



# 2013

## Washington State Highway Safety Plan



version 2.0





# 2013 Washington State Highway Safety Plan

## **WASHINGTON TRAFFIC SAFETY COMMISSION**

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P.O. Box 40944  
Olympia, Washington 98504-0944

August 30, 2012




STATE OF WASHINGTON

## WASHINGTON TRAFFIC SAFETY COMMISSION

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TO: Washington State Citizens

FROM: Darrin Grondel  
Director 

DATE: August 31, 2012

SUBJECT: Washington State Year 2013 Highway Safety Performance Plan

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

Please read our attached *2013 Highway Safety Performance Plan* for Washington State. With your help and support of our FFY 2013 projects, together we will move Washington closer to the goal of Target Zero.

**What is Target Zero? A plan to end traffic related deaths and serious injuries on Washington's roadways by the year 2030.**

The attached plan has three key parts: the *Benchmark Report*, the *Planning Document*, and the *State Certification and Assurances*.

1. *Benchmark Report* - explains how we identify problems, set goals and performance measures, and determine which projects to fund within Washington State. It contains important facts related to key traffic safety areas shown in the "Washington Strategic Highway Safety Plan: Target Zero." It also gives a general budget/cost summary of Federal and state funds allowed within traffic safety program areas.
2. *Planning Document* - describes projects selected by us for funding during FFY 2013. Each project picked for funding links to one or more of the state traffic safety goals shown in the *Benchmark Report*.
3. *Agreement Provisions, Certifications and Assurances* section - lists certain conditions that govern the use of Federal Highway Safety funds.

Federal rule requires this plan as part of our annual application for National Highway Traffic Safety Administration and Federal Highway Administration funds (SAFETEA-LU). The Washington Traffic Safety Commission, in partnership with key stakeholders, will use these funds to improve safety on Washington roadways throughout FFY 2013 (from October 1, 2012 through September 30, 2013); making Washington Roadways the safest in the nation.



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

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# I. Executive Summary

Virtually every phase of this Highway Safety Performance Plan (HSPP) is aligned with the priorities and strategies in the Washington State Strategic Highway Safety Plan: Target Zero. The third version of this guiding light document (Target Zero) was signed by Governor Gregoire in 2010. The fourth iteration of the Target Zero Plan will be sent to the Governor for approval in late calendar year 2013.

The HSPP Planning Document section this year will again include a wide variety of proven strategies and new and innovative countermeasures that focus almost entirely on emphasis areas found in Target Zero priority levels 1 and 2. A few examples from Target Zero priorities 1 & 2 include:

## 1. Impaired Driving – Target Zero Teams

Target Zero Teams is a 24-month traffic safety demonstration project that was conducted in Snohomish, King and Pierce Counties. The project ran from July 1, 2010 to June 30, 2012.

Team members include:

- Washington State Patrol—Three Sergeants and 18 Troopers (21 FTEs) forming three 7-member teams dedicated to full time nighttime DUI enforcement.
- Local police departments and Sheriff's deputies from 44 agencies in the three counties.
- Four Target Zero Managers
- Law Enforcement Liaisons
- Special Target Zero Prosecutors in King and Snohomish Counties
- The Washington Traffic Safety Commission
- WSP geographic system analysts

Highlights from the first year of the project include:

- Preliminary analysis of the project at the 18-month mark show the three Target Zero Team counties are experiencing traffic death reductions much greater than the control counties (23% compared to 2%) when compared to four previous 18-month segments.
- Preliminary analysis of the project at the 24-month mark show that there have been 109 fewer deaths in the three TZT counties compared to previous five years data.
- Target Zero Team members have contacted over 34,000 motorists and arrested 6,693 DUI offenders.
- Target Zero Team arrests for DUI and tickets for speeding and seat belt violations have resulted in over \$14 million in fines and fees being levied.
- Participating prosecutor's offices have eliminated their DUI backlogs and are now current in their DUI filings.
- Outreach campaign materials sent to bars, restaurants, grocery stores and mini-marts bring important partners onto the team.
- Publicity efforts have included ads featuring the WSP and local law enforcement partnerships, the elected prosecutors, and everyday citizens who are making Target Zero Teams a success.

## Target Zero Teams Next Steps:

The state legislature appropriated funds to keep the 18 WSP troopers and 3 sergeants in place after the end of the demonstration project. This funding became effective July 1, 2012. The WTSC continued to fund the local law enforcement participation, meaning, that the project is continuing to run in King, Pierce and Snohomish Counties.

The National Highway Traffic Safety Adminis-

tration is funding a formal evaluation of the Target Zero Teams project using an independent research firm. If the research concludes that the project is an effective method for reducing traffic deaths, the analysis will be used to help state and local governments make funding decisions about fulltime, dedicated DUI enforcement squads.

Funding has been approved for a rural Target Zero Teams demonstration project. This project will start July 1, 2013 and will be designed to test this data-driven model in Eastern Washington where the crashes are less dense. This funding will provide for two WSP teams—one sergeant and six troopers per team—to be dedicated to DUI patrols using data that will show where patrols will be most effective. County-level planning groups will allow for county deputies and city officers to join the WSP teams. WTSC hopes to work with NHTSA again to secure research into this rural model.

## 2. Automated Speed Enforcement:

Washington currently allows automated speed enforcement in school and construction zones to detect speeding vehicles. To explore the use of this technology in other types of locations, the 2009 Washington State Legislature passed a budget proviso for two automated speed enforcement pilot projects in Seattle and Tacoma. The proviso directed the Washington Traffic Safety Commission to evaluate the pilot projects and report to the Legislature by January 1, 2013 on the use, public acceptance, outcomes, and other relevant issues regarding traffic safety cameras. Information from this report will be included in the FFY 2014 Washington State Highway Safety Plan.

## 3. Speeding

- Each jurisdiction within Washington State has their own unique traffic related issues that may not coincide with NHTSA mobilizations. This project will allow jurisdictions to adequately address those data-driven identified areas while supporting the Target Zero Plan. High visibility multi-jurisdictional enforcement will continue as part of this program.

## 4. Occupant Protection

- With the state nighttime seat belt use rate estimated at near daytime rates, WTSC will again conduct at least one of two planned state wide CIOT efforts during night time hours.

## 5. Traffic Records System Improvements

- The Washington Traffic Records Committee approved funding the creation of the Coded Emergency Department Data System (CEDDS). This system will initially aggregate Emergency Department (ED) data from 6 Washington State hospitals to create a preliminary ED dataset for analysis.
- The primary focus in FFY 2013 for the Electronic Traffic Information Processing (eTRIP) Governance Team will continue to be the addition of services (including equipment and training) that allow law enforcement agencies to automatically receive and file electronically created tickets and collision reports. This functionality has significantly reduced data entry redundancy throughout the state while greatly enhancing data quality and timeliness.



Target Zero not only guides our resource allocation decisions, it also drives our legislative strategies.

- In 2013 we will continue our evaluation of the state ignition interlock law.
- The 2012 Legislative session saw several significant changes to DUI laws. The legislators increased penalties for vehicular homicide from the standard sentence of 31-41 months to 78-102 months. An additional interlock requirement of 6 months and an additional fine will now be levied if a child under age 16 is present in the vehicle when a person is arrested for DUI. If it is a felony DUI, then an additional 12 months enhanced sentence will be added per child. The definition of drugs was expanded to include inhalants, and a test of blood or breath without consent is allowed for a person arrested for a felony DUI.
- Changes were also made to ignition interlock laws. New legislation allows WSP to collect fees from ignition interlock manufacturers, technicians, providers and persons. These fees will be deposited in a highway safety account solely to fund WSP impaired driving section projects. Ignition Interlock devices will now be required to be equipped with cameras. A driver with an ignition interlock restricted license must pay \$20/month to the indigent account.
- The state legislature appropriated funds to keep the 18 WSP troopers and 3 sergeants in place after the end of the Target Zero Team Demonstration Project. This funding became effective July 1, 2012.
- In 2013 we do not anticipate any major traffic safety bills to be introduced.

# II. 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 III.

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 Association of Counties, Representative of the Association of 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.
- Representatives of key traffic safety stakeholder groups.

## 1. Traffic Safety Problem Identification

The 2013 HSPP goals and performance measures are closely tied to those found in the "Washington State Strategic Highway Safety Plan: Target Zero."

In order to identify problems unique to Washington, we closely analyzed Washington State data. Primary data sources utilized were:

- statewide traffic collision data;
- Fatal Accident Reporting System (FARS);
- WTSC observation of traveler behavior.

Observational surveys are conducted by WTSC periodically to assess state usage rates for seatbelts, child safety restraints, motorcycle and bicycle helmets, and cell phone use.

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 goals and performance measures in this FFY 2013 HSPP are consistent with those in the 2010 version of Target Zero. 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 priorities and strategies in 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 relate to Target Zero goals, and proposals that address a higher priority emphasis area and employ a proven strategy 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 2012. 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. The Commissioners approved funding for the projects listed in this document in July 2012 and they also found that each goal established was based on careful review of all available data and that each project was appropriately linked to Target Zero goals, priorities and strategies.

**In summary, accurate and timely data form the cornerstone of this traffic safety plan. Fatal and serious injury data drives the goals and establishes Target Zero priorities. Each project is directly linked to Target Zero goals/priorities, and finally, data provides the basis for evaluating the effectiveness of completed projects.**

**B. EQUIPMENT VALUED AT OVER \$5,000**

Any equipment valued over \$5,000 purchased with federal traffic safety funds must be approved in advance by NHTSA Region 10.

There is a possibility that some federal funds may be used to purchase full or partial in-car technology systems for use by various law enforcement agencies. These systems are necessary to implement the state's electronic ticketing and crash reporting system, eTRIP. A full in-car system consists of a laptop computer, scanner and printer. Approximate costs of individual system components are:

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

WTSC will submit written requests for approval if the need to purchase any additional equipment valued over \$5,000 arises.

**C. PAID MEDIA**

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

With television and radio buys, media buyers in Washington are required by contract to obtain no-charge value-added media of equal or greater value than purchased media. Following NHTSA's 402 Advertising Space Guidance section (updated December 2006), for the purposes of the HSP, paid media is defined as funds paid for advertising on radio and/or television. In today's advertising world additional media channels are advisable, and like NHTSA Communications staff, we will be making use of as many appropriate channels as possible.

For DUI and seatbelt mobilizations we are returning to the proven strategy and best practice for Washington of paid media

spending equaling extra enforcement spending. These statewide efforts will coincide with the NHTSA Communications Calendar.

In alignment with proven strategies identified in Target Zero, extra enforcement campaigns are publicized through means other than paid media before and during grant-funded enforcement patrols, and this will continue during FFY 2013. Such publicity may include 1) aggressive earned media using expert media relations contractors and 2) community outreach through Washington's statewide network of Target Zero Managers. Ancillary materials will be available this year for their use such as mobile variable message signs, rack cards, window clings, coasters, posters and videos. We expect that the Washington State Department of Transportation will continue

to partner with us on the statewide mobilizations by messaging through their eye-catching stationary variable message signs and their Highway Advisory Radio System.

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

Any television or radio advertising will be evaluated upon reach and frequency obtained plus the return on investment of value-added media. Additionally, the annual awareness, knowledge and attitudes survey will contribute to the evaluation of paid media.

<b>Program</b>	<b>Amount</b>	<b>Fund</b>	<b>Month</b>	<b>Media Channel(s)</b>	<b>Remarks</b>
Impaired Driving	\$800,000	402, 410	Nov – Jan, Mar, Jun – Jul, Aug - Sept	TV, Radio	National mobilization and sustained enforcement
Occupant Protection	\$300,000	405	May - Jun	TV, Radio	National mobilization
Occupant Protection - child car seat patrols	\$45,000	2011	TBD	Radio	Media buys will match enforcement in terms of location and timing

## D. 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 GOALS** Washington State's long-term goal is to eliminate all traffic crash related deaths and serious injuries by the year 2030. Target Zero.

Our primary short-term goal is to reduce the number of deaths and serious injuries resulting 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 the Governor, identifies strategies necessary to reach our goal of zero fatal or disabling traffic injuries by 2030.

Some programs will lend themselves to statewide or regional solutions, however, special emphasis 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

#### Pupil Transportation and School Walkway Safety

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

- a. Reduce hazardous walking conditions within one mile of schools.
- b. Maintain current outstanding safety records for students on school buses or in school bus boarding areas. Current data indicates risk of fatal or serious injury to students on or near school buses is extremely low.
- c. 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 problem identification and evaluation of program effectiveness:

- a. Provide an ongoing statewide forum for traffic records and support the coordination of multi-agency initiatives and projects.
- b. Leverage technology and appropriate government and industry standards to improve the collection, dissemination, and analysis of traffic records data.
  - Reduce paper-based exchanges among traffic

- records systems and stakeholders.
- Develop integrated patient care systems for enhanced injury surveillance.
  - Performance Measure: Increase the percent of statewide EMS agencies providing data to State EMS data file.
- c. Improve the interoperability and exchange of traffic records data among systems and stakeholders for increased efficiency and enhanced integration.
- Improve the timeliness, utility, and accessibility of statewide collision data.
  - Performance Measure: Decrease the median number of days from date of reported crash to entry into the state crash file.
- d. Promote the value of traffic records data and encourage training opportunities to maximize the effectiveness of the data for decision and policy making.
- Enhance the structure and activities of the Traffic Records Workgroup and Oversight Council.
- b. Implement statewide systems to collect, distribute and analyze EMS first response data.
- for these standards of the WAC is an 80% compliance rate.

### **Emergency Medical Services**

Reduce Emergency Medical Services and ambulance response times.

- a. 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

## Collision Data & Performance Measures

	Calendar Year										Baseline Average	2013
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011*	2008-2010	
Fatalities	658	600	567	649	633	571	521	492	460	454	491	478
Fatalities/100M VMT	1.20	1.09	1.02	1.17	1.12	1.00	0.94	0.87	0.80	0.80	0.87	0.81
Serious Injuries	3,180	2,760	2,769	2,867	2,952	2,718	2,552	2,648	2,481	2,474	2,560	2,102
Serious Injuries/100M VMT	5.81	5.02	4.98	5.17	5.23	4.77	4.61	4.70	4.33	4.33	4.54	3.62
Rural Road Fatalities	430	375	355	399	363	353	287	313	257	257	286	
Rural Road Fatalities/100M VMT	2.46	2.09	2.19	2.46	2.20	2.11	1.79	1.88	1.50	1.50	1.72	
Urban Road Fatalities	228	225	211	248	270	218	233	171	193	193	199	
Urban Road Fatalities/100M VMT	0.61	0.61	0.57	0.63	0.67	0.54	0.59	0.43	0.48	0.48	0.50	
Statewide Observed Daytime Seatbelt Use Rate	92.6%	94.8%	94.2%	95.2%	96.3%	96.4%	96.5%	96.4%	97.6%	97.6%	96.8%	98%
Unrestrained Passenger Vehicle Occupant Fatalities, all seat positions	245	179	165	208	198	155	128	144	102	100	125	48
Fatalities Involving a Driver or Motorcycle Operator with a BAC $\geq$ .08	215	180	174	203	194	184	166	189	145	121	167	151
Fatalities Involving a Driver or Motorcycle Operator with a BAC $\geq$ .08/100M VMT	0.39	0.33	0.31	0.37	0.34	0.32	0.30	0.33	0.25	0.25	0.30	
Fatalities Involving a Alcohol or Drug Impaired Driver	295	255	254	285	301	272	255	265	240	178	253	247
Fatalities Involving a Alcohol or Drug Impaired Driver/100M VMT	0.54	0.46	0.46	0.51	0.53	0.48	0.46	0.47	0.42	0.31	0.45	
Serious Injuries Involving a Alcohol or Drug Impaired Driver	615	551	586	598	631	633	527	570	470	469	522	
Serious Injuries Involving a Alcohol or Drug Impaired Driver/100M VMT	1.12	1.00	1.05	1.08	1.12	1.11	0.95	1.01	0.82	0.82	0.93	

\* 2011 figures are based on preliminary data and are subject to change as more information becomes available.

The 2013 HSP retains the goals set in the 2010 Strategic Highway Safety Plan. Therefore, the most recent year's results may be better than next year's goal.

Goals were based on 10-year fatality and 8-year serious injury trends and the improvement needed to reach zero fatalities and serious injuries in 2030.

## Collision Data & Performance Measures

	Calendar Year										Baseline Average 2008-2010	2013
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011*		
Speeding-Involved Fatalities	260	234	226	247	253	227	213	210	176	165	200	202
Speeding-Involved Fatalities/100M VMT	0.47	0.43	0.41	0.45	0.45	0.40	0.38	0.37	0.31	0.29	0.35	
Speeding-Involved Serious Injuries	1,042	863	788	870	902	855	796	854	693	566	779	
Speeding-Involved Serious Injuries/100M VMT	1.99	1.57	1.42	1.57	1.60	1.50	1.44	1.51	1.20	0.99	1.48	
Distracted Driving-Involved Fatalities	175	171	159	168	175	148	102	161	110	110	124	126
Drivers age 16-20 involved in fatal crashes	141	120	99	98	115	106	72	87	62	62	74	79
Drivers age 21-25 involved in fatal crashes	115	89	111	139	126	108	151	89	51	91	94	
Motorcyclist Fatalities	54	59	75	74	66	69	81	70	70	69	74	60
Motorcyclist Fatalities/10,000 Registered Vehicles	0.33	4.20	4.64	4.30	4.22	3.38	3.60	3.13	3.07	3.07	3.25	
Unhelmeted Motorcyclist Fatalities	4	5	4	2	6	7	4	5	6	1	5	2
Motorcyclist Fatalities Involving Unendorsed Motorcycle Operator	11	13	25	23	25	18	30	16	18	12	21	
Pedestrian Fatalities	70	77	60	74	72	62	64	62	62	68	63	57
Pedestrian Serious Injuries	307	252	270	281	323	293	250	289	261	291	293	
Median number of days from date of reported crash to entry into State crash file							68.8	**	94	**		
Percentage of statewide EMS agencies providing data to State EMS data file							15%	26%	25%	36%	23%	35%

\* 2011 figures are based on preliminary data and are subject to change as more information becomes available.

\*\* Data for 2009 and 2011 unavailable.

The 2013 HSP retains the goals set in the 2010 Strategic Highway Safety Plan. Therefore, the most recent year's results may be better than next year's goal.

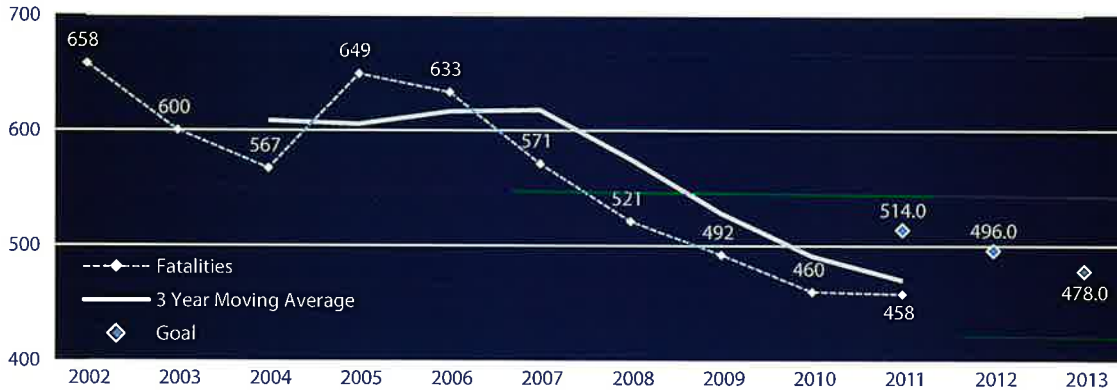
Goals were based on 10-year fatality and 8-year serious injury trends and the improvement needed to reach zero fatalities and serious injuries in 2030.



# Performance Goals and Trends

## Fatalities

**Goal:** Reduce the number of traffic fatalities by 2.6% from the 2008-2010 base year average of 491 to 478 by December 31, 2013.

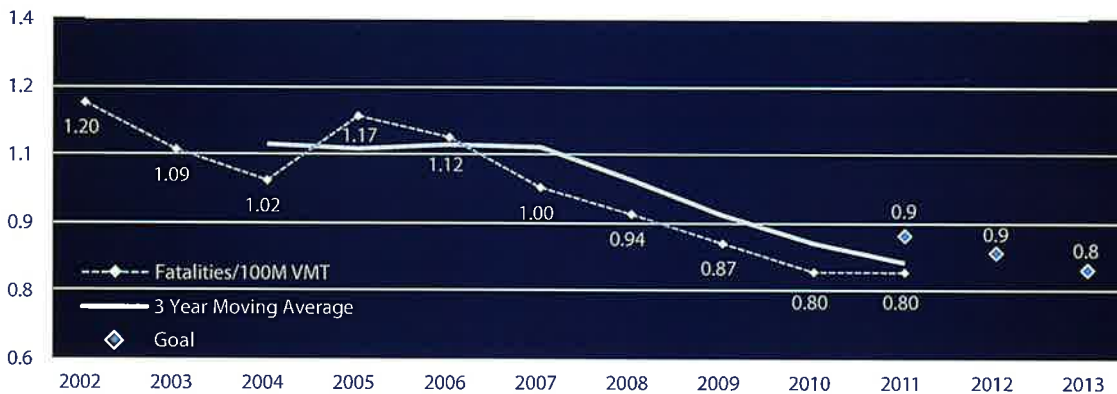


Source: FARS

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

## Fatality Rate

**Goal:** Reduce the traffic fatality rate by 6.9% from the 2008-2010 base year average of 0.87 to 0.81 by December 31, 2013.



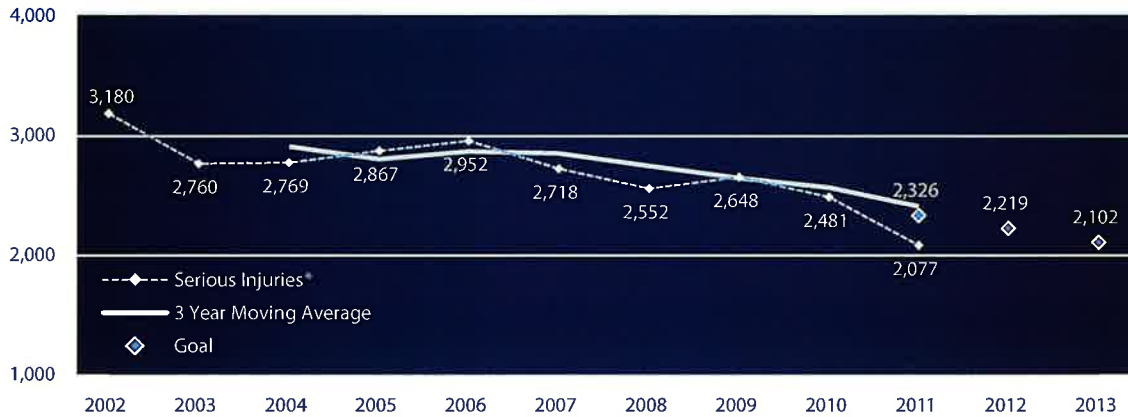
Source: FARS

Source: FARS and WSDOT

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

## Serious Injuries

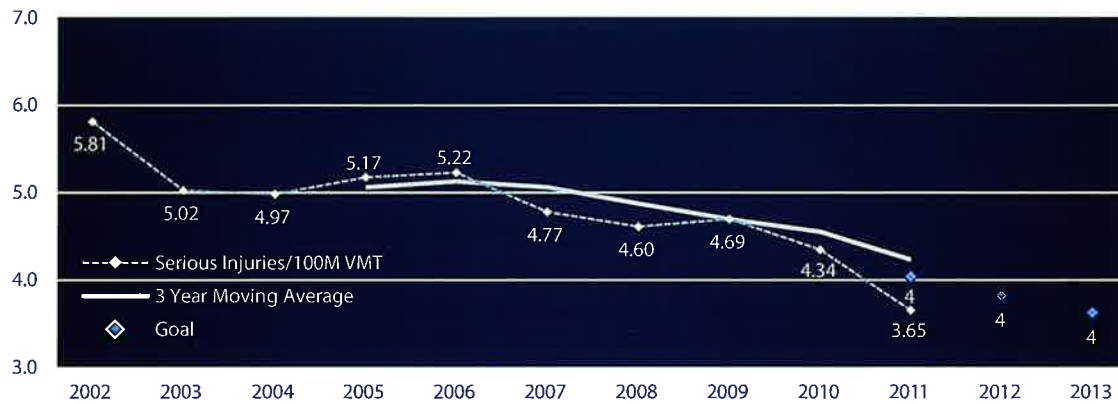
**Goal:** Reduce the number of traffic serious injuries by 17.9% from the 2008-2010 base year average of 2,560 to 2,102 by December 31, 2013.



Source: WSDOT Collision Database  
\*Motor vehicle involved serious injuries.

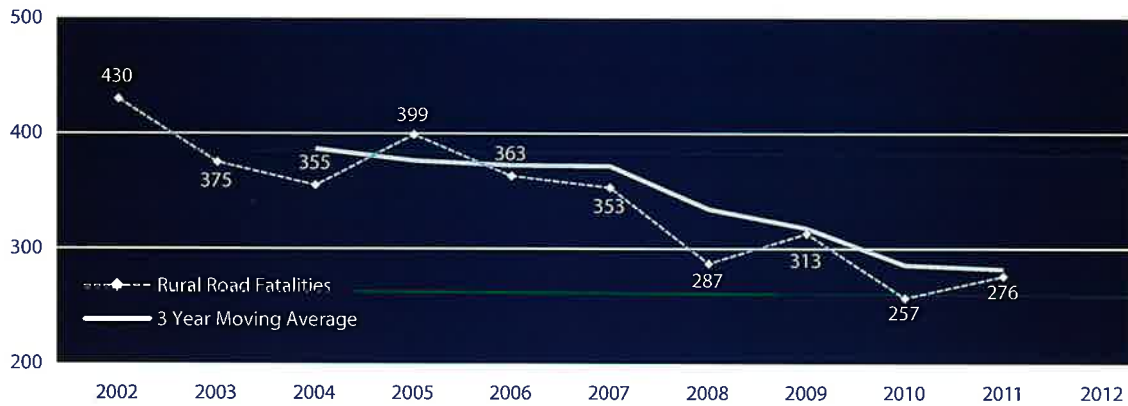
## Serious Injury Rate

**Goal:** Reduce the traffic serious injury rate by 1.8% from the 2008-2010 base year average of 4.54 to 3.62 by December 31, 2013.



Source: WSDOT Collision Database  
\*Motor vehicle involved serious injuries.

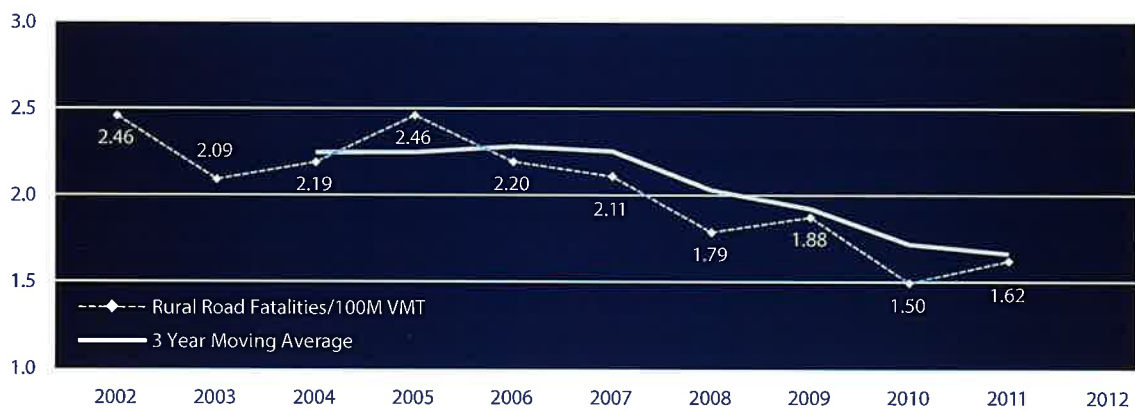
### Fatalities on Rural Roads



Source: FARS

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

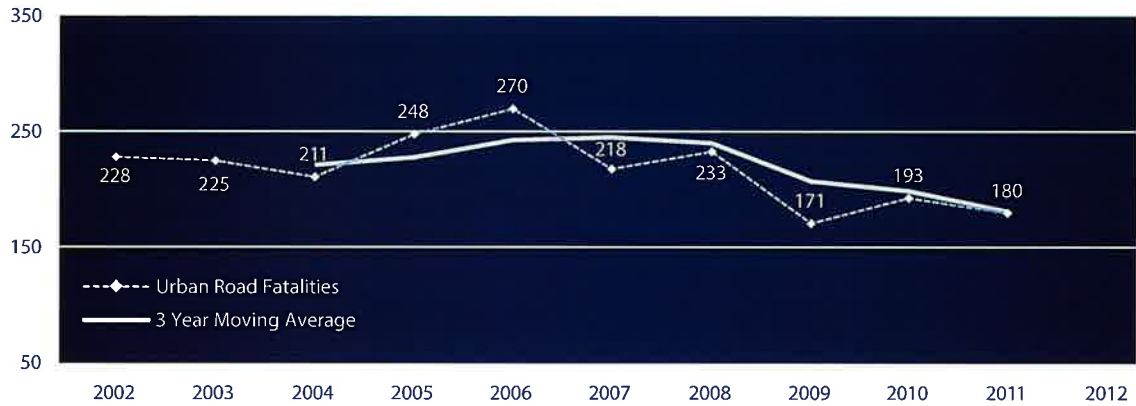
### Rural Road Fatality Rate



Source: FARS and WSDOT

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

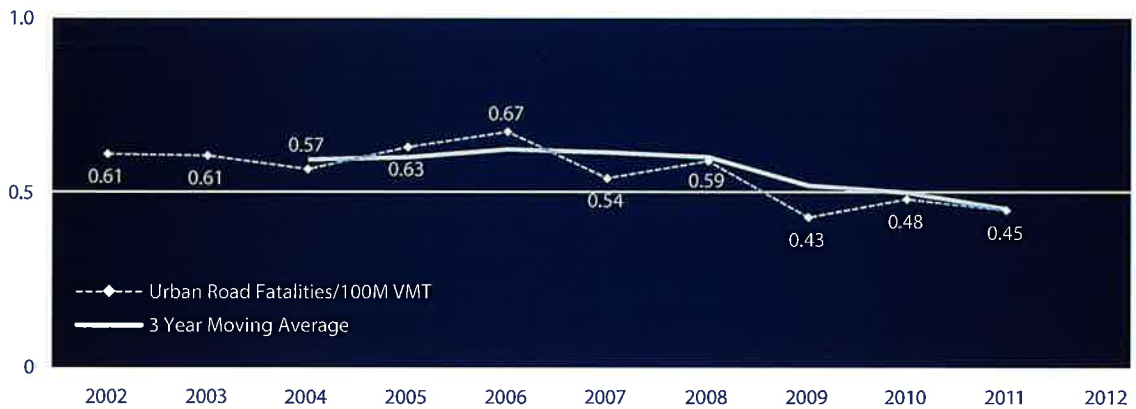
### Fatalities on Urban Roads



Source: FARS

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

### Urban Road Fatality Rate

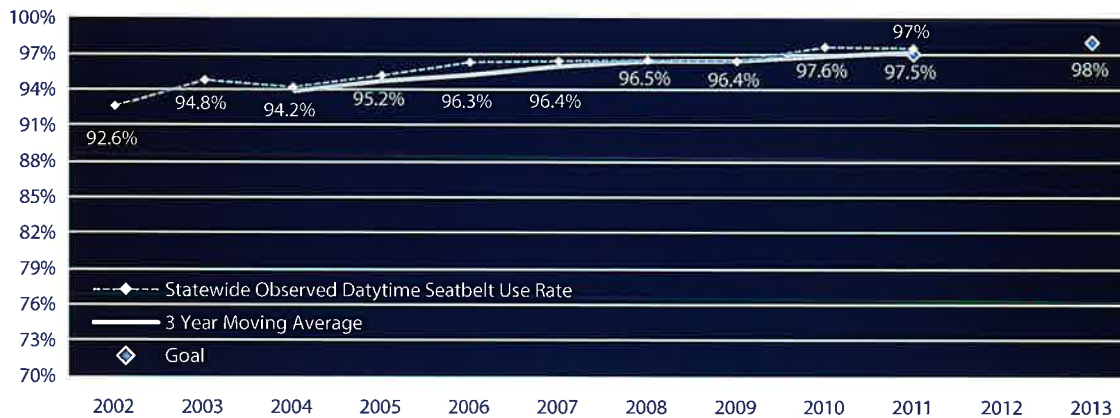


Source: FARS and WSDOT

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

## Statewide Observed Daytime Seatbelt Use Rate

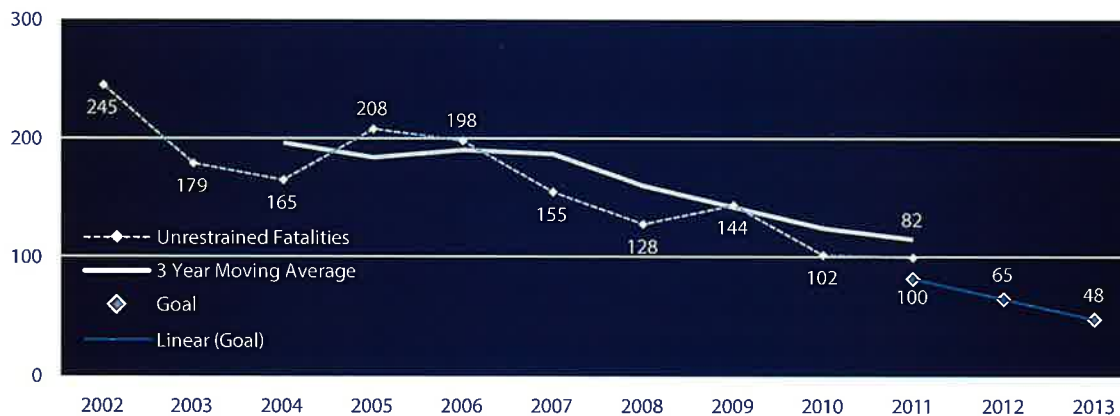
**Goal:** Increase the statewide seat belt use rate from the 2008-2010 base year average of 96.8% to 98% by December 31, 2013.



Source: Washington Statewide Observational Seat Belt Survey.

## Unrestrained Passenger Vehicle Occupant Fatalities

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

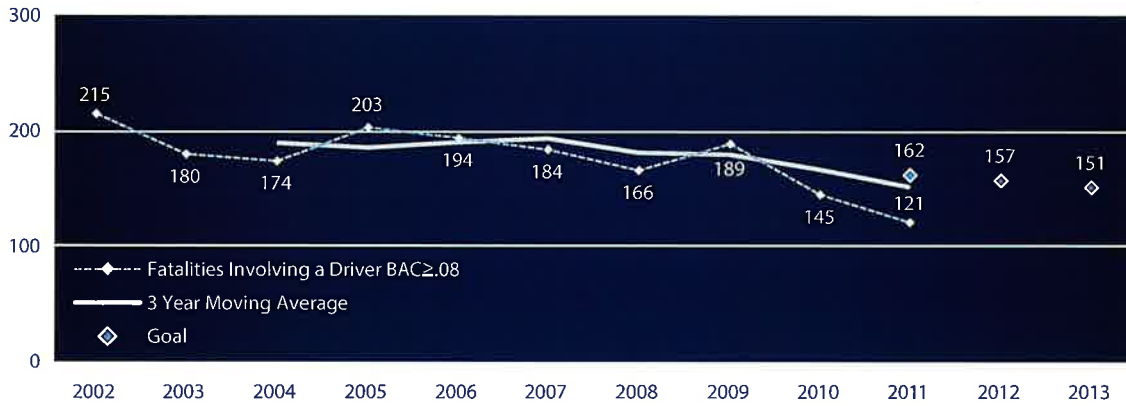


Source: FARS

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

## Fatalities Involving Driver with a BAC of .08 or higher

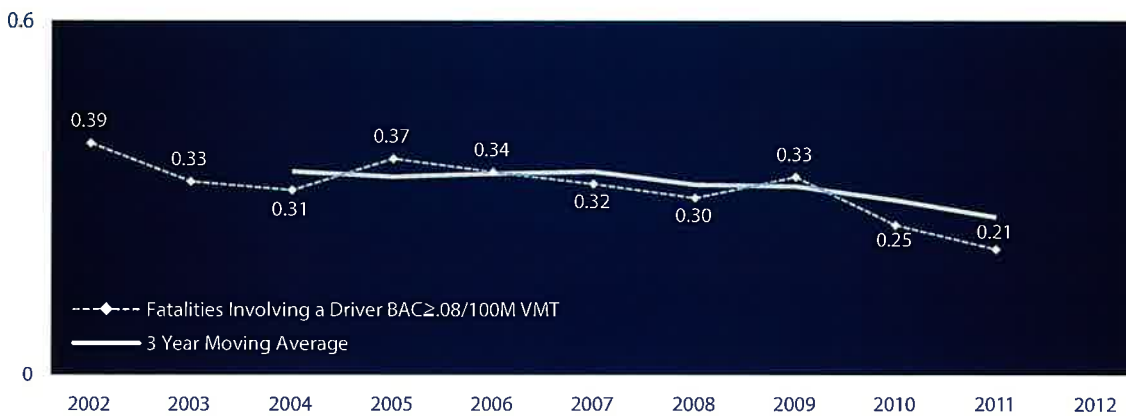
**Goal:** Reduce traffic fatalities involving a driver with a BAC of .08 or higher by 9.6% from the 2008-2010 base year average of 167 to 151 by December 31, 2013.



Source: FARS

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

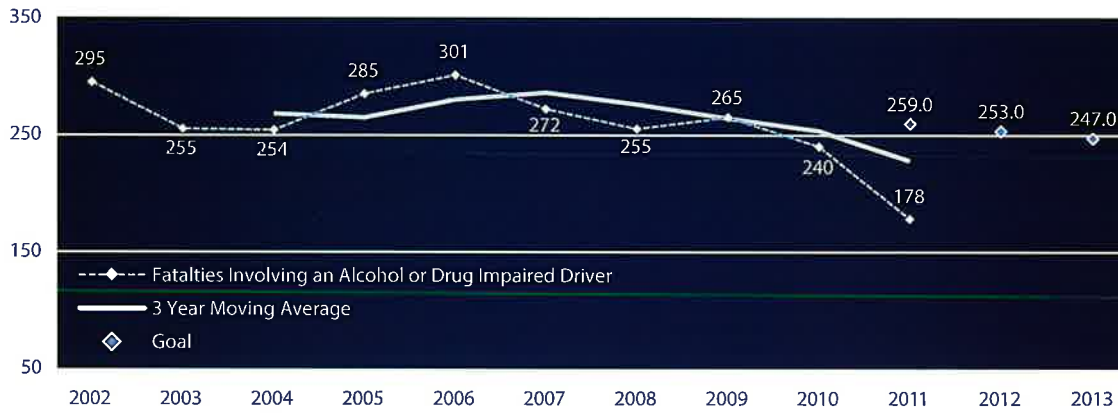
## Fatality Rate Involving Driver with a BAC of .08 or higher



Source: FARS and WSDOT

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

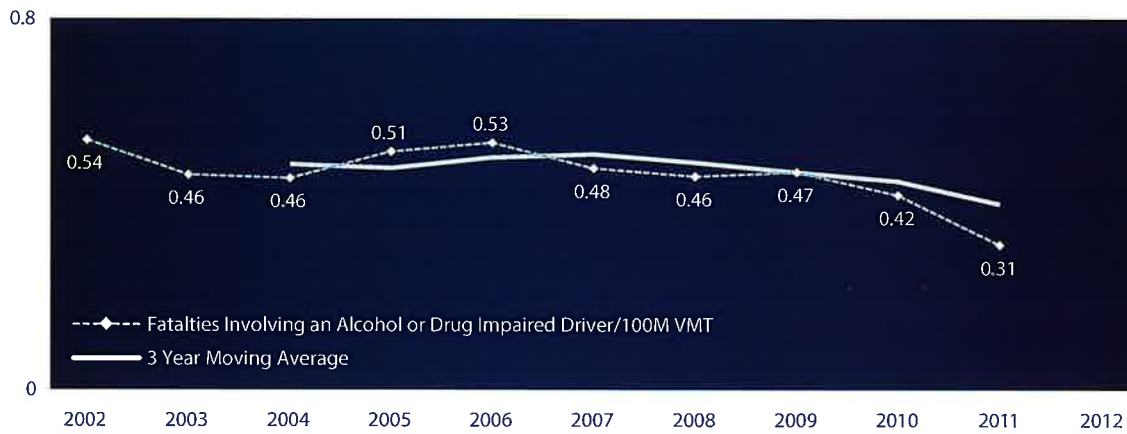
### Fatalities Involving an Alcohol or Drug Impaired Driver



Source: FARS

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

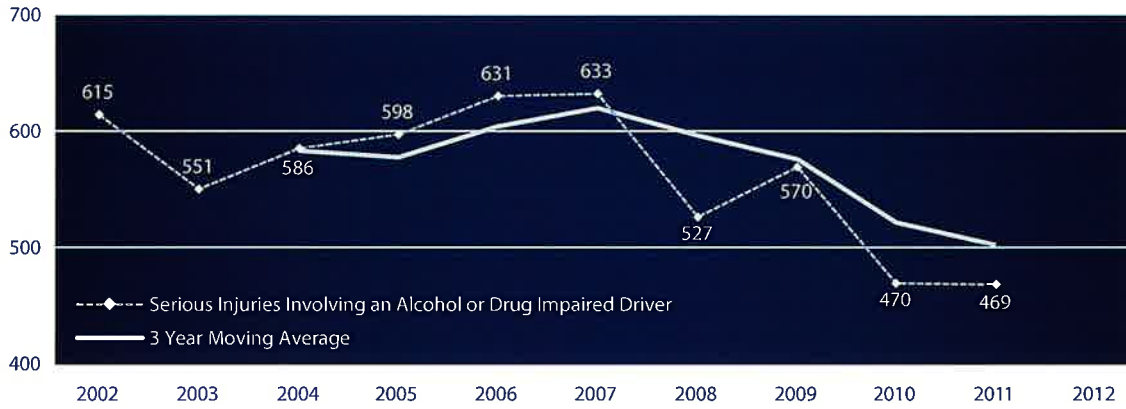
### Fatality Rate Involving Alcohol or Drug Impaired Drivers



Source: FARS and WSDOT

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

### Serious Injuries Involving an Alcohol or Drug Impaired Driver



Source: WSDOT Collision Database

### Serious Injury Rate Involving Alcohol or Drug Impaired Drivers



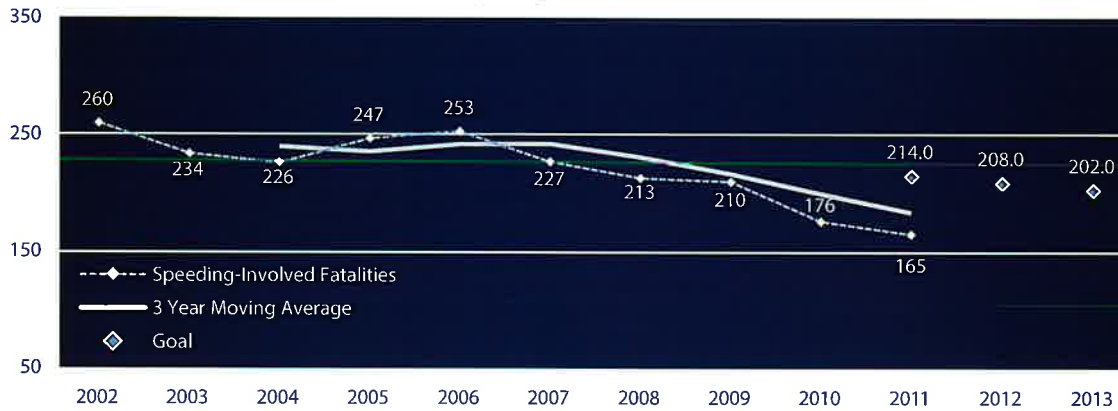
Source: FARS and WSDOT

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.



## Speeding-Related Fatalities

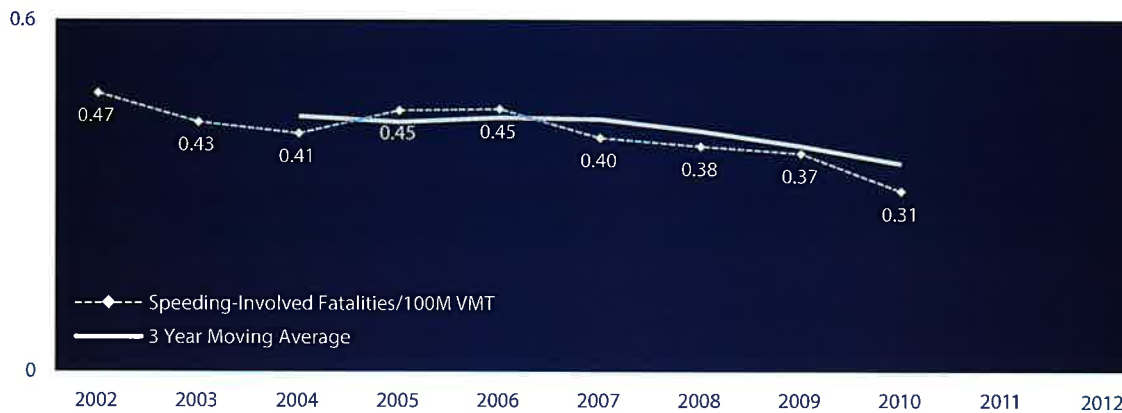
**Goal:** Reduce the number of speeding related fatalities by 6.9% from the 2007-2009 base year average of 217 to 202 by December 31, 2013.



Source: FARS

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

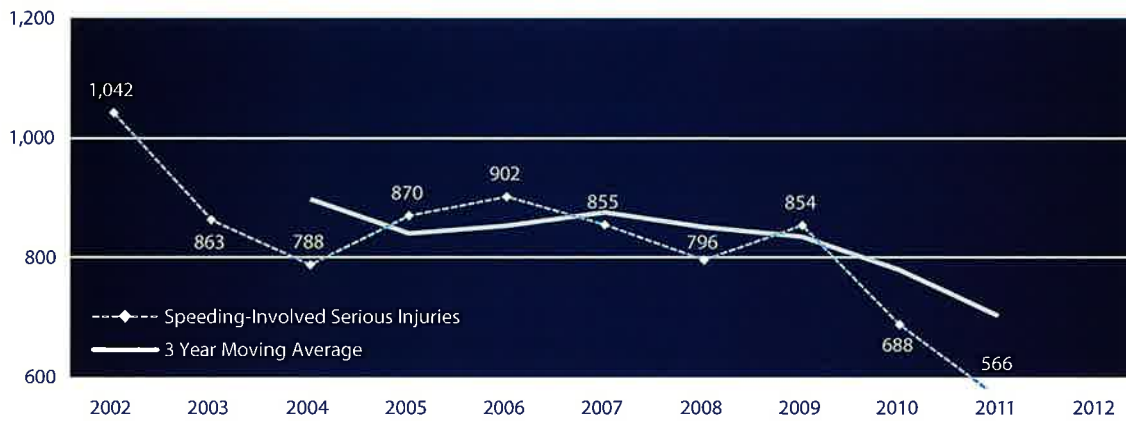
## Speeding-Related Fatality Rate



Source: FARS and WSDOT

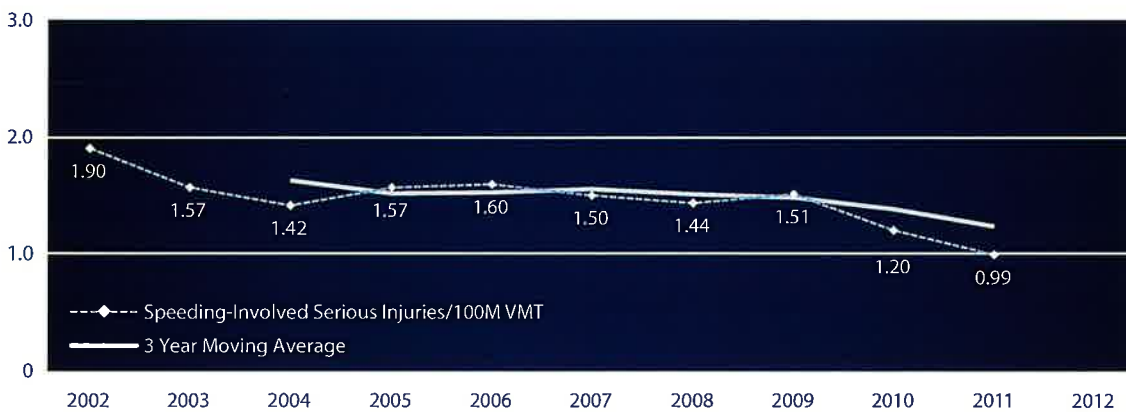
\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

### Serious Injuries Involving a Speeding Driver



Source: WSDOT Collision Database

### Speeding Involved Serious Injury Rate

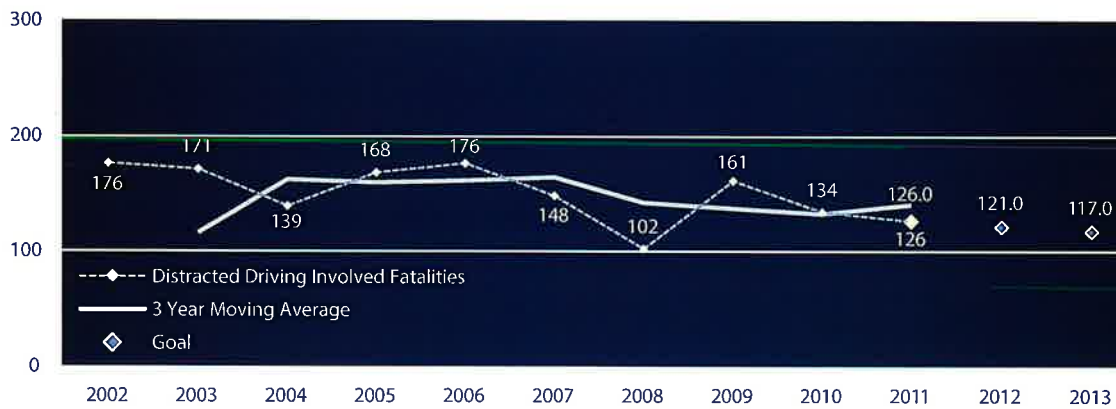


Source: FARS and WSDOT

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

## Fatalities Involving a Distracted Driver

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

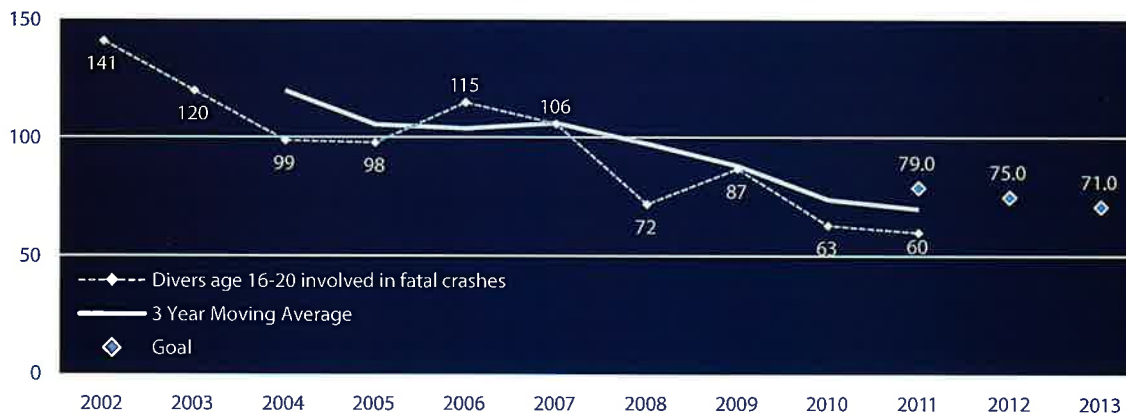


Source: FARS

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

## Young Drivers, Age 16-20, Involved in a Fatal Crash

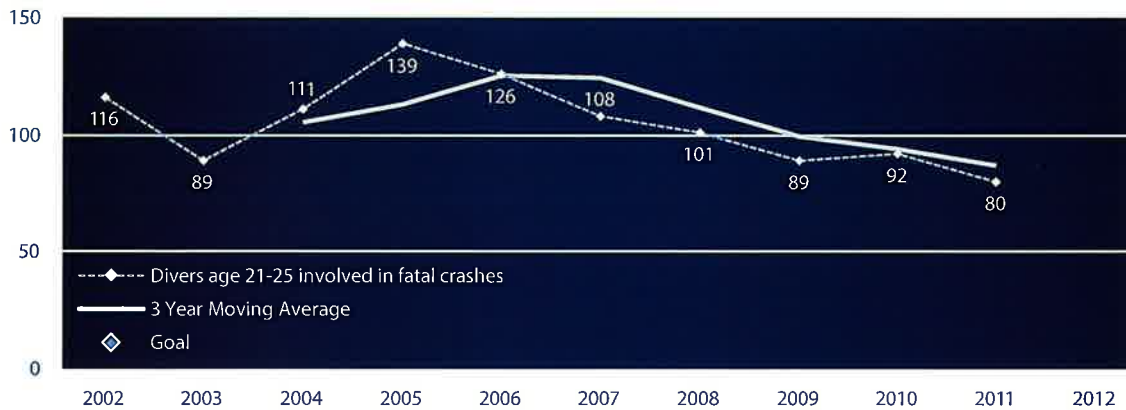
**Goal:** Reduce the number of drivers age 16-20 involved in fatal crashes by 4.1% from the 2008-2010 base year average of 74 to 71 by December 31, 2013.



Source: FARS

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

### Young Drivers, Age 21-25, Involved in a Fatal Crash

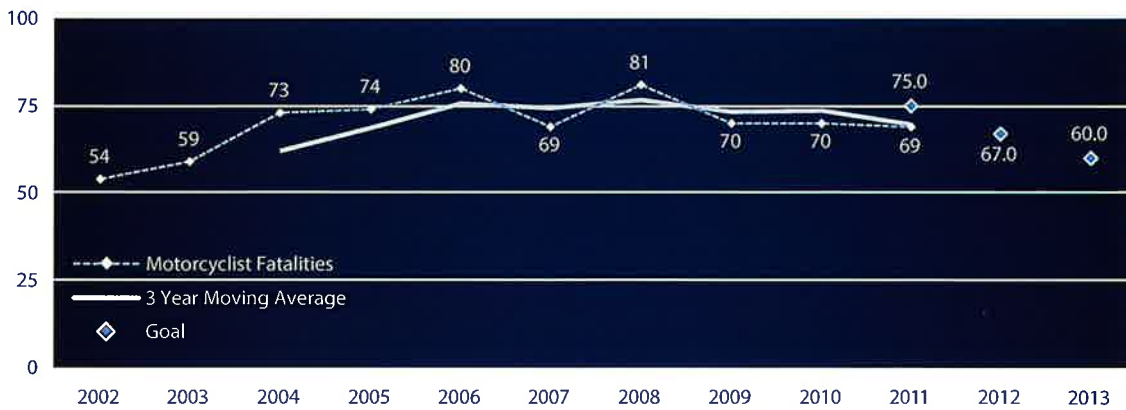


Source: FARS

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

### Motorcyclist Fatalities

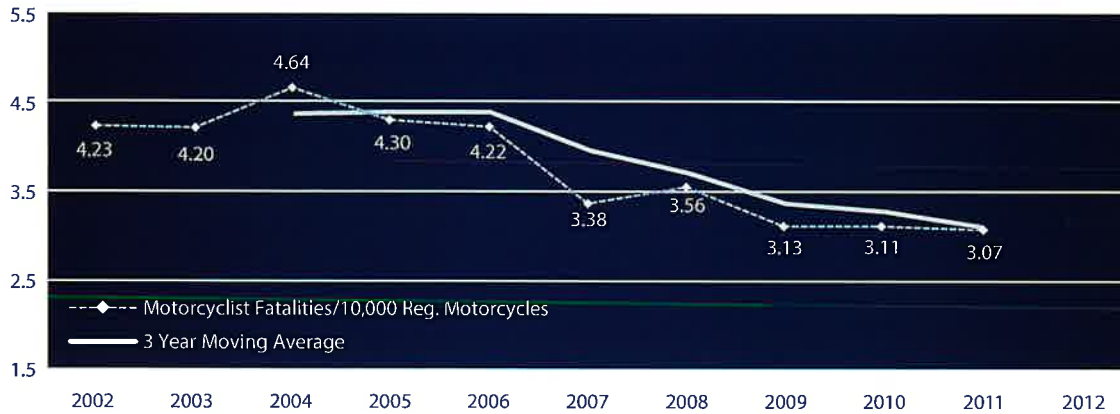
**Goal:** Reduce the number of motorcyclist fatalities by 8.6% from the 2008-2010 base year average of 74 to 60 by December 31, 2013.



Source: FARS

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

### Motorcyclist Fatality Rate per 10,000 Registered Motorcycles

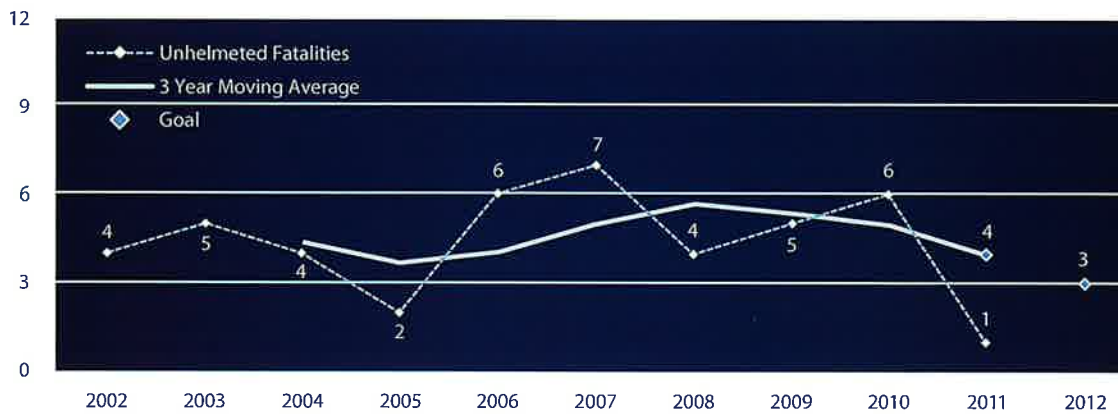


Source: FARS and DOL

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

### Unhelmeted Motorcyclist Fatalities

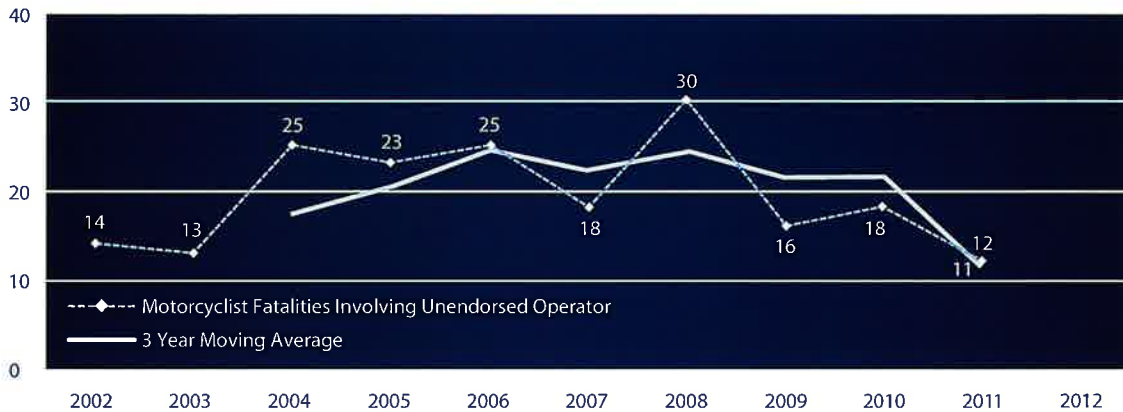
**Goal:** Reduce the number of unhelmeted motorcyclist fatalities by 40% from the 2008-2010 base year average of 5 to 3 by December 31, 2013.



Source: FARS

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

### Motorcyclist Fatalities Involving an Unendorsed Operator

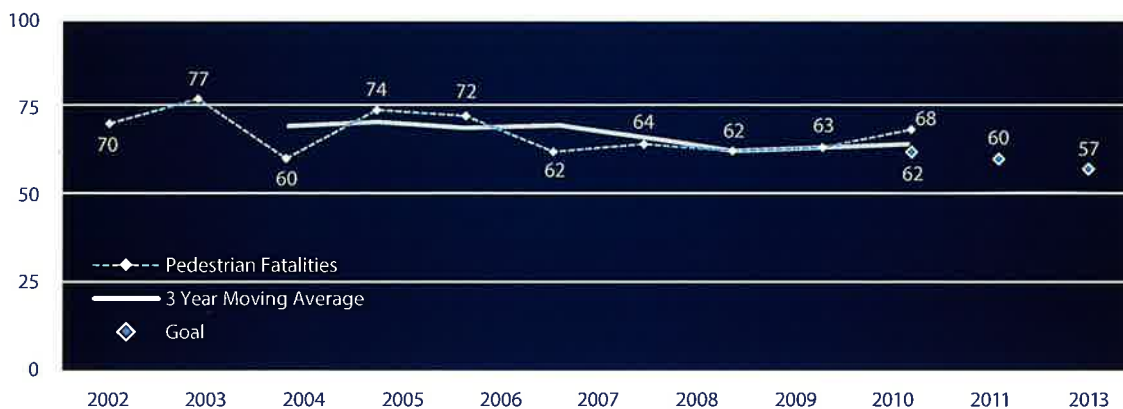


Source: FARS

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

### Pedestrian Fatalities

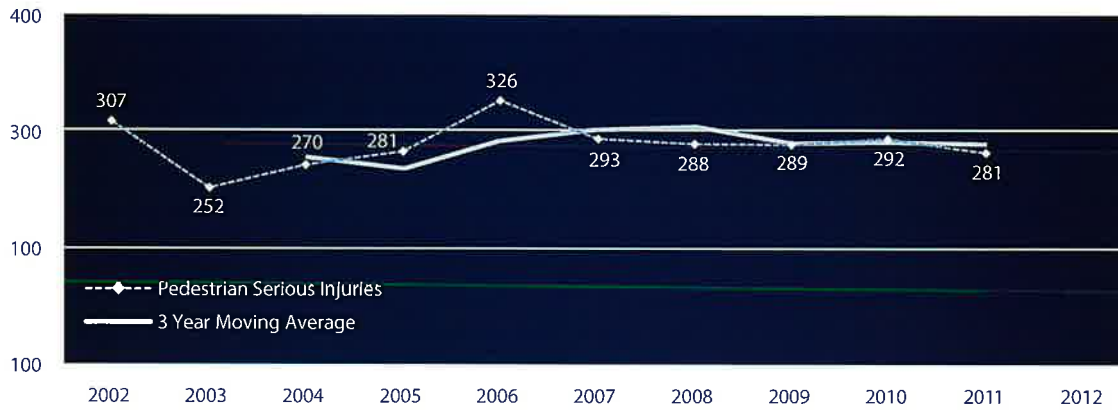
**Goal:** Reduce the number of pedestrian fatalities by 9.5% from the 2008-2010 base year average of 63 to 57 by December 31, 2013.



Source: FARS

\*2011 figures are based on preliminary data and are subject to change as more information becomes available.

## Pedestrian Serious Injuries



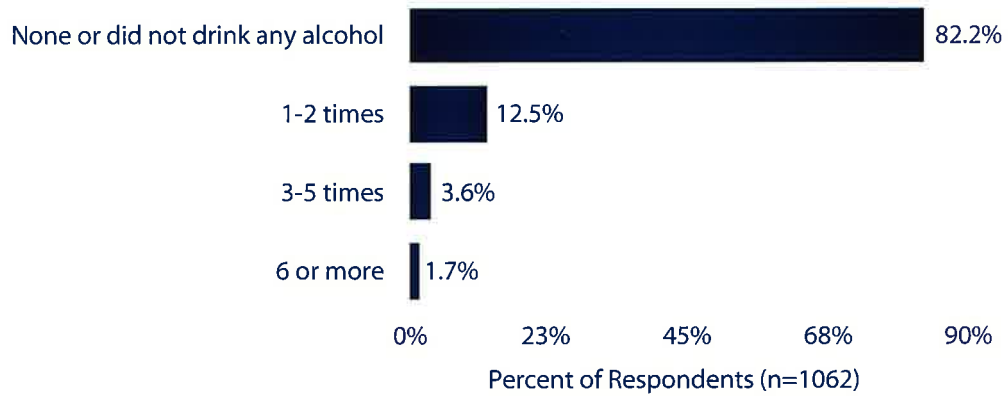
Source: WSDOT

\*Pedestrian serious injuries involving a motor vehicle.

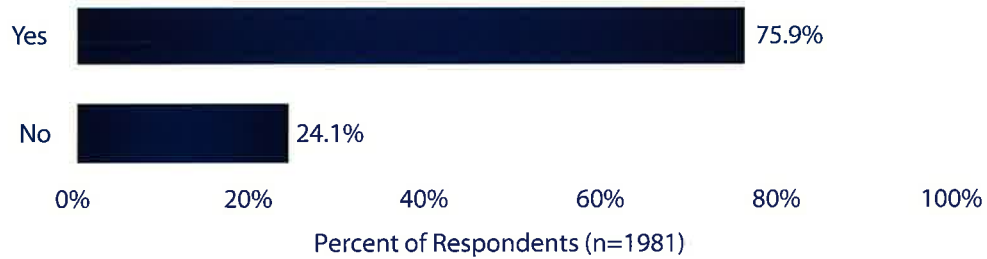
## Driver Survey 2012: Self-Reported Attitudes, Awareness, and Behavior

### Impaired Driving

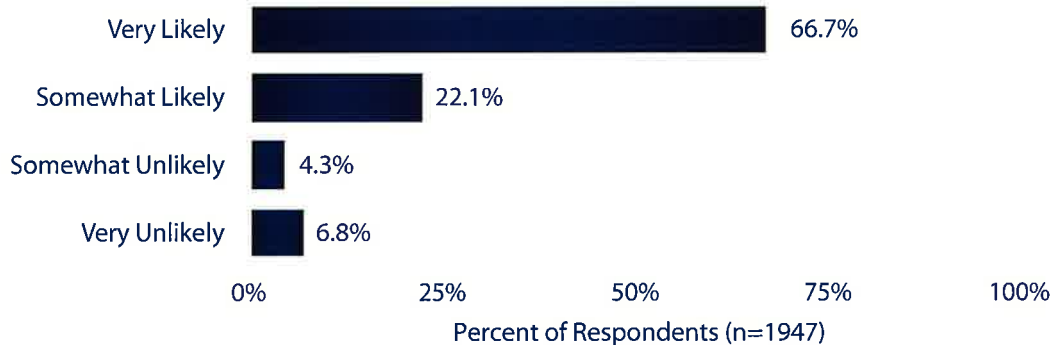
Q: In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?



Q: In the past 60 days, have you read, seen or heard anything about drunk driving enforcement by police?



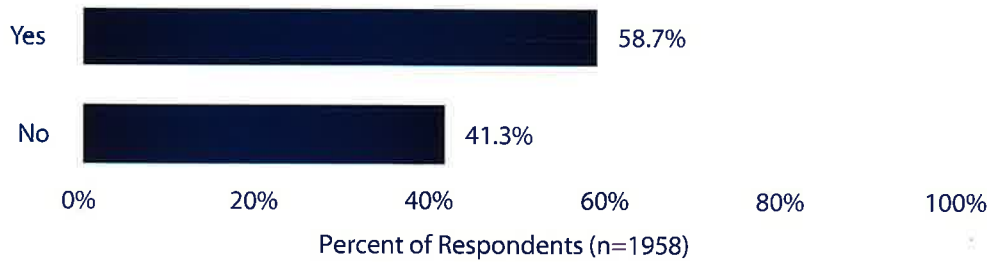
Q: What do you think the chances are of someone getting arrested if they drive drunk?



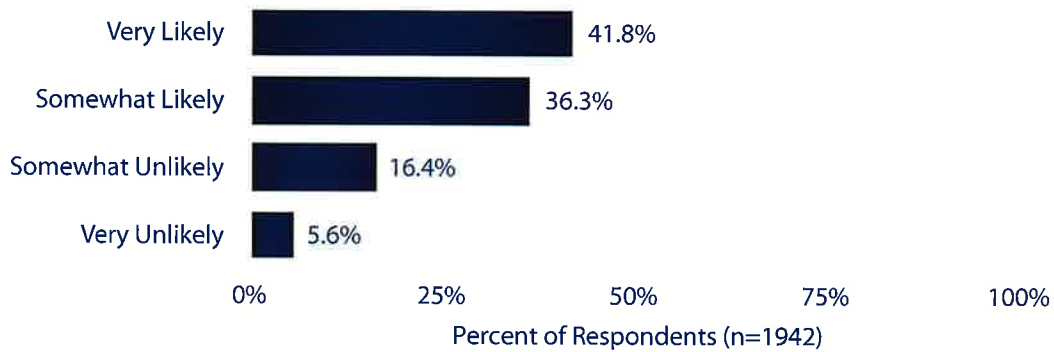


## Safety Belts

Q: In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?

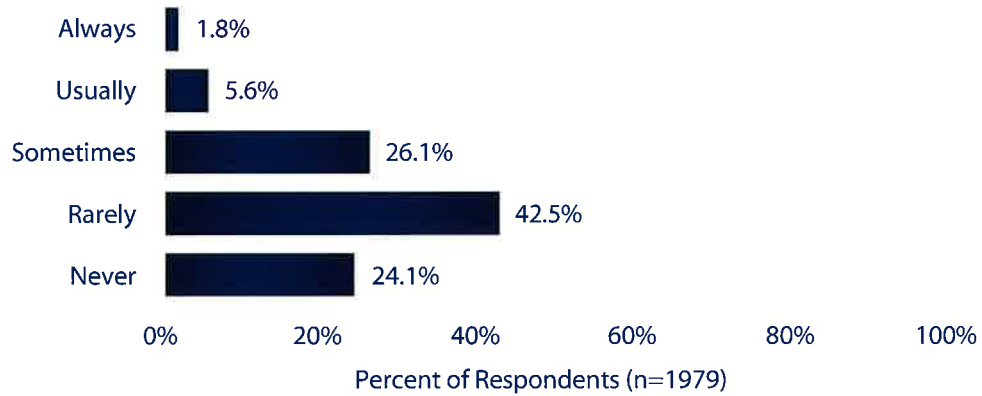


Q: What do you think the chances are of getting a ticket if you don't wear your seat belt?

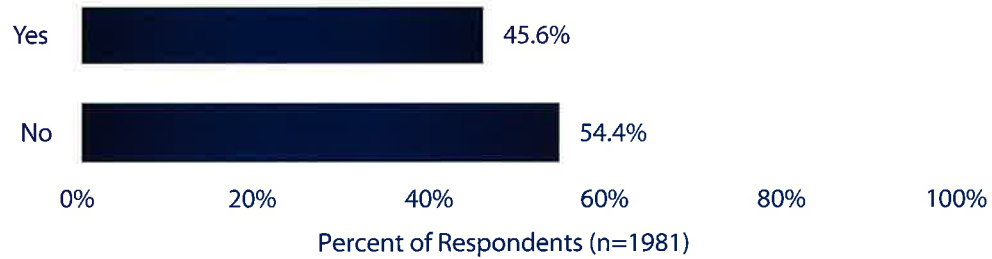


## Speeding

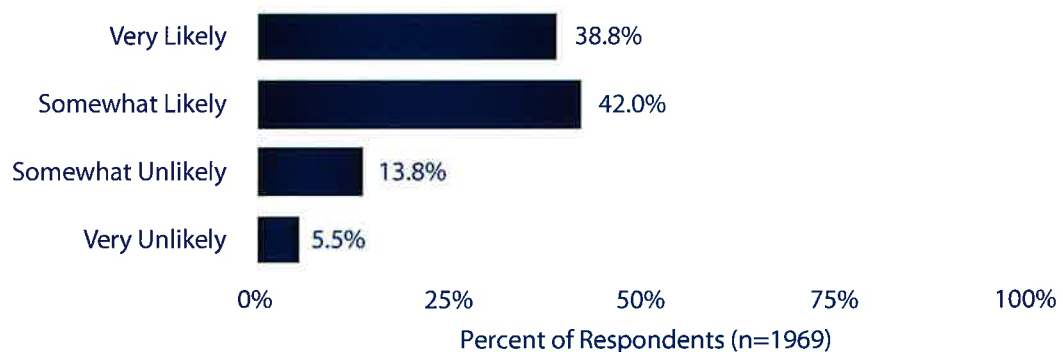
Q: On a local road with a speed limit of 25 mph, how often do you driver faster than 30 mph?



Q: In the past 60 days, have you read, seen or heard anything about speed enforcement by police?

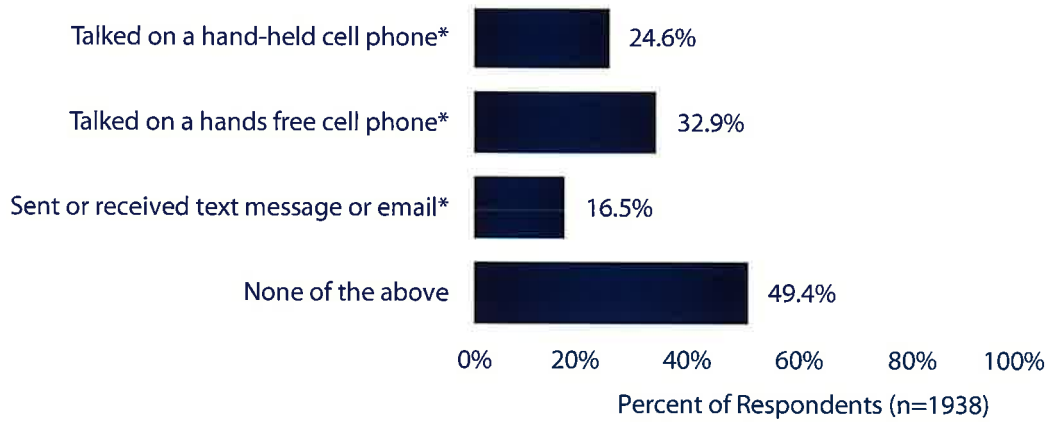


Q: If you are driving at 68 mph on a freeway posted for 60 mph, what are the chances you will get a ticket?



## Distracted Driving

Q: In the past 30 days, have you done any of the following while driving? (Please check all that apply.)



\*Categories are not mutually exclusive since respondents may have selected more than one answer.

**E. HIGHWAY SAFETY PLAN COST SUMMARY (2013-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 2013-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  
2013-HSP-1  
Alternate HS FORM 217**

<b>Program Area/ Project Number</b>	<b>Prior Approved Program Funds</b>	<b>State Funds</b>	<b>Previous Balance</b>	<b>Increase/ (Decrease)</b>	<b>Current Balance</b>	<b>Share to Local</b>
<b>NHTSA 402</b>						
<b>Planning and Administration</b>						
PA-2013-00-00-00	\$0	\$465,000	\$0	\$465,000	\$465,000	\$0
<b>Alcohol</b>						
AL-2013-00-00-00	\$0	\$157,616	\$0	\$630,465	\$630,465	\$335,465
<b>Pedestrian/Bicycle Safety</b>						
PS-2013-00-00-00	\$0	\$13,602	\$0	\$54,406	\$54,406	\$2,000
<b>Occupant Protection</b>						
OP-2013-00-00-00	\$0	\$26,312	\$0	\$105,246	\$105,246	\$0
<b>Police Traffic Services</b>						
PT-2013-00-00-00	\$0	\$377,500	\$0	\$1,510,000	\$1,510,000	\$900,000
<b>Distracted Driving</b>						
DD-2013-00-00-00	\$0	\$15,000	\$0	\$60,000	\$60,000	\$60,000
<b>Paid Media</b>						
PM-2013-00-00-00	\$0	\$125,000	\$0	\$500,000	\$500,000	\$0
<b>Traffic Records</b>						
TR-2013-00-00-00	\$0	\$115,713	\$0	\$462,851	\$462,851	\$0
<b>Community Traffic Safety Project</b>						
CP-2013-00-00-00	\$0	\$446,456	\$0	\$1,785,822	\$1,785,822	\$571,325
<b>Speed Enforcement</b>						
SE-2013-00-00-00	\$0	\$25,000	\$0	\$100,000	\$100,000	\$0
<b>Speed Enforcement Total</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$0</b>
<b>NHTSA 402 Total</b>	<b>\$0</b>	<b>\$1,767,198</b>	<b>\$0</b>	<b>\$5,673,790</b>	<b>\$5,673,790</b>	<b>\$1,868,790</b>

Program Area/ Project Number	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
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**NHTSA 405**

<b>Occupant Protection</b>						
K2-2013-00-00-00	\$0	\$1,275,000	\$0	\$425,000	\$425,000	\$0
<b>Occupant Protection Total</b>	<b>\$0</b>	<b>\$1,275,000</b>	<b>\$0</b>	<b>\$425,000</b>	<b>\$425,000</b>	<b>\$0</b>
<b>Occupant Protection</b>						
K2PM-2013-00-00-00	\$0	\$900,000	\$0	\$300,000	\$300,000	\$0
<b>Occupant Protection Total</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$0</b>
<b>NHTSA 405 Total</b>	<b>\$0</b>	<b>\$2,175,000</b>	<b>\$0</b>	<b>\$725,000</b>	<b>\$725,000</b>	<b>\$0</b>

**NHTSA 406**

<b>Police Traffic Services</b>						
K4AL-2013-00-00-00	\$0	\$0	\$0	\$150,000	\$150,000	\$0
<b>Police Traffic Services Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$0</b>
<b>Traffic Records</b>						
K4PT-2013-00-00-00	\$0	\$0	\$0	\$100,000	\$100,000	\$0
<b>Traffic Records Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$0</b>
<b>NHTSA 406 Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>\$0</b>

**NHTSA 408**

<b>Traffic Records</b>						
K9-2013-00-00-00	\$0	\$275,000	\$0	\$1,100,000	\$1,100,000	\$0
<b>Traffic Records Total</b>	<b>\$0</b>	<b>\$275,000</b>	<b>\$0</b>	<b>\$1,100,000</b>	<b>\$1,100,000</b>	<b>\$0</b>
<b>NHTSA 408 Total</b>	<b>\$0</b>	<b>\$275,000</b>	<b>\$0</b>	<b>\$1,100,000</b>	<b>\$1,100,000</b>	<b>\$0</b>

**NHTSA 410**

<b>Alcohol SAFETEA-LU</b>						
K8-2013-00-00-00	\$0	\$8,295,760	\$0	\$2,850,320	\$2,850,320	\$0
<b>Alcohol SAFETEA-LU Total</b>	<b>\$0</b>	<b>\$8,295,760</b>	<b>\$0</b>	<b>\$2,850,320</b>	<b>\$2,850,320</b>	<b>\$0</b>
<b>Alcohol SAFETEA-LU</b>						
K8PM-2013-00-00-00	\$0	\$900,000	\$0	\$300,000	\$300,000	\$0
<b>Alcohol SAFETEA-LU Total</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$0</b>
<b>NHTSA 410 Total</b>	<b>\$0</b>	<b>\$9,195,760</b>	<b>\$0</b>	<b>\$3,150,320</b>	<b>\$3,150,320</b>	<b>\$0</b>

Program Area/ Project Number	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
<b>NHTSA 2010</b>						
<b>Motorcycle Safety</b>						
K6-2013-00-00-00	\$0	\$0	\$0	\$200,000	\$200,000	\$0
<b>Motorcycle Safety Incentive Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$0</b>
<b>NHTSA 2010 Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$0</b>
<b>NHTSA 2011</b>						
<b>Child Seats</b>						
K3-2013-00-00-00	\$0	\$375,000	\$0	\$375,000	\$375,000	\$0
<b>Child Seats Total</b>	<b>\$0</b>	<b>\$375,000</b>	<b>\$0</b>	<b>\$375,000</b>	<b>\$375,000</b>	<b>\$0</b>
<b>Child Seats</b>						
K3-2011-00-00-00	\$0	\$45,000	\$0	\$45,000	\$45,000	\$0
<b>Child Seats Total</b>	<b>\$0</b>	<b>\$45,000</b>	<b>\$0</b>	<b>\$45,000</b>	<b>\$45,000</b>	<b>\$0</b>
<b>NHTSA 2011 Total</b>	<b>\$0</b>	<b>\$420,000</b>	<b>\$0</b>	<b>\$420,000</b>	<b>\$420,000</b>	<b>\$0</b>
<b>NHTSA 164</b>						
<b>Hazard Elimination</b>						
164HE-2013-00-00-00	\$0	\$0	\$0	\$28,453,000	\$28,453,000	\$11,381,200
<b>Hazard Elimination Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,453,000</b>	<b>\$28,453,000</b>	<b>\$11,381,200</b>
<b>NHTSA 164 Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,453,000</b>	<b>\$28,453,000</b>	<b>\$11,381,200</b>
<b>Grand Total</b>	<b>\$0</b>	<b>\$13,832,958</b>	<b>\$0</b>	<b>\$39,972,110</b>	<b>\$39,972,110</b>	<b>\$13,249,990</b>

State Official Authorized Signature:



8-30-12

Darrin Grondel, Governor's Highway Safety Representative

Date

# III. Planning Document

## II. PLANNING DOCUMENT

### Community Task Forces

				Total Funded	\$400,000	Total Benefit to Local	\$400,000
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
CP13-03	42	Angie Ward	[WTSC] Target Zero Community Task Forces implement state and national mobilizations, lead local traffic safety projects and utilize best practices and proven strategies to address the priorities of Target Zero. Salaries and wages, employee benefits, travel and subsistence, contractual services, goods and services.				
				Fund Source	Approved	Benefit To Local	
				402 new	\$400,000	\$400,000	

### Corridor Traffic Safety Programs

				Total Funded	\$130,000	Total Benefit to Local	\$130,000
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
CP13-02	41	Angie Ward	[WTSC] The Traffic Safety Corridor Program is a joint effort between WTSC, WSDOT and WSP as well as many local partner agencies. This program is locally coordinated and works to reduce serious and fatal collisions with low-cost, short term solutions. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.				
				Fund Source	Approved	Benefit To Local	
				402 new	\$130,000	\$130,000	

### Distracted or Drowsy Driving

				Total Funded	\$60,000	Total Benefit to Local	\$60,000
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
DD13-01	37	Jonna VanDyk	[King Co Target Zero Task Force/PHSKC] The King County Target Zero Task Force will carry out a multi-jurisdictional high visibility enforcement campaign to reduce distracted driving. The campaign will combine motorist education, media publicity and law enforcement emphasis patrols. Salaries and wages, goods and services.				
				Fund Source	Approved	Benefit To Local	
				402 new	\$60,000	\$60,000	

II. PLANNING DOCUMENT

**Impaired Driving Program**

**Total Funded** \$4,378,785      **Total Benefit to Local** \$470,465

Federal Project #	WTSC Tracking #	WTSC Manager	Project															
AL13-04	1	Shelly Baldwin	[Pierce Co Prosecuting Attorney's Office] This project will reduce the number of impaired drivers through deterrence, probation, treatment, and the installation of interlock devices, by aggressively prosecuting Target Zero Team DUI cases. Salaries and wages, employee benefits.															
<table border="1"> <thead> <tr> <th>Fund Source</th> <th>Approved</th> <th>Benefit To Local</th> </tr> </thead> <tbody> <tr> <td>402 new</td> <td>\$175,000</td> <td>\$175,000</td> </tr> </tbody> </table>				Fund Source	Approved	Benefit To Local	402 new	\$175,000	\$175,000									
Fund Source	Approved	Benefit To Local																
402 new	\$175,000	\$175,000																
AL13-02	2	Chris Madill	[Spokane County District Court Probation] Striving to become the bench mark program for DUI Courts in Washington, this program uses established best practices and evidence based activities to close the gap between the original DUI charge and appropriate sentencing. Salaries and wages, employee benefits, travel and subsistence, goods and services.															
<table border="1"> <thead> <tr> <th>Fund Source</th> <th>Approved</th> <th>Benefit To Local</th> </tr> </thead> <tbody> <tr> <td>402 new</td> <td>\$73,605</td> <td>\$73,605</td> </tr> </tbody> </table>				Fund Source	Approved	Benefit To Local	402 new	\$73,605	\$73,605									
Fund Source	Approved	Benefit To Local																
402 new	\$73,605	\$73,605																
AL13-07,K813-02,K4AL13-01	16	Shelly Baldwin	[Washington State Patrol] The Traffic Safety Resource Prosecutor program serves as statewide experts on DUI laws and provides critical support to the state's prosecutors, law enforcement and traffic safety stakeholders on DUI issues. Salaries and wages, employee benefits, travel and subsistence, contractual services, goods and services.															
<table border="1"> <thead> <tr> <th>Fund Source</th> <th>Approved</th> <th>Benefit To Local</th> </tr> </thead> <tbody> <tr> <td>402 new</td> <td>\$50,000</td> <td>\$35,000</td> </tr> <tr> <td>406 cf</td> <td>\$50,000</td> <td>\$0</td> </tr> <tr> <td>410 cf</td> <td>\$199,640</td> <td>\$0</td> </tr> <tr> <td><b>TOTAL:</b></td> <td><b>\$299,640</b></td> <td><b>\$35,000</b></td> </tr> </tbody> </table>				Fund Source	Approved	Benefit To Local	402 new	\$50,000	\$35,000	406 cf	\$50,000	\$0	410 cf	\$199,640	\$0	<b>TOTAL:</b>	<b>\$299,640</b>	<b>\$35,000</b>
Fund Source	Approved	Benefit To Local																
402 new	\$50,000	\$35,000																
406 cf	\$50,000	\$0																
410 cf	\$199,640	\$0																
<b>TOTAL:</b>	<b>\$299,640</b>	<b>\$35,000</b>																
K813-06	18	Shelly Baldwin	[Spokane Co Prosecutor Office] The Eastern WA Target Zero Prosecutor will develop and provide training for prosecutors, law enforcement officers and traffic safety professionals on the effective investigation and prosecution of DUI and criminal traffic cases. Salaries and wages, employee benefits, travel and subsistence, goods and services.															
<table border="1"> <thead> <tr> <th>Fund Source</th> <th>Approved</th> <th>Benefit To Local</th> </tr> </thead> <tbody> <tr> <td>410 cf</td> <td>\$127,600</td> <td>\$0</td> </tr> </tbody> </table>				Fund Source	Approved	Benefit To Local	410 cf	\$127,600	\$0									
Fund Source	Approved	Benefit To Local																
410 cf	\$127,600	\$0																



II. PLANNING DOCUMENT

## Impaired Driving Program

**Total Funded** \$4,378,785      **Total Benefit to Local** \$470,465

Federal Project #	WTSC Tracking #	WTSC Manager	Project															
K813-03	20	Shelly Baldwin	[Washington State Patrol] This project funds Standard Field Sobriety Test, Ignition Interlock, and Drug Recognition Expert programs in order to provide quality service and support to all law enforcement agencies in the state. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.															
<table border="1"> <thead> <tr> <th>Fund Source</th> <th>Approved</th> <th>Benefit To Local</th> </tr> </thead> <tbody> <tr> <td>410 cf</td> <td>\$633,670</td> <td>\$0</td> </tr> </tbody> </table>				Fund Source	Approved	Benefit To Local	410 cf	\$633,670	\$0									
Fund Source	Approved	Benefit To Local																
410 cf	\$633,670	\$0																
AL13-03	21	MJ Haught	[WTSC] Earned media and ancillary publicity for High Visibility Enforcement during four statewide WTSC DUI mobilizations. Contractual services.															
<table border="1"> <thead> <tr> <th>Fund Source</th> <th>Approved</th> <th>Benefit To Local</th> </tr> </thead> <tbody> <tr> <td>402cf</td> <td>\$140,000</td> <td>\$0</td> </tr> </tbody> </table>				Fund Source	Approved	Benefit To Local	402cf	\$140,000	\$0									
Fund Source	Approved	Benefit To Local																
402cf	\$140,000	\$0																
PM13-01, K8PM13-01	22	MJ Haught	[WTSC] Paid media component for High Visibility Enforcement during four statewide WTSC DUI mobilizations. Contractual services.															
<table border="1"> <thead> <tr> <th>Fund Source</th> <th>Approved</th> <th>Benefit To Local</th> </tr> </thead> <tbody> <tr> <td>402 new</td> <td>\$272,930</td> <td>\$0</td> </tr> <tr> <td>402cf</td> <td>\$227,070</td> <td>\$0</td> </tr> <tr> <td>410 cf</td> <td>\$300,000</td> <td>\$0</td> </tr> <tr> <td><b>TOTAL:</b></td> <td><b>\$800,000</b></td> <td><b>\$0</b></td> </tr> </tbody> </table>				Fund Source	Approved	Benefit To Local	402 new	\$272,930	\$0	402cf	\$227,070	\$0	410 cf	\$300,000	\$0	<b>TOTAL:</b>	<b>\$800,000</b>	<b>\$0</b>
Fund Source	Approved	Benefit To Local																
402 new	\$272,930	\$0																
402cf	\$227,070	\$0																
410 cf	\$300,000	\$0																
<b>TOTAL:</b>	<b>\$800,000</b>	<b>\$0</b>																
TR13-03	25	MJ Haught	[WTSC] Conduct annual statewide attitudes, knowledge and awareness about traffic safety issues as required by NHTSA. Contractual services.															
<table border="1"> <thead> <tr> <th>Fund Source</th> <th>Approved</th> <th>Benefit To Local</th> </tr> </thead> <tbody> <tr> <td>402 new</td> <td>\$53,000</td> <td>\$0</td> </tr> </tbody> </table>				Fund Source	Approved	Benefit To Local	402 new	\$53,000	\$0									
Fund Source	Approved	Benefit To Local																
402 new	\$53,000	\$0																
K813-04	31	Shelly Baldwin	[Washington State Patrol] WSP Target Zero Teams will work collaboratively with Target Zero Managers, Law Enforcement Liaisons, courts, and prosecutors to reduce traffic deaths in two Eastern Washington Counties to show the effectiveness of this model in rural areas. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.															
<table border="1"> <thead> <tr> <th>Fund Source</th> <th>Approved</th> <th>Benefit To Local</th> </tr> </thead> <tbody> <tr> <td>410 cf</td> <td>\$1,280,410</td> <td>\$0</td> </tr> </tbody> </table>				Fund Source	Approved	Benefit To Local	410 cf	\$1,280,410	\$0									
Fund Source	Approved	Benefit To Local																
410 cf	\$1,280,410	\$0																

II. PLANNING DOCUMENT

## Impaired Driving Program

**Total Funded** \$4,378,785

**Total Benefit to Local** \$470,465

Federal Project #	WTSC Tracking #	WTSC Manager	Project	Fund Source	Approved	Benefit To Local
AL13-06	35	Shelly Baldwin	[Thurston CSO and Target Zero Task Force] Target Zero Thurston will run multi-jurisdictional and high visibility patrols using the party intervention patrol model developed in Pierce County. Salaries and wages, employee benefits, travel and subsistence, contractual services, goods and services.	402 new	\$36,860	\$36,860
K813-01	40	Angie Ward	[WTSC] The Impaired Driving High Visibility Enforcement project funds overtime for local law enforcement agencies to participate in four statewide mobilizations with the goal of reducing impaired driving. Salaries and wages, employee benefits, goods and services.	410 cf	\$475,000	\$0
K813-05	46	Shelly Baldwin	[WTSC] This project will allow local law enforcement agencies to participate with WSP Target Zero Teams to demonstrate the effectiveness of intense, high visibility, DUI enforcement in rural Washington Counties. Salaries and wages, employee benefits, equipment, goods and services.	410 cf	\$134,000	\$0
AL13-05	57	Shelly Baldwin	[Snohomish County Prosecuting Attorney] The Snohomish County Prosecutor will provide consultation, prosecution, data collection and evaluation of the cases submitted by the Target Zero Teams. Salaries and wages, employee benefits, contractual services, goods and services.	402 new	\$50,000	\$50,000
K4AL13-03	62	Shelly Baldwin	[Yakima County District DUI Court] Fund the 2nd year of a three year DUI Court implementation in the Yakima County District Court. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.	406 cf	\$100,000	\$100,000

II. PLANNING DOCUMENT

### Motorcycle Safety

Federal Project #	WTSC Tracking #	WTSC Manager	Project	Total Funded	Total Benefit to Local	
K613-01	28	Chris Madill	[Department of Licensing] Enhance an effective statewide program for motorist awareness of motorcycles. Conduct educational efforts to draw attention to the problem. Increase the quality and quantity of motorcycle safety instructors. Travel and subsistence, contractual services, equipment, goods and services.	\$200,000	\$0	
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
				2010 cf	\$200,000	\$0

### Occupant Protection

Federal Project #	WTSC Tracking #	WTSC Manager	Project	Total Funded	Total Benefit to Local	
K213-02	23	MJ Haught	[WTSC] Earned media and ancillary publicity for high visibility enforcement during one statewide WTSC seat belt mobilization. Contractual services.	\$745,000	\$0	
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
				405 cf	\$40,000	\$0
K2PM13-01	24	MJ Haught	[WTSC] Paid media component for High Visibility Enforcement during one statewide WTSC seat belt mobilization. Contractual services.			
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
				405 cf	\$300,000	\$0
K213-01	39	Angie Ward	[WTSC] Overtime for local law enforcement agencies to participate in the statewide seat belt mobilization with the goal of increasing restraint use and reducing vehicle occupant deaths and injuries. Salaries and wages, employee benefits, goods and services.			
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
				405 cf	\$150,000	\$0

II. PLANNING DOCUMENT

## Occupant Protection

				Total Funded	\$745,000	Total Benefit to Local	\$0
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
K213-05	50	Jonna VanDyk	[WTSC] In an effort to measure the effectiveness of programs underway to promote parental compliance with the Washington child passenger safety law, this task would fund the development and implementation of a statewide child passenger safety observational survey based on protocols developed by a research team of traffic safety partner organizations. Travel and subsistence, contractual services.				
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>	
				405 cf	\$55,000	\$0	
K313-02,K3PM13-01	51	Jonna VanDyk	[WTSC] Fund community-level child passenger safety programs based on the best practice Click it or Ticket model. The projects would be measured with observational surveys and managed by Target Zero Managers in the pilot locations. Projects would include paid and earned media followed by patrols aimed at non-compliance with the Washington child car seat law. Travel and subsistence, contractual services, goods and services.				
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>	
				2011 cf	\$150,000	\$0	
K213-03	52	Jonna VanDyk	[WTSC] Provides matching funds to qualify WTSC to receive State Farm grant funds for a high school seat belt project. Covers project supplies, printing and mini-grants to Target Zero Managers to promote seat belt use at the community level. Contractual services, goods and services.				
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>	
				405 cf	\$50,000	\$0	

## Others

				Total Funded	\$29,006,825	Total Benefit to Local	\$179,825
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
CP13-05	4	Chris Madill	[WTSC] Implement a comprehensive Grants Management System (GMS) that would streamline the grant approval and grant management process by eliminating redundant data entry, reducing the paper based processes, and providing easy access to past and current projects. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.				
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>	
				402 new	\$125,000	\$0	

II. PLANNING DOCUMENT

**Others**

			<b>Total Funded</b>	<b>\$29,006,825</b>	<b>Total Benefit to Local</b>	<b>\$179,825</b>
<b>Federal Project #</b>	<b>WTSC Tracking #</b>	<b>WTSC Manager</b>	<b>Project</b>			
CP13-04	8	Chris Madill	[WTSC] This project funds traffic safety projects aligned with Target Zero priorities that emerge throughout the course of the Federal Fiscal Year. Travel and subsistence, contractual services, equipment, goods and services.			
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
				402cf	\$25,000	\$12,000
CP13-07	9	Steve Lind	[WTSC] Provide funding for emerging projects, or additional funding for underfunded projects identified in the FFY 2013 HSPP. Funds not needed to complete HSPP projects will be identified and deposited into this debit/credit project. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
				402 new	\$56,395	\$35,000
				402cf	\$43,605	\$0
				<b>TOTAL:</b>	<b>\$100,000</b>	<b>\$35,000</b>
CP13-11	12	Angie Ward	[Spokane CoTarget Zero Task Force/Spokane Co Engineers] This project funds high visibility enforcement patrols in a serious injury crash location on Spokane county to establish a model for a locally run corridor project. Salaries and wages, employee benefits, travel and subsistence, goods and services.			
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
				402cf	\$17,325	\$17,325
CP13-12	30	Angie Ward	[Seattle Department of Transportaion] Seattle Road Safety Action Plan's long term goal is zero traffic deaths and serious injuries. This will be accomplished through a comprehensive traffic safety program emphasizing coordinated education, enforcement and engineering efforts. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
				402 new	\$50,000	\$50,000

II. PLANNING DOCUMENT

**Others**

				<b>Total Funded</b> \$29,006,825	<b>Total Benefit to Local</b> \$179,825	
<b>Federal Project #</b>	<b>WTSC Tracking #</b>	<b>WTSC Manager</b>	<b>Project</b>			
CP13-10	53	Jonna VanDyk	[WTSC] WTSC Young Driver Task Force will guide this project's activities including educating parents, law enforcement and driver's education programs to promote compliance with the Intermediate Driver License law as specified in the Target Zero Strategic Plan. Salaries and wages, employee benefits, contractual services, goods and services.			
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
				402 new	\$60,000	\$15,000
164H313-01	54	Steve Lind	[WSDOT] Two specific WSDOT HE projects funded with 164 transfer funds: US2 at Bickford Ave - remove existing at-grade intersection & construct new interchange. Remaining costs = \$17.6 Million; A similar project is underway at US 195/Cheney-Spokane Rd. Remaining 164 costs = 2.5 million. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
				164cf	\$28,453,000	\$0
CP13-09	55	Steve Lind	[WTSC] Work with partners to update and improve the 2010 State Strategic Highway Safety Plan: Target Zero for 2013. WTSC will hire a project manager to plan and coordinate this effort. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
				402 new	\$175,000	\$50,000
CP13-13	61		[WTSC] Meet with sub-grantees to explain their roles and responsibilities in administering federal highway safety grants for the following year. Travel and subsistence, goods and services.			
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
				402 new	\$1,500	\$500

II. PLANNING DOCUMENT

**Pedestrian & Bicycle Safety Programs**

		<b>Total Funded</b> \$2,000		<b>Total Benefit to Local</b> \$1,000
<b>Federal Project #</b>	<b>WTSC Tracking #</b>	<b>WTSC Manager</b>	<b>Project</b>	
PS13-02	45	Shelly Baldwin	[WTSC] Cooper Jones 2013 will support the Cooper Jones Advisory Committee, provide mini grant funds to support projects in areas with greatest need and create pedestrian and bicycle educational materials. Travel and subsistence, goods and services.	
			<b>Fund Source</b>	<b>Approved</b>
			402 new	\$2,000
				<b>Benefit To Local</b>
				\$1,000

**Planning & Administration, Technical Coordination**

		<b>Total Funded</b> \$2,305,000		<b>Total Benefit to Local</b> \$950,000
<b>Federal Project #</b>	<b>WTSC Tracking #</b>	<b>WTSC Manager</b>	<b>Project</b>	
PT13-04,K4PT13-02	47	Shelly Baldwin	[WTSC] This project covers earned media and local law enforcement participation for the Target Zero Teams project in King, Pierce and Snohomish Counties. Salaries and wages, employee benefits, travel and subsistence, goods and services.	
			<b>Fund Source</b>	<b>Approved</b>
			402 new	\$370,000
			402cf	\$130,000
			406 cf	\$0
			<b>TOTAL:</b>	<b>\$600,000</b>
AL13-01,CP13-01,OP13-01,PS13-01,TR13-01,PA13-01	60	Steve Lind	[WTSC] This project is the federal share of costs to support WTSC executive, administrative, and program staff. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.	
			<b>Fund Source</b>	<b>Approved</b>
			402 new	\$1,705,000
				<b>Benefit To Local</b>
				\$450,000

II. PLANNING DOCUMENT

### Police Traffic Services Program

				Total Funded	\$1,140,000	Total Benefit to Local	\$900,000
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
PT13-01,K213-04	5	Angie Ward	[Washington State Patrol] This grant primarily funds overtime for WSP corridor, seat belt, and DUI enforcement. WSP districts will work with local Target Zero Task Forces to coordinate multi-jurisdictional patrols and media in an effort to meet Target Zero goals. Salaries and wages, employee benefits, travel and subsistence, equipment, goods and services.				
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>	
				402cf	\$410,000	\$300,000	
				405 cf	\$130,000	\$0	
				<b>TOTAL:</b>	<b>\$540,000</b>	<b>\$300,000</b>	
PT13-02	38	Chris Madill	[WASPC] This grant will allow the purchase of equipment for local law enforcement traffic safety activities directed at reducing crash related deaths and serious injuries. Salaries and wages, employee benefits, travel and subsistence, contractual services, goods and services.				
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>	
				402 new	\$500,000	\$500,000	
PT13-03	43	Angie Ward	[WTSC] The Law Enforcement Liaison Program is designed to increase participation and effectiveness of local law enforcement agencies in WTSC multi-jurisdictional high visibility enforcement mobilizations and other Target Zero related activities. Salaries and wages, employee benefits, travel and subsistence, equipment, goods and services.				
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>	
				402 new	\$100,000	\$100,000	

### Public Information and Education

				Total Funded	\$40,000	Total Benefit to Local	\$0
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
CP13-06	26	MJ Haught	[WTSC] Funding for WTSC communications initiatives that are common to two or more traffic safety programs or are agency-wide. Contractual services, goods and services.				
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>	
				402 new	\$40,000	\$0	



II. PLANNING DOCUMENT

### Seat Belts and Child Safety Seats

				Total Funded	\$270,000	Total Benefit to Local	\$0
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
K313-01	48	Jonna VanDyk	[Bonney Lake PD] The WTSC statewide child passenger safety program funds a coordinator who works with community programs to identify needs, develop and distribute educational materials and child car seats for needy families, and schedule trainings for child passenger safety technicians and instructors. The project will follow TZ and NHTSA best practice recommendations. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.				
				Fund Source	Approved	Benefit To Local	
				2011 cf	\$270,000	\$0	

### Speeding And Other Driver Behaviors

				Total Funded	\$100,000	Total Benefit to Local	\$25,000
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
SE13-01	44	Angie Ward	[WTSC] Form a statewide advisory council on speeding to study and suggest a direction for Washington's speed reduction effort. If recommended by the council, a Proof of Concept project might also be funded. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.				
				Fund Source	Approved	Benefit To Local	
				402 new	\$100,000	\$25,000	

### Traffic Records, Engineering, And Research

				Total Funded	\$1,187,500	Total Benefit to Local	\$0
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
K913-01	14	Chris Madill	[WTSC] This project provides funding to implement state and local traffic records system and process improvement projects contained within Washington's Traffic Records Strategic Plan. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.				
				Fund Source	Approved	Benefit To Local	
				408 cf	\$1,100,000	\$0	

II. PLANNING DOCUMENT

### Traffic Records, Engineering, And Research

		<b>Total Funded</b> \$1,187,500		<b>Total Benefit to Local</b> \$0
<b>Federal Project #</b>	<b>WTSC Tracking #</b>	<b>WTSC Manager</b>	<b>Project</b>	
TR13-02	59	Dick Doane	[WTSC] High-quality traffic records data and research investigations form the foundation of WTSC programs. The TRDC will continue to provide data and research support to all program areas. Travel and subsistence, contractual services, goods and services.	
			<b>Fund Source</b>	<b>Approved</b>
			402 new	\$87,500
			<b>Benefit To Local</b>	\$0

### Tribal Traffic Safety

		<b>Total Funded</b> \$7,000		<b>Total Benefit to Local</b> \$0
<b>Federal Project #</b>	<b>WTSC Tracking #</b>	<b>WTSC Manager</b>	<b>Project</b>	
CP13-08	3	Chris Madill	[WA ST Dept of Transportation] Funds the safety sessions at the 2012 Tribal/State Transportation Conference. Session will focus on best practices and ways to reduce tribal traffic crashes. Travel and subsistence, goods and services.	
			<b>Fund Source</b>	<b>Approved</b>
			402cf	\$7,000
			<b>Benefit To Local</b>	\$0

### Total for all Areas:

<b>Fund Source</b>	<b>Approved</b>	<b>Available</b>	<b>Difference</b>
164cf	\$28,453,000	\$28,453,000	\$0
2010 cf	\$200,000	\$248,000	\$48,000
2011 cf	\$420,000	\$474,000	\$54,000
402 new	\$4,673,790	\$4,600,000	(\$73,790)
402cf	\$1,000,000	\$1,000,000	\$0
405 cf	\$725,000	\$830,000	\$105,000
406 cf	\$250,000	\$250,000	\$0
408 cf	\$1,100,000	\$1,180,000	\$80,000
410 cf	\$3,150,320	\$2,800,000	(\$350,320)
<b>TOTAL:</b>	<b>\$39,972,110</b>	<b>\$39,835,000</b>	<b>(\$137,110)</b>

# IV. Agreement Provisions, State Certification & Assurances

FY 2013 State Certifications 8/2/12

1

## 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
- 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

### Section 402 Requirements (as amended by Pub. L. 112-141)

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 percent 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));

**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 and high-visibility law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide 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,**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a).**

**(23 USC 402 (b)(1)(F));**

**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. (23 USC 402(j)).**

#### **Other Federal Requirements**

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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;

#### **Federal Funding Accountability and Transparency Act (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(41 U.S.C. 702):**

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 (49 U.S.C. 5323(j)) which contains the following requirements:

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

**POLITICAL ACTIVITY (HATCH ACT).**

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

**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 participant shall attach an explanation to this proposal.

**POLICY TO BAN TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –

- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
- b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**ENVIRONMENTAL IMPACT**

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



\_\_\_\_\_  
Darrin Grondel, Governor's Representative for Highway Safety

\_\_\_\_\_  
Washington  
State or Commonwealth

\_\_\_\_\_  
2013  
For Fiscal Year

\_\_\_\_\_  
August 8, 2012  
Date

# Appendix A: NHTSA Traffic Safety Performance Measures

## NHTSA TRAFFIC SAFETY PERFORMANCE MEASURES

The following data is reported as required in the NHTSA publication titled Traffic Safety Performance Measures for States and Federal Agencies. DOT HS 811 025 – August 2008.

States will report the number of citations and arrests from all grant funded enforcement activities for activity measures A-1, A-2, and A-3 annually beginning with their 2010 Highway Safety Plans and Annual Reports.

### Seat belt measures:

A-1) Number of seat belt citations issued during grant-funded enforcement activities (grant activity reporting) 2,762

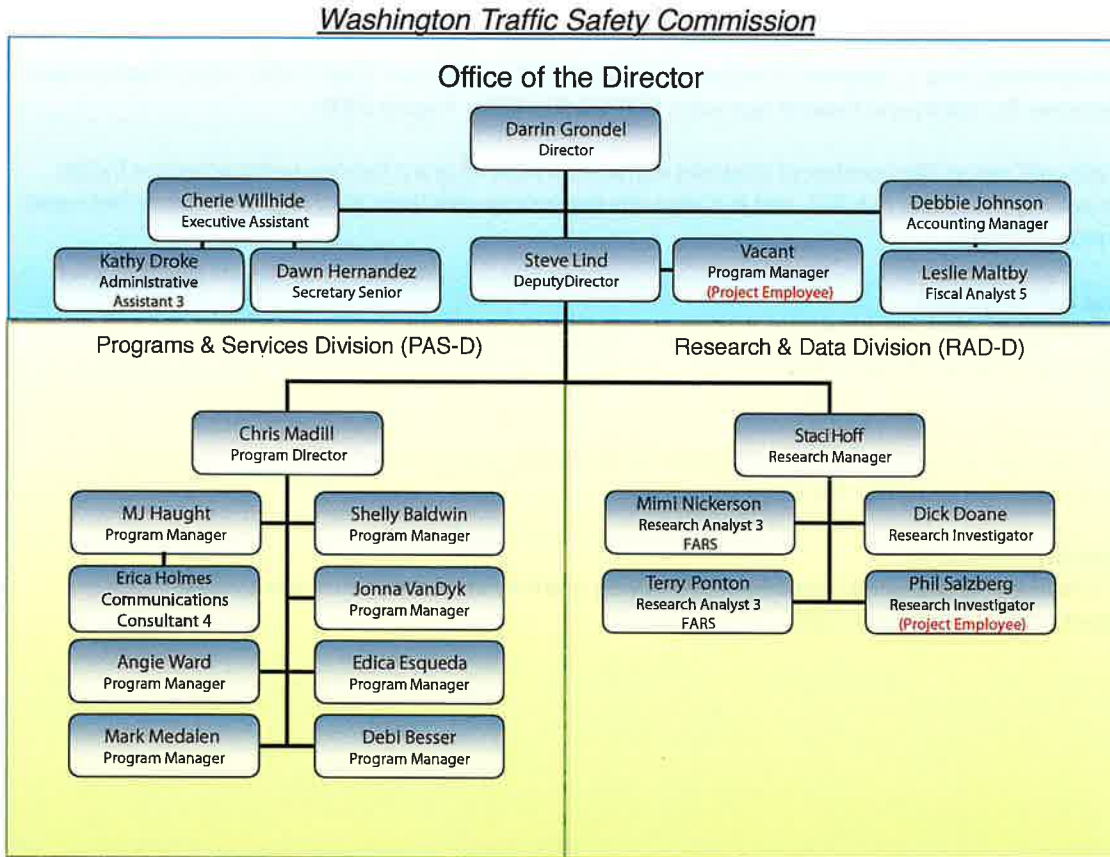
### Alcohol measures:

A-2) Number of impaired driving citations issued during grant-funded enforcement activities (grant activity reporting) 4,460

### Speeding measures:

A-3) Number of speeding citations issued during grant-funded enforcement activities (grant activity reporting) 7,368

# Appendix B: WTSC Organizational Chart



NOTE: Staff positions funded by Planning & Administration are not included in the HSPP. They will be identified and provided by letter to NHTSA Region 10 as required.

# Appendix C: WTSC Planning & Programming Timeline

## WTSC PLANNING & PROGRAMMING TIMELINE

*This document represents actions taken and currently underway to prepare the FFY 2013 HSPP and 2012 Annual Report. We are in the process of creating a planning and programming timeline for the FFY 2014 HSPP in order to comply with new MAP-21 requirements.*

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





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