to carry out Washington's traffic safety program.

Grant Recipient WTSC	Federal Project # CP13-06	Program Manager Erica Stineman	WTSC Project # 26
<p><b>Description:</b> The goal of the Washington Traffic Safety Commission's (WTSC) Communications Department is to increase public awareness about traffic safety issues in conjunction with WTSC programs and other efforts. This project funded general agency communications efforts common to two or more core program areas or deemed critical to the agency's core business. These activities include the agency's web presence, various technology support systems, and stakeholder and general public outreach.</p> <p><b>Results:</b> This fund was used to pay for web metrics tool subscriptions, to distribute non-mobilization related news releases, graphic design and compilation of the 2012 Annual Report, website updates, and other miscellaneous expenses to support Communications efforts.</p>			
Fund Source 402NEW	Amount Approved \$40,000	Amount Expended \$10,416	

Grant Recipient WTSC	Federal Project # TR13-03	Program Manager Erica Stineman	WTSC Project # 25
<p><b>Description:</b> This grant was to fund contractual services to perform the annual statewide Attitudes, Knowledge, and Awareness survey about traffic safety issues, as recommended by NHTSA.</p> <p><b>Results:</b> The vendor contracted to conduct the survey went out of business prior to beginning work, so no survey was completed in FFY13. Some funds were expended to finalize work done in FFY 2013 for the 2012 survey. Will resume work in FFY 2014 as part of the Behavioral Risk Factor Surveillance System (BRFSS) survey.</p>			
Fund Source 402NEW	Amount Approved \$53,000	Amount Expended \$10,500	

Grant Recipient WTSC	Federal Project # CP13-05	Program Manager Chris Madill	WTSC Project # 4
<p><b>Description:</b> This grant was to fund a comprehensive Grants Management System (GMS) to streamline the grant approval and grant management process by eliminating redundant data entry, reducing the paper based processes, and providing easy access to past and current projects. The funding was reserved to provide for salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.</p> <p><b>Results:</b> The project team conducted a site visit to Utah to review the potential products. A dedicated project manager began after the close of FFY 2013.</p>			
Fund Source 402NEW	Amount Approved \$125,000	Amount Expended \$3,003	

Grant Recipient WTSC	Federal Project # CP13-04	Program Manager Chris Madill	WTSC Project # 8
<p><b>Description:</b> This project funded traffic safety projects aligned with Target Zero priorities that emerge throughout the course of the Federal Fiscal Year. This included travel and subsistence, contractual services, equipment, goods and services.</p> <p><b>Results:</b> This grant provided funding for a variety of activities, including:</p> <ul style="list-style-type: none"> <li>• Sending four Law Enforcement Liaisons (LELs) to national training.</li> <li>• Sending seven individuals from Okanogan County to DUI Court training.</li> <li>• Providing Thurston County Sheriff Deputies with collision investigation training.</li> <li>• Creating motorcycle safety PSAs in Chelan and Douglas Counties.</li> <li>• Providing urine analysis tests for Kent Municipal Court.</li> </ul>			
Fund Source 402CF	Amount Approved \$25,000	Amount Expended \$19,548	

Grant Recipient WTSC	Federal Project # CP13-07	Program Manager Steve Lind	WTSC Project # 9
<p><b>Description:</b> This grant provided funding for emerging projects, or additional funding for underfunded projects identified in the FFY 2013 HSP. Funds not needed to complete HSPP projects will be identified and deposited into this debit/credit project. This includes salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.</p> <p><b>Results:</b> No expenditures.</p>			
Fund Source 402NEW, 402CF	Amount Approved \$10,000	Amount Expended \$0	

Grant Recipient WTSC	Federal Project # CP13-13	Program Manager Chris Madill	WTSC Project # 61
<p><b>Description:</b> This grant was to provide funding to meet with sub-grantees to explain their roles and responsibilities in administering federal highway safety grants for the following year. This includes travel and subsistence, goods and services.</p> <p><b>Results:</b> In lieu of a centralized meeting, Program Managers met with each sub grantee to discuss requirements for the grants. No expenditures.</p>			
Fund Source 402NEW	Amount Approved \$1,500	Amount Expended \$0	

Grant Recipient WTSC	Federal Project # CP13-09	Program Manager Debi Besser	WTSC Project # 55
<p><b>Project Description:</b> The Strategic Highway Safety Plan, Target Zero, (SHSP) continues to set forth the vision, leadership, and strategies for Washington’s traffic safety partners and stakeholders to reduce traffic fatalities and serious injury collisions on our state’s roadways by 2030. The SHSP provides the critical framework for Tribal, state, and local governments, non-profit organizations, and private industry partners to work collaboratively in achieving our traffic safety goals within our existing resources. Target Zero utilizes data-driven analysis to identify traffic safety priorities to align proven strategies and counter measures to change driver behavior and save lives. This grant provides funding for meeting costs, facilitation services, editing and design services, and initial plan publishing for the 2013 update of the SHSP plan.</p> <p><b>Results:</b> The 2013 update was a collaborative project involving state agencies, local law enforcement, public works, advocacy groups, health care organizations, victim’s families, private organizations, Tribes, and tribal organizations from across Washington State. The resulting 170 page plan provides a critical resource for all traffic safety partners to utilize to set priorities and focus funding. It sets priorities for the factors contributing to fatalities and serious injuries, displays historical trends and sets the Target Zero line goal for achieving zero in 2030. For each area, it provides strategies for all 4 E’s and leadership/polices approaches to reduce fatalities and serious injuries. The Plan was created by the Data Analyst Group, Project Team, and Steering Committee, with the input from over 100 partner organizations. The Plan was recommended to the Governor for approval by the WTSC Commissioners on November 21, 2013. The plan was approved by the Governor on December 13, 2013, and will be posted at <a href="http://www.TargetZero.com">www.TargetZero.com</a>.</p>			
Fund Source 402	Amount Approved \$175,000	Amount Expended \$87,606	

# 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 WTSC	Federal Project # AL13-01; CP13-01; OP13-01; PS13-01; TR13-01; PA13-01	Program Manager Steve Lind	WTSC Project # 59
These projects are the federal share of costs to support WTSC executive, administrative, research, and programs and services staff.			
Fund Source 402NEW	Amount Approved \$1,719,320	Amount Expended \$1,583,990	

## Planning and Administration/Technical Coordination Expenditure Summary

Project #	Project Title	Obligated	Expended
AL13-01	Impaired Driving Technical Coordination	\$105,000	\$98,430
CP13-01	Commu & Corridor Technical Coordination	\$744,997	\$743,324
OP13-01	Occupant Protection Technical Coordination	\$105,246	\$99,059
PS13-01	Pedestrian Safety Technical Coordination	\$52,406	\$51,518
TR13-01	Traffic Records Technical Coordination	\$322,351	\$210,575
PA13-01	Planning & Administration	\$465,000	\$381,084
<b>Total</b>		<b>\$1,719,320</b>	<b>\$1,583,990</b>

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### Pat Kohler

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## 2013 Child Passenger Safety Activity

GRANT AWARD	COUNTY/ORG	DATE	# OF ACTIVITIES	ACTIVITY	NUMBER REACHED	# OF MATERIALS DISTRIBUTED	# CAR SEATS CHECKED	# SEATS DISTRIBUTED
<b>Oct/Nov/Dec 2012</b>								
	Washington	10/1-10/3	2	Attend Target Zero Manager statewide conference; presented on trip to LifeSavers conference in Orlando, FL and Washington's current Child Passenger Safety program and activities.	30			
	Washington	10/1/12	1	Traffic Safety Task Forces Executive/Regional Board meeting	7			
	Pierce/King	10/5/12	1	Meeting with technician from Enumclaw; she doesn't have resources close to her and feels "on her own"; connected her with SafeKids Pierce Co and technicians at East Pierce Fire.	1			
	Washington	10/8/12	1	Conference call with Kristen: <i>Technicians Recertification Process</i> – Discussed Purchased Services Agreement; fundamentals, what activities are covered, funding amount, billing process. Upcoming projects; King County EMS-Public Health programs, community needs on Whidbey Island. <i>Recall List</i> - Reviewed goals of project, discussion of various formats, preparation for meeting with graphics designer. <i>Car Seat Awareness Class</i> – Next steps in preparing class for state wide distribution	2			
	Pierce	10/9/12		Traffic School meeting; asked to attend to bring my learnings and experience from setting up a school				
	Washington	10/10/12	1	Recall list - met with Martha at GCI (graphics) Martha and Kristen to work on generating a new, free statewide Recall List				
	Pierce	10/11/12	1	Attended SafeKids Pierce County Board meeting; involvement keeps me close to SafeKids happenings as well as working with key Stakeholders at Mary Bridge Hospital				
	Cowlitz	10/12/12	1	Cowlitz County Traffic Safety Task Force - attended meeting to present the Click-it or Ticket style Child Car Seat project	5			

GRANT AWARD	COUNTY/ORG	DATE	# OF ACTIVITIES	ACTIVITY	NUMBER REACHED	# OF MATERIALS DISTRIBUTED	# CAR SEATS CHECKED	# SEATS DISTRIBUTED
	Washington	10/16/12	1	Conference call with Kristen: <i>Instructor Protocols/Training</i> – Generated agenda items for meeting with Mary Bridge stakeholders; discussed statewide discrepancies with instructors and achieving standardization. Talked about how to handle challenging instructors; ways to mentor. <i>Technicians Recertification Process</i> – Reviewed activities occurring in Lewis, Kitsap and Thurston Counties. Discussed upcoming events in Snohomish. Talked about class fee structure and process for upcoming CPST course.	2			
	Washington	10/22/12	1	Conference call with Kristen: <i>Car Seat Awareness Class/Train the Trainer</i> - Current program, needed updates, ways to obtain uniformity in Washington.	2			
	Washington	10/23/12	1	Conference call with Kristen: <i>Technicians Recertification Process</i> – Discussed results of team meetings in Clallam & Whitman/Garfield/Asotin County. <i>Car Seat Awareness Class</i> – How to bring class to Eastern WA, candidates for program.	2			
	Whitman, Garfield, As	10/23/12	1	Traveled to meet with car seat technicians from Whitman, Garfield and Asotin counties; discussed ways the state can support local efforts.	4	10		
	Yakima	10/24/12	1	Attended pre-training-meeting for the Click It or Ticket Child Car Seat project; Jonna explained the project and observation survey procedures.	7			
	Yakima	10/25/12	1	Conducted observational surveys at elementary school for the Click It or Ticket style Child Car Seat project.	46	46		
	Pacific	10/30/12	1	Traveled to meet with the car seat technicians in Pacific County and their Target Zero Manager; looked at ways the state program can support local child passenger safety efforts.	3	10		
	King	11/1/12	1	Met with SafeKids King County South, SafeKids Seattle, and Children's hospital technicians; looked at ways the state program can support local child passenger safety efforts.	6	12		
	Washington	11/5/12	1	CIOT CCS meeting with Dick Doane, WTSC; worked on generating the excel spreadsheet for tracking observational survey results.				
	Washington	11/5/12		Traffic Safety Task Forces Executive/Regional Board meeting				
	Washington	11/6/12	1	Meeting at Mary Bridge with Washington CPS stakeholders; Erin Summa, Kristen Thorstenson, Dana Hutchinson, Laura Miccile, Phaedra Miller; discussed the recall list, CPST course structure, car seat inspection form.	5			
	Washington	11/7/12		Attended SafeKids webinar on using and completing their new car seat inspection forms.				

GRANT AWARD	COUNTY/ORG	DATE	# OF ACTIVITIES	ACTIVITY	NUMBER REACHED	# OF MATERIALS DISTRIBUTED	# CAR SEATS CHECKED	# SEATS DISTRIBUTED
	Pierce	11/8/12	1	Attended SafeKids Pierce County Board meeting; involvement keeps me close to SafeKids happenings as well as working with key Stakeholders at Mary Bridge Hospital	12			
	Whatcom	11/13/12	1	Traveled to meet with Whatcom Traffic Safety Task Force and SafeKids Coalition; looked at ways the state program can support local child passenger safety efforts.	8			
	Thurston	11/14/12	1	CIOT CCS project meeting in Cowlitz County with Sam, TZM; discussed appropriate project forms, officer training, school selection, etc.				
	Pierce	11/15/12	1	Provided technician skills at Pierce County Headstart event; activity helps me fulfill my recertification requirements and keep knowledge up to speed.	8		8	
\$4,493.00	Okanogan			Colville Tribes				
\$8,701.00	Klickitat			Skyline Hospital				
\$3,987.00	Skagit			SafeKids Skagit/Island				
\$8,614.00	Thurston			SafeKids Thurston County				
\$15,000.00	Snohomish			SafeKids Snohomish County				
\$7,017.00	Okanogan			Aero Methow Rescue Service				
\$1,500.00	Okanogan			City of Oroville				
\$1,650.00	Whatcom			Whatcom SafeKids				
\$6,095.00	Skagit/Island			Whidbey Island General Hospital				
	Washington	12/4/12		Conference call with Kristen: <i>Instructor Protocols/Training</i> - Thurston County CPST class; planning, billing, attendees				
	Pierce	12/5/12	1	Provided technician skills at Pierce County Headstart event; activity helps me fulfill my recertification requirements and keep knowledge up to speed.	10		10	
	Skagit/Island	12/10/12	1	Traveled and met with Ken Bergsma, Skagit/Island County Target Zero Manager and Bill Craig, SafeKids Coordinator.	2			
	Washington	12/12/12	1	Quarterly meeting with Gina Beretta, NHTSA; discussed current and emerging issues pertaining to Washington's Child Passenger Safety program.	2			
	Pierce	12/13/12	1	Attended SafeKids Pierce County Board meeting; involvement keeps me close to SafeKids happenings as well as working with key Stakeholders at Mary Bridge Hospital	5			
	Washington	12/13/12		New Child Restraint Product Update webinar; took advantage of FREE online training which provided several car seat manufacturers sharing about their newest or upcoming child restraints.				
	Washington	12/20/12	1	Phone meeting with Mary Borges, SafeKids Washington; discussed direction of Washington's SafeKids Coalition and State Coordinator.	2			
		<b>TOTALS</b>	<b>27</b>		<b>171</b>	<b>78</b>	<b>18</b>	<b>0</b>

GRANT AWARD	COUNTY/ORG	DATE	# OF ACTIVITIES	ACTIVITY	NUMBER REACHED	# OF		
						MATERIALS DISTRIBUTED	# CAR SEATS CHECKED	# SEATS DISTRIBUTED
<b>Jan/Feb/Mar 2013</b>								
\$1,933.92	Thurston		1	Traveled to meet with SafeKids Thurston County Coalition; looked at ways the state program can support local child passenger safety efforts.	6			
	Washington	1/9/13	1	Participated in meeting to discuss the development and process for conducting Washington's statewide observational surveys.	5			
	Pierce	1/10/13	1	Attended SafeKids Pierce County Board meeting; involvement keeps me close to SafeKids happenings as well as working with key Stakeholders at Mary Bridge Hospital	5			
	Pierce	1/10/13	1	Attended meeting with Jonna and Martha at GCI (graphics) to discuss a different approach for law enforcement training curriculum for law enforcement.	3			
	Pierce	1/11/13	1	Responded to phone call from a Para-Transit user; she has one child in a wheel chair but courier won't allow sibling to ride without a booster. Provided booster to low-income parent.	2	1	1	1
	Washington	1/13/13		Generated sheet for suggested car seat check items.	50	50		
	Washington	1/14/13	1	Conference call with Kristen Thorstenson: <i>Instructor Protocols/Training; recent CPST course; host expectations, instructor expectations, time commitment for instructors, need for instructors to be open for feedback; improving their skills; tech using the class's event to obtain seat sign-offs</i> Safety Restraint Coalition – current role in Washington; SK access; recall list; some teams used to the "former" way of doing things Diono – CPST class cancelled; how to bridge gap <i>Technicians Recertification Process; renewal class – Brittany Blue needs to go through grant process</i> <i>Car Seat Awareness Class; concern regarding online format (pdf); lack of interaction; updating of curriculum; letter of completion</i> MVCIP – status of inspection form				
	Clallam	1/15/13	1	Traveled to meet with Clallam County CPS technicians; looked at ways the state program can support local child passenger safety efforts.	3			
	Washington	1/23/13	1	Participated in Target Zero Manager Orientation meeting at WTSC; provided overview of quarterly report and child passenger safety program.	10			

GRANT AWARD	COUNTY/ORG	DATE	# OF ACTIVITIES	ACTIVITY	NUMBER REACHED	# OF MATERIALS DISTRIBUTED	# CAR SEATS CHECKED	# SEATS DISTRIBUTED
\$7,648.00 \$3,000.00	Washington	1/24/13	1	Participated in another meeting to discuss the development and process for conducting Washington's statewide observational surveys.	5			
	Cowlitz	1/30/13	1	Traveled to Cowlitz County to conduct pre-observational surveys for CIOT CCS project; provided training to surveyors on first night; conducted surveys following morning; then debrief.	6			
	Cowlitz	1/31/13	1	CIOT CCS Project - pre obs surveys	12			
	Kitsap	2/4/13		SafeKids Kitsap County/Harrison Medical				
	Pacific	2/4/13		Pacific County TZTF/Raymond PD				
	Washington	2/11/13	1	Meeting at WTSC with Jonna VanDyk and Dick Doane to discuss Target Zero update.	3			
	Washington	2/12/13	1	Attended web conference for MVCIP(DOH) grant; Romil from SafeKids Worldwide provided a demonstration on data collected thus far from Washington's new "generic" inspection form.	6			
	Washington	2/12/13	1	Participated in the statewide Traffic Safety Task Forces conference call.	22			
	Washington	2/14/13	1	Conference call with Kristen Thorstenson: <i>Technicians Recertification Process</i> ; state check up form Possibility of becoming involved in statewide observational study.	2			
	Washington	2/20/13		Webinar - UPPABaby; took advantage of FREE online training which provided manufacturer information about their newest or upcoming child restraints.				
	Pierce	2/22/13	1	Attended SafeKids Pierce County Board meeting; involvement keeps me close to SafeKids happenings as well as working with key Stakeholders at Mary Bridge Hospital	4			
	Washington	2/25/13	1	Participated in meeting to discuss the development and process for conducting Washington's statewide observational surveys.	4			
	Clark	2/25/13		Mailed WA Child Restraint Law cards to Clark County Public Health-CHW		25		
	Washington	3/4/13		Attended training session at WTSC for facilitating a workshop at the Target Zero Partners meeting.				
	Grant/Adams	3/5/13	1	Traveled to Grant County to conduct pre-observational surveys for CIOT CCS project.	28			
Grant/Adams	3/6/13	1	Traveled to Grant County to conduct pre-observational surveys for CIOT CCS project.	30				
Grant/Adams	3/7/13	1	Traveled to Grant County to conduct pre-observational surveys for CIOT CCS project.	24				
Washington	3/6/13		Traffic Safety Task Forces Executive/Regional Board meeting					
Washington	3/8/13		Attended Target Zero Partners meeting; facilitated the workshop on Occupant Protection and Unlicensed Drivers.					

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	Washington	3/11/13	1	Participated in MVCIP (DOH) grant conference call with Kathy Williams and Kristen Thorstenson; discussed the awareness class and the one-inspection-form approach for Washington.	3			
	Washington	3/14/13	1	Safety Summit in Pierce County; assisted in the facilitation of the Summit, presented the Target Zero and Child Passenger Safety in WA workshop, attended other workshops to further knowledge/training.	125	125		
	Washington	3/16/13	1	Staffed information booth at Family Expo at Tacoma Dome; interacted with families and provided child car seat information.	100	100		
\$4,900.00	Spokane	3/18/13		SafeKids Spokane Co. CPS Team/Sacred Heart				
	Washington	3/20-22/13		Attended the Target Zero Manager's Conference in Vancouver, WA.				
	Washington	3/25/13		Conference call with Carla Levinski, Oregon State CPS Coordinator; discussed approach of Washington State, how to empower local team leaders, grant process established, etc.				
	Pierce	3/28/13	1	Provided technician skills at Pierce County Headstart event; activity helps me fulfill my recertification requirements and keep knowledge up to speed.	8			
	Washington	3/28/13	1	Attended Safety Summit debrief meeting; discussed how to get more law enforcement in attendance next year.	6			
	Washington	3/29/13	1	Participated in TAC meeting at WTSC; involved in reviewing the WTSC funding recommendations.	20			
		<b>TOTALS</b>	<b>27</b>		<b>504</b>	<b>301</b>	<b>1</b>	<b>1</b>

Apr/May/June 2013

\$4,150.00	Lewis	4/9/13		Lewis County TZTF				
\$2,895.00	King County-East	4/12/13		King County SafeKids - Eastside				
\$4,402.16	Cowlitz County	5/22/13		SafeKids Lower Columbia/Cowlitz County				
\$2,776.00	Pierce	5/22/13		Mary Bridge Children's Hosp/SafeKids Pierce Co.				
	Pacific	4/1/13		Mailed 6 Latch manuals	6	6		
	Clallam	4/1/13		Mailed 2 Latch manuals	2	2		
	Pierce	4/1/13		Mailed 1 Latch manual	1	1		
	Cowlitz	4/1/13	1	Provide law enforcement training for CIOT CPS project; included review of WA law, reasons for law, various child restraints, spotting and citing for child restraint violations. Trained the TZM & LEL to teach additional classes.	4			

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	Pierce	4/11/13	1	Attended SafeKids Pierce County Board meeting; involvement keeps me close to SafeKids happenings as well as working with key Stakeholders at Mary Bridge Hospital	4			
	Washington	4/11/13		Webinar: Maximizing Click It or Ticket Media Exposure / Earned Media Tips				
	Washington	4/16/13	1	Meeting with Gina Beretta, NHTSA; desire is to meet quarterly to ensure alignment with federal goals and expectations.	2			
	Washington	4/18/13		Webinar: Beyond Inspections: Technicians Providing Functional Awareness Education				
	Pierce	4/18/13	1	Bonney Lake Police Department Citizen's Academy: Presented on Target Zero and Washington's Child Passenger Safety Program.	25			
	Washington	4/24/13		Webinar: CR Manufacturer Update: Britax				
	Washington	4/25/13	1	Met with Julie Alonso, Washington's SafeKids Program Coordinator; discussed potential partnering efforts in CPS.				
	Washington	4/25/13		Generated 2011-2012 state wrap-up of CPS efforts; posted on website.				
	Washington	4/25/13	1	Met with Jonna VanDyk, WTSC; "check-in" on my project performance and discuss future plans for program.	2			
	Pierce	4/30/13	1	Staffed weekly car seat inspection event at Mary Bridge hospital; acquired 4 of the 5 seat sign-offs required for recertification.	4		4	
	Pierce	5/4/13	1	Staffed activity at Family Fun Fest in Bonney Lake, WA; provided "door way" to measure child height and provide educational material.	100	50		
	Skagit/Island	5/8/13	1	Provide law enforcement training for child passengers; included review of WA law, reasons for law, various child restraints, spotting and citing for child restraint violations. Trained the TZM & SafeKids Coordinator to teach additional classes.	12			
	Pierce	5/14/13	1	Staffed weekly car seat inspection event at Mary Bridge Children's Hospital; helps to keep my skills up to par.				
	Pierce	5/14/13	1	Attended SafeKids Pierce County Board meeting; involvement keeps me close to SafeKids happenings as well as working with key Stakeholders at Mary Bridge Hospital	4			
	Washington	5/15/13		Webinar: CR Manufacturer Update: Clek				
	Washington	5/28/13		Generated CPS Fact Sheet; sent to statewide network	50	50		
	Pierce	5/29/13	1	Attended the Strategic Assessment Work Group (SAWG) meeting; looking at the TZM/TF structure.				
	Washington	5/31/13	1	Interviewed on Radio Disney regarding child restraints.				
	Grant	6/4-6/6/13	3	Participated in CIOT CPS project POST observational surveys.	70	70		
	Cowlitz	6/11-12/13	2	Participated in CIOT CPS project POST observational surveys.	50	50		



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	King	6/14/13		Meeting with Alan Abe, KC-EMS Public Health; discussed ways of providing support to King County CPS efforts.	2			
	Washington	6/17/13	1	Jonna VanDyk conducted site survey at BLPD.				
	Washington	6/19-6/22/13	1	SafeKids Conference in Maryland: attended with Pierce County SafeKids members, participated in child passenger safety track.				
	Washington	6/21/13	1	Attended Washington only SafeKids dinner/meeting	10			
	Washington	6/26/13		Webinar: CR Manufacturer Update: Regal Lager/Cybex				
	King	6/27/13	1	Meeting at Harborview; met with Seattle SafeKids Coordinator and her boss. Discussed direction for coalition and ways to partner with other local teams.	3			
		<b>TOTALS</b>	<b>22</b>		<b>351</b>	<b>229</b>	<b>4</b>	<b>0</b>

#### Jul/Aug/Sep 2013

	Walla Walla	8/6/13		Mailed 15 Latch manuals		15		
	Washington	8/7/13	1	SafeKids statewide conf call; discussed CPS week activities, update on 'one inspection form' efforts, training for child transporters.	10	25		
	Washington	7/7/13	1	MCVIP meeting; Kathy Williams, DOH; Julie Alonso, SKWA; Kristen Thorstenson, SafeKeepers. Discussed progress on law enforcement training, education for child care transporters, and the "one inspection form" concept for Washington State.	5			
	Kitsap	7/8/13	1	Attended the Strategic Assessment Work Group (SAWG) meeting; looking at the TZM/TF structure.	10			
	Pierce	7/11/13	1	Attended SafeKids Pierce County Board meeting; involvement keeps me close to SafeKids happenings as well as working with key Stakeholders at Mary Bridge Hospital	5			
	Washington	7/16/13	1	Attended CIOT CCS project meeting in Moses Lake. Jonna VanDyk, WTSC and counties with projects shared their successes and lessons learned from the project.	8			
	Pierce	7/20/13	1	Car seat event - KIA in Puyallup. Worked as a car seat technician in order to retain my skills, knowledge and certification.	3		3	
	King	7/23/13	1	Conf call with Julie Alonso and Kristen Thorstenson. Discussion around the King County CPS resources; and lack thereof. Work to build partnerships.	2			
	Washington	7/25/13	1	Meeting with Jennifer Cook, AAA. Discussed getting her new hire trained as a CPST. Explored ways of partnering on media messages.	3			

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	Clark	7/31/13	1	Attended the Strategic Assessment Work Group (SAWG) meeting; looking at the TZM/TF structure.	10			
	Washington	8/7/13	1	SafeKids WA conference call; presented on the status of Washington's Child Passenger Safety program, grant opportunities, need for data, and CPS week activities.	18			
	Pierce	8/8/13	1	Attended SafeKids Pierce County Board meeting; involvement keeps me close to SafeKids happenings as well as working with key Stakeholders at Mary Bridge Hospital	5			
	Washington	8/12/13	1	Conf call with Julie Alonso, SafeKids WA, Discussed what we can offer the local teams to get involved with CPS week.	2			
		8/15/13	1	Meeting with MJ, Jonna regarding CPS and tribes. My goal was to gain knowledge about tribal nations in Washington and how child passenger safety activities can play a role.	3			
	Pierce	8/17/13	1	Car seat event - Fircrest city hall. Worked as a car seat technician in order to retain my skills, knowledge and certification.	2		2	
	Chelan	8/21/13	1	Attended the Strategic Assessment Work Group (SAWG) meeting; looking at the TZM/TF structure.	10			
	King	9/10/13		Tonya Seaberry, Des Moines PD - dropped off 'doorway', growth charts, and book marks for her to use at large community event.		100		
	Washington	9/10/13	1	SK WA Advisory meeting; led by Julie Alonso. Attended to represent the CPS program for Washington State.	6			
	Washington	9/13/13	1	Safety Summit planning meeting. One day conference is hosted by SafeKids Pierce County. They are allowing me to have a CPS track in order to provide required continuing education units (CEU's) for car seat technician recertification.	5			
	King	9/18/13	1	SafeKids Eastside meeting; asked to present the current state of CPS and activities in Washington	10			
	King	9/20/13	1	Meeting with Alan Abe, Seattle-King County Public Health. Discussed needs of Community Health Workers who are car seat technicians.	2			
	Benton/Franklin	9/23/13	1	Meeting with Benton/Franklin; included Mike Aldridge, TZM and Annie Goodwin, SK Coordinator. Ensured communication occurring between task force and SK Coalition.	3			
	Walla Walla	9/24/13	1	Attended the Strategic Assessment Work Group (SAWG) meeting; looking at the TZM/TF structure.	10			
	Kittitas	9/25/13	1	Meeting with Kim Smith, Kittitas County TZTF. Met to discuss successes and challenges in her community.	4			
	Pierce	9/26/13	1	Attended SafeKids Pierce County Board meeting; involvement keeps me close to SafeKids happenings as well as working with key Stakeholders at Mary Bridge Hospital	5			

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	Washington	9/26/13	1	Pierce County SafeKids CPS team meeting; attend to obtain CEU's and keep abreast to new changes.				
	Pierce	9/28/13	1	Bonney Lake Police Department Open-house; 1200 people attended event. Had the 4'9" doorway available. Handed out growth charts.	100	100		
		<b>TOTALS</b>	<b>25</b>		<b>241</b>	<b>240</b>	<b>5</b>	<b>0</b>
		<b>YEAR TOTALS</b>	<b>101</b>		<b>1267</b>	<b>848</b>	<b>28</b>	<b>1</b>





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