



Washington State Highway Safety Performance Plan

2008



WASHINGTON
Traffic Safety
COMMISSION

Version II - Oct. 19, 2007

WASHINGTON STATE 2008 HIGHWAY SAFETY PERFORMANCE PLAN

**WASHINGTON TRAFFIC SAFETY COMMISSION
1000 Cherry Street SE
P.O. Box 40944
Olympia, Washington 98504-0944**

August 31, 2007

Revised September 28, 2007



STATE OF WASHINGTON

WASHINGTON TRAFFIC SAFETY COMMISSION

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TO: Washington State Citizens

FROM: Lowell Porter
Director

DATE: August 31, 2007

SUBJECT: Washington State Year 2008 Highway Safety Performance Plan

On behalf of the Washington Traffic Safety Commission (WTSC), I am pleased to present our state's *2008 Highway Safety Performance Plan*. I believe that, with the help of citizens interested in traffic safety across the state, the projects selected for funding in FFY 2008 will help the WTSC 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 contains data, goals and performance measures applicable to key traffic safety emphasis areas identified in the "Washington State Strategic Highway Safety Plan: Target Zero." It also provides a general budget/cost summary showing federal and state fund allocations within traffic safety program areas.

The *Planning Document* describes specific projects selected by the WTSC for funding during FFY 2008. 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 funds appropriated under the federal transportation budget, SAFYEYA-LU. These funds will be used to improve safety on Washington roadways throughout FFY 2008, which runs from October 1, 2007 to September 30, 2008.



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

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I. WASHINGTON STATE BENCHMARK REPORT

A. PROCESS DESCRIPTION

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

In addition to the WTSC staff, there are two key groups representing the traffic safety community that are critical participants in each step of the process:

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

1) Traffic Safety Problem Identification

The 2008 HSPP goals and performance measures are aligned with those found in the “Washington State Strategic Highway Safety Plan: Target Zero” (SHSP.)

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 periodically to assess state usage rates for seatbelts, child safety restraints, motorcycle and bicycle helmets and other key observable behavior, such as cell phone use. The primary indicators used to assess risk are the numbers of fatalities and serious injuries that result from traffic crashes.

2) Goals and Performance Measures

Once Washington’s problem areas were identified, performance measures were adopted and goals were set. The WTSC staff and Technical Advisory Committee met to discuss the data and problem areas to insure that state traffic safety goals are correctly identified in this document and are in harmony with goals identified in the state SHSP, which was signed by Governor Gregoire in February 2007.

The WTSC staff, legislature, TAC and Commissioners continue to refine the goals, benchmarks and performance measures. The Commissioners directed staff to base funding decisions on these goals, funding projects that are in line with the strategies in the Washington State Target Zero Strategic Plan: Target Zero.

3) Project Development

The grant request form/RFP was distributed by mail, at various meetings/conferences and could be downloaded from the WTSC web page. The 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 project proposals that address an emphasis area and employ a proven traffic safety strategy would receive special consideration.

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 June of 2007. The staff made priority and funding recommendations, which were sent to the TAC for consideration. The TAC reviewed current data, proposed goals and project applications 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 of 2007. The Commissioners met in late July and approved funding for the projects listed in this document. The Commissioners found that each goal established was based on careful review of all available data and that each project was appropriately linked to state traffic safety goals and Target Zero strategies.

In summary, accurate and timely data is the cornerstone of this traffic safety plan. Data drives the goals, each project is directly linked to an approved goal, and finally, data provides the basis for evaluating the effectiveness of completed projects.

B. EQUIPMENT VALUED AT OVER \$5000

Any equipment purchased with federal traffic safety grant funds must be approved in advance by the Pacific Northwest Region of NHTSA.

Federal project numbers K4PT08-01, K908-01 and K1008-01, found in this HSP, are intended to purchase up to 200 full or partial in-car systems for use by the Washington State Patrol (or local law enforcement agencies through the Washington Association of Sheriffs and Police Chiefs.) These systems are necessary to implement the state's electronic ticketing & (crash) reporting system, eTRIP, and to track (and reduce if necessary) racial profiling. A full in car system consists of a laptop computer, scanner and printer. Cost of individual system components are identified in the table below:

• Ruggedized laptops	\$4,900
• Mounting Hardware	\$580
• Hand held bar code scanners & Hardware	\$540
• Portable Thermal Printer & Hardware	\$350
• Installation	\$380
Total Cost of full system/ per vehicle	\$6,750

WTSC will submit written requests for approval if the need to purchase additional equipment valued over \$5000 arises.

C. WTSC GOALS, PERFORMANCE MEASURES & BENCHMARKS

MISSION STATEMENT

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

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

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 GOALS

Supporting goals are identified, along with performance measures and benchmarks that will reflect 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.

The *Washington State Strategic Highway Safety Plan: Target Zero*, adopted by the Commission and approved by Governor Gregoire in February 2007, identifies strategies necessary to reach our goal of zero fatal or disabling traffic injuries by 2030. Although not specific goals, Target Zero identifies sobriety checkpoints,

wider use of ignition interlocks, graduated licensing law improvements and expanded authority to employ automated traffic enforcement as high priority legislative strategies.

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

Although goals have been set in many program areas, pupil transportation, EMS and Traffic records goals could not be satisfactorily displayed in charts and graphs. Pupil transportation, EMS and traffic records goals are presented below in text, all other program area goals are presented in the charts and graphs that follow.

PERFORMANCE GOALS, DATA, TRENDS AND BENCHMARKS

TRAFFIC SAFETY LEGISLATION

PUPIL TRANSPORTATION AND SCHOOL WALKWAY SAFETY

Increase the safety of children on playgrounds and as they proceed to and from school.

1. Reduce hazardous walking conditions within one mile of schools.
2. 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.
3. Continue to implement eight year plan to upgrade school zone signs to reduce speeds around all elementary and middle schools in the state.

TRAFFIC RECORDS

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

1. Provide an ongoing statewide forum for traffic records and support the coordination of multi-agency initiatives and projects.
 - a. Reduce paper-based exchanges among traffic records systems and stakeholders.

2. Leverage technology and appropriate government and industry standards to improve the collection, dissemination, and analysis of traffic records data.
 - a. Develop integrated patient care systems for enhanced injury surveillance.
3. Improve the interoperability and exchange of traffic records data among systems and stakeholders for increased efficiency and enhanced integration.
 - a. Improve the timeliness, utility, and accessibility of statewide collision data.
4. Promote the value of traffic records data and encourage training opportunities to maximize the effectiveness of the data for decision and policy making.
 - a. Enhance the structure and activities of the Traffic Records Workgroup and Oversight Council.

EMERGENCY MEDICAL SERVICES

Reduce Emergency Medical Services response times.

1. According to the Washington Administrative Code governing response times, the following standards have been adopted: Ten minutes or less in urban areas, twenty minutes or less in suburban areas, forty-five minutes or less in rural areas, and as soon as possible in wilderness areas. The goal for these standards IAW the WAC is an 80% compliance rate.
2. Implement statewide system to collect, distribute and analyze EMS first response data covering crash related injuries.

Collision Data & Performance Measures	Baseline Data 1996-2000					Progress Report Data 2001-2006*					
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006*
Fatalities	712	674	662	637	631	649	658	600	567	649	632
Fatality Rate/100M VMT	1.45	1.32	1.27	1.21	1.17	1.21	1.2	1.09	1.02	1.17	1.12
Disabling Injuries	N/A	N/A	N/A	N/A	N/A	3,572	3,198	2,789	2,807	2,908	2,977
Disabling Injury Rate/100M VMT	N/A	N/A	N/A	N/A	N/A	6.66	5.84	5.07	5.04	5.24	5.27
Fatal & Disabling Injuries	N/A	N/A	N/A	N/A	N/A	4,221	3,856	3,389	3,374	3,557	3,609
Fatal & Disabling Injury Rate/100M VMT	N/A	N/A	N/A	N/A	N/A	7.86	7.04	6.16	6.06	6.41	6.38
Fatality Rate/100K Pop.	12.79	11.9	11.51	10.92	10.71	10.86	10.89	9.84	9.19	10.41	10.0
Disabling Injury Rate/100K Pop.	N/A	N/A	N/A	N/A	N/A	60.01	53.16	45.73	45.51	46.62	47.11
Fatal & Disabling Injury Rate/100K Pop.	N/A	N/A	N/A	N/A	N/A	70.91	64.10	55.57	54.70	57.03	57.11
Drinking-Driver-Involved Fatalities	353	266	286	243	248	243	262	221	214	271	252
Drinking-Driver-Involved Fatality Rate/100M VMT	0.72	0.52	0.55	0.46	0.46	0.45	0.48	0.4	0.38	0.49	0.45
Speed-Related Fatalities	249	241	247	226	241	234	260	234	226	247	253
Speed-Related Fatality Rate/100M VMT	0.51	0.47	0.48	0.43	0.45	0.44	0.47	0.43	0.41	0.45	0.45
Statewide Observed Daytime Seatbelt Use Rate	81.0%	78.0%	79.1%	81.1%	81.6%	82.6%	92.6%	94.8%	94.2%	95.2%	96.3%
Motorcyclist Fatalities	41	28	51	38	37	55	54	59	75	74	80
Motorcyclist Fatality Rate/10,000 Reg. Vehicles	4.35	2.94	5.23	3.88	3.23	4.57	4.23	4.20	4.77	4.30	4.22
Motorcyclist Fatality Rate/100K Pop.	0.74	0.49	0.89	0.65	0.63	0.92	0.89	0.97	1.22	1.19	1.27
Observed Child Safety Seat Use (Under 40 lbs.)	N/A	N/A	N/A	N/A	76.8%	N/A	N/A	56.1%	70.9%	46.5%	52.8%
Observed Booster Seat Use (40-80 lbs.)	N/A	N/A	N/A	N/A	22.1%	N/A	46.7%	44.7%	49.4%	28.7%	31.6%

*2006 figures are based on preliminary data and are subject to change as information becomes available.

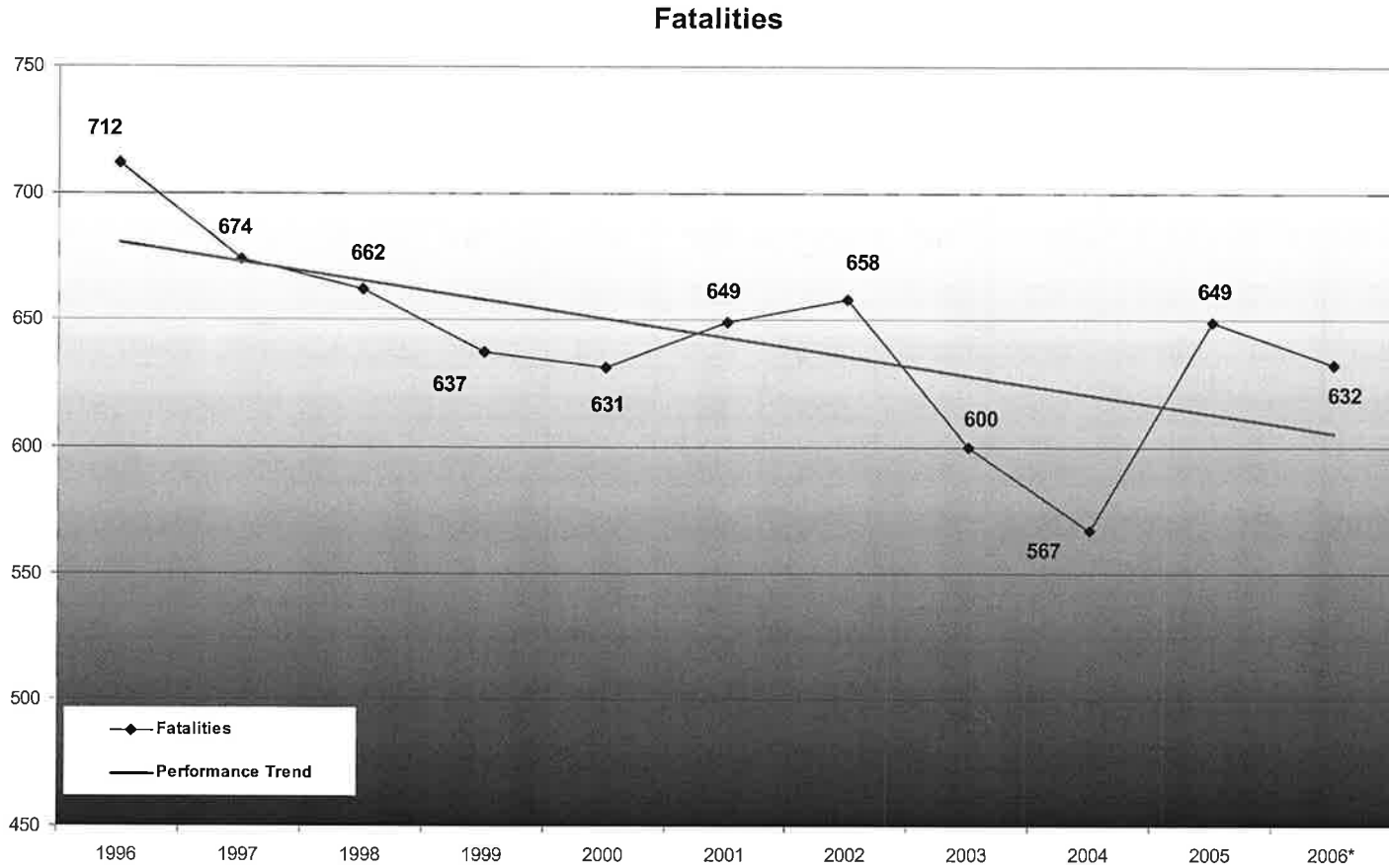
Performance Goals and Trends

Goal: Fatalities

Reduce to 580 by 2008 and to 560 by 2010

Baseline:

712 traffic fatalities in 1996

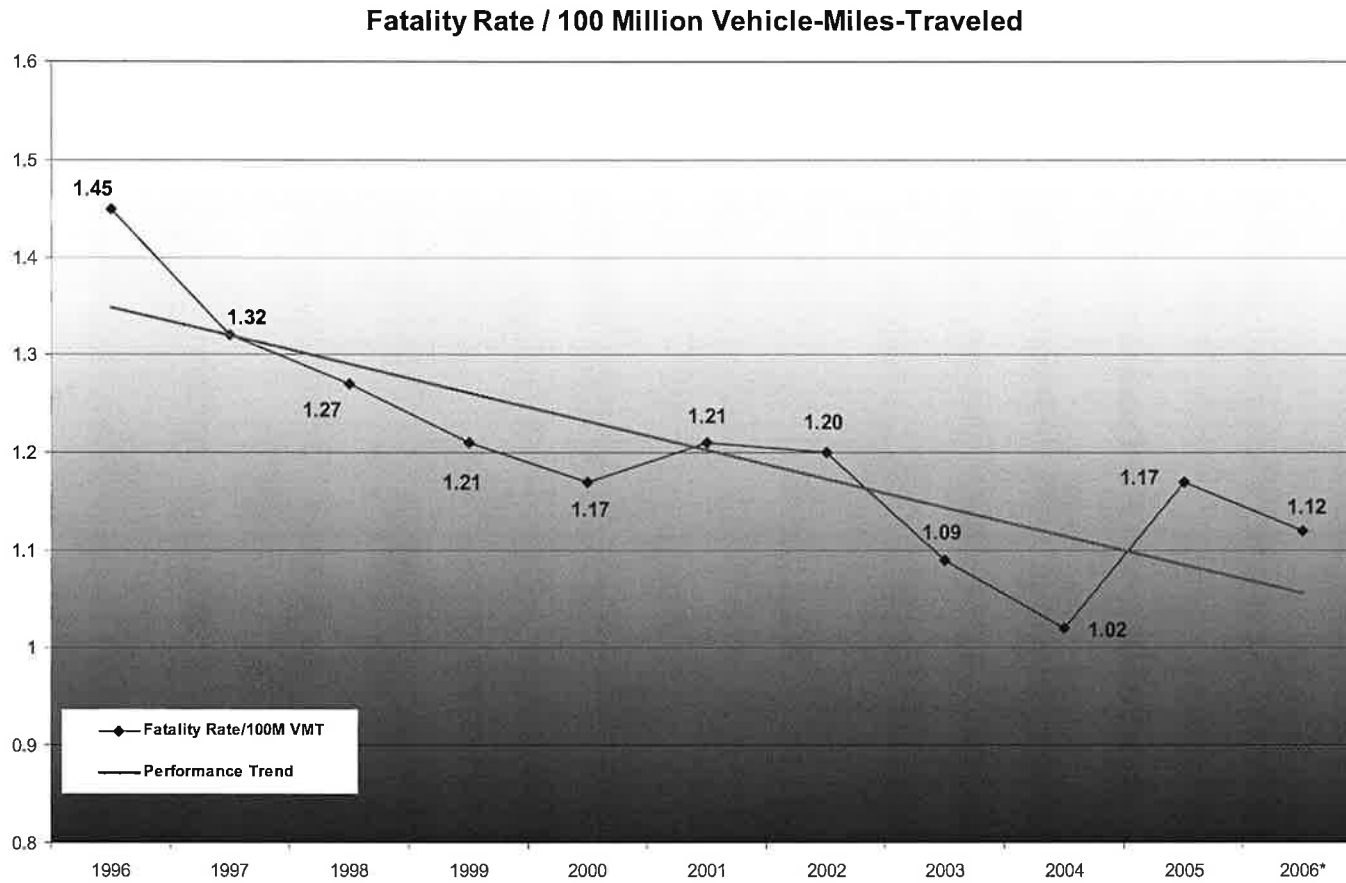


Source: FARS

*2006 figures are based on preliminary data and are subject to change as information becomes available.

Goal: Fatality Rate/100M VMT
Baseline:

Reduce rate to .98 in 2008 and .92 in 2010
Rate of 1.45 in 1996

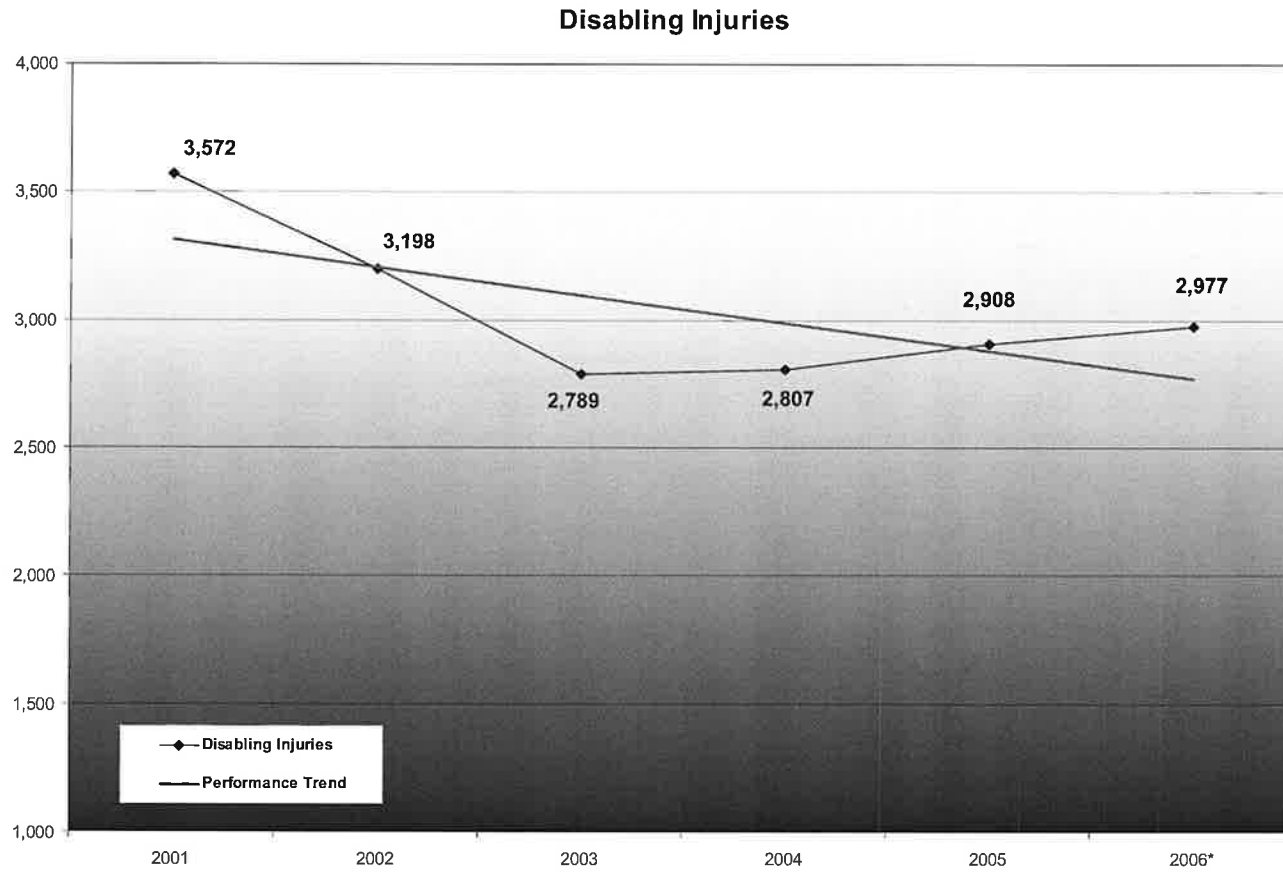


Source: *FARS and WSDOT*

*2006 figures are based on preliminary data and are subject to change as information becomes available.

Goal: Disabling Injuries
Baseline:

Reduce to 2,550 by 2008 and to 2,325 by 2010
3,572 Serious Injuries in 2001**



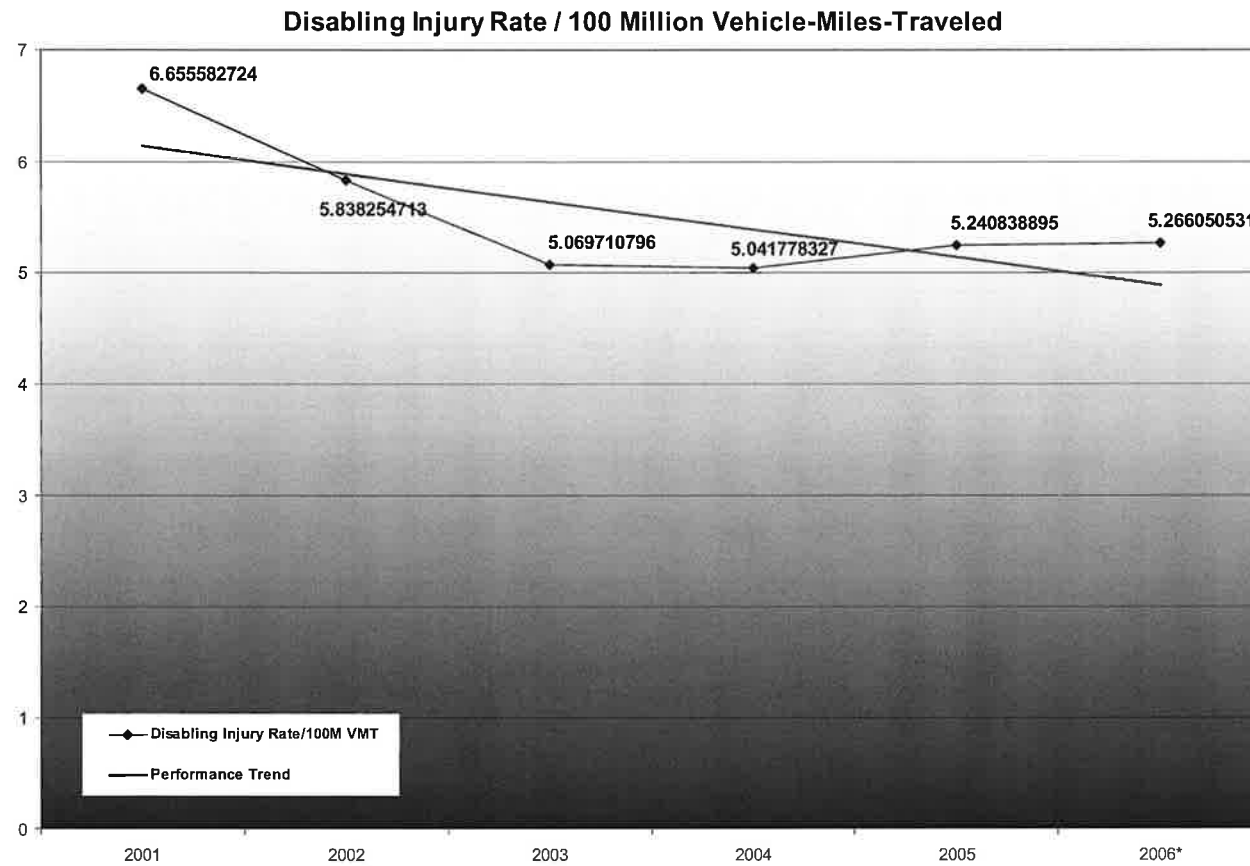
Source: *WSDOT*

*2006 figures are based on preliminary data and are subject to change as information becomes available.

**Disabling injury data is not available for the years 1996-2000.

Goal: Disabling Injury Rate/100M VMT
Baseline:

Reduce rate to 4.4 in 2008 and to 3.9 in 2010.
Rate of 6.66 in 2001**



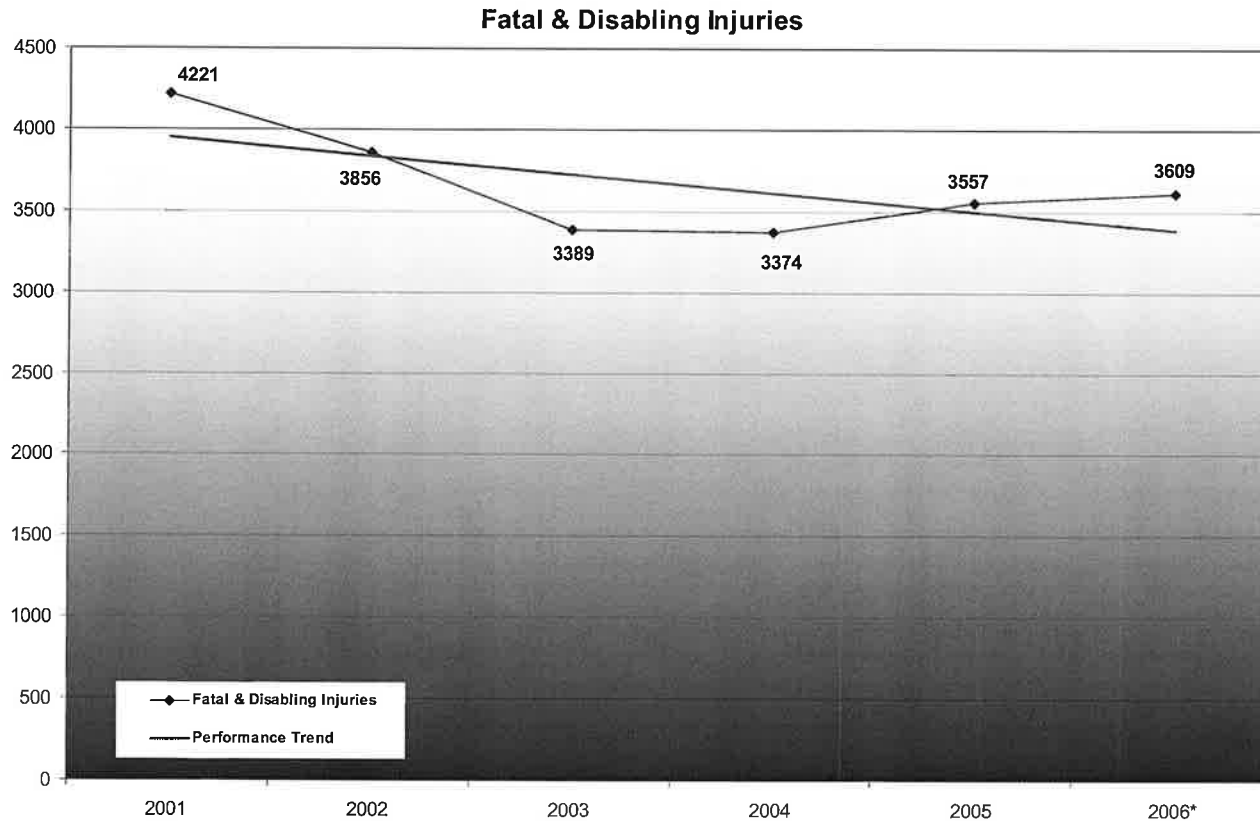
Source: *WSDOT*

*2006 figures are based on preliminary data and are subject to change as information becomes available.

**Disabling injury data is not available for the years 1996-2000.

Goal: Fatal & Disabling Injuries
Baseline:

Reduce to 3,150 in 2008 and to 2,925 in 2010.
4,221 fatal and disabling injuries in 2001**

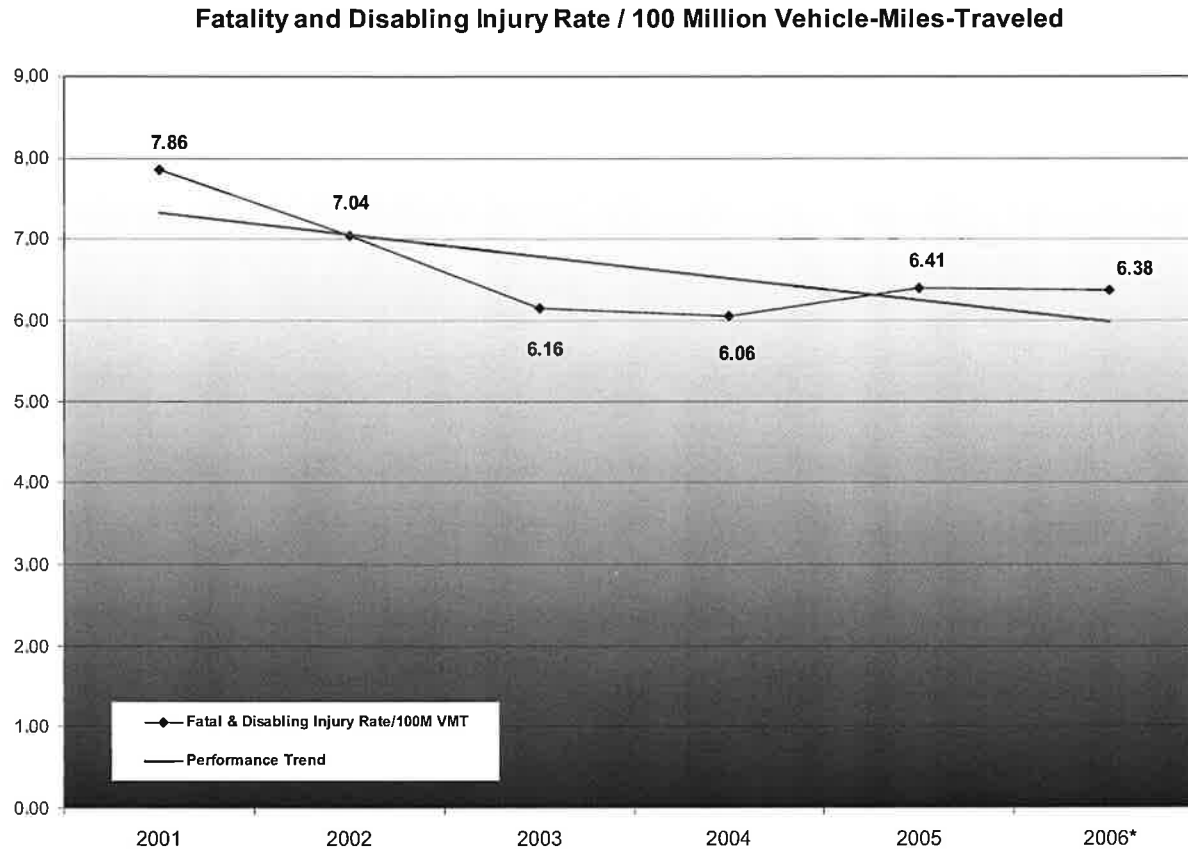


Source: *FARS and WSDOT*

*2006 figures are based on preliminary data and are subject to change as information becomes available.

**Disabling injury data is not available for the years 1996-2000.

Goal: Fatal/Disabling Injury Rate/100M VMT Reduce rate to 5.4 in 2008 and to 4.9 in 2010.
Baseline: Rate of 7.86 in 2001**



Source: FARS and WSDOT

*2006 figures are based on preliminary data and are subject to change as information becomes available.

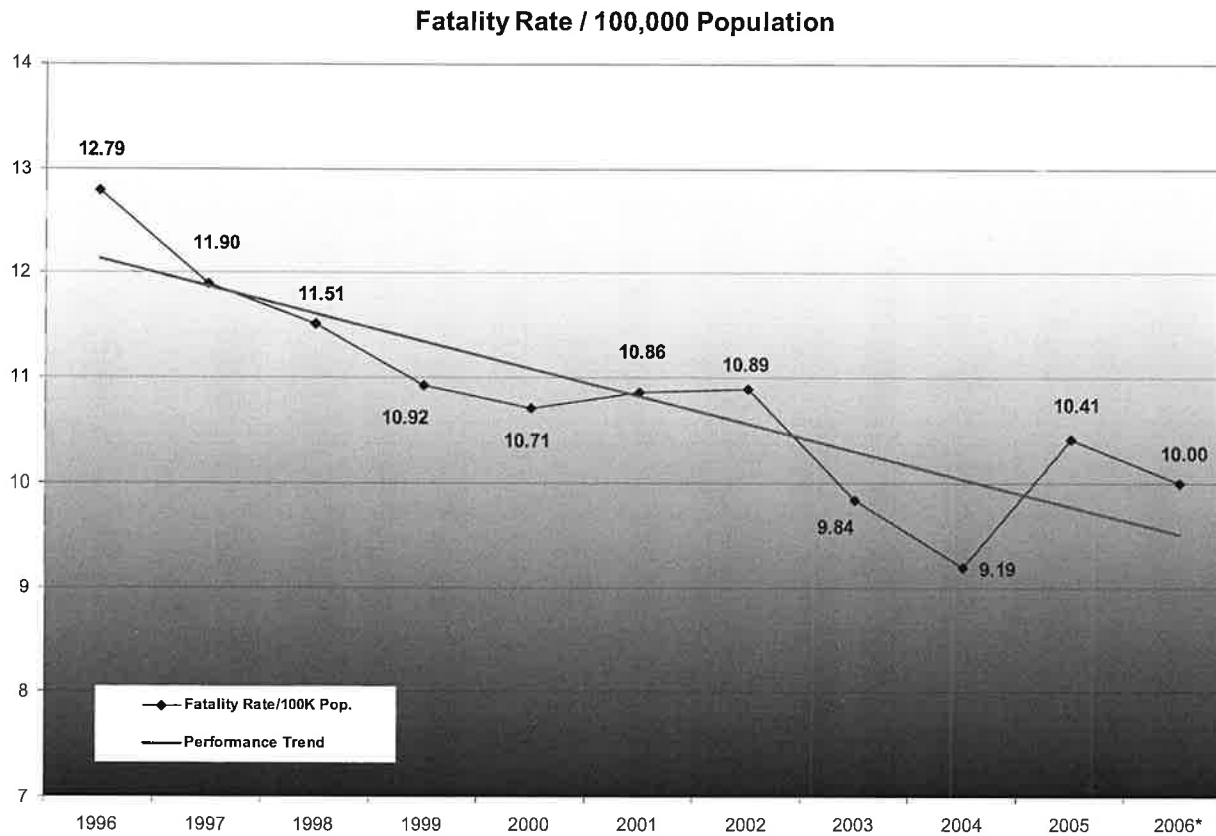
**Disabling injury data is not available for the years 1996-2000.

Goal: Fatality Rate/100K Pop.

Reduce to 8.9 in 2008 and 8.4 in 2010

Baseline:

Rate of 12.79 in 1996

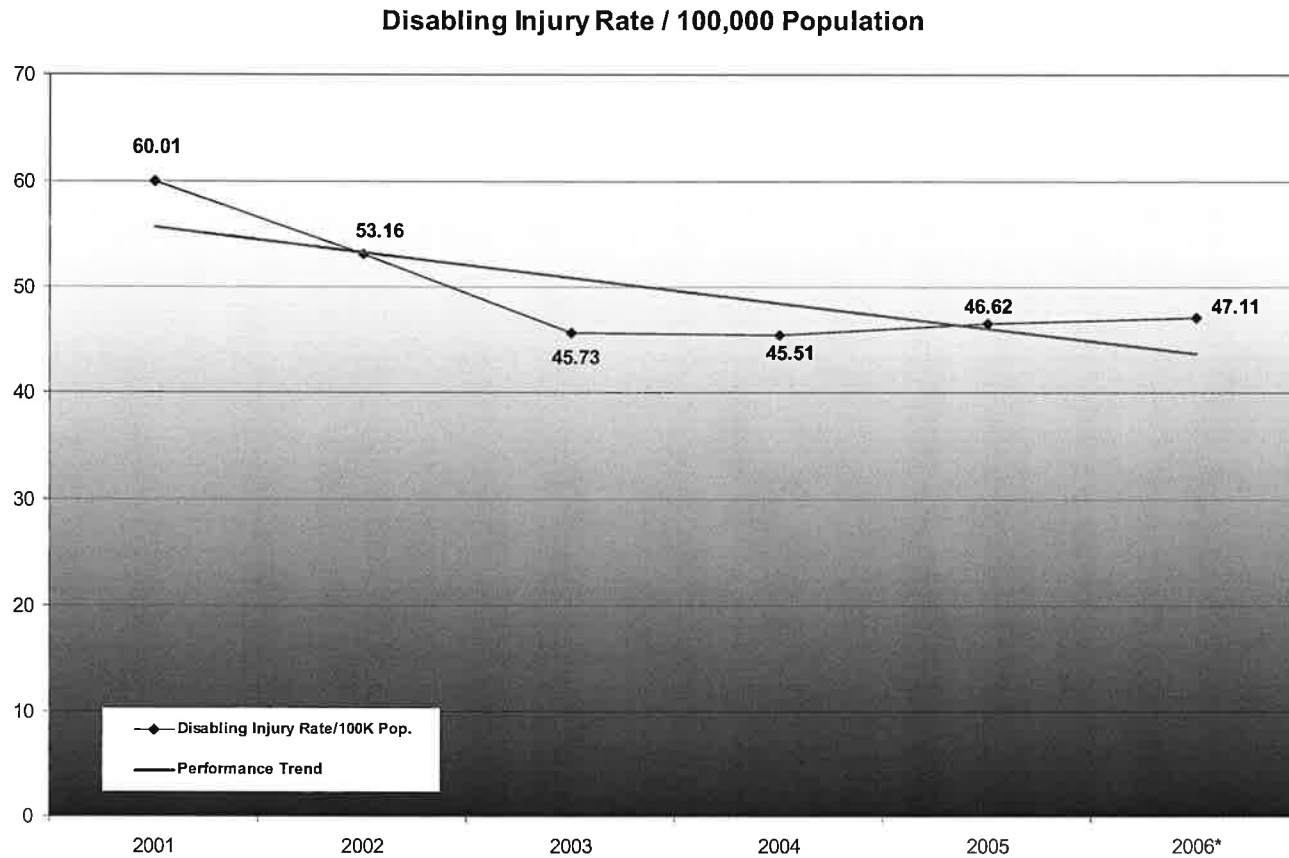


Source: *FARS and OFM*

*2006 figures are based on preliminary data and are subject to change as information becomes available.

Goal: Disabling Injury Rate/100K Pop.
Baseline:

Reduce rate to 39.3 in 2008 and to 34.9 in 2010
Rate of 60.01 in 2001**



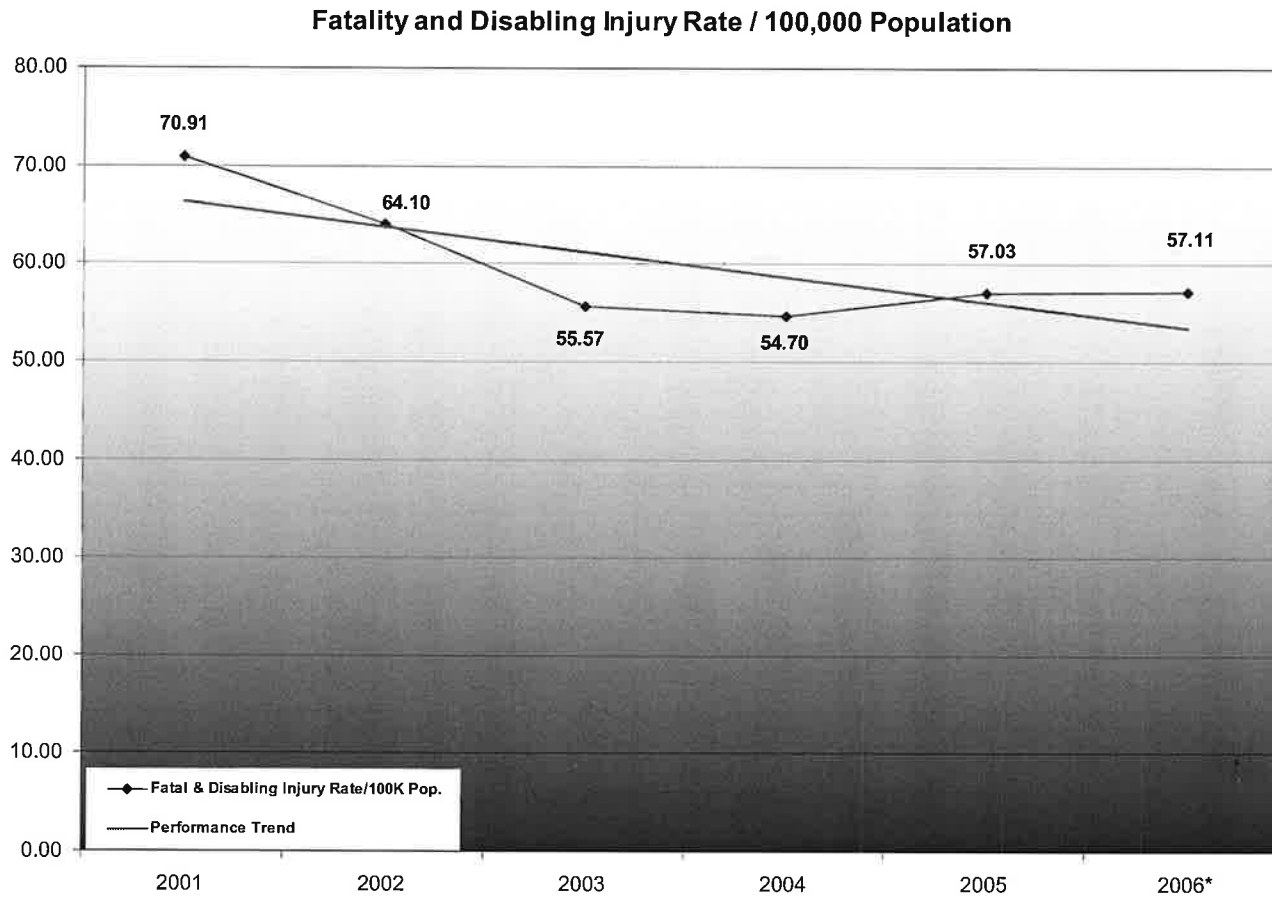
Source: WSDOT and OFM

*2006 figures are based on preliminary data and are subject to change as information becomes available.

**Disabling injury data is not available for the years 1996-2000.

Goal: Fatal/Disabling Injury Rate/100K Pop.
Baseline:

Reduce rate to 48.5 in 2008 and to 43.9 in 2010
Rate of 70.91 in 2001**



Source: FARS, WSDOT and OFM

*2006 figures are based on preliminary data and are subject to change as information becomes available.

**Disabling injury data is not available for the years 1996-2000.

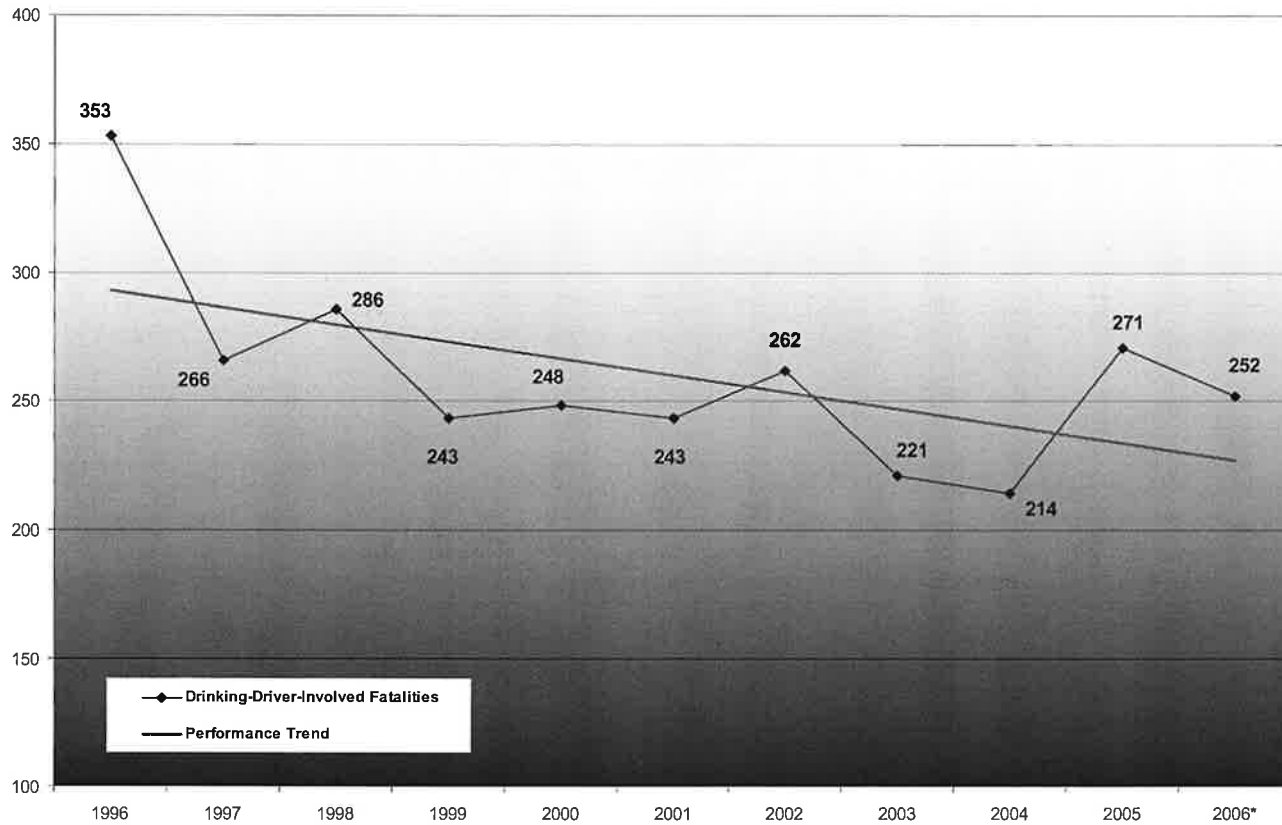
Goal: Drinking-Driver-Involved Fatalities

Reduce to 165 in 2008 and 139 in 2010

Baseline:

353 drinking-driver-involved fatalities in 1996

Drinking-Driver-Involved Fatalities



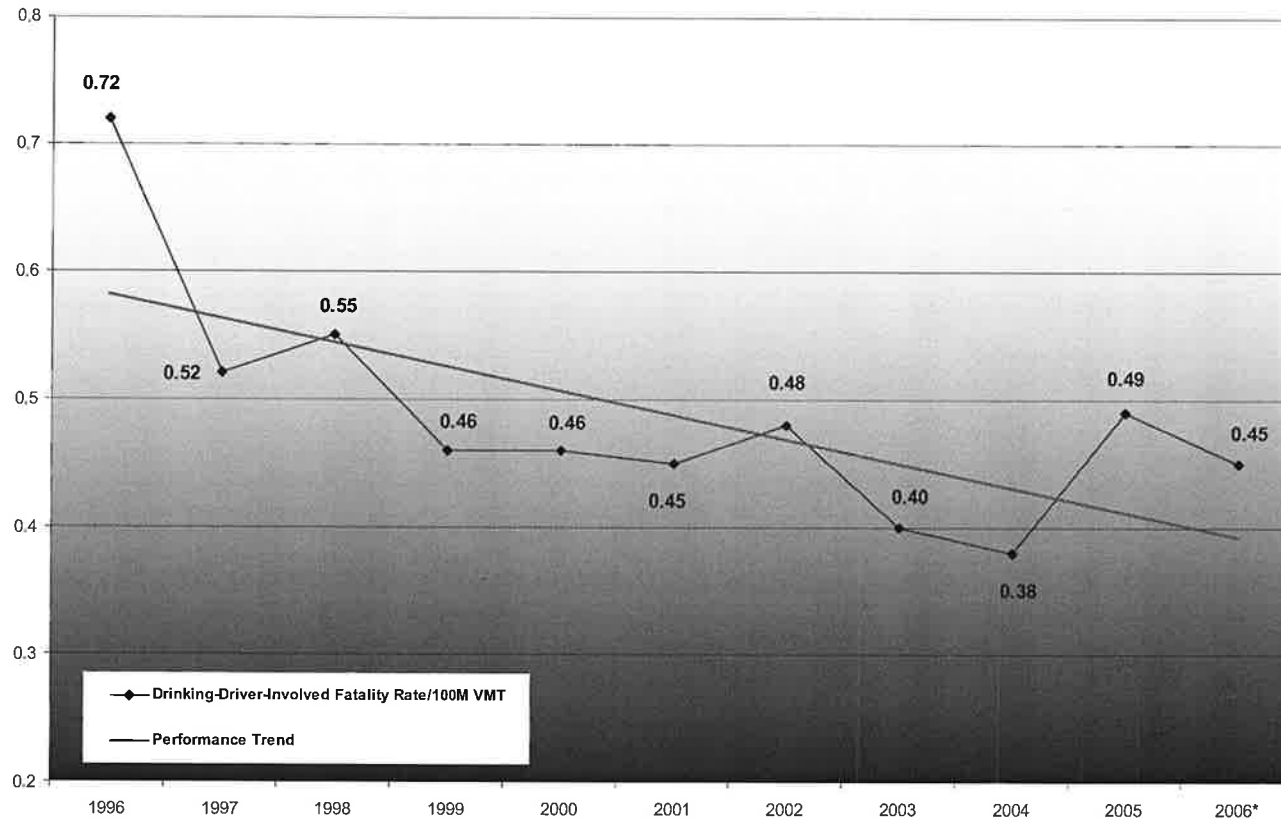
Source: *FARS*

*2006 figures are based on preliminary data and are subject to change as information becomes available.

Goal: DDI Fatality Rate/100M VMT
Baseline:

Reduce rate to 0.28 in 2008 and 0.23 in 2010
Rate of 0.72 in 1996

Drinking-Driver-Involved Fatality Rate / 100 Million Vehicle-Miles-Traveled



Source: *FARS and WSDOT*

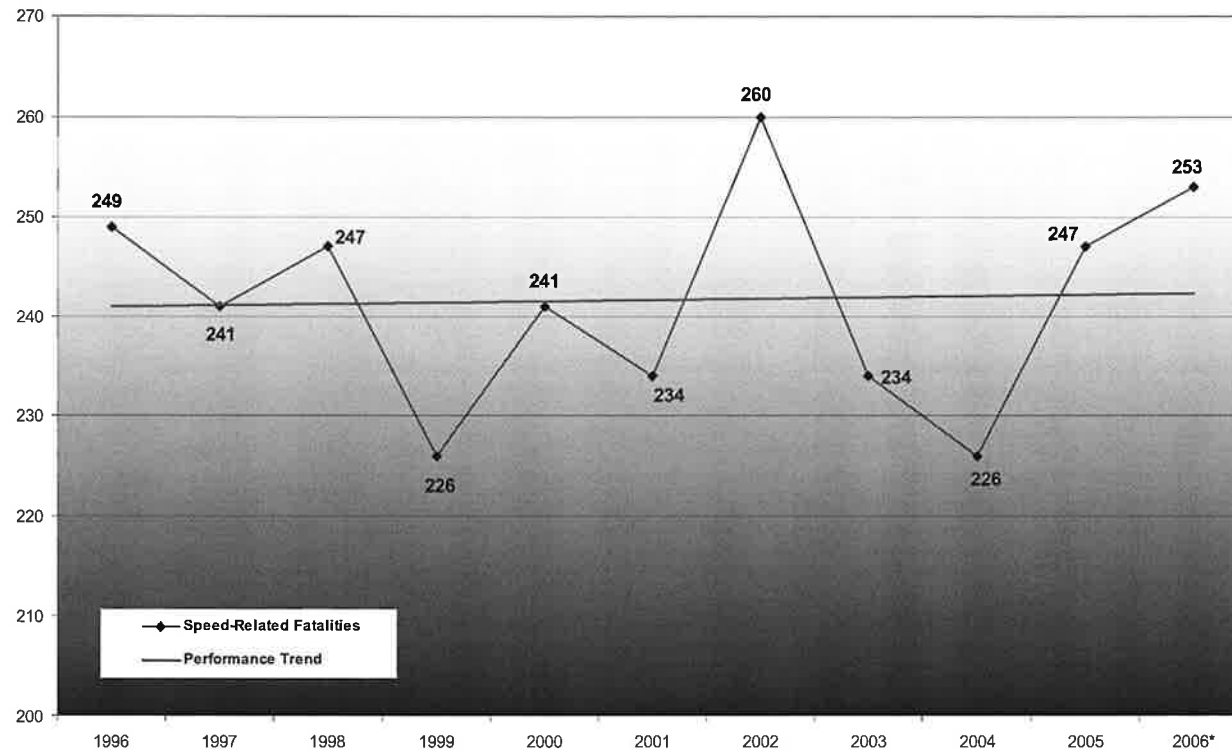
*2006 figures are based on preliminary data and are subject to change as information becomes available.

Goal: Speed-Related Fatalities
Baseline:

Reduce to 225 in 2008 and to 219 in 2010

249 speed-related fatalities in 1996

Speed-Related Fatalities



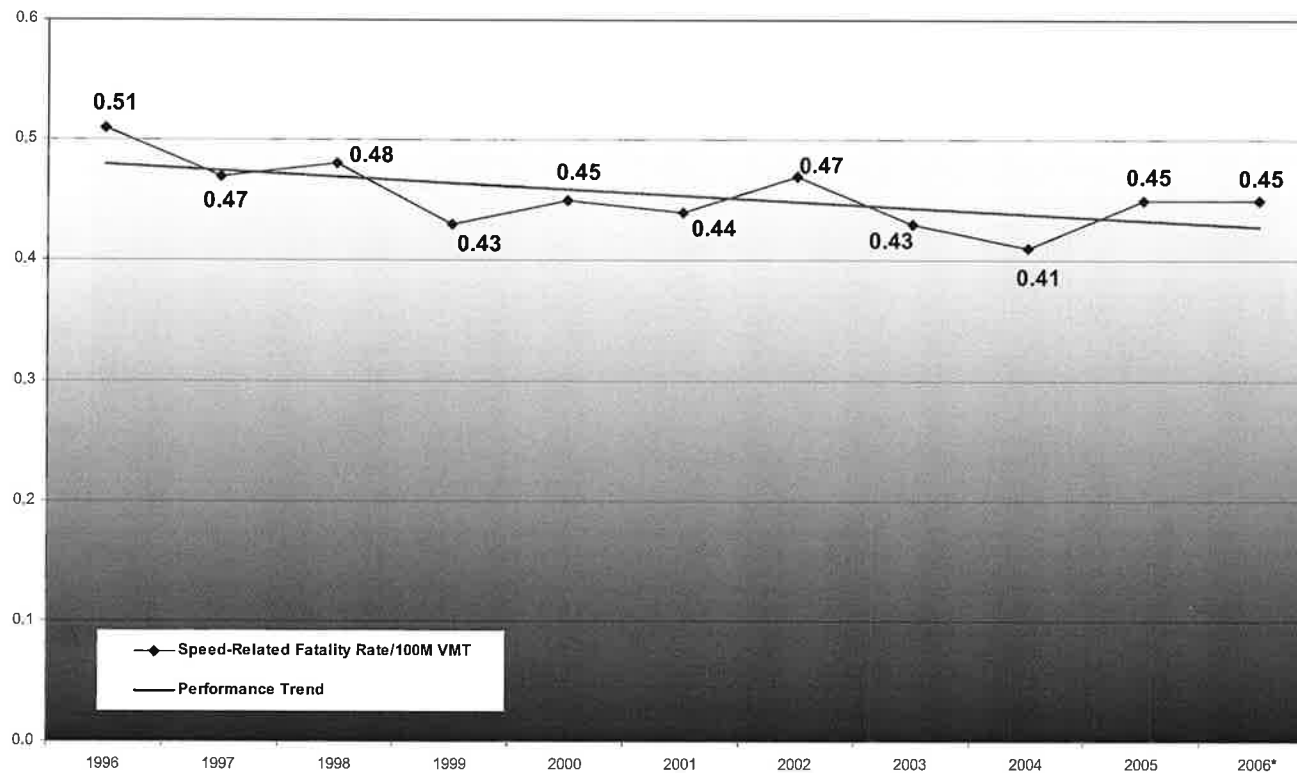
Source: FARS

*2006 figures are based on preliminary data and are subject to change as information becomes available.

Goal: Speed-Related Fatality Rate/100 VMT
Baseline:

Reduce rate to 0.38 in 2008 and to 0.36 in 2010
Rate of 0.51 in 1996

Speed-Related Fatality Rate / 100 Million Vehicle-Miles-Traveled



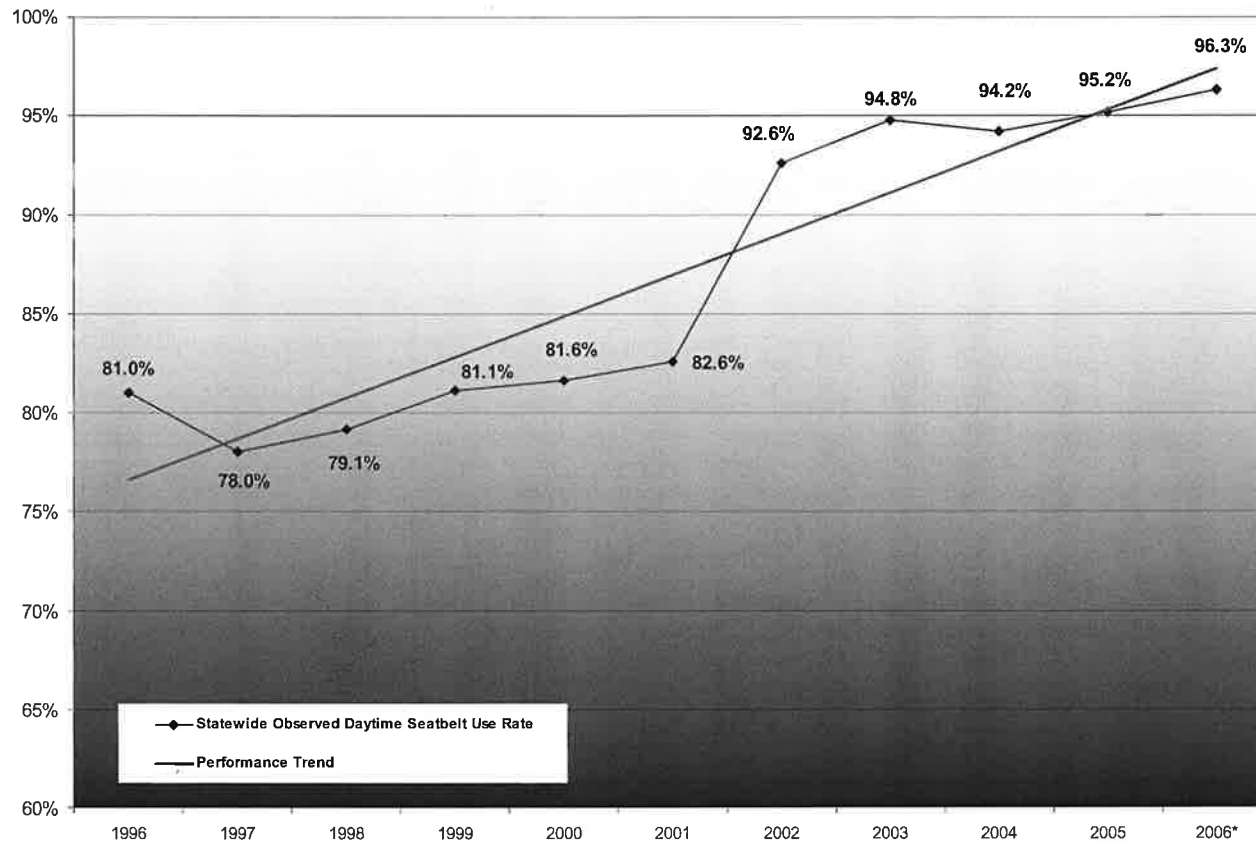
Source: FARS

*2006 figures are based on preliminary data and are subject to change as information becomes available.

Goal: Observed Daytime Seatbelt Use
Baseline:

Increase belt use rate to 97% in 2008 and maintain in 2010
Use rate of 81% in 1996

Statewide Observed Daytime Seatbelt Use Rate

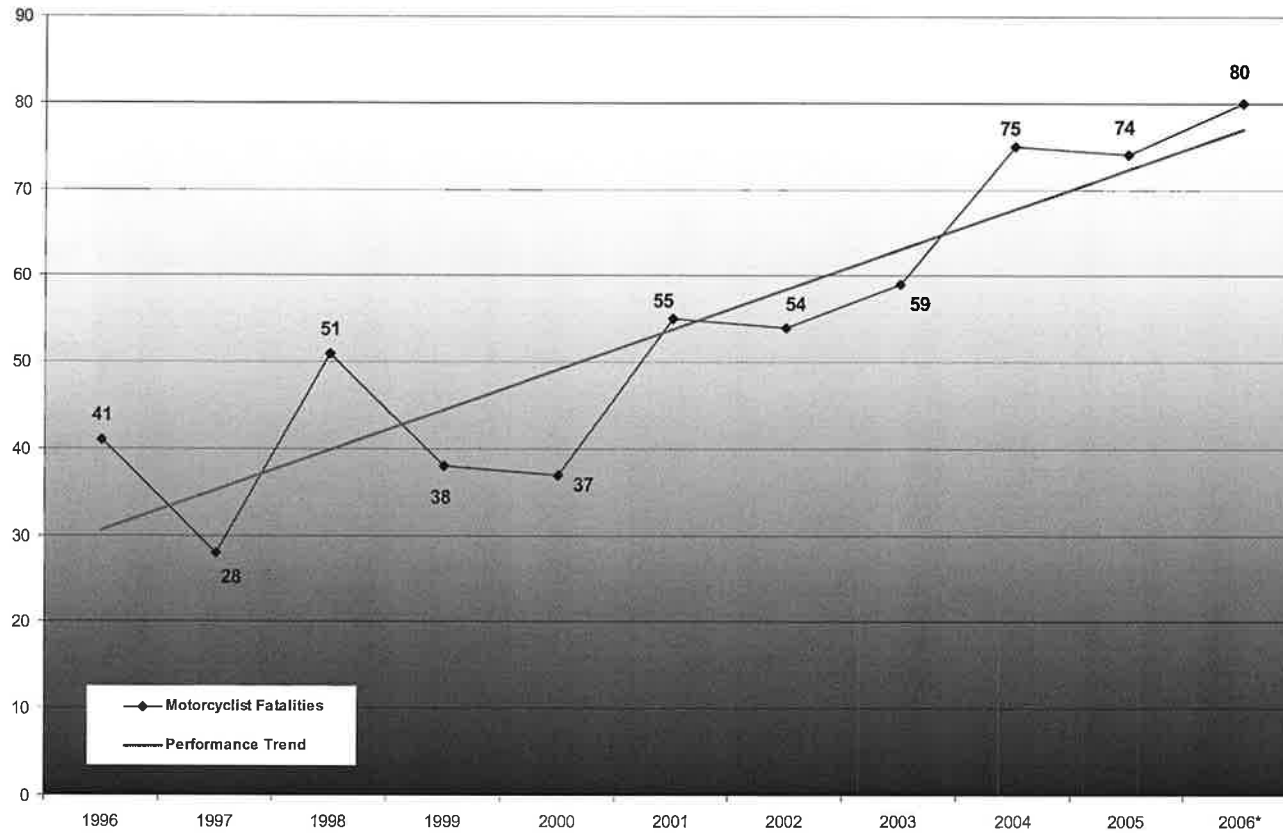


Source: *Statewide Daytime Seatbelt Use Observation Study*

Goal: Motorcyclist Fatalities
Baseline:

Reduce to 55 in 2008 and to 45 in 2010
41 motorcycle fatalities in 1996

Motorcyclist Fatalities

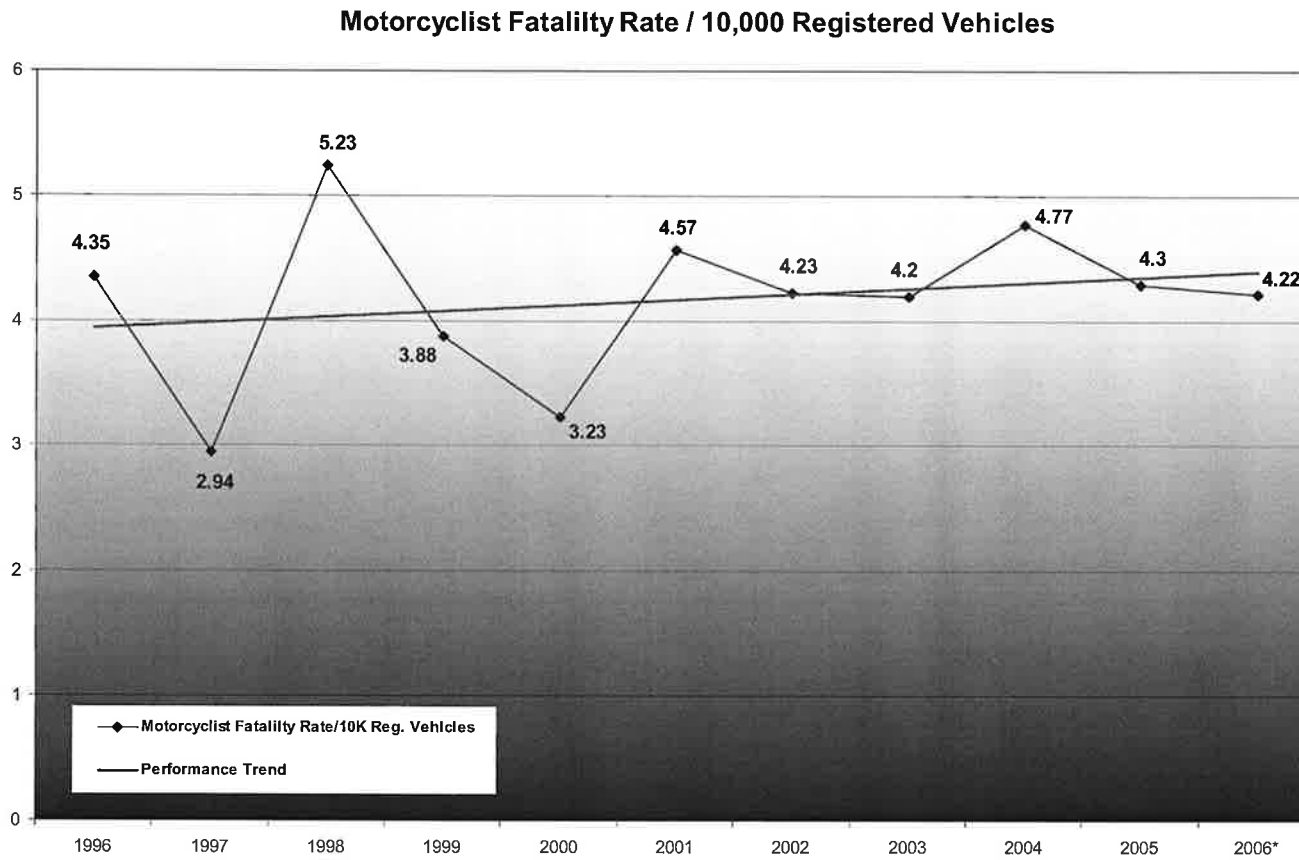


Source: FARS

*2006 figures are based on preliminary data and are subject to change as information becomes available.

Goal: Motorcyclist Fatality Rate/10K Registered Vehicles
Baseline:

Reduce rate to 2.8 in 2008 and to 2.1 in 2010
Rate of 4.35 in 1996

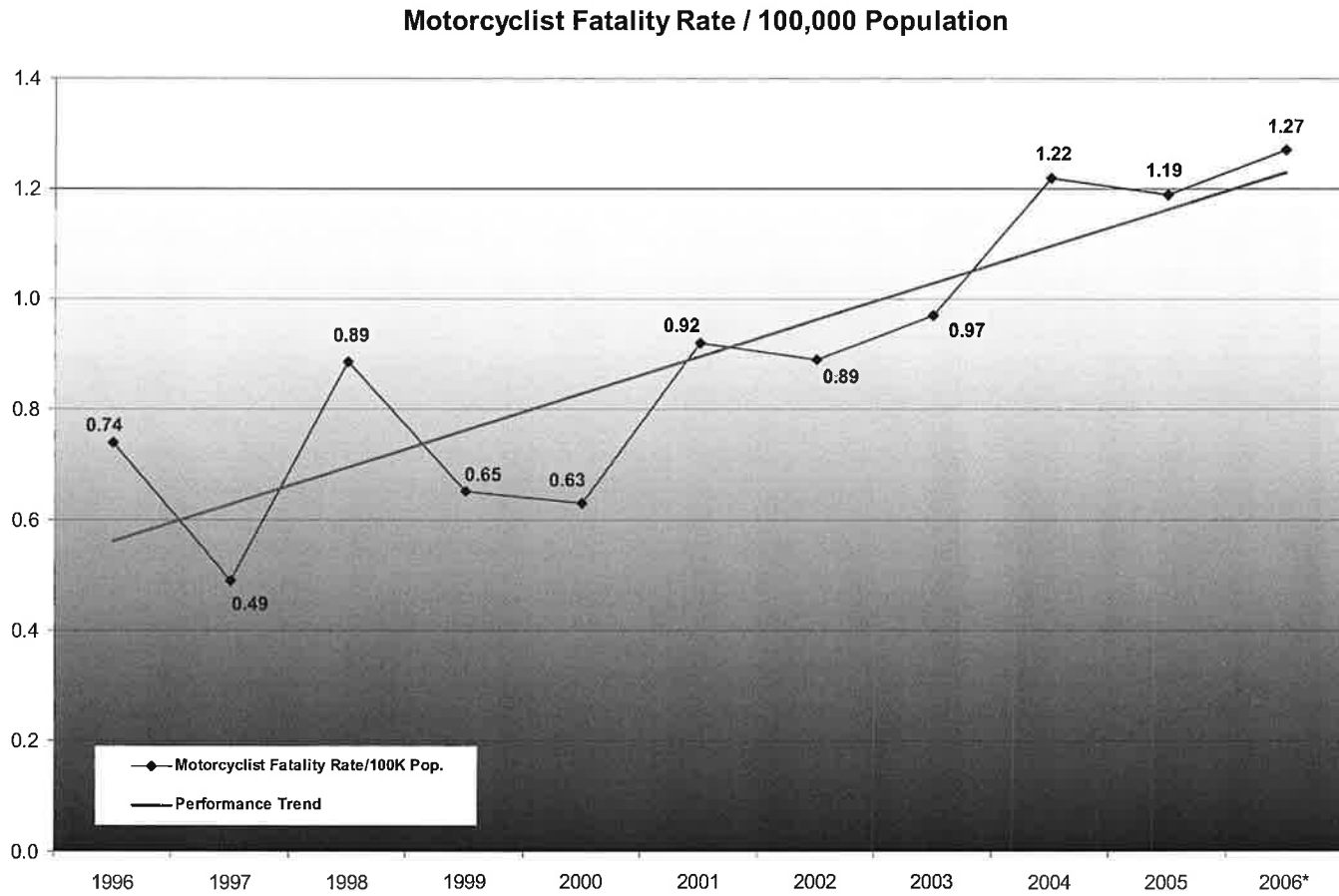


Source: *FARS and DOL*

*2006 figures are based on preliminary data and are subject to change as information becomes available.

Goal: Motorcyclist Fatality Rate/100K Pop.
Baseline:

Reduce rate to .85 in 2008 and to .68 in 2010
Rate of 0.74 in 1996



Source: *FARS and OFM*

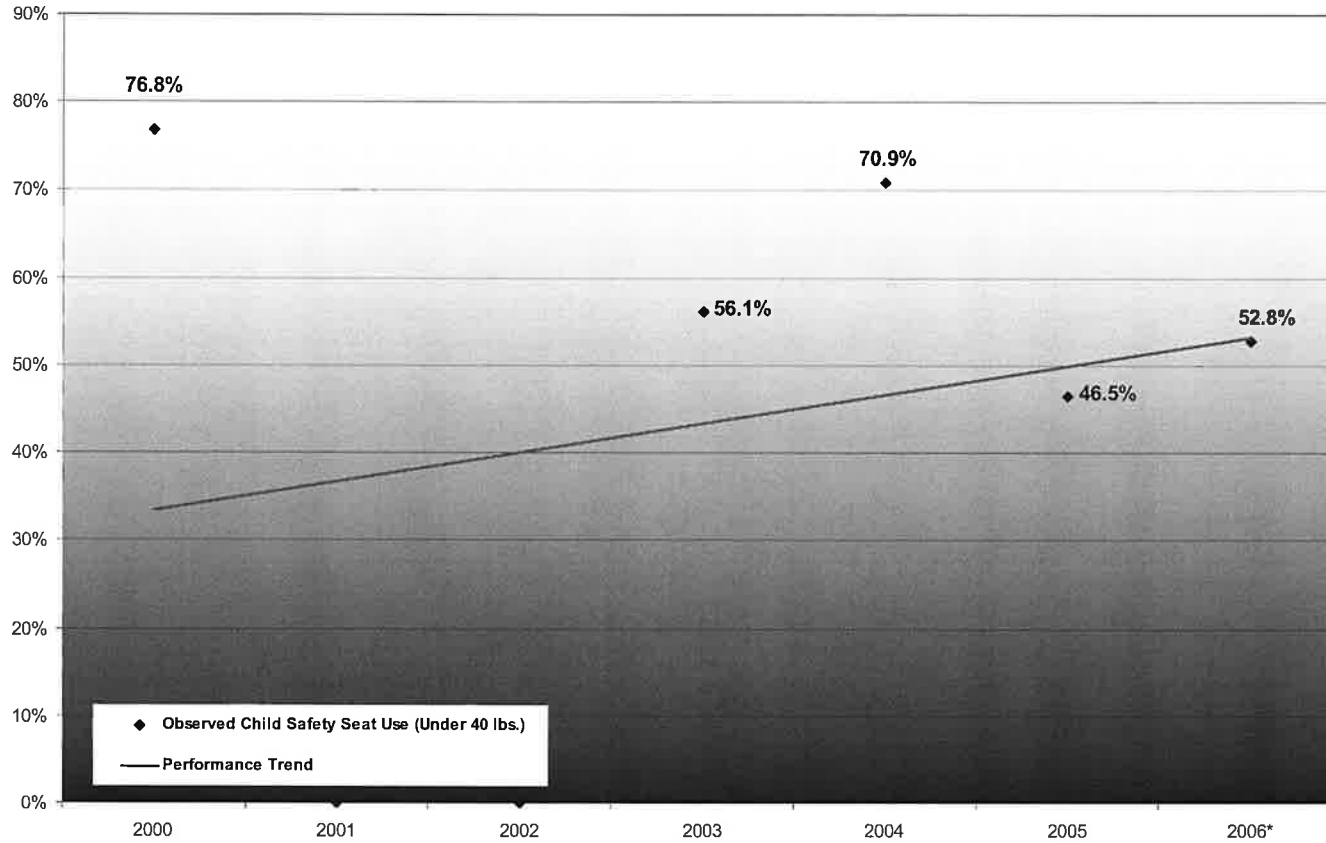
*2006 figures are based on preliminary data and are subject to change as information becomes available.

Goal: Observed Child Safety Seat Use, 0-40 lbs.
Baseline:

Increase use rate to 65% in 2008 and to 77% in 2010

Use rate of 76.8% in 2000

Observed Child Safety Seat Use, 0-40 lbs.

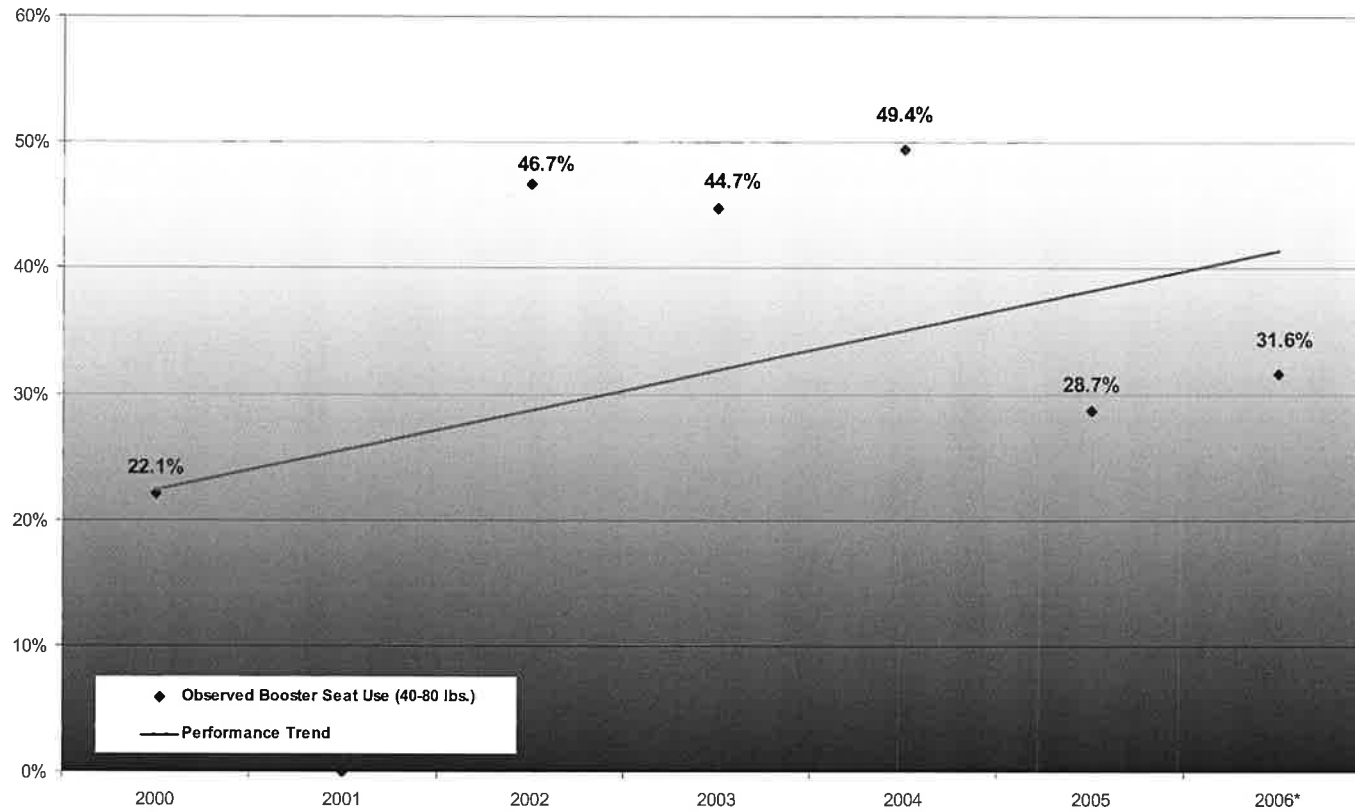


Source: *Statewide Observational Study – Division of Governmental Studies and Services (DGSS)*
 Data not available prior to 2000.

Goal: Observed Booster Seat Use, 40-80 lbs.
Baseline:

Increase use rate to 40% in 2008 and to 45% in 2010
Use rate of 22.1% in 2000

Observed Booster Seat Use, 40-80 lbs.



Source: *Statewide Observational Study – Division of Governmental Studies and Services (DGSS)*
 Data not available prior to 2000.

D. HIGHWAY SAFETY PLAN COST SUMMARY (2008-HSP-1/HSP Form 217)

The following federal budget summaries are based on projects outlined in the Planning Document in Section II, and are an estimate based on expected funding. A revised "initial obligating 2008-HSP-1" will be submitted to NHTSA Northwest Region within 30 days of learning what actual funds will be provided.

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2008-HSP-1
Alternate HS FORM 217

Program Area/ Project Number	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
NHTSA 402						
Planning and Administration						
PA-2008-00-00-00	\$0	\$367,594	\$0	\$367,594	\$367,594	\$0
Planning and Administration Total	\$0	\$367,594	\$0	\$367,594	\$367,594	\$0
Alcohol						
AL-2008-00-00-00	\$0	\$23,992	\$0	\$95,967	\$95,967	\$0
Alcohol Total	\$0	\$23,992	\$0	\$95,967	\$95,967	\$0
Pedestrian/Bicycle Safety						
PS-2008-00-00-00	\$0	\$15,305	\$0	\$63,219	\$63,219	\$10,000
Pedestrian/Bicycle Safety Total	\$0	\$15,305	\$0	\$63,219	\$63,219	\$10,000
Occupant Protection						
OP-2008-00-00-00	\$0	\$200,860	\$0	\$803,438	\$803,438	\$230,000
Occupant Protection Total	\$0	\$200,860	\$0	\$803,438	\$803,438	\$230,000
Police Traffic Services						
PT-2008-00-00-00	\$0	\$267,500	\$0	\$1,070,000	\$1,070,000	\$693,000
Police Traffic Services Total	\$0	\$267,500	\$0	\$1,070,000	\$1,070,000	\$693,000
Traffic Records						
TR-2008-00-00-00	\$0	\$75,701	\$0	\$302,804	\$302,804	\$0
Traffic Records Total	\$0	\$75,701	\$0	\$302,804	\$302,804	\$0
Community Traffic Safety Project						
CP-2008-00-00-00	\$0	\$289,044	\$0	\$1,156,175	\$1,156,175	\$439,500
Community Traffic Safety Project Total	\$0	\$289,044	\$0	\$1,156,175	\$1,156,175	\$439,500
Speed Enforcement						
SE-2008-00-00-00	\$0	\$181,610	\$0	\$726,438	\$726,438	\$620,000
Speed Enforcement Total	\$0	\$181,610	\$0	\$726,438	\$726,438	\$620,000
NHTSA 402 Total	\$0	\$1,421,606	\$0	\$4,585,635	\$4,585,635	\$1,992,500

405 Occupant Protection						
K2-2008-00-00-00	\$0	\$600,000	\$0	\$600,000	\$600,000	\$0
405 Occupant Protection Total	\$0	\$600,000	\$0	\$600,000	\$600,000	\$0
NHTSA 405 Total	\$0	\$600,000	\$0	\$600,000	\$600,000	\$0

Program Area/ Project Number	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
NHTSA 406						
406 Safety Belt Paid Media						
K4PM-2008-00-00-00	\$0	\$0	\$0	\$300,000	\$300,000	\$0
406 Safety Belts Paid Media Total	\$0	\$0	\$0	\$300,000	\$300,000	\$0
406 Emergency Medical Services						
K4EM-2008-00-00-00	\$0	\$0	\$0	\$85,000	\$85,000	\$0
406 Emergency Medical Services Total	\$0	\$0	\$0	\$85,000	\$85,000	\$0
406 Occupant Protection						
K4OP-2008-00-00-00	\$0	\$0	\$0	\$223,000	\$223,000	\$0
406 Occupant Protection Total	\$0	\$0	\$0	\$223,000	\$223,000	\$0
406 Police Traffic Services						
K4PT-2008-00-00-00	\$0	\$0	\$0	\$836,000	\$836,000	\$0
406 Police Traffic Services Total	\$0	\$0	\$0	\$836,000	\$836,000	\$0
406 Traffic Records						
K4TR-2008-00-00-00	\$0	\$0	\$0	\$270,000	\$270,000	\$0
406 Traffic Records Total	\$0	\$0	\$0	\$270,000	\$270,000	\$0
406 Speed Enforcement						
K4SE-2008-00-00-00	\$0	\$0	\$0	\$330,000	\$330,000	\$0
406 Speed Enforcement Total	\$0	\$0	\$0	\$330,000	\$330,000	\$0
406 Safe Communities						
K4CP-2008-00-00-00	\$0	\$0	\$0	\$2,875,000	\$2,875,000	\$0
406 Safe Communities Total	\$0	\$0	\$0	\$2,875,000	\$2,875,000	\$0
NHTSA 406 Total	\$0	\$0	\$0	\$4,919,000	\$4,919,000	\$0

408 Data Improvement						
K9-2008-00-00-00	\$0	\$377,250	\$0	\$527,463	\$527,463	\$0
408 Data Program Incentive Total	\$0	\$377,250	\$0	\$527,463	\$527,463	\$0
NHTSA 408 Total	\$0	\$377,250	\$0	\$527,463	\$527,463	\$0

Program Area/ Project Number	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
New 410 Alcohol						
410 Alcohol SAFETEA-LU						
K8-2008-00-00-00	\$0	\$546,482	\$0	\$1,639,443	\$1,639,443	\$0
410 Alcohol SAFETEA-LU Total	\$0	\$546,482	\$0	\$1,639,443	\$1,639,443	\$0
410 Alcohol SAFETEA-LU Paid Media						
K8PM-2008-00-00-00	\$0	\$166,667	\$0	\$500,000	\$500,000	\$0
410 Alcohol SAFETEA-LU Paid Media Total	\$0	\$166,667	\$0	\$500,000	\$500,000	\$0
NHTSA 410 Total	\$0	\$713,149	\$0	\$2,139,443	\$2,139,443	\$0

1906 Prohibit Racial Profiling						
K10-2008-00-00-00	\$0	\$237,500	\$0	\$950,000	\$950,000	\$0
1906 Prohibit Racial Profiling Total	\$0	\$237,500	\$0	\$950,000	\$950,000	\$0
NHTSA 1906 Total	\$0	\$237,500	\$0	\$950,000	\$950,000	\$0

2010 Motorcycle Safety						
K6-2008-00-00-00	\$0	\$0	\$0	\$155,500	\$155,500	\$0
2010 Motorcycle Safety Incentive Total	\$0	\$0	\$0	\$155,500	\$155,500	\$0
NHTSA 2010 Total	\$0	\$0	\$0	\$155,500	\$155,500	\$0

2011 Child Seats						
K3-2008-00-00-00	\$0	\$25,000	\$0	\$100,000	\$100,000	\$0
2011 Child Seats Total	\$0	\$25,000	\$0	\$100,000	\$100,000	\$0
NHTSA 2011 Total	\$0	\$25,000	\$0	\$100,000	\$100,000	\$0

Program Area/ Project Number	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
157 Incentive Funds						
157 Alcohol						
157AL-2008-00-00-00	\$0	\$4,250	\$0	\$17,000	\$17,000	\$0
157 Alcohol Total	\$0	\$4,250	\$0	\$17,000	\$17,000	\$0
157 Community Traffic Safety Project						
157CP-2008-00-00-00	\$0	\$6,250	\$0	\$25,000	\$25,000	\$25,000
157 Community Traffic Safety Project Total	\$0	\$6,250	\$0	\$25,000	\$25,000	\$25,000
157 Police Traffic Services						
157PT-2008-00-00-00	\$0	\$6,750	\$0	\$27,000	\$27,000	\$27,000
157 Police Traffic Services Total	\$0	\$6,750	\$0	\$27,000	\$27,000	\$27,000
157 Speed Enforcement						
157SE-2008-00-00-00	\$0	\$6,875	\$0	\$27,500	\$27,500	\$27,500
157 Speed Enforcement Project Total	\$0	\$6,875	\$0	\$27,500	\$27,500	\$27,500
NHTSA 157 Total	\$0	\$24,125	\$0	\$96,500	\$96,500	\$79,500

Program Area/ Project Number	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
Grand Total	\$0	\$3,398,630	\$0	\$14,073,541	\$14,073,541	\$2,072,000

State Official Authorized Signature:

Name: 

Title: DIRECTOR

Date: 8-31-07

Corridor Traffic Safety Programs

Federal Project	WTSC Tracking	WTSC Manager	Project	Total Funded	Total Benefit to Local	
CP08-02	12	Angie Ward	[WTSC] Reduce collisions on roadways using low-cost, near-term solutions through partnerships with community groups, business, engineering, enforcement, education, and emergency services organizations. Locally led and coordinated in each community. Contractual services, good and services.	\$394,500	\$394,500	
				Fund Source	Approved	Benefit To Local
				402 new	\$394,500	\$394,500

Community Task Forces

Federal Project	WTSC Tracking	WTSC Manager	Project	Total Funded	Total Benefit to Local	
K4CP08-02	24	Lynn Drake	[WTSC] Fund local CTSF to implement programs. Required areas include all National enforcement mobilizations, local emphasis efforts, educational & behavioral projects. SHSP will be utilized to develop effective projects. Travel and subsistence, contractual services, equipment, good and services.	\$988,219	\$988,219	
				Fund Source	Approved	Benefit To Local
				406 new	\$225,000	\$225,000
CP08-04	61	Lynn Drake	[WTSC] Support for network of 24 community traffic safety task forces, primarily salaries and wages of local task force coordinators. Salaries and wages, employee benefits, travel and subsistence, good and services.			
				Fund Source	Approved	Benefit To Local
				402 new	\$53,219	\$53,219
				State 106	\$710,000	\$710,000
				TOTAL:	\$763,219	\$763,219

Emergency Medical Services

Federal Project	WTSC Tracking	WTSC Manager	Project	Total Funded	Total Benefit to Local	
K4EM08-01	11	Angie Ward	[Dept of Health] Enhance traffic safety & injury prevention professional skills through DOH-led statewide trainings/meetings and mini grants for Safe Kids Coordinators & EMS/Trauma Regional Coordinators. Continue technical assistance for Brief Intervention Program. Travel and subsistence, contractual services, good and services.	\$85,000	\$65,000	
				Fund Source	Approved	Benefit To Local
				406 cf	\$85,000	\$65,000

Impaired Driving Program

Federal Project	WTSC Tracking	WTSC Manager	Project	Total Funded	Total Benefit to Local	
K807-04	38	Shelly Baldwin	[Thurston County Superior Court, Drug Court Program] First year of a DUI Court. Provide court monitoring, strict supervision and an intensive treatment regimen. Use funds for up to 3 years in conjunction w/the payment of a weekly program fee and/or fees based on a sliding scale paid by participants. Salaries and wages, employee benefits, contractual services, equipment.	\$1,398,443	\$548,443	
				Fund Source	Approved	Benefit To Local
				410 new	\$136,443	\$136,443
K807-05; K8PM07-01	45	Shelly Baldwin	[WTSC] Provide funds to LEA's to participate in impaired driving emphasis patrols. Coordinate corresponding media buys. Provide financial support for training opportunities for DUI system professionals. Provide support for statewide ID conference. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.			
				Fund Source	Approved	Benefit To Local
				410 new	\$1,250,000	\$400,000
K4PT08-02	51	Shelly Baldwin	[SeaTac Police Services] Target problem areas within the city using overlapping criteria in a "Triple Threat" emphasis. Take no tolerance stance on speed, impairment, and non SB use. Salaries and wages.			
				Fund Source	Approved	Benefit To Local
				406 cf	\$12,000	\$12,000

Motorcycle Safety

Federal Project	WTSC Tracking	WTSC Manager	Project	Total Funded	Total Benefit to Local	
K608-01	25	Lynn Drake	[WTSC] Continue involvement in current Motorcycle Advisory Board. Continue WTSC research study to review past fatal crashes. Attempt to identify any common denominator with will enhance the educational and safety aspect of motorcycle riding. PIE campaign. Travel and subsistence, contractual services, equipment, good and services.	\$155,500	\$0	
				Fund Source	Approved	Benefit To Local
				2010	\$155,500	\$0

Others

Federal Project	WTSC Tracking	WTSC Manager	Project	Total Funded	Total Benefit to Local	
K4CP08-01	3	Steve Lind	[WTSC] Fund high quality, emerging traffic safety efforts throughout the year. Apply the priorities, goals and strategies identified in the State Strategic Highway Safety Plan: Target Zero when selecting projects. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.	\$2,650,000	\$1,080,000	
				Fund Source	Approved	Benefit To Local
				406 cf	\$50,000	\$0
				406 new	\$2,225,000	\$1,080,000
				TOTAL:	\$2,275,000	\$1,080,000

K4CP08-03	59	Steve Lind	[WTSC] Funding for emerging high priority traffic safety projects not identified in the HSP. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.			
				Fund Source	Approved	Benefit To Local
				406 new	\$375,000	\$0

Pedestrian & Bicycle Safety Programs

Federal Project	WTSC Tracking	WTSC Manager	Project	Total Funded	Total Benefit to Local	
PS08-02	23	Lynn Drake	[WTSC] Continue CJ Advisory Board, identify ped & bike & other alternative modes of transportation issues & develop plans to address them. Identify high-risk areas & support local communities/law enforcement w/coordination, training & education materials. Travel and subsistence, good and services.	\$10,000	\$10,000	
				Fund Source	Approved	Benefit To Local
				402 cf	\$10,000	\$10,000

Planning & Administration

Federal Project	WTSC Tracking	WTSC Manager	Project	Total Funded	Total Benefit to Local	
PA08-01	55	Steve Lind	[WTSC] Federal share of agency Planning and Administration costs. Will be matched dollar for dollar with state funding. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services. WTSC positions supported by P&A are: Director, Deputy Director, Executive Assistant, Financial Manager and Receptionist.	\$367,594	\$60,000	
				Fund Source	Approved	Benefit To Local
				402 new	\$367,594	\$60,000

Police Traffic Services Program

Federal Project	WTSC Tracking	WTSC Manager	Project	Total Funded	Total Benefit to Local	
163AL08-01	10	Penny Nerup	[Washington State Criminal Justice Training Commission] Enhance and revise the WSCJTC Collision Investigation Curriculum by August 1, 2008. Train the trainer programs for EVOC and radar/lidar to NHTSA standards. Develop SFST refresher course that complies w/NHTSA requirements. Contractual services, good and services.	\$2,786,000	\$650,000	
				Fund Source	Approved	Benefit To Local
				163 cf	\$10,000	\$0

Police Traffic Services Program

Total Funded \$2,786,000 **Total Benefit to Local** \$740,000

Federal Project	WTSC Tracking	WTSC Manager	Project
PT08-03; K4PT08-01; K807-03	19	Penny Nerup	[Washington State Patrol] Provide enforcement supporting priorities and proven strategies in the SHSP: Target Zero. Coordinate with WTSC projects related to speed (\$400K), DUI/DRE (\$650K), seat belts (\$300K), traffic records/eTRIP (\$650K) and traffic safety corridors (\$90K). Salaries and wages, employee benefits, travel and subsistence, equipment, good and services.

Fund Source	Approved	Benefit To Local
402 new	\$377,000	\$90,000
403 NTSBE	\$100,000	\$0
406 cf	\$174,000	\$0
406 new	\$650,000	\$0
408 new	\$175,000	\$0
410 cf	\$130,000	\$0
410 new	\$520,000	\$0
TOTAL:	\$2,126,000	\$90,000

PT08-05; 157PT08-01	33	Brian Jones	[WASPC] Coordinate/Manage grant announcement, submission, review & dissemination of available grant funds in coordination w/the WASPC traffic committee for both the traffic police support grants and E-trip equipment block grants. Travel and subsistence, contractual services, equipment.
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Fund Source	Approved	Benefit To Local
157 cf	\$27,000	\$27,000
402 new	\$373,000	\$373,000
TOTAL:	\$400,000	\$400,000

PT08-06	35	Penny Nerup	[WTSC] Provide training, traffic related equipment and project funding for the nearly 300 local LE agencies in WA State. Fund 2nd Annual TS Leadership Conference. Work with WSP & CJTC to unify SFST training, develop a refresher course, and fund 1-year FTE. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.
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Fund Source	Approved	Benefit To Local
402 new	\$250,000	\$250,000

Public Information and Education

			Total Funded	\$132,000	Total Benefit to Local	\$45,000
Federal Project	WTSC Tracking	WTSC Manager	Project			
CP08-03	53	MJ Haught	[WTSC] WTSC Communication initiatives: Traffic Records/eTRIP earned media, media survey, traffic safety awards program, and support legislative and other stakeholder needs. See related WTSC programs: Impaired Driving, Speeding and Occupant Protection. Travel and subsistence, contractual services, equipment, good and services.			
			Fund Source	Approved	Benefit To Local	
			402 new	\$132,000	\$45,000	

Racial Profiling

			Total Funded	\$950,000	Total Benefit to Local	\$600,000
Federal Project	WTSC Tracking	WTSC Manager	Project			
K1008-01	58	Lowell Porter	[WTSC] This program is designed to fund projects that track and, if present, to reduce the incidence of racial profiling in law enforcement (LE). Majority will be invested in improving the ability of LE to implement electronic ticketing/collect profiling data. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.			
			Fund Source	Approved	Benefit To Local	
			1906 cf	\$300,000	\$200,000	
			1906 new	\$650,000	\$400,000	
			TOTAL:	\$950,000	\$600,000	

School Zone/Pupil Transportation Safety

			Total Funded	\$1,703,219	Total Benefit to Local	\$1,703,219
Federal Project	WTSC Tracking	WTSC Manager	Project			
PS08-01	60	Lynn Drake	[WTSC] Improve school zone and pupil transportation safety. Public education, enforcement, flashing school zone signs, etc. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.			
			Fund Source	Approved	Benefit To Local	
			402 new	\$53,219	\$53,219	
			State 780	\$1,650,000	\$1,650,000	
			TOTAL:	\$1,703,219	\$1,703,219	

Seat Belts and Child Safety Seats

			Total Funded \$2,160,000	Total Benefit to Local \$882,000
Federal Project	WTSC Tracking	WTSC Manager	Project	

OP08-03; K308-01	48	Jonna VanDyk	[Safety Restraint Coalition] To increase # of children riding properly protected, provide support, technical assistance, supplies and educational materials to CPS advocates. Coordinate activities with DUI TF's, Booster Seat Coalition, Safe Kids Coalition & others. Salaries and wages, employee benefits, travel and subsistence, equipment, goods and services.
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Fund Source	Approved	Benefit To Local
2011 new	\$100,000	\$0
402 cf	\$50,000	\$30,000
402 new	\$285,000	\$200,000
TOTAL:	\$435,000	\$230,000

OP08-02; K4OP08-01; K208-01	54	Jonna VanDyk	[WTSC] Three state wide NTSBE/CIOT high visibility enforcement & media campaigns. Support for various other seat belt and child restraint efforts. Travel and subsistence, contractual services, equipment, good and services.
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Fund Source	Approved	Benefit To Local
402 cf	\$100,000	\$70,000
402 new	\$262,000	\$252,000
403 NTSBE	\$540,000	\$250,000
405 new	\$600,000	\$0
406 cf	\$113,000	\$40,000
406 new	\$110,000	\$40,000
TOTAL:	\$1,725,000	\$652,000

Speeding And Other Driver Behaviors

			Total Funded \$1,277,500	Total Benefit to Local \$647,500
Federal Project	WTSC Tracking	WTSC Manager	Project	

SE08-03	5	Penny Nerup	[Lynnwood Police Department] Obtain compliance of speed laws in order to reduce likelihood of deaths and serious injuries. Reduce the average speed of vehicles on Alderwood Mall Blvd and maintain through enforcement. Salaries and wages, employee benefits, good and services.
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Fund Source	Approved	Benefit To Local
402 cf	\$20,000	\$20,000

Speeding And Other Driver Behaviors

			Total Funded \$1,277,500	Total Benefit to Local \$647,500
Federal Project	WTSC Tracking	WTSC Manager	Project	
157SE08-01	18	Penny Nerup	[Seattle Police Department] Primary focus is to reduce number of serious injury and fatality accidents through the City of Seattle. Target high impact locations. Note: no funds would be dedicated to the current Rainier Ave Corridor project. Salaries and wages.	
			Fund Source	Approved
			157 cf	\$27,500
			Benefit To Local	\$27,500

			Total Funded \$1,230,000	Total Benefit To Local \$600,000
Federal Project	WTSC Tracking	WTSC Manager	Project	
SE08-02; K4SE08-01	34	Penny Nerup	[WTSC] Use the "Slow Down or Pay Up" project protocol of education & enforcement to reduce dangerous speed by WA drivers. Evaluate tickets written in pilot project to determine demographics of WA speeders. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and s services.	
			Fund Source	Approved
			402 new	\$600,000
			406 new	\$630,000
			TOTAL:	\$1,230,000
			Benefit To Local	\$600,000

Technical Coordination

			Total Funded \$1,188,103	Total Benefit to Local \$350,000
Federal Project	WTSC Tracking	WTSC Manager	Project	
AL08-01; CP08-01; OP08-01; SE08-01	56	Steve Lind	[WTSC] Salaries and other support costs for each agency functional/program area, except School Zone safety and Community Traffic Safety Task Forces. Technical coordination costs associated with the SZ and CTSF programs are identified in other federal projects. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.	
			Fund Source	Approved
			402 new	\$1,188,103
			Benefit To Local	\$350,000

Traffic Courts

Federal Project	WTSC Tracking	WTSC Manager	Project	Total Funded	Total Benefit to Local	
K807-01; 157AL08-01	16	Shelly Baldwin	[Administrative Office of the Courts (AOC)] Identify issues to provide timely, regional education sessions for judges on traffic safety related legal issues. Travel and subsistence, contractual services, good and services.	\$120,000	\$105,000	
				Fund Source	Approved	Benefit To Local
				157 cf	\$17,000	\$0
				410 cf	\$8,000	\$10,000
				TOTAL:	\$25,000	\$10,000
K807-02	17	Shelly Baldwin	[Spokane Co Traffic Safety Commission] Third year of Spokane DUI Court which is seeking to implement a dedicated DUI court to "fast-track" the disposition of DUI cases, identify chronic impaired driving offenders, provide intensive supervision & treatment, and crime reduction. Salaries and wages, employee benefits.			
				Fund Source	Approved	Benefit To Local
				410 new	\$95,000	\$95,000

Traffic Records, Engineering, And Research

Federal Project	WTSC Tracking	WTSC Manager	Project	Total Funded	Total Benefit to Local	
K4TR08-02	13	Chris Madill	[Dept of Health, EMS and Trauma System] Year 3 of funding to establish the Washington EMS data repository. WEMSIS utilizes national EMS reporting standards to centrally collect reports from over 500 EMS agencies in the state. Project goal is 50% of licensed services reporting by July 2008. Travel and subsistence, contractual services, good and services.	\$1,604,000	\$80,000	
				Fund Source	Approved	Benefit To Local
				406 new	\$100,000	\$80,000
K908-02	22	Chris Madill	[WTSC] Washington's Traffic Records Committee (TRC) has developed a comprehensive, multi-year strategic plan to improve statewide traffic-related data for program and policy decision-making. This represents year 2 of the TRC's multi-year funding plan. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.			
				Fund Source	Approved	Benefit To Local
				408 new	\$352,463	\$0
				TOTAL:	\$352,463	\$0

Traffic Records, Engineering, And Research

			Total Funded \$1,604,000	Total Benefit to Local \$80,000
Federal Project	WTSC Tracking	WTSC Manager	Project	
K4TR08-01	57	Dick Doane	[WTSC] Conduct/publish studies & surveys to measure agency performance in achieving goals, assess/ evaluate traffic safety laws & policy; identify the scope of safety problem areas. Continue to operate & enhance TRDC. Conduct evaluation & policy analysis studies Travel and subsistence, contractual services, equipment, good and services.	
			Fund Source	Approved
			406 new	\$170,000
			Benefit To Local	\$0 ✓

Tribal Traffic Safety

			Total Funded \$75,000	Total Benefit to Local \$75,000
Federal Project	WTSC Tracking	WTSC Manager	Project	
157CP08-01	26	Lynn Drake	[WTSC] Work with tribes to provide educational materials, equipment and training to reduce impaired driving and increase occupant protection. Support youth, bicycle/pedestrians and school zone safety efforts. Salaries and wages, travel and subsistence, contractual services, equipment, good and services.	
			Fund Source	Approved
			157 cf	\$25,000
			Benefit To Local	\$25,000 ✓
PT08-04	27	Lynn Drake	[Swinomish Police/NATEO] Grants to support Tribal Law Enforcement agencies. Training, enforcement, equipment & public education. Equipment will be primarily used to support impaired driving, speed, & occupant protection programs. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.	
			Fund Source	Approved
			402 cf	\$50,000
			Benefit To Local	\$50,000 ✓

Truck Safety

Federal Project	WTSC Tracking	WTSC Manager	Project	Total Funded \$20,000	Total Benefit to Local \$20,000
PT08-02	1	Penny Nerup	[Grays Harbor Co Sheriff's Office] Year 3 of 5 of planned project. Train 10-15 officers from partner agencies in commercial vehicle enforcement (CVE). Conduct aggressive & random CVE emphasis patrols monthly to reduce injuries and deaths resulting from CV crashes. Salaries and wages, employee benefits, travel and subsistence, good and services.		
				Fund Source	Approved
				Local	Benefit To
				402 cf	\$20,000
					\$20,000

Total for all Areas:

Fund Source	Approved	Available	Difference
157 cf	\$96,500	\$70,000	(\$26,500)
163 cf	\$10,000	\$21,000	\$11,000
1906 cf	\$300,000	\$300,000	\$0
1906 new	\$650,000	\$650,000	\$0
2010	\$155,500	\$155,000	(\$500)
2011 new	\$100,000	\$100,000	\$0
402 cf	\$250,000	\$238,000	(\$12,000)
402 new	\$4,335,635	\$4,328,000	(\$7,635)
403 NTSBE	\$640,000	\$650,000	\$10,000
405 new	\$600,000	\$600,000	\$0
406 cf	\$434,000	\$427,000	(\$7,000)
406 new	\$4,485,000	\$4,100,000	(\$385,000)
408 cf	\$500,000	\$500,000	\$0
408 new	\$1,009,000	\$1,009,000	\$0
410 cf	\$138,000	\$135,400	(\$2,600)
410 new	\$2,001,443	\$2,000,000	(\$1,443)
State 106	\$710,000	\$710,000	\$0
State 780	\$1,650,000	\$1,650,000	\$0
TOTAL:	\$18,065,078	\$17,643,400	(\$421,678)

State Certifications

Revised 8/25/05

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;

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

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

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. (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 participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

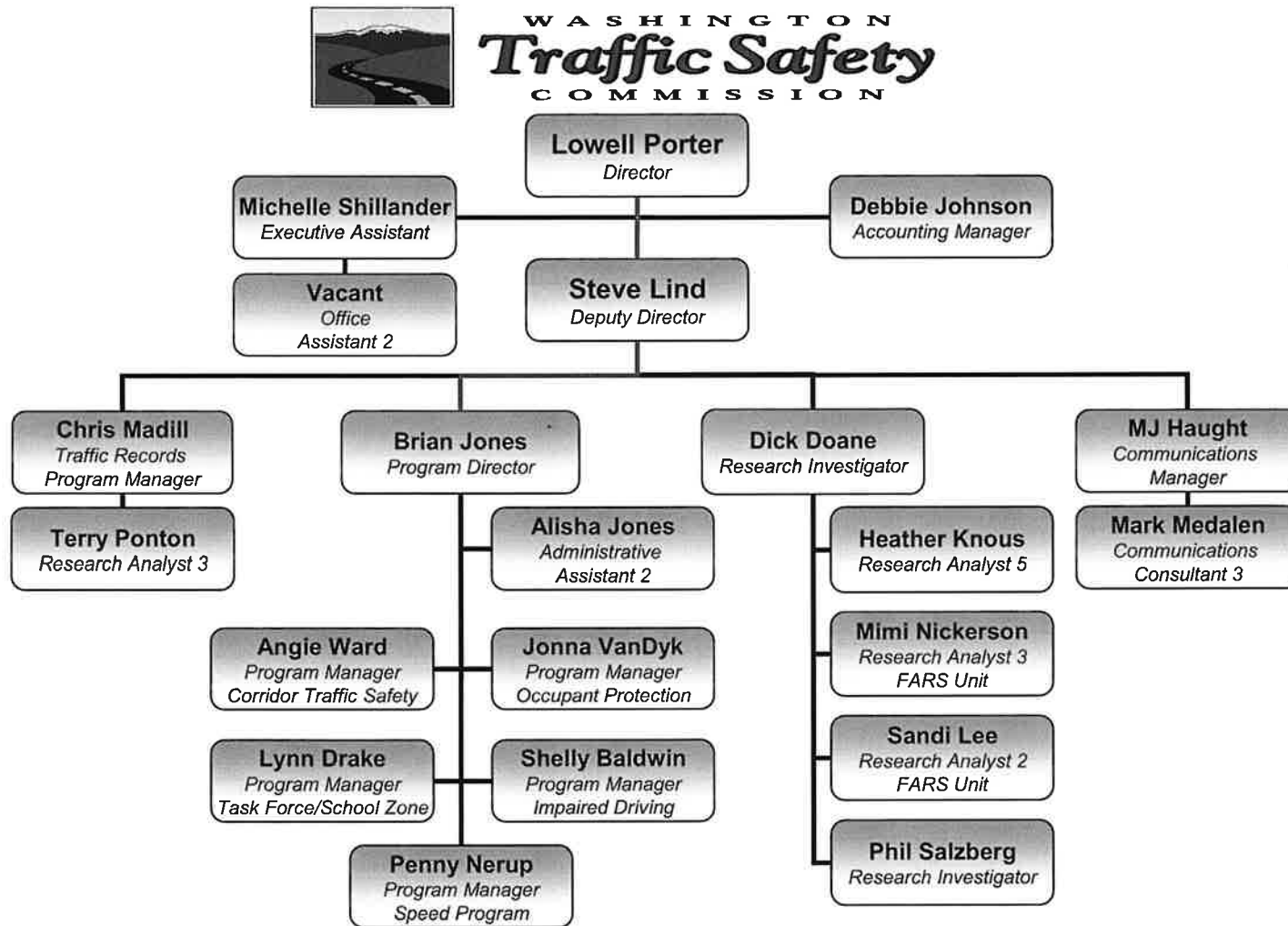
The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such 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 the 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).

A handwritten signature in black ink, appearing to read "Samuel P. ...", written over a horizontal line.

Governor's Representative for Highway Safety

8-30-07

Date



— Denotes line of authority

WTSC PLANNING & PROGRAMMING TIMELINE

1. January: Problem identification.
2. January – February: Establish goals, priorities and performance measures in state *Strategic Highway Safety Plan: Target Zero*.
3. March: Develop performance plan.
4. April 1 – May 15: Solicit & receive grant requests.
5. May 15 – June 1: Staff review grant requests.
6. June 1 – June 21: Staff and TAC evaluate, grade and rank grant applications.
7. July: Commissioners review and approve grants for funding.
8. July – August: Prepare HSPP and submit advance draft copy to NHTSA for preliminary review and comment.
9. August 31: Submit final HSPP to NHTSA Region 10.
10. October 1: Initial federal highway funds awarded to WTSC.
11. October 1 – September 30:
 - Grants awarded to sub-grantees
 - WTSC obligates funds to GTS as federal funds received
 - Project monitoring
12. October – December: HSPP close out
13. December 31: Submit Annual Report



Washington Traffic Safety Commission

1000 South Cherry Street

Olympia, WA 98504-0944

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