

# **WASHINGTON STATE 2001 HIGHWAY SAFETY PLAN AND BENCHMARK REPORT**

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## **WASHINGTON TRAFFIC SAFETY COMMISSION**

1000 South Cherry Street

P.O. Box 40944

Olympia, Washington 98504-0944

August 30, 2000




STATE OF WASHINGTON

WASHINGTON TRAFFIC SAFETY COMMISSION

1000 S. Cherry St., PO Box 40944 • Olympia, Washington 98504-0944 • (360) 753-6197

TO: Washington State Citizens

FROM: John Moffat 

DATE: August 30, 2000

SUBJECT: Washington State Year 2001 Highway Safety Plan and Benchmark Report

On behalf of the Washington Traffic Safety Commission, I am pleased to present our state's 2001 Highway Safety Plan and Benchmark Report. We at the WTSC believe that, with the help of citizens interested in traffic safety across the state, the projects selected for funding in FFY 2001 will help us accomplish our primary goal - *to eliminate traffic related deaths and disabling injuries on Washington roadways by the year 2030.*

This document consists of three principal parts - the Benchmark Report, the Planning Document, and State Certifications and Assurances.

The Benchmark Report explains the process used by the WTSC to identify problems, establish goals and performance measures, and select which projects will be funded within Washington State. It also provides a general budget, labeled HS Form 217, showing federal fund allocations within traffic safety program areas.

The Planning Document describes specific projects selected by the WTSC for funding during FFY 2001. Each project selected for funding is linked to one or more of the state traffic safety goals identified in the Benchmark Report.

Finally, the Agreement Provisions, Certifications and Assurances section lists certain conditions that govern the use of federal Highway Safety funds.

This document is required by Federal rule as part of our annual application for National Highway Traffic Safety Administration and Federal Highway Administration Section 402 federal funds. These Section 402 funds will be used to improve safety on Washington roadways throughout FFY 2001, which runs from October 1, 2000 to September 30, 2001.



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The Washington Traffic Safety Commission (WTSC) is the federally recognized highway safety office of this state. John Moffat is the WTSC Director and Governor's Highway Safety Representative.

Washington Traffic Safety Commission  
1000 South Cherry Street PO Box 40944 Olympia, WA 98504-0944  
Phone (360) 753-6197 FAX (360) 586-6489  
<http://www.wa.gov/wtsc>

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# I. WASHINGTON STATE BENCHMARK REPORT

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## A. PROCESS DESCRIPTION

This section contains a brief description of the processes used by Washington State to: 1) identify its traffic safety problems, 2) establish performance goals and 3) develop the programs/projects summarized in the Planning Document found in Section II.

There are three key groups representing the traffic safety community in Washington State that are critical **participants** in each step of the process. These are:

**Washington Traffic Safety Commissioners** The ten Commissioners include: Governor (Chair), Superintendent of Public Instruction, Representative from the Judiciary, Chief of the Washington State Patrol, Representative of the Counties, Representative of the Cities, Secretary of Social and Health Services, Secretary of Transportation, Director of Licensing, and Secretary of Health.

**The WTSC Technical Advisory Committee**

- A representative of each Commission organization listed above
- Representatives of key traffic safety stakeholder groups (MADD, Community Traffic Safety Task Forces, etc.)

**The WTSC staff**

### 1) *Traffic Safety Problem Identification*

The first step in the traffic safety planning process is to identify problems that exist in Washington State. As a starting point, we looked at the eight federal priority areas and the eighteen state priority areas outlined in the state Safety Management System.

In order to identify problems unique to Washington, we closely analyzed Washington State data. Primary data sources utilized were: statewide traffic collision data; the Fatal Accident Reporting System (FARS); and WTSC observation of traveler behavior. Observation surveys are conducted by WTSC annually to assess state usage rates for seatbelts, child safety restraints, motorcycle and bicycle helmets and other key observable behavior. The primary indicators used to assess risk are the numbers of fatalities and serious injuries that result from traffic crashes.

Specific Washington State data is not included in this document, but can be found in the annual *Traffic Collisions in Washington State - Data Summary and Highway Safety Problem Analysis*. A copy can be obtained from the WTSC.

## 2) *Goals and Performance Measures*

Once Washington's problem areas are identified, the next step is to establish goals and performance measures. The WTSC staff met to discuss the data and problem areas specific to Washington State. Previously adopted goals, benchmarks and performance measures were updated.

The WTSC staff, legislative staff, TAC and Commissioners continue to refine the goals, benchmarks and performance measures. The Commissioners directed staff to base funding decisions on these goals and to recognize them is a work in progress, with goals evolving as conditions change over time.

## 3) *Project Development*

When we asked for grant applications for FFY 2001, we wanted each project to be allowable under federal rules and directly tied to our state traffic safety goals. The grant application form, available for the second year on the internet can be seen in the Appendix. The grant application form explains allowable vs. unallowable costs and most importantly, lists our goals and priority areas. We made it clear that project proposals must have a direct link to one or more goals and that applications directed to a priority population or area would receive priority consideration.

As a result of this more targeted grant application process, the number of applications increased significantly. Fewer than 1% failed to meet our basic criteria.

All the grant applications were initially reviewed by the WTSC program director. Each project was assigned to a program manager for further review. The program managers then studied individual projects and presented them to the staff in a series of meetings held in May of 2000. The staff made priority and funding recommendations, which were sent to the TAC for consideration. The TAC reviewed project applications in June and made their funding recommendations to the WTSC Director. The Director made a few final adjustments and draft funding and priority recommendations were mailed to Commissioners in July. The Commissioners met in late July and approved funding for the projects listed in this document.

## **B. WTSC GOALS, PERFORMANCE MEASURES & BENCHMARKS**

At this time, the WTSC has not received most of the 1997 traffic data from the Washington State Patrol. Their data section is in the midst of a database system redesign process, so 1997 and 1998 performance data for a number of goal areas is currently unavailable. Wherever possible, data from the FARS system has been used.

## **MISSION STATEMENT**

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*To save lives and reduce injuries on Washington roads through leadership, innovation, coordination and program support in partnership with traffic safety activists, professionals and organizations throughout the state.*

## **PRIMARY GOAL**

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**Washington State's long term goal is to eliminate all deaths and disabling injuries resulting from traffic crashes by the year 2030.**

Our primary short term goal is to reduce the number of deaths and serious injuries that result from traffic crashes.

## **STRATEGY TO REACH THE PRIMARY GOAL**

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Supporting goals are identified, along with performance measures and benchmarks that will accomplish the primary goal. Activities necessary to reach subordinate goals will be identified and funded. High risk populations, high risk behaviors and high crash locations will receive priority when establishing goals and funding supporting projects.

Although some programs will lend themselves to statewide or regional solutions, special emphasis will be placed on developing local solutions to local problems.

## PRIMARY PERFORMANCE MEASURES AND BENCHMARK

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Reduce traffic deaths per 100 million vehicle miles traveled (vmt):

|                       |      |
|-----------------------|------|
| 1994 Benchmark        | 1.34 |
| 1996 Performance data | 1.45 |
| 1997                  | 1.32 |
| 1998                  | 1.27 |
| 1999 (preliminary)    | 1.20 |
| 1997 Goal             | 1.28 |
| 2000 Goal             | 1.20 |
| 2005 Goal             | 1.10 |
| 2030 Goal             | 0.00 |

Reduce serious injuries per 100 million vmt:

|                       |       |
|-----------------------|-------|
| 1994 Benchmark        | 11.18 |
| 1996 Performance data | 10.65 |
| 1997                  | NA    |
| 1998/99               | NA    |
| 1997 Goal             | 10.8  |
| 2000 Goal             | 10.5  |
| 2005 Goal             | 10.0  |

## IMPAIRED DRIVING

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Reduce drinking driver involved motor vehicle deaths and serious injuries as a percentage of all motor vehicle deaths and serious injuries:

|                       | deaths | serious injuries |
|-----------------------|--------|------------------|
| 1994 Benchmark        | 46.3%  | 26%              |
| 1995 Performance data | 46.7%  | 26.3%            |
| 1996                  | 49.6%  | 25.4%            |
| 1997                  | 39.3%  | NA               |
| 1998                  | 43.2%  | NA               |
| 1999 (preliminary)    | 38.3%  | NA               |
| 1997 Goal             | 42%    | 25%              |
| 2000 Goal             | 38%    | 24%              |
| 2005 Goal             | 35%    | 22%              |

## OCCUPANT PROTECTION

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Increase seat belt use rates measured by statewide observational surveys:

|                       |       |
|-----------------------|-------|
| 1995 Benchmark        | 83.0% |
| 1996 Performance data | 84.1% |
| 1997                  | 81.4% |
| 1998                  | 82.2% |
| 1999                  | 84.2% |
| 1997 Goal             | 85%   |
| 2000 Goal             | 86%   |
| 2005 Goal             | 88%   |

Increase child safety seat usage rates as measured by observational surveys:

|                | Infants | Toddlers | Pre-school |
|----------------|---------|----------|------------|
| 1995 Benchmark | 95.3%   | 86.2%    | 74.6%      |
| 1997 Goal      | 96.0%   | 88.0%    | 82.0%      |
| 2000 Goal      | 96.0%   | 90.0%    | 82.0%      |
| 2005 Goal      | 98%     | 95%      | 90%        |

Increase booster seat usage for children above 4YO or 40 #

Benchmarks and goals will be established by the end of CY 2000

## EMERGENCY MEDICAL SERVICES

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Reduce Emergency Medical Services response times.

### *Performance measures*

According to the Washington Public Health Improvement Plan, the following standards have been adopted: Eight minutes in urban areas, fifteen minutes in suburban areas, forty-five minutes in rural areas, and as soon as possible in wilderness areas.



## SPEEDING AND OTHER DRIVER BEHAVIORS

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Reduce the number and percentage of people seriously injured or killed in crashes with speed as a contributing factor:

|                       | # killed | Deaths          |           | Serious Injuries  |  |
|-----------------------|----------|-----------------|-----------|-------------------|--|
|                       |          | # of all deaths | # injured | % of all injuries |  |
| 1994 Benchmark        | 220      | 34.4%           | 1424      | 26.7%             |  |
| 1995 Performance data | 251      | 38.4%           | 1453      | 26.7%             |  |
| 1996                  | 249      | 35%             | 1373      | 26.2%             |  |
| 1997                  | 242      | 35.7%           | NA        | NA                |  |
| 1998                  | 248      | 37.5%           | NA        | NA                |  |
| 1999                  | 231      | 36.4%           | NA        | NA                |  |
| 1997 Goal             |          | 35.0%           |           | 26%               |  |
| 2000 Goal             |          | 34.0%           |           | 25%               |  |
| 2005 Goal             |          | 34.0%           |           | 25%               |  |

## PEDESTRIAN/BICYCLE SAFETY

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Reduce the number and the percentage of pedestrian deaths and serious injuries.

|                       | #  | Deaths |     | Serious injuries |   |
|-----------------------|----|--------|-----|------------------|---|
|                       |    | #      | %   | #                | % |
| 1994 Benchmark        | 85 | 13.3%  | 394 | 7.4%             |   |
| 1995 Performance data | 75 | 11.5%  | 390 | 7.2%             |   |
| 1996                  | 84 | 11.8%  | 398 | 7.6%             |   |
| 1997                  | 72 | 10.7%  | NA  | NA               |   |
| 1998                  | 77 | 11.6%  | NA  | NA               |   |
| 1999                  | 60 | 9.4%   | NA  | NA               |   |
| 1997 Goal             | 75 | 10.5%  | 385 | 7.5%             |   |
| 2000 Goal             | 70 | 10%    | 375 | 7.2%             |   |
| 2005 Goal             | 65 | 9.5%   | 350 | 7%               |   |

## Reduce the number of deaths and serious injuries resulting from bicycle crashes

Increase bicycle helmet use rates measured in state observation survey:

|                       |       |
|-----------------------|-------|
| 1994 Benchmark        | 39.5% |
| 1996 Performance data | 47.1% |
| 1997                  | 47.3% |
| 1998                  | 48.7% |
| 1999                  | 52.7% |
| 1997 Goal             | 44.0% |
| 2000 Goal             | 48.0% |
| 2005 Goal             | 55.0% |

Bicyclist deaths and serious injuries as a percent of all traffic deaths and serious injuries:

|                       | Deaths | Serious injuries |
|-----------------------|--------|------------------|
| 1994 Benchmark        | 2.2%   | 3.7%             |
| 1996 Performance data | 2.0%   | 3.4%             |
| 1997                  | 2.4%   | NA               |
| 1998                  | 1.5%   | NA               |
| 1999                  | 1.6%   | NA               |
| 1997 Goal             | 1.8%   | 3.2%             |
| 2000 Goal             | 1.5%   | 3.0%             |
| 2005 Goal             | 1.2%   | 2.8%             |

## MOTORCYCLE SAFETY

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Reduce motorcycle fatalities and serious injuries.

Increase helmet use rate:

|                       |       |
|-----------------------|-------|
| 1994 Benchmark        | 98.3% |
| 1996 Performance data | 98.5% |
| 1997                  | 98.8% |
| 1997 and 2000 Goal    | 97.0% |
| 2000 Goal             | 98%   |
| 2005 Goal             | 98%   |

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Reduce killed or seriously injured rate per 10,000 registered motorcycles:

|                       | Deaths | Serious injuries |
|-----------------------|--------|------------------|
| 1994 Benchmark        | 3.64   | 17.43            |
| 1995 Performance data | 3.79   | 18.86            |
| 1996                  | 4.35   | 11.72            |
| 1997                  | NA     | NA               |
| 1998                  | 5.02%  | NA               |
| 1999                  | 3.78%  | NA               |
| 1997 Goal             | 3.5    | 11               |
| 2000 Goal             | 3.3    | 10               |
| 2005 Goal             | 3.0    | 9.5              |

## **PUPIL TRANSPORTATION AND SCHOOL WALKWAY SAFETY**

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Increase the safety of the environment for children as they proceed to and from schools and while in school and on playgrounds.

Reduce hazardous walking conditions within one mile of schools.

Maintain current outstanding safety records for students on school buses or in school bus boarding areas. Present data indicates risk of fatal or serious injury to students on or near school buses is extremely low.

Improve safety within school and playground zones. WTSC has completed school zone safety study.

## **TRAFFIC RECORDS**

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Upgrade traffic records and data systems to improve support for traffic safety problem identification and evaluation of program effectiveness:

1. Establish a linkage system between collision records and hospital records.
2. Improve collision location data by implementing a geographic information system (GIS) component of the statewide collision record system.
3. Design and implement the CRS system to help locals track crash data and identify high crash locations. This system was implemented this year and is currently under evaluation.

### **C. HS Form 217**

These budget summaries are based on projections outlined in the Planning Document in Section II, and will be an estimate based on expected funding. A revised "initial obligating Form 217" will be submitted to NHTSA Region X within 30 days of learning what actual 402, 410, 157 & 163 funds will be provided.



U.S. Department of Transportation  
National Highway Traffic Safety  
Administration  
Federal Highway Administration

O.M.B. No. 2127-0003

### HIGHWAY SAFETY PROGRAM COST SUMMARY

State Washington Number 01-00 Date 8/29/00

402 Funds

| Program Area                    | Approved Program Costs | Basis For % Change | State/Local Funds | Federally Funded Programs |                     |          | Federal Share to Local |                  |
|---------------------------------|------------------------|--------------------|-------------------|---------------------------|---------------------|----------|------------------------|------------------|
|                                 |                        |                    |                   | Previous Balance          | Increase/(Decrease) | % Change |                        | Current Balance  |
| AL                              | 298,000                |                    |                   | 0                         | 298,000             |          | 298,000                | 165,000          |
| EM                              | 100,000                |                    |                   | 0                         | 100,000             |          | 100,000                | 90,000           |
| OP                              | 784,000                |                    |                   | 0                         | 784,000             |          | 784,000                | 651,000          |
| PA                              | 233,000                |                    | 233,000           | 0                         | 233,000             |          | 233,000                | 110,000          |
| PS                              | 209,600                |                    | 55,000            | 0                         | 209,600             |          | 209,600                | 170,600          |
| PT                              | 190,000                |                    | 108,000           | 0                         | 190,000             |          | 190,000                | 156,000          |
| SA                              | 1,544,000              |                    | 755,000           | 0                         | 1,544,000           |          | 1,544,000              | 1,449,000        |
| TR                              | 676,000                |                    |                   | 0                         | 676,000             |          | 676,000                | 347,000          |
| <b>Total NIITSA</b>             | <b>4,034,600</b>       | <b>-</b>           | <b>1,151,000</b>  | <b>-</b>                  | <b>4,034,600</b>    |          | <b>4,034,600</b>       | <b>3,138,600</b> |
| <b>Total FIIWA</b>              |                        |                    |                   |                           |                     |          |                        |                  |
| <b>Total NIITSA &amp; FIIWA</b> | <b>4,034,600</b>       | <b>-</b>           | <b>1,151,000</b>  | <b>-</b>                  | <b>4,034,600</b>    |          | <b>4,034,600</b>       | <b>3,138,600</b> |

State Official Authorized Signature:

NAME: JOHN MOFFAT  
TITLE: Director  
DATE: 8/29/00

Federal Official(s) Authorized Signature:

NIITSA - NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
DATE: \_\_\_\_\_  
Effective Date: \_\_\_\_\_

FIIWA - NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
DATE: \_\_\_\_\_  
Effective Date: \_\_\_\_\_



U.S. Department of Transportation  
 National Highway Traffic Safety  
 Administration  
 Federal Highway Administration

O.M.B. No. 2127-0003

### HIGHWAY SAFETY PROGRAM COST SUMMARY

State Washington Number 410-01 Date 8/29/00

410 Funding

| Program Area         | Approved Program Costs | Basis For % Change | State/Local Funds | Federally Funded Programs |                     |          |                 | Federal Share to Local |
|----------------------|------------------------|--------------------|-------------------|---------------------------|---------------------|----------|-----------------|------------------------|
|                      |                        |                    |                   | Previous Balance          | Increase/(Decrease) | % Change | Current Balance |                        |
| J8                   | 1,173,300              |                    | 531,400           | 0                         | 1,173,300           |          | 1,173,300       | 853,300                |
| Total NIITSA         | 1,173,300              |                    | 531,400           | -                         | 1,173,300           |          | 1,173,300       | 853,300                |
| Total FIIWA          |                        |                    |                   |                           |                     |          |                 |                        |
| Total NIITSA & FIIWA | 1,173,300              |                    | 531,400           | -                         | 1,173,300           |          | 1,173,300       | 853,300                |

State Official Authorized Signature:

NAME: John Moffat  
 TITLE: Director  
 DATE: 8/29/00

Federal Official(s) Authorized Signature:

NIITSA - NAME: \_\_\_\_\_  
 TITLE: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 Effective Date: \_\_\_\_\_

FIIWA - NAME: \_\_\_\_\_  
 TITLE: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 Effective Date: \_\_\_\_\_



U.S. Department of Transportation  
 National Highway Traffic Safety Administration  
 Federal Highway Administration

O.M.D. No. 2127-0003

### HIGHWAY SAFETY PROGRAM COST SUMMARY

State Washington Number 157-01 Date 8/29/00

157 Incentive funds

| Program Area                    | Approved Program Costs | Days For % Change | State/Local Funds | Federally Funded Programs |                     |          |                  | Federal Share to Local |
|---------------------------------|------------------------|-------------------|-------------------|---------------------------|---------------------|----------|------------------|------------------------|
|                                 |                        |                   |                   | Previous Balance          | Increase/(Decrease) | % Change | Current Balance  |                        |
| 157DE                           | 101,805                |                   |                   | 0                         | 101,805             |          | 101,805          | 66,805                 |
| 157DL                           | 35,000                 |                   |                   | 0                         | 35,000              |          | 35,000           | 10,000                 |
| 157OP                           | 300,000                |                   |                   | 0                         | 300,000             |          | 300,000          | 180,000                |
| 157PT                           | 174,000                |                   | 132,000           | 0                         | 174,000             |          | 174,000          | 134,000                |
| 157SA                           | 412,950                |                   | 202,000           | 0                         | 412,950             |          | 412,950          | 337,000                |
| 157TR                           | 309,000                |                   | -                 | 0                         | 309,000             |          | 309,000          | 189,000                |
| <b>Total NIITSA</b>             | <b>1,332,755</b>       | <b>-</b>          | <b>334,000</b>    | <b>-</b>                  | <b>1,332,755</b>    |          | <b>1,332,755</b> | <b>916,805</b>         |
| <b>Total FIJWA</b>              |                        |                   |                   |                           |                     |          |                  |                        |
| <b>Total NIITSA &amp; FIJWA</b> | <b>1,332,755</b>       | <b>-</b>          | <b>334,000</b>    | <b>-</b>                  | <b>1,332,755</b>    |          | <b>1,332,755</b> | <b>916,805</b>         |

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State Official Authorized Signature:

Federal Official(s) Authorized Signature:

NAME: John Moffat  
 TITLE: Director  
 DATE: 8/29/00

NIITSA - NAME: \_\_\_\_\_  
 TITLE: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 Effective Date: \_\_\_\_\_

FIJWA - NAME: \_\_\_\_\_  
 TITLE: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 Effective Date: \_\_\_\_\_



U.S. Department of Transportation  
 National Highway Traffic Safety  
 Administration  
 Federal Highway Administration

O.M.N. No. 2117-0001

HIGHWAY SAFETY PROGRAM COST SUMMARY

State Washington Number 163-01 Date 8/29/00

163 Funding

| Program Area                   | Approved Program Costs | Basis For % Change | State/Local Funds | Federally Funded Programs |                     |          |                  | Federal Share in Local |
|--------------------------------|------------------------|--------------------|-------------------|---------------------------|---------------------|----------|------------------|------------------------|
|                                |                        |                    |                   | Previous Balance          | Increase/(Decrease) | % Change | Current Balance  |                        |
| 63AL00-0                       | 160,000                |                    | -                 | 0                         | 160,000             |          | 160,000          | 160,000                |
| 63PS00-0                       | 228,000                |                    |                   | 0                         | 228,000             |          | 228,000          | 200,000                |
| 63PT00-0                       | 1,033,000              |                    |                   | 0                         | 1,033,000           |          | 1,033,000        | 260,000                |
| 63SA00-0                       | 1,033,000              |                    |                   | 0                         | 1,033,000           |          | 1,033,000        | 800,000                |
| 63TR00-0                       | 1,033,000              |                    |                   | 0                         | 1,033,000           |          | 1,033,000        | 300,000                |
| <b>Total NIITSA</b>            | <b>3,487,000</b>       | -                  | -                 | -                         | <b>3,487,000</b>    |          | <b>3,487,000</b> | <b>1,720,000</b>       |
| <b>Total FHWA</b>              |                        |                    |                   |                           |                     |          |                  |                        |
| <b>Total NIITSA &amp; FHWA</b> | <b>3,487,000</b>       | -                  | -                 | -                         | <b>3,487,000</b>    |          | <b>3,487,000</b> | <b>1,720,000</b>       |

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State Official Authorized Signature:

NAME: John Moffat  
 TITLE: Director  
 DATE: 8/29/00

Federal Official(s) Authorized Signature:

NIITSA - NAME: \_\_\_\_\_  
 TITLE: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 Effective Date: \_\_\_\_\_

FHWA - NAME: \_\_\_\_\_  
 TITLE: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 Effective Date: \_\_\_\_\_



II. PLANNING DOCUMENT

| WTSC Number                        | Fed Proj Number | Req Agency  | BIKE AND PEDESTRIAN SAFETY   | Total Fed Funds Apprvd | 402    |           | Local Benefit | 410 |           | 163 |           | 157       |
|------------------------------------|-----------------|---|--|------------------------|--------|-----------|---------------|-----|-----------|-----|-----------|-----------|
|                                    |                 |   |  |                        | New    | Under Run |               | New | Under Run | New | Under Run | Under Run |
| 75, 7                              | 163PS00-01      | WTSC  | Basic bike/ped safely program. Includes \$10k for Port Orchard PD project #7. Mini grants, equipment, salaries, travel, PIE, etc.  | 228,000                | 0      | 0         | 0             | 0   | 0         | 0   | 228,000   | 0         |
| 6, 16, 40, 112, 134, 154, 155, 172 | PS01-02         | WTSC-Cooper Jones Bike & Ped Safety Advisory Comm | Funds 8 community bike and ped safety grants recommended by CJ Committee. PIE, materials, helmets, etc. WTSC project #'s 6(1.1K), 16(2.4K), 40(5K), 112(9K), 134(12K), 154(2.6K), 155(1K) & 172(7.5K). | 40,600                 | 0      | 40,600    | 40,600        | 0   | 0         | 0   | 0         | 0         |
| 180                                | PS01-03         | Washington Trauma Society                         | Purchase and distribute bike helmets to low income children.   | 40,000                 | 0      | 40,000    | 40,000        | 0   | 0         | 0   | 0         | 0         |
| 131, 52                            | PS01-04         | WSDOT   | Various in roadway crosswalk lighting projects. Includes \$1K for 100 buckle up signs at local business locations. Salaries, equipment, installation costs. Etc.                                       | 36,000                 | 36,000 | 0         | 30,000        | 0   | 0         | 0   | 0         | 0         |
| Bike and Pedestrian Safety Total   |                 |   |  | 344,600                | 36,000 | 80,600    | 110,600       | 0   | 0         | 0   | 228,000   | 0         |

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| WTSC Number       | Fed Proj Number | Req Agency       | CORRIDOR COMMUNITIES  | Total Fed Funds Apprvd | 402     |           | Local Benefit | 410 |           | 163       |           | 157       |
|-------------------|-----------------|------------------|---|------------------------|---------|-----------|---------------|-----|-----------|-----------|-----------|-----------|
|                   |                 |                  |   |                        | New     | Under Run |               | New | Under Run | New       | Under Run | Under Run |
| 187               | 157SA01-01      | WTSC             | Support for Tribal traffic safety projects. PIE, travel, training, equipment, salaries, etc.  | 34,000                 | 0       | 0         | 0             | 0   | 0         | 0         | 0         | 34,000    |
|                   | 157SA01-03      | WTSC             | Funding for various Target Zero recommended projects. Salaries, equipment, travel, training, contracts, etc.  | 370,000                | 0       | 0         | 0             | 0   | 0         | 0         | 0         | 370,000   |
|                   | 163SA00-01      | WTSC             | Funding for emerging high priority projects, including constituent support and Target Zero projects. Includes up to \$240K to support local share of WSDOT crash data recovery efforts. Salaries, contracts, equipment, materials, travel, training, etc. | 1,033,000              | 0       | 0         | 0             | 0   | 0         | 1,033,000 | 0         | 0         |
| 99, 114, 121, 175 | SA01-02         | Various Counties | Funding for 4 new community DUI/Traffic Safety Task forces. Benton Franklin - 1st year; Chelan-Douglas - 2nd year; Jefferson - 2nd year; Cowlitz - 3rd year. Salaries, contracts, materials, etc.   | 60,000                 | 0       | 60,000    | 60,000        | 0   | 0         | 0         | 0         | 0         |
| 50                | SA01-03         | WTSC             | Supports the various corridor traffic safety projects, primarily funding PIE efforts and enforcement activities. Salaries, overtime, equipment, contracts, travel, etc.   | 425,000                | 380,000 | 45,000    | 425,000       | 0   | 0         | 0         | 0         | 0         |
| 67                | SA01-04         | WTSC             | Encourage traffic safety among military families, both on and off base. Travel, training, PIE materials, etc.   | 35,000                 | 35,000  | 0         | 35,000        | 0   | 0         | 0         | 0         | 0         |

| WTSC Number                | Fed Proj Number | Req Agency | CORRIDOR COMMUNITIES   | Total Fed Funds Apprvd | 402     |           | Local Benefit | 410 |           | 163       |           | 157       |
|----------------------------|-----------------|------------|--|------------------------|---------|-----------|---------------|-----|-----------|-----------|-----------|-----------|
|                            |                 |            |  |                        | New     | Under Run |               | New | Under Run | New       | Under Run | Under Run |
| 71                         | SA01-05         | WTSC       | Support for Innovative programs conducted by community traffic safety task forces. PIE, materials, travel, training, equipment, overtime, etc.   | 160,000                | 120,000 | 40,000    | 160,000       | 0   | 0         | 0         | 0         | 0         |
| 123                        | SA01-06         | WTSC       | A new initiative to implement traffic safety projects within special high risk populations, particularly minority populations with demonstrated high crash risk or low occupant protection usage. PIE, materials, travel, training, salaries, etc. | 18,000                 | 18,000  | 0         | 18,000        | 0   | 0         | 0         | 0         | 0         |
| 178                        | SA01-08         | WTSC       | Support for Operallon Lifesavers RR safety program. Materials, PIE, travel, training, etc.   | 4,000                  | 0       | 4,000     | 4,000         | 0   | 0         | 0         | 0         | 0         |
| 125, 126                   | SA01-09         | WTSC       | Support for Stop Auto Fatalities Through Youth Efforts (SAFTYE - \$165K) & various youth TS projects (\$47K). Mini grants, travel, contracts, materials, equipment, training, etc.   | 212,000                | 212,000 | 0         | 212,000       | 0   | 0         | 0         | 0         | 0         |
| 183                        | SA01-10         | WTSC       | Funding for emerging traffic safety projects, primarily community based, intended mostly to make stakeholders and TS professionals more effective in improving traffic safety. Travel, training, equipment, contracts, salaries, overtime, etc.    | 165,000                | 80,000  | 85,000    | 130,000       | 0   | 0         | 0         | 0         | 0         |
| Corridor Communities Total |                 |            |  | 2,516,000              | 845,000 | 234,000   | 1,044,000     | 0   | 0         | 1,033,000 | 0         | 404,000   |

| WTSC<br>Number                   | Fed Proj<br>Number | Req Agency                                       | EMERGENCY MEDICAL<br>SERVICES   | Total Fed<br>Funds Apprvd | 402    |           | Local<br>Benefit | 410    |           | 163 |           | 157       |
|----------------------------------|--------------------|--|---|---------------------------|--------|-----------|------------------|--------|-----------|-----|-----------|-----------|
|                                  |                    |  |   |                           | New    | Under Run |                  | New    | Under Run | New | Under Run | Under Run |
| 30                               | EM01-01            | DOH  | Support for injury prevention and EMS<br>advlsory committee, training, EMS<br>regional grants. Materials, equipment,<br>salaries, travel, etc.  | 100,000                   | 50,000 | 50,000    | 90,000           | 0      | 0         | 0   | 0         | 0         |
| 151                              | J800-02            | East Region<br>EMS and<br>Trauma Care<br>Council | Traffic safety presentations, primarily<br>Safe and Sober, by EMS personnel to<br>High Schools. Travel, materials,<br>equipment, salaries, etc. | 15,000                    | 0      | 0         | 0                | 15,000 | 0         | 0   | 0         | 0         |
| Emergency Medical Services Total |                    |  |   | 115,000                   | 50,000 | 50,000    | 90,000           | 15,000 | 0         | 0   | 0         | 0         |

| WTSC Number                         | Fed Proj Number | Req Agency                                     | IMPAIRED DRIVING   | Total Fed Funds Apprvd | 402 |           | Local Benefit | 410     |           | 163 |           | 157       |
|-------------------------------------|-----------------|--|--|------------------------|-----|-----------|---------------|---------|-----------|-----|-----------|-----------|
|                                     |                 |  |  |                        | New | Under Run |               | New     | Under Run | New | Under Run | Under Run |
| 32                                  | 163AL00-01      | WASPC  | Funding to support local efforts to incarcerate impaired driving offenders. Contract costs, salary, jail costs.  | 160,000                | 0   | 0         | 0             | 0       | 0         | 0   | 160,000   | 0         |
| 3, 56, 58, 62, 78, 79, 93, 108, 151 | J800-01         | Various local organizations and organizations. | DUI oriented presentations to schools and community groups. Travel, materials, equipment, training, salaries, etc. See WTSC grant spreadsheet for specific funding levels for each of nine projects.   | 81,673                 | 0   | 0         | 0             | 81,673  | 0         | 0   | 0         | 0         |
| 119                                 | J800-03         | WTSC   | Statewide emphasis/saturation patrols for impaired driving enforcement. Salaries, overtime, equipment, etc.  | 190,000                | 0   | 0         | 0             | 190,000 | 0         | 0   | 0         | 0         |
| 8                                   | J800-04         | Lake Chelan Community Hospital                 | Support local project to provide free cab rides home for potential impaired drivers.   | 15,000                 | 0   | 0         | 0             | 15,000  | 0         | 0   | 0         | 0         |
| 55                                  | J800-05         | Parent Party Patrol                            | Reduce underage drinking and driving through parent intervention. Salaries, materials, travel, etc.  | 13,000                 | 0   | 0         | 0             | 0       | 13,000    | 0   | 0         | 0         |
| 69, 70                              | J800-06         | WTSC   | Basic impaired driving program administered by WTSC. Includes impaired driving conference, grants to locals, equipment, materials, PIE, support for local DRE efforts (\$100K), travel, training, etc. | 615,000                | 0   | 0         | 0             | 310,000 | 305,000   | 0   | 0         | 0         |

| WTSC<br>Number         | Fed Proj<br>Number | Req Agency  | IMPAIRED DRIVING  | Total Fed<br>Funds Apprvd | 402 |           |                  | 410     |           | 163 |           | 157       |
|------------------------|--------------------|---|---|---------------------------|-----|-----------|------------------|---------|-----------|-----|-----------|-----------|
|                        |                    |   |   |                           | New | Under Run | Local<br>Benefit | New     | Under Run | New | Under Run | Under Run |
| 72                     | J800-07            | Lincoln County<br>Juvenile Court<br>Services          | Impaired/suspended driver intervention<br>program for youthful offenders.   | 3,929                     | 0   | 0         | 0                | 0       | 3,929     | 0   | 0         | 0         |
| 94, 96                 | J800-08            | Misdemeanant<br>Corrections<br>Association            | Start up funds for new probation<br>departments in various courts.<br>Equipment for new and existing<br>probation departments to assist in<br>monitoring DUI offenders. Equipment,<br>materials, salaries, etc. | 33,000                    | 0   | 0         | 0                | 33,000  | 0         | 0   | 0         | 0         |
| 105, 106               | J800-09            | WTSC  | Support for the College and Reduce<br>Underage Drinking (RUAD) traffic<br>safety projects. Training, travel,<br>contracts, salaries, mini grants,<br>materials, PIE, etc.                                       | 85,000                    | 0   | 0         | 0                | 85,000  | 0         | 0   | 0         | 0         |
| 158                    | J800-10            | Seattle-King<br>County Public<br>Health               | DUI related traffic safety brochures for<br>Hwy 99 project.   | 4,898                     | 0   | 0         | 0                | 0       | 4,898     | 0   | 0         | 0         |
| 20                     | J800-12            | Greater<br>Spokane<br>Substance<br>Abuse<br>Coalition | Youth traffic safety awareness<br>program. A community based program<br>to reduce impaired driving among<br>youth. Materials, travel, training, etc.  | 4,800                     | 0   | 0         | 0                | 0       | 4,800     | 0   | 0         | 0         |
| Impaired Driving Total |                    |   |   | 1,206,300                 | 0   | 0         | 0                | 714,673 | 331,627   | 0   | 160,000   | 0         |

| WTSC Number               | Fed Proj Number | Req Agency                       | OCCUPANT PROTECTION  | Total Fed Funds Apprvd | 402       |         | Local Benefit | 410       |     | 163       |           | 157    |
|---------------------------|-----------------|----------------------------------|--|------------------------|-----------|---------|---------------|-----------|-----|-----------|-----------|--------|
|                           |                 |                                  |  | New                    | Under Run | New     |               | Under Run | New | Under Run | Under Run |        |
| 57                        | 157OP01-01      | Palouse School District # 301    | Travel, software and materials for traffic safety awareness in Whitman County schools - K-6 and high schools.  | 10,000                 | 0         | 0       | 0             | 0         | 0   | 0         | 0         | 10,000 |
| 47                        | OP01-02         | Snohomish County Health District | Traffic safety public information and education campaign. Salaries, car seats, printing, etc.  | 6,000                  | 0         | 6,000   | 6,000         | 0         | 0   | 0         | 0         | 0      |
| 184                       | OP01-03         | Safety Restraint Coalition       | Support for SRC programs to improve child passenger safety. Toll free reporting/info line; training for CSS inspectors, community CPS teams, distribution of CCS and booster seats. Salaries, travel, vehicle purchase/upkeep, materials, contracts. | 395,000                | 45,000    | 350,000 | 360,000       | 0         | 0   | 0         | 0         | 0      |
| 186                       | OP01-04         | WTSC                             | Basic WTSC OP program and Law Enforcement Advisory committee activities. Includes \$45K for 1/2 time SnoCo Sheriff's Deputy to work with law enforcement, promoting OP issues. Salaries, travel, training, materials, etc.                           | 225,000                | 15,000    | 210,000 | 185,000       | 0         | 0   | 0         | 0         | 0      |
| Occupant Protection Total |                 |                                  |  | 636,000                | 60,000    | 566,000 | 551,000       | 0         | 0   | 0         | 0         | 10,000 |

| WTSC Number | Fed Proj Number | Req Agency                              | POLICE TRAFFIC SERVICES   | Total Fed Funds Apprvd | 402    |           | Local Benefit | 410 |           | 163       |           | 157       |
|-------------|-----------------|---|---|------------------------|--------|-----------|---------------|-----|-----------|-----------|-----------|-----------|
|             |                 |   |   |                        | New    | Under Run |               | New | Under Run | New       | Under Run | Under Run |
| 34          | 157PT01-01      | WASPC                                   | WASPC administered grant program to support local police traffic safety efforts. Contracts, equipment, salaries, materials, etc.  | 100,000                | 0      | 0         | 0             | 0   | 0         | 0         | 0         | 100,000   |
| 49          | 157PT01-02      | Clark County Sheriff's Office           | Purchase of Total Station Upgrade for crash reconstruction/investigation.   | 9,000                  | 0      | 0         | 0             | 0   | 0         | 0         | 0         | 9,000     |
| 38          | 157PT01-03      | WTSC                                    | Road Rage/Aggressive Driving research and Intervention. Implement recommendations of Interagency aggressive driving committee. Contract study, video production and distribution, materials, equipment, etc.              | 60,000                 | 0      | 0         | 0             | 0   | 0         | 0         | 0         | 60,000    |
| 159         | 157PT01-04      | Boy Scouts of America - Mt. Baker # 606 | Traffic safety training conference for Explorer Scouts. Materials, equipment, travel, training, etc.  | 5,000                  | 0      | 0         | 0             | 0   | 0         | 0         | 0         | 5,000     |
| 35          | 163PT00-01      | WSP                                     | WSP support of Target Zero related efforts, primarily enforcement related. Includes up to \$240K to help fund WSDOT crash data recovery efforts. Salaries, overtime, materials, travel, equipment, emphasis patrols, etc. | 1,033,000              | 0      | 0         | 0             | 0   | 0         | 1,033,000 | 0         | 0         |
| 36, 102     | PT01-02         | WTSC                                    | Small grants to support local police traffic service projects. Includes \$1K for Spokane PD project # 102. Equipment, overtime, materials, travel, etc.   | 51,000                 | 15,000 | 36,000    | 51,000        | 0   | 0         | 0         | 0         | 0         |



| WTSC<br>Number                | Fed Proj<br>Number | Req Agency                                    | POLICE TRAFFIC<br>SERVICES  | Total Fed<br>Funds Apprvd | 402       |        | Local<br>Benefit | 410 |           | 163       |   | 157     |
|-------------------------------|--------------------|---|---|---------------------------|-----------|--------|------------------|-----|-----------|-----------|---|---------|
|                               |                    |   |   | New                       | Under Run | New    | Under Run        | New | Under Run | Under Run |   |         |
| 37                            | PT01-03            | Criminal<br>Justice<br>Training<br>Commission | Support for formal traffic safety training<br>for local law enforcement. Travel,<br>salaries, contracts, training, materials,<br>etc. | 50,000                    | 20,000    | 30,000 | 50,000           | 0   | 0         | 0         | 0 | 0       |
| Police Traffic Services Total |                    |   |   | 1,308,000                 | 35,000    | 66,000 | 101,000          | 0   | 0         | 1,033,000 | 0 | 174,000 |

| WTSC Number                            | Fed Proj Number | Req Agency              | PUBLIC INFORMATION AND EDUCATION  | Total Fed Funds Apprvd | 402     |           |               | 410 |           | 163 |           | 157       |
|--|-----------------|-------------------------|---|------------------------|---------|-----------|---------------|-----|-----------|-----|-----------|-----------|
|  |                 |                         |   |                        | New     | Under Run | Local Benefit | New | Under Run | New | Under Run | Under Run |
| 127                                    | 157DL01-01      | WTSC                    | Funds to support efforts of WTSC, OSPI & DOL in publicizing the new Intermediate (Graduated) Driver's License law. PIE, materials, contracts, salaries, production costs, etc.  | 35,000                 | 0       | 0         | 0             | 0   | 0         | 0   | 0         | 35,000    |
| 128                                    | 157OP01-02      | WTSC                    | PIE campaign to publicize new CSS/booster seat law, raising awareness and usage prior to law's effective date. PIE production and paid media costs. Estimate about \$220K for paid media.   | 290,000                | 0       | 0         | 0             | 0   | 0         | 0   | 0         | 290,000   |
| 74                                     | 157SA01-02      | Bates Technical College | Bates provides heavy truck driver training. This project will fund a "No Zone" decal covering the entire truck trailer, spreading the word on truck safety across the state.  | 8,950                  | 0       | 0         | 0             | 0   | 0         | 0   | 0         | 8,950     |
| 103                                    | 157TR01-02      | WTSC                    | Create a new and innovative traffic safety web site for WTSC. Contracts, software, salaries, equipment, materials, etc.   | 30,000                 | 0       | 0         | 0             | 0   | 0         | 0   | 0         | 30,000    |
| 128                                    | SA01-07         | WTSC                    | WTSC PIE program. Includes high school journalism contest, state TS awards program, impaired driving and OP campaigns, joint projects with community task forces. Contract/production costs, materials, salaries, travel, goods & services, | 205,000                | 175,000 | 30,000    | 145,000       | 0   | 0         | 0   | 0         | 0         |
| Public Information and Education Total |                 |                         |   | 568,950                | 175,000 | 30,000    | 145,000       | 0   | 0         | 0   | 0         | 363,950   |

| WTSC Number | Fed Proj Number | Req Agency                            | TRAFFIC RECORDS,<br>TRAINING, ENGINEERING<br>AND RESEARCH  | Total Fed Funds Apprvd | 402 |           |               | 410     |           | 163       |           | 157       |
|-------------|-----------------|---------------------------------------|--|------------------------|-----|-----------|---------------|---------|-----------|-----------|-----------|-----------|
|             |                 |                                       |  |                        | New | Under Run | Local Benefit | New     | Under Run | New       | Under Run | Under Run |
| 64, 65      | 157TR01-01      | WSDOT                                 | Make improvements to CRS system to assist locals in tracking crash data. Equipment, software, salaries, materials, etc.  | 89,000                 | 0   | 0         | 0             | 0       | 0         | 0         | 0         | 89,000    |
| 118         | 157TR01-03      | Washington State Assn. Of Fire Chiefs | Expands EMS/first responder data collection project to 16 additional counties in Eastern Washington. Contracts, salaries, travel, materials, equipment, etc.   | 75,000                 | 0   | 0         | 0             | 0       | 0         | 0         | 0         | 75,000    |
| 166         | 157TR01-04      | City of Olympia PWD                   | Upgrade the colision reporting system so that it can be used by other cities. Salaries, equipment, materials, etc.   | 5,000                  | 0   | 0         | 0             | 0       | 0         | 0         | 0         | 5,000     |
| 90          | 157TR01-05      | WTSC                                  | Driver improvement research study. Contracts, salaries, materials, travel, etc.  | 110,000                | 0   | 0         | 0             | 0       | 0         | 0         | 0         | 110,000   |
| 188         | 163TR00-01      | WSDOT                                 | Work with WSP and WTSC to jointly fund crash data improvement project - up to \$240K. Fund WSDOT Target Zero traffic safety projects. Salaries, equipment, contracts, etc. New 163 funds anticipated late CY 2000. | 1,033,000              | 0   | 0         | 0             | 0       | 0         | 1,033,000 | 0         | 0         |
| 160         | J800-11         | City of Seattle                       | Evaluate the effectiveness of Seattle's impound law. Contracts, salaries, travel, material, etc.   | 112,000                | 0   | 0         | 0             | 112,000 | 0         | 0         | 0         | 0         |

| WTSC<br>Number  | Fed Proj<br>Number | Req Agency                         | TRAFFIC RECORDS,<br>TRAINING, ENGINEERING<br>AND RESEARCH  | Total Fed<br>Funds Apprvd | 402     |           |                  | 410     |           | 163       |           | 157       |
|---|--------------------|------------------------------------|--|---------------------------|---------|-----------|------------------|---------|-----------|-----------|-----------|-----------|
|   |                    |                                    |  |                           | New     | Under Run | Local<br>Benefit | New     | Under Run | New       | Under Run | Under Run |
| 97  | TR01-02            | WSDOT                              | This project funds the activities of a WSDOT traffic engineer, assisting local jurisdictions with traffic safety engineering. Salaries, travel, contracts, etc.              | 107,000                   | 0       | 107,000   | 107,000          | 0       | 0         | 0         | 0         | 0         |
| 88, 89  | TR01-03            | WTSC                               | WTSC research & evaluation (\$155K) and TRDC (\$105K). Contract surveys (seal belt, CSS, etc.) and research. Operating costs of TRDC - equipment, materials, contracts, etc. | 260,000                   | 260,000 | 0         | 140,000          | 0       | 0         | 0         | 0         | 0         |
| Traffic Records, Training, Engineering and Research Total |                    |                                    |  | 1,791,000                 | 260,000 | 107,000   | 247,000          | 112,000 | 0         | 1,033,000 | 0         | 279,000   |
| 176   | 157DE01-01         | OSPI                               | An evaluation of traffic safety education delivery systems in the state. Contracts, salaries, materials, travel, etc.  | 75,000                    | 0       | 0         | 0                | 0       | 0         | 0         | 0         | 75,000    |
| 177   | 157DE01-02         | Educational Service District # 112 | Financial assistance to help TSE teachers attend courses at CWU. Tuition, travel, etc.   | 17,000                    | 0       | 0         | 0                | 0       | 0         | 0         | 0         | 17,000    |
| 41  | 157DE01-03         | DOL                                | Funding to update video used by traffic safety educators to explain licensing process and teach traffic safety.  | 9,805                     | 0       | 0         | 0                | 0       | 0         | 0         | 0         | 9,805     |
| Traffic Safety Education Total                            |                    |                                    |  | 101,805                   | 0       | 0         | 0                | 0       | 0         | 0         | 0         | 101,805   |

The following programs, TC and P and A, address the costs to pay, house and otherwise support the WTSC staff. These costs include salaries, benefits, travel, contracts, operating costs (rent, heat, etc.) and goods and services (equipment, computers, software, etc.) Personnel costs are distributed among the major program areas.

| WTSC Number                       | Fed Proj Number | Req Agency | PLANNING AND ADMINISTRATION   | Total Fed Funds Apprvd | 402     |           | Local Benefit | 410 |           | 163 |           | 157       |
|-----------------------------------|-----------------|------------|---|------------------------|---------|-----------|---------------|-----|-----------|-----|-----------|-----------|
|                                   |                 |            |   |                        | New     | Under Run |               | New | Under Run | New | Under Run | Under Run |
|                                   | PA01-01         | WTSC       | Costs to support agency management, program direction and administration. | 233,000                | 158,000 | 75,000    | 110,000       | 0   | 0         | 0   | 0         | 0         |
| Planning and Administration Total |                 |            |   | 233,000                | 158,000 | 75,000    | 110,000       | 0   | 0         | 0   | 0         | 0         |

| WTSC Number                  | Fed Proj Number | Req Agency | TECHNICAL COORDINATION               | Total Fed Funds Apprvd | 402       |           | Local Benefit | 410 |           | 163 |           | 157       |
|------------------------------|-----------------|------------|--------------------------------------|------------------------|-----------|-----------|---------------|-----|-----------|-----|-----------|-----------|
|                              |                 |            |                                      |                        | New       | Under Run |               | New | Under Run | New | Under Run | Under Run |
|                              | AL01-01         | WTSC       | Impaired Driving                     | 298,000                | 238,000   | 60,000    | 165,000       | 0   | 0         | 0   | 0         | 0         |
|                              | OP01-01         | WTSC       | Occupant Protection                  | 158,000                | 158,000   | 0         | 100,000       | 0   | 0         | 0   | 0         | 0         |
|                              | PS01-01         | WTSC       | Bicycle & Pedestrian Safety Programs | 93,000                 | 80,000    | 13,000    | 60,000        | 0   | 0         | 0   | 0         | 0         |
|                              | PT01-01         | WTSC       | Police Traffic Services              | 89,000                 | 84,000    | 5,000     | 55,000        | 0   | 0         | 0   | 0         | 0         |
|                              | SA01-01         | WTSC       | Community Programs                   | 260,000                | 235,000   | 25,000    | 260,000       | 0   | 0         | 0   | 0         | 0         |
|                              | TR01-01         | WTSC       | Traffic Records & Research           | 309,000                | 289,000   | 20,000    | 100,000       | 0   | 0         | 0   | 0         | 0         |
| Technical Coordination Total |                 |            |                                      | 1,207,000              | 1,084,000 | 123,000   | 740,000       | 0   | 0         | 0   | 0         | 0         |

|                                 |                   |                  |                  |                  |                |                |                  |                |                  |
|---------------------------------|-------------------|------------------|------------------|------------------|----------------|----------------|------------------|----------------|------------------|
| TOTAL FEDERAL FUNDS ANTICIPATED | <u>10,018,000</u> | <u>2,700,000</u> | <u>1,331,000</u> |                  | <u>840,000</u> | <u>330,000</u> | <u>3,100,000</u> | <u>390,000</u> | <u>1,327,000</u> |
| TOTAL FEDERAL FUNDS BUDGETED    | <u>10,027,655</u> | <u>2,703,000</u> | <u>1,331,600</u> | <u>3,138,600</u> | <u>841,673</u> | <u>331,627</u> | <u>3,099,000</u> | <u>388,000</u> | <u>1,332,755</u> |

Projects funded with Section 163 New \$ are dependent on receipt of \$3.1 million in federal .08% BAC incentive funds prior to the end of FFY 2000, and also on an agreement between parties that said funds should be distributed 1/3 each to WSDOT, WSP and WTSC.

Revised 7/00(FINAL)

## STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C.- Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

### Certifications and Assurances

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

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

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

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

### **The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):**

The State will provide a drug-free workplace by:

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

- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted –
  - 1) Taking appropriate personnel action against such an employee, up to and including termination.
  - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

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

### **POLITICAL ACTIVITY (HATCH ACT).**

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

### **CERTIFICATION REGARDING FEDERAL LOBBYING:**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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



entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### RESTRICTION ON STATE LOBBYING:

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

### CERTIFICATION REGARDING DEBARMENT AND SUSPENSION:

#### Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

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

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

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

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

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

#### Instructions for Lower Tier Certification

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

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

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

4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR

Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2001 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

  
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Governor's Representative for Highway Safety

30 August 2000  
Date