

State of Washington

Highway Safety Plan

Benchmark Report
For Fiscal Year 1997



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STATE OF WASHINGTON

WASHINGTON TRAFFIC SAFETY COMMISSION

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TO: Washington State Citizens

FROM: John Moffat 

DATE: September 20, 1996

SUBJECT: Washington State 1997 HSP and Benchmark Report

On behalf of the Washington Traffic Safety Commission, I am pleased to present our state's 1997 Highway Safety Plan and Benchmark Report. We at the WTSC believe that, with the help of citizens interested in traffic safety across the state, the projects selected for funding in FFY 1997 will help us accomplish our primary goal - to *reduce the number of deaths and serious injuries that result from traffic crashes.*

This document consists of four principal parts - the Benchmark Report, the Planning Document, Other Fund Sources and finally Agreement Provisions, Certifications and Assurances.

The Benchmark Report explains the process used by the WTSC to identify problems, establish goals and performance measures, and select which projects will be funded within Washington State. It also provides a general budget, labeled HS Form 217, showing Section 402 fund allocations within traffic safety program areas.

The Planning Document describes specific projects selected by the WTSC for funding during FFY 1997. Each project selected for funding is linked to one or more of the state traffic safety goals identified in the Benchmark Report.

The Other Fund sources section provides general information on fund sources other than federal Section 402 that are expected to be available to the WTSC to support traffic safety projects. This includes state funds and other federal resources.

Finally, the Agreement Provisions, Certifications and Assurances section lists certain conditions that govern the use of federal Section 402 funds.

This document is required by Federal rule as part of our annual application for National Highway Traffic Safety Administration and Federal Highway Administration Section 402 federal funds. These Section 402 funds will be used to improve safety on Washington roadways throughout FFY 1997, which runs from October 1, 1996 to September 30, 1997.



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

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I. WASHINGTON STATE BENCHMARK REPORT

A. PROCESS DESCRIPTION

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

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

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

The WTSC Technical Advisory Committee.

- A representative of each Commission organization listed above
- A member of the State Assn. of Traffic Safety Representatives
- A representative of the Community DUI Task Forces and Community Traffic Safety Programs

The WTSC staff

1) *Traffic Safety Problem Identification*

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

To identify problems unique to Washington, these priority areas were further refined by examining Washington State data. This included statewide traffic collision data, the Fatal Accident Reporting System (FARS), and WTSC observation of traveler behavior. Observation surveys are conducted by WTSC staff annually to assess state usage rates for seatbelts, child safety restraints, motorcycle and bicycle helmets. The primary indicators used to assess risk are the numbers of fatalities and serious injuries that result from traffic crashes.

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

2) *Goals and Performance Measures*

Once Washington's problem areas are identified, the next step is to establish goals and performance measures. The WTSC staff met in January, 1996, to discuss the data and problem areas specific to Washington state. Appropriate goals, benchmarks and performance measures were proposed. Draft proposals were submitted to the TAC for review and submitted to the Commissioners for consideration.

Between January and April, 1996, the WTSC staff, legislative staff, TAC and Commissioners continued to refine the draft goals, benchmarks and performance measures. The Commissioners, at their April 25, 1996 meeting voted to accept the proposed state traffic safety goals, performance measures and benchmarks. The Commissioners directed staff to base funding decisions on the proposed goals and to recognize it is a work in progress, with goals evolving as conditions change over time.

3) *Project Development*

The most exciting part of this new goal oriented process came when we were ready to solicit project ideas and make funding decisions. In past years, up to 50% of the grant applications we received were either unallowable expenditures of federal funds or were so far off base they provided no practical traffic safety outcomes.

When we asked for grant applications this year, we did things a little differently. First, we explained allowable vs. unallowable costs. Second, and most importantly, we listed our draft goals and priority geographical areas and priority populations. We made it clear that project proposals must have a direct link to one or more goals and that applications directed to a priority population or geographical area would receive extra consideration. A condensed version of the grant application form can be found in Appendix A.

By the time all grant requests were received in late April, it became apparent that this would not be a typical year. The results were dramatic! The number of applications nearly doubled. Instead of rejecting over 50%, fewer than 1% failed to meet our basic criteria.

All the grant applications were initially reviewed by the WTSC program director. Each project was assigned to a program manager based on which traffic safety goal most closely fit the project. The program managers then studied individual projects and presented them to the staff in a series of meetings held in May, 1996. The staff made priority and funding recommendations which were forwarded to the TAC for consideration. The TAC reviewed project applications in June and made their funding recommendations to the WTSC Director. The Director made a few final adjustments and draft funding and priority recommendations were mailed to Commissioners by July 1, 1996. Final approval for project funding was made by the Commissioners at the July 25, 1996 Commission meeting.

B. WTSC GOALS AND PERFORMANCE MEASURES

MISSION STATEMENT

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

PRIMARY GOAL

Reduce the number of deaths and serious injuries that result from traffic crashes.

PRIMARY PERFORMANCE MEASURES AND BENCHMARKS

1. Reduce Traffic Deaths Per 100 Million Vehicle Miles Traveled (VMT):

1995 Benchmark	-	1.34
1997 Goal	-	1.28
2000 Goal	-	1.20

2. Reduce Serious Injuries Per 100 Million VMT:

1994 Benchmark	-	11.18
1997 Goal	-	10.80
2000 Goal	-	10.50

STRATEGY TO REACH THE PRIMARY GOAL

Supporting goals are identified, along with performance measures and benchmarks, that will accomplish the primary goal. Activities necessary to reach subordinate goals will be identified and funded.

High risk target populations, high risk behaviors and high crash locations will receive priority when establishing goals and funding supporting projects.

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

SUPPORTING GOALS, PERFORMANCE MEASURES AND BENCHMARKS

1. Impaired Driving

- a) Reduce impaired driving motor vehicle deaths and serious injuries as a percentage of all motor vehicle deaths and serious injuries:

		Fatals	Fatals + Serious Injury
1994 Benchmark	-	44%	27.9%
1997 Goal	-	42%	26%
2000 Goal	-	40%	24%

- b) Reduce the rate of impaired driving deaths and serious injuries per 10,000 population for age groups of youthful drivers:

		Ages 15-19	20-24	25-34
1994 Benchmark	-	5.93%	8.79%	5.96%
1997 Goal	-	5.50%	8.10%	5.50%
2000 Goal	-	5.00%	7.70%	5.00%

- c) Reduce the percentage of fatally injured drivers found to have drugs in their system:

1993 Benchmark	-	25%
2000 Goal	-	20%

- d) Increase arrests and/or convictions for driving under the influence of drugs other than alcohol:

	Arrests	Convictions
1995 Benchmark	(figures will be determined by baseline survey of law enforcement agencies conducted during summer of 1996)	
1997 Goal		

2. Occupant Protection

- a) Increase seat belt usage rates measured by statewide observational surveys:

1995 Benchmark	-	83%
1997 Goal	-	85%
2000 Goal	-	87%

- b) Increase child safety seat usage rates as measured by annual observational surveys:

		Infants	Toddlers	Pre-School
1995 Benchmark	-	95.3%	86.2%	74.6%
1997 Goal	-	96%	88%	78%
2000 Goal	-	96%	90%	82%

3. Speeding and Other Driver Behaviors

- a) Reduce number and % of serious injury and fatal crashes with speed as a contributing factor:

	Number	%
1994 Benchmark	1477	27%
1997 Goal	1425	25%
2000 Goal	1375	23%

- b) Reduce serious injury and fatal crashes caused by: 1) failure to yield right of way; and 2) driver inattentive/asleep:

- 1) Number and % of crashes caused by failure to yield right-of-way:

	Number	%
1994 Benchmark	759	13.9%
1997 Goal	740	13.0%
2000 Goal	720	12.0%

- 2) Number and % of crashes caused by inattention/asleep:

	Number	%
1994 Benchmark	631	11.5%
1997 Goal	610	10.5%
2000 Goal	590	9.5%

4. Emergency Medical Services (EMS)

- a) Reduce EMS response times:

Performance measures: According to the Washington Public Health Improvement Plan, the following standards have been adopted: Eight minutes in urban areas; fifteen minutes in suburban areas; forty-five minutes in rural areas; and as soon as possible in wilderness areas. In addition, a goal of reducing EMS response times five percent per biennium is established.

5. Traffic Records

- a) Upgrade traffic records and data systems to improve support for traffic safety problem identification and evaluations of program effectiveness:

- 1) Establish linkage system between collision records and hospital records:

1994 Benchmark	-	No linkage available
1998 Goal	-	Linkage established as component of TRDC

- 2) Improve collision location data by implementing a geographic information system (GIS) component of the statewide collision record system:

1995 Benchmark	-	GIS Pilot tested in two counties
2000 Goal	-	GIS in place in ten counties

6. Pedestrian/Bicycle Safety

a) Reduce the number of pedestrian deaths and serious injuries:

1) Pedestrian deaths and serious injuries as percentage of all motor vehicle deaths and injuries:

1994 Benchmark	-	8.0%
1997 Goal	-	7.5%
2000 Goal	-	7.0%

2) Number of pedestrian deaths and serious injuries:

1994 Benchmark	-	479
1997 Goal	-	450
2000 Goal	-	425

b) Reduce the number of deaths and serious injuries resulting from bicycle crashes:

1) Increase bicycle helmet usage, measured by state observational survey:

1994 Benchmark	-	39.5%
1997 Goal	-	44.0%
2000 Goal	-	48.0%

2) Bicyclist deaths & serious injuries as % of all traffic deaths & serious injuries:

1994 Benchmark	-	3.5%
1997 Goal	-	3.3%
2000 Goal	-	3.0%

7. Motorcycle Safety

a) Reduce motorcycle fatalities and serious injuries:

1) Maintain high helmet use rate:

1994 Benchmark	-	97%
1997 and 2000 Goal	-	97%

2) Reduce number killed or seriously injured per 10,000 registered motorcycles:

1992 Benchmark	-	51.4
1997 Goal	-	49.0
2000 Goal	-	46.0

8. Pupil Transportation and School Walkway Safety

a) Provide a safe environment for children as they proceed to and from schools and while in school/playground zones.

1) Reduce hazardous walking condition within one mile of schools:

No benchmark yet, will rely on WTSC/DOT inventory underway

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

3) Improve safety within school and playground zones:

WTSC conducted an initial survey of school zone safety in early summer 1996 and is currently collecting additional data to use as a benchmark for this goal.

9. *Community/Local Traffic Safety*

- a) Reduce serious injuries and fatalities on county roads and city streets as percentage of total serious injuries and deaths:

	County roads	City streets
1994 Benchmark	- 28.6%	32.2%
1997 Goal	- 27.0%	30.0%
2000 Goal	25.0%	28.0%

- b) Reduce serious injuries and fatalities in target communities/corridors:

- 1) Target community benchmarks and performance measures:

Reduce injuries in target community at a rate better than the state average.

- 2) Corridor benchmarks and performance measures:

Upon completion, corridor projects should return \$20 in societal costs for each \$1 invested. Societal costs will be calculated as follows, based on WSDOT June 1, 1995 memo on highway collision costs:

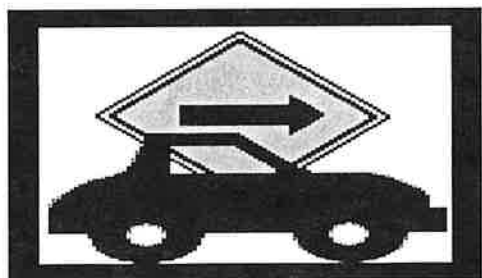
Per Fatal or Disabling Injury Collision	\$700,000
Per Evident Injury Collision	57,000
Per Possible Injury Collision	30,000
Per Property Damage Only Collision	5,300

C. HS Form 217

This budget summary form will be based on projects outlined in the Planning Document in section II, and will be an estimate based on expected funding. A revised "initial obligating 217" will be submitted within 30 days of learning what actual 402 funds will be provided. This notification normally occurs in late September.

II. PLANNING DOCUMENT

The following pages include brief descriptions of each project funded in the HSP. They are sorted by program area and federal project numbers are assigned. Source of funds (NHTSA or FHWA) is identified, along with the share of funds provided for the benefit of locals. There is also a column titled "if avail \$" which lists projects that will be funded if additional funding is identified. This Planning Document is the basis for the funding summary, HS 217, found in section 1.C. of this Highway Safety Plan.



WTSC 1997 Planning Document - Project Descriptions

WTSC Nbr	Fed Proj Nbr	Requesting Agency	Emergency Management System (EMS)	NHTSA \$	FHWA \$	If Avail \$	Local \$
203	EM97-05	Jefferson County	Jefferson County will purchase an EMS vehicle and WTSC will support outfitting the vehicle with required equipment. The County will establish a new EMS district with Advanced Life Support capability.	0	-	18,000	-
204	EM97- 01	NW Regional EMS & Trauma Care Council	This project will gather and analyze data on impaired driver characteristics, primarily to support the Sober Roadways program.	4,000	-	0	4,000
207	EM97- 02	Steilacoom Dept. of Public Safety	This project will provide comprehensive EMT training for 25 EMS personnel. Salaries, manuals, and materials for classes.	6,805	-	0	6,805
208	EM97- 03	St. John Medical Ctr.	Supports the Trauma Talk Tough program in SW Washington, making 200 presentations to 10,000 children/adults in 1997. Focus on DUI and other traffic safety issues. Personnel, travel, printing and supplies.	7,000	-	0	7,000
209	EM97- 04	Wapato Fire Department	Improve EMS capability in this volunteer fire department, serving a critical section of the lower Yakima Valley. Computer, software, visul aid equipment, supplies.	5,000	-	0	5,000
EMS TOTAL				22,805	-	18,000	22,805

WTSC 1997 Planning Document - Project Descriptions

WTSC Nbr	Fed Proj Nbr	Requesting Agency	OCCUPANT PROTECTION	NHTSA \$	FHWA \$	If Avail \$	Local \$
309	OP97- 02	Washington State Safety Restraint Coalition	Support of Saved by the Belt and Saved by the Helmet Clubs. Includes membership support, PIE, local programs and newsletter. Coordinator salary, travel, printing, supplies, postage.	33,000	-	0	33,000
310	OP97- 03	Washington State Safety Restraint Coalition	State and local programs, increasing correct use of safety seats and seat belts by children. 1-800 program, inspections, clinics, car seat distribution, Buckle up Helper. Salaries, travel, goods and services.	110,000	-	0	110,000
312	OP97- 06	Washington Traffic Safety Commission	The Occupant Protection Law Enforcement Advisory Committee (OPLEAC) plans and coordinates law enforcement support of state seat belt laws and local OP enforcement programs. Travel and supplies.	10,000	-	0	10,000
313	OP97- 04	Washington Traffic Safety Commission	This project will provide assistance, coordination and materials to state and local agencies and organizations to increase seat belt use. Travel and per diem, mini grants and program materials.	70,000	-	0	55,000
11	OP97-05	Washington Traffic Safety Commission	Occupant Protection PIE program. State wide and local campaigns. Travel, contract costs, promotional items, printing, brochures, mini grants.	41,000	-	0	30,000
OCCUPANT PROTECTION TOTAL				264,000	-	0	238,000

WTSC 1997 Planning Document - Project Descriptions

WTSC Nbr	Fed Proj Nbr	Requesting Agency	SPEEDING AND OTHER DRIVER BEHAVIORS	NHTSA \$	FHWA \$	If Avail \$	Local \$
408	DL97-01	Department of Licensing, Driver Services	Review the effectiveness of the department "driver awareness" program and implement improvements where appropriate. Salaries and travel.	12,500	-	0	-
409	DL97-02	Department of Licensing, Driver Services	Develop materials to educate high risk drivers, develop materials to assist law enforcement and the courts on traffic safety laws, with emphasis on DUI. Salaries, travel, printing and mailing.	50,000	-	0	50,000
413	TR97-06	UW & Harborview Injury Prevention & Research Center	Conduct a study of Fatigue as a Risk for Motor Vehicle Crashes. WTSC will contribute 1/2 the study cost for this two year study. Salaries, contract, travel, materials.	0	-	50,000	-
420	PT97-03	Mason County Sheriff and Public Works Department	Provide one traffic and speed counter to assist in identifying high crash and high risk traffic locations. Equipment, materials.	1,500	-	0	1,500
431	AI97 - 01	Pierce County Sheriff	Purchase a Total Station for use in investigating serious injury and fatal crashes. Equipment will be shared by other law enforcement agencies in the County. Equipment, software, computer, printer and radars.	21,000	-	0	21,000
436	PT97-04	Puyallup Police and Engineering Traffic Divisions	Purchase a speed readerboard for use in the neighborhood speed watch program.	2,000	-	0	2,000
501	PT97-05	Washington State Patrol	Support for traffic enforcement in various districts, including traffic safety education efforts at state ferry terminals. Salaries, equipment, materials, computers and software.	20,000	-	40,000	20,000
7	PT97-06	Spokane County Sheriff	Youth oriented education and enforcement program. Materials to help deputy conduct k-6 traffic safety education in schools and enforcement efforts to reduce teen keg parties. Equipment, materials, salaries, etc.	5,000	-	0	5,000
12	PT97-07	Criminal Justice Training Commission	Fund a full time instructor position in the CJTC to improve traffic safety related training for law enforcement officers across the state. Salaries, benefits, equipment, supplies, travel, training.	65,000	-	0	65,000
13	PT97-08	Washington Assn of Sheriffs and Police Chiefs	Grant program, administered by WASPC, providing support to local law enforcement agencies. Contracts, equipment, computers, mini grants, travel, training, salaries, materials.	100,000	-	0	100,000
13a	PT97-09	WTSC	Grant program, administered by WTSC, providing support to local law enforcement agencies. Contracts, equipment, computers, mini grants, travel, training, salaries, materials.	32,000	-	0	32,000
SPEEDING AND OTHER DRIVER BEHAVIOR TOTAL				309,000	-	90,000	296,500

WTSC 1997 Planning Document - Project Descriptions

WTSC Nbr	Fed Proj Nbr	Requesting Agency	IMPAIRED DRIVING	NHTSA \$	FHWA \$	If Avail \$	Local \$
608	AL97-08	East Region EMS and Trauma Council, IPPE Committee	EMS providers will present 36 Sober Roadways programs to 7,400 students, teaching the risks of impaired driving. Personnel costs, prepare slide presentations, purchase computer.	8,971	-	0	8,971
611	AL97-04	Grays Harbor Safe and Sober Task Force	Paint large anti DUI mural on downtown Aberdeen building, purchase and distribute brochures and restaurant table tents with anti DUI message.	4,000	-	0	4,000
612	AL97-11	Kittitas County Public Works Department	Purchase and install 4 custom signs with anti DUI message on SR821 in the Yakima River Canyon (a WTSC designated corridor).	1,000	-	0	1,000
620	AL97-07	Wash. Misdemeanant Corrections Assn.	Improve probation department efforts to monitor DUI. Salaries, computers and software, PBT's, materials.	25,000	-	0	25,000
626	AL97-06	Parent Party Patrol	Support presentations and adult training for parents to reduce drinking among minors. Printing, supplies, speaker costs, travel.	3,000	-	0	3,000
636	TC97-01	Washington Association of Prosecuting Attorneys	Provide training for prosecutors in DUI/drugs. Improve the effectiveness in court of expert witnesses in traffic safety related cases. Travel, personnel costs, facility and equipment costs.	18,000	-	45,000	18,000
643	AL97-10	Washington Traffic Safety Commission	Support for new college and military programs designed to reduce impaired driving among young drivers. Mini grants, promotional and educational items, training, travel, personnel costs.	50,000	-	0	35,000
643a	YA97-01	Washington Traffic Safety Commission	Intensive youth impaired driving program. Emphasis on high-risk populations. Mini grants, contracts, equipment, supplies, PIE, travel, training, salaries. Will depend on availability of 96 YA underrun funds.	0	-	100,000	-
644	AL97-03	Washington Traffic Safety Commission	Support of high and middle school traffic safety programs, including SAFTYE. Conference costs, mini grants, travel, printing, mailing, materials, regional and board mtgs, training, manpower.	88,000	-	0	88,000
645	AL97-09	Washington Traffic Safety Commission	Impaired Driving (alcohol) program support, including annual DUI conference. Training, travel, mini grants, development and distribution of promotional and educational items, materials, equipment.	84,000	-	0	60,000
646	AL97-02	Washington Traffic Safety Commission	Drug Impaired Driving program support. DRE program, training for law enforcement, prosecutors and judges, printing and other PIE tasks, mini grants for local communities, equipment.	37,000	-	0	32,000
649	CP97-02	Washington Traffic Safety Commission	Mini grant support for community DUI Task Forces, promotional educational items, travel, training, mailing.	20,000	-	0	20,000
11	AL97-05	Washington Traffic Safety Commission	Impaired driving PIE program. Mini grants, local and state campaigns, contract costs, printing, travel, brochures, promotional items.	42,000	-	0	25,000
IMPAIRED DRIVING TOTAL				380,971	-	145,000	319,971

WTSC 1997 Planning Document - Project Descriptions

WTSC Nbr	Fed Proj Nbr	Requesting Agency	TRAFFIC RECORDS, RESEARCH AND SURVEYS	NHTSA \$	FHWA \$	If Avail \$	Local \$
706	TR97-04	Washington Traffic Safety Commission	Observation surveys (seat belt use, etc.), public opinion survey, school zone safety survey. Contractor costs, salaries, benefits, printing, travel, equipment.	26,000	-	0	8,000
708	TR97-05	Fatal Crash Reconstruction Team, WTSC	Complete final year of study to determine primary causes of truck related fatal crashes in Washington State. Travel, contract costs, materials, printing, training.	15,000	-	0	-
709	TR97-03	Washington Traffic Safety Commission - TRDC	Upgrade Traffic Records Data Center capabilities. Access new data bases, including health/medical data and state toxicologist records. Computer hardware and software, contracts, training.	78,000	-	0	27,000
712	FTE97-04	CRAB/WTSC or Assn. of engineers	Improve GIS/GPS capabilities in communities across the state as they relate to traffic safety. Contract, equipment, computers and software, travel, training, materials.	0	30,000	0	30,000
16	TR97-02	Washington Traffic Safety Commission	Improve our ability to deal with the fatigued driver. Sponsor a Western States conference on the subject to develop countermeasures. Travel, training, materials, conference costs, speaker fees, printing, etc.	20,000	-	0	4,000
TRAFFIC RECORDS, RESEARCH AND SURVEYS TOTAL				139,000	30,000	0	69,000

WTSC 1997 Planning Document - Project Descriptions

WTSC Nbr	Fed Proj Nbr	Requesting Agency	BIKE AND PEDESTRIAN SAFETY	NHTSA \$	FHWA \$	If Avail \$	Local \$
801	PS97-04	American Trauma Society, Washington Division	Purchase and distribute 3000 to 4000 bicycle helmets to low income and high risk individuals.	30,000	-	0	30,000
802	PS97-02	American Trauma Society, Washington Division	Partially fund 50 Think First injury prevention assemblies, reaching 10,000 middle and high school students. Salaries, speakers, travel, training, microphone, school packets, supplies.	10,000	-	0	10,000
821	PS97-05	Wapato Fire Department	Support for community traffic safety Kids Day, designed to educate children and parents. Purchase car seats, bike helmets, PIE materials, printing, bicycles, refreshments.	3,500	-	0	3,500
823	PS97-06	Washington Department of Transportation	Two day state wide bike and pedestrian safety conference. Training, travel, materials, other conference related costs.	5,000	-	0	5,000
825	PS97-03	WTSC	Statewide Pedestrian and Bicycle Safety program support. Provide funding to support local projects. Mini grants, travel, training, equipment, PIE materials, salaries.	42,000	-	0	42,000
BIKE AND PEDESTRIAN SAFETY TOTAL				90,500	-	0	90,500

WTSC 1997 Planning Document - Project Descriptions

WTSC Nbr	Fed Proj Nbr	Requesting Agency	COMMUNITIES AND CORRIDORS	NHTSA \$	FHWA \$	If Avail \$	Local \$
907	CP97-04	Washington Traffic Safety Commission	Support Native American Tribal traffic safety efforts. Organize Indian traffic safety conference. Mini grants, travel, training, conference costs, materials, PIE.	35,000	-	0	35,000
908	CP97-03	Washington Traffic Safety Commission	Constituent support. Fund emergent local/state projects not in HSP to improve traffic safety systems and infrastructure. Equipment, travel, training, computers, salaries, contracts, supplies, PIE materials.	38,000	-	92,000	38,000
909	CP97-07	Washington Traffic Safety Commission	Corridor program. Support for traffic safety corridor projects around the state. Salaries, overtime, travel, training, equipment, computers, PIE materials, supplies, contractor costs.	175,000	-	0	175,000
909a	FTE97-02	Washington Traffic Safety Commission	Corridor program. Support for local traffic safety corridor projects around the state. Salaries, overtime, travel, training, equipment, computers, PIE materials, supplies, contractor costs.	0	100,000		100,000
707	CP97-05	Washington Traffic Safety Commission	Support for board meetings and annual meeting of the Traffic Safety Representatives. Travel, conference costs, per diem, materials, etc.	7,000	-	0	7,000
0	SA97-01	Washington Traffic Safety Commission	Continuation of Safe Communities programs in Kittitas and Yakima Cntys. Emphasis on injury prevention and involving health care professionals. Salaries, equipment, travel, contracts. SA underrun, if available.	0	-	25,000	-
1	FTE97-03	Association of Washington Cities	Support for training local traffic engineers in critical areas of traffic safety. Contracts, instructor fees, travel, training, project management costs. In state courses, includes bringing out of state courses to Washington.	0	18,700	0	18,700
2	CP97-09	Evergreen Safety Council	Implement and facilitate employer traffic safety programs across the state. Equipment, training, travel, supplies, contractor, printing, mailing, salaries.	0	-	50,000	-
3	CP97-08	People for People - Yakima	Improve safety of fleet of vehicles used to provide transportation for senior citizens in Yakima County. Equipment, materials, installation charges.	8,000	-	0	8,000
10	FTE97-05	Washington Department of Transportation	Fund a traffic engineer to support local agencies who lack expertise in traffic safety related areas of engineering. Salary, travel, supplies, equipment, computers, software, contracts.	0	80,000	0	80,000
14	CP97-06	Washington Traffic Safety Commission	Improve railroad safety and support Operation Lifesaver through training for law enforcement in RR safety and crash investigation. Purchase roll call videos and PIE materials for community outreach.	4,000	-	0	4,000
COMMUNITIES AND CORRIDORS TOTAL				267,000	198,700	167,000	465,700

WTSC 1997 Planning Document - Project Descriptions

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

WTSC Fed Proj Nbr	Fed Proj Nbr	Requesting Agency	TECHNICAL COORDINATION	NHTSA \$	FHWA \$	If Avail \$	Local \$
AL97-01		WTSC	Impaired Driving - 2.25 FTE's	182,700	-	0	182,700
OP97-01		WTSC	Occupant Protection - 1.75 FTE's	147,000	-	0	80,850
PT97-01		WTSC	Police Traffic Services - 1 FTE	93,000	-	0	55,800
CP97-01		WTSC	Community Programs - 2 FTE's	199,900	-	0	199,900
PS97-01		WTSC	Pedestrian and Bicycle Safety - .75 FTE	67,100	-	0	26,840
TR97-01		WTSC	Traffic Records - 3.4 FTE's	281,500	-	0	92,895
FTE97-01		WTSC	Traffic Engineering - .25 FTE	0	30,700	0	24,560
TECHNICAL COORDINATION TOTAL				971,200	30,700	0	663,545

WTSC 1997 Planning Document - Project Descriptions

WTSC Nbr	Fed Proj Nbr	Requesting Agency	PLANNING AND ADMINISTRATION	NHTSA \$	FHWA \$	If Avail \$	Local \$
PA97-01		WTSC	Costs to support agency management, program direction and administration - 5.1 FTE's	205,000	-	0	36,320
FPA97-01		WTSC	Costs to support agency management, program direction and administration - 5.1 FTE's.	0	19,000	0	4,000

The above individual projects and the following agency Section 402 totals were approved by the WTSC Commissioners by unanimous vote on July 25, 1996.

TOTAL FEDERAL FUNDS ANTICIPATED	<u>2,650,000</u>	<u>278,000</u>		
TOTAL FEDERAL FUNDS BUDGETED	<u>2,649,476</u>	<u>278,400</u>	<u>420,000</u>	<u>2,221,341</u>

Well over \$2 million of the federal program funds will be spent by or in direct support of local efforts. This is approximately 75% of the federal funds budgeted, well in excess of the 40% to locals required by federal rule.

III. OTHER FUND SOURCES

The *Washington State 1997 Highway Safety Plan and Benchmark Report* is required of each state by federal law. By rule, it addresses only Section 402 federal highway safety funds. Although most funds available to WTSC are Section 402 funds, limiting our Highway Safety Plan (HSP) to 402 funds does not give the whole picture of Washington State's yearly investment in traffic safety.

In a typical year, Washington State will invest about \$100 million in traffic safety related programs. Although not all inclusive, these include: WSDOT investments in safety improvements; DOH efforts to improve EMS capabilities; WSP enforcement efforts; OSPI programs in driver education and pupil transportation; DSHS efforts to reduce DUI recidivism; DOL licensing and driver improvement programs; investment in the courts for adjudication of traffic safety offenses; and city and county programs to improve traffic safety locally.

For the purposes of this document, it is important to at least address those non 402 funds that may be available to WTSC during 1997. The following is a summary of those funds that may provide additional sources of revenue for the WTSC to support traffic safety projects:

1. STATE FUNDS (July 1, 1996 - June 30, 1997)

A. Highway Safety Fund - State.....\$224,000

This is the state match required to allow the WTSC to qualify for about \$2.5 million in federal 402 funds each year. Funds are used to cover one half of the Planning and Administration costs of the agency.

B. Transportation Fund - State.....\$100,000

This is a one biennium authorization by the state to implement a drugged driving reduction program.

C. Transportation Fund - State.....\$450,000

Funding for the state's share (about 1/2) of the costs to operate the network of 17 Community DUI/Traffic Safety Task Forces. The WTSC will request level state funding for these task forces next biennium.

2. FEDERAL FUNDS (October 1, 1996 - September 30, 1997)

A. Section 410 incentive funds.....\$800,000

These funds are provided on a grant basis to qualified states and must be used on programs designed to reduce impaired driving. Washington state submitted a 410 grant request to NHTSA this year. The qualification process is very rigorous and complex, but we feel we have a reasonable chance of getting this grant.

B. Safe Communities (402 earmarked funds).....Approx \$20,000

Continuation of a safe communities project begun in FFY 1996 in Kittitas County. Organizing local traffic safety efforts with emphasis on injury prevention and encouraging links with the health care community.

C. NHTSA FARS Contract.....\$100,000

These funds pay for salaries and support costs for FARS analysts who work in WTSC spaces, but perform a function for NHTSA, not the state of Washington.

IV. AGREEMENT PROVISIONS, CERTIFICATION & ASSURANCES

AGREEMENT PROVISIONS

Responsibility For Work: The State, through its Governor, will implement the attached annual portion of the attached Plan and will perform, or by formal agreement with appropriate officials of a political subdivision or State agency, cause to be performed under its supervision the work covered by such Plan in accordance with the detailed plans and specifications annexed thereto and made a part hereof by reference.

Energy Conservation: The efficient use of energy and other conservation of energy resources have been considered in planning the State Highway Safety Program.

Maintenance: Facilities and 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 facilities and equipment to be used and kept in operation for highway safety purposes. Costs incurred under the terms of this agreement for necessary maintenance, repair, or upkeep of the facilities and equipment which neither add to the permanent value of the facility or equipment nor appreciably prolong its intended life, shall be eligible for reimbursement of the Federal share payable. Provided, however, that costs incurred under this agreement for necessary maintenance, repair, or upkeep of regulatory and warning signs on non-Federal-Aid highways and field reference markers designed specifically to meet highway safety program area requirements shall not be eligible for reimbursement of the Federal share payable. Where facilities or equipment acquired in connection with a task subject to this agreement are not used and kept in operation for highway safety purposes, the Secretary shall withhold further reimbursement under 23 U.S.C. 116©. It is understood that the sanctions prescribed in 23 U.S.C. 116© shall apply separately to each program area covered by the agreement. When a task is subject to an agreement between the State and a political subdivision, or a State agency, the sanction shall apply only to such political subdivision or State agency.

Nondiscrimination Provision: The Civil Rights Assurances submitted by the State, and entitled "Civil Rights Assurances with Regard to the State's Highway Safety Program," are incorporated herein by reference.

Audit Responsibility Provision: The State Highway Safety Agency (SHSA) is responsible for ensuring that its audits and those of sub-recipients are performed on an organization-wide basis, except where it would be more economical to conduct individual project audits or forego a formal audit. (NHTSA Policy Memo 3-29-83.)

CERTIFICATIONS AND ASSURANCES

In accordance with 49 CFR 18.11©, I hereby certify that the State complies with all applicable Federal statutes and regulations, and give assurances that: 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 under 23 U.S.C. 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 of the Secretary of Transportation promulgated under 23 U.S.C. 402(b) (1) (B);

At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs authorized in accordance with 23 U.S.C. 402(b) (1) (B), unless this requirement is waived by the Secretary of Transportation;

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 to comply with 23 U.S.C. 402(b) (2) (D);

This State's highway safety program provides programs to encourage the use of safety belts by drivers of, and passengers in, motor vehicles to comply with 23 U.S.C. 402(b) (1) (E);

Cash draw-downs will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations in accordance with 49 CFR 18.21; (failure to adhere to these provisions may result in the termination of advance financing).

Arrangements have been made for the financial and compliance audit required by the Single Audit Act of 1984, which is to be conducted within the prescribed audit reporting cycle (failure to furnish an acceptable audit, as determined by the cognizant Federal agency, may result in denial or require return of Federal funds).

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 programs 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 facilities and equipment to be used and kept in operation for highway safety purposes.

Each recipient of Section 402 funds has a financial management system that complies with the minimum requirements of 49 CFR Part 18.

Each recipient of section 402 funds will comply with all applicable State procurement procedures.

The State is funding programs that are within the NHTSA/FHWA National Priority program areas.

The State highway safety agency will comply with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973, as amended, as implemented by 49 CFR Parts 21 and 27, to ensure that no person in the United States shall, on the grounds of race, color, national origin, or handicap, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under this program;

The Drug-free Workplace Act of 1988 (49 CFR Part 29 Subpart F):

The State will provide a drug-free workplace by:

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

Buy America Act (23 U.S.C. 101 Note and 41 U.S.C. 10a)

The State will comply with the provisions of the Buy America Act. The DOT reference to the Buy America Act (23 U.S.C. 101 Note) which contains the following requirements:

Only steel, iron and manufactured items produced in the United States may be purchased with Federal funds unless the State can show that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and are of an unsatisfactory 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.

Certification Regarding 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-awards at all tiers (including subcontracts, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients 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.

Certification Regarding Debarment and Suspension

In accordance with the provision of 49 CFR Part 29, the State agrees that it shall not knowingly enter into any agreement under its Highway Safety Plan with a person or entity that is barred, suspended, declared ineligible, or voluntarily excluded from participation in the Section 402 program, unless otherwise authorized by NHTSA. The State further agrees that it will include the following clause and accompanying instructions, without modification, in all lower tier covered transactions, as provided by 49 CFR Part 29, and in all solicitations for lower tier covered transactions.

Instructions for 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 "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," 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 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 this clause titled 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 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 Non-procurement List.
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 suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

Minority Business Enterprise Requirements

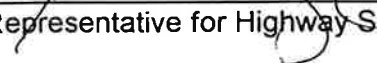
In accordance with the provisions of 49 CFR Part 23, the State agrees to abide by the following statements, and shall ensure that these statements are included in all subsequent agreements and/or contracts assisted by Section 402 funds:

It is the policy of the Department of Transportation that minority business enterprises, as defined in 49 CFR Part 23, shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds under this agreement. Consequently, the MBE requirements of 49 CFR Part 23 apply to this agreement.

The recipient or its contractor agrees to ensure that minority business enterprises as defined in 49 CFR Part 23 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this agreement. In this regard, all recipients or contractors shall take all necessary and reasonable steps in accordance with 49 CFR Part 23 to ensure that minority business enterprises have the maximum opportunity to compete for and perform contracts. Recipients and their contractors shall not discriminate on the basis of race, color, national origin, or sex in the performance of DOT-assisted contracts.

Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year FY 1996 Highway Safety Plan 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 42 U.S.C. 4321.



Governor's Representative for Highway Safety
John Moffat

9-30-96

Date

APPENDIX: APPLICATION FOR TRAFFIC SAFETY GRANT FUNDS

A. TRAFFIC SAFETY PROJECT GRANT APPLICATION PROCESS

The Washington Traffic Safety Commission is accepting grant applications to fund traffic safety projects to be conducted during Federal Fiscal Year 1997, the period from October 1, 1996 through September 30, 1997. It is anticipated that between \$1 million and \$1.5 million in federal highway safety funds will be available to fund local, regional and statewide traffic safety improvement projects. Typically, projects range from about \$5,000 to \$100,000 each, but there is no formal upper or lower limit. Funds given to a grantee are normally on a "cost reimbursement" basis.

We are soliciting ideas that will improve traffic safety across a very broad spectrum. Priority will be given to funding projects that address goals and priority areas/populations identified in this application packet.

Who is eligible to apply?

- ◆ State agencies or departments
- ◆ Political subdivisions of the state, such as cities and counties
- ◆ K-12 schools and institutes of higher education, hospitals and non-profit organizations
- ◆ Indian Tribal governments

What can be funded?

Although not an all inclusive list, here are some examples of what we can or cannot fund under this grant process. Typically, projects will be based on one or more of the four "E"s of traffic safety: enforcement, education, engineering and emergency medical services. Remember, all costs must be directly linked to traffic safety.

EXAMPLES OF ALLOWABLE COSTS:

- ◆ Necessary mission-related resources (personnel, equipment, materials, training and travel). Examples of allowable equipment/material include: speed measuring devices, preliminary breath test instruments, bicycle helmets, a computer or software for a traffic safety project, and promotional/educational items with a traffic safety message.
- ◆ Traffic records systems. Collection/analysis of data for problem identification or evaluation of program effectiveness.
- ◆ Developing and administering countermeasure programs to correct identified traffic safety problems.
- ◆ Studies, surveys and highway safety outreach programs.
- ◆ Public information and education campaigns.
- ◆ Enforcement programs for detecting, investigating, arresting and convicting traffic safety offenders.

EXAMPLES OF UNALLOWABLE COSTS:

- ◆ Roadway construction or maintenance.
- ◆ Highway safety appurtenances, such as guard rails and most types of roadway signs. (Some signs with a specific traffic safety message, such as "buckle-up, its the law" are O.K.).
- ◆ Office furniture and fixtures.
- ◆ Purchase of advertising space in the mass media.
- ◆ Any kind of supplanting. In short, this means that these federal funds cannot be used to replace routine and/or existing state or local expenditures.
- ◆ Entertainment.
- ◆ Purchase of alcoholic beverages.

How Do I Apply?

Complete the attached one page grant application form. If you need more room, you can attach one extra page. Make sure you type or write legibly. If we need additional information, we will contact you.

When Must Applications Be Submitted?

Grant applications must be received no later than April 19, 1996. Proposals will be prioritized by WTSC staff and the WTSC Technical Advisory Committee. Final funding decisions will be made by Commissioners at the July 25, 1996 meeting. Applicants should be notified of final decisions by August 10, 1996

Where Do I Send The Grant Request Form?

Steve Lind, Program Director
Washington Traffic Safety Commission
1000 S. Cherry Street
P.O. Box 40944
Olympia, WA 98504-0944

B. GOALS AND PRIORITY AREAS

Grant requests to fund traffic safety projects must relate directly to one or more of the Washington State Traffic Safety Goals identified below. Projects deemed likely to have the greatest impact for the resources invested will be funded. Projects that target a high-priority geographical area or audience will receive special consideration.

Primary Goal:

- ◆ Reduce the number of deaths and serious injuries that result from traffic crashes.

Supporting Goals:

- ◆ **Impaired Driving**
Reduce the number of people killed or seriously injured in crashes with a driver impaired by alcohol or other drugs.
- ◆ **Occupant Protection**
Increase use rates for seat belts and child safety seats with emphasis on correct use.
- ◆ **Speeding and Other Driver Behaviors**
Reduce the number of fatal and serious injuries with speed as a contributing factor.
Reduce the number of fatal and serious injury crashes caused by failure to yield right of way, and driver inattentive/asleep.
- ◆ **Emergency Medical Services**
Reduce EMS response times to the standards outlined in the state Public Health Improvement Plan.
- ◆ **Traffic Records**
Upgrade traffic records and data systems to improve support for traffic safety problem identification and evaluation of program effectiveness.
- ◆ **Pedestrian and Bicycle Safety**
Reduce the number of pedestrian deaths and serious injuries.
Reduce the number of deaths and serious injuries resulting from bicycle crashes.
Increase bicycle helmet usage.
- ◆ **Motorcycle Safety**
Reduce motorcycle fatalities and serious injuries.
- ◆ **Pupil Transportation and School Walkway Safety**
Reduce the risk of death or injury to students on their way to and from school.
- ◆ **Community/Local Traffic Safety**
Reduce fatalities and serious injuries on county roads and city streets.
Reduce serious injuries and fatalities in target communities/corridors.

Priority Areas:

Although the WTSC will consider any grant proposal that addresses the goals outlined above, we are particularly interested in receiving applications for grants to support projects that will have the greatest impact either in 1) those geographical areas of the state with the highest incidence of fatal and serious injury crashes, or 2) targeting specific high risk populations.

The following Counties and Corridors have exhibited a particularly high incidence of serious injury and fatal crashes when compared to state averages:

- ◆ **Counties** - Chelan, Clallam, Grant, Island, Kitsap, Lewis, Mason, Okanogan, Spokane and Yakima - particularly the lower Yakima Valley region.
- ◆ **Corridors** - These are specific stretches of roadway targeted for special emphasis because of their high crash experience. WTSC and WSDOT will team with local jurisdictions to improve traffic safety on these

corridors during FFY 1997.

SR 20, Whatcom and Island Counties. This corridor extends 17 miles from the southern city limits of Oak Harbor to the gambling casino two miles east of the spur junction to Anacortes. It may be extended to Sedro Woolly.

SR 395, Spokane County. This proposed corridor should extend from approximately MP 167.8 at the Little Spokane River, through Deer Park to the Spokane County line.

SR 821, Yakima and Kittitas Counties. This corridor extends from I 82 near Yakima through the Yakima River Canyon to I 82 near Ellensburg. This corridor will focus on impaired driving during the summer months.

Priority Populations:

The WTSC is interested in reviewing proposals that will specifically impact the high risk populations listed below.

- ◆ Young drivers, particularly young men, exhibit much higher fatal and serious injury crash involvement than the general population. Drivers age 16 through 24, and to a lesser extent those age 25 through 34, are more likely to exhibit high risk behavior. They are involved in more impaired driving and speed related crashes and less likely to wear seatbelts.
- ◆ Two ethnic groups in Washington State have experienced motor vehicle death rates two to four times the average fatality rate for all Washington residents. These high risk groups are Native Americans and Hispanic Americans. Both are over-represented in alcohol related crashes and are well below the state average in seat belt and child safety seat usage.

C. TRAFFIC SAFETY GRANT APPLICATION FORM

Name _____ Phone _____

Agency/Organization _____

Address _____

I. Statement of Traffic Safety Problem.

Brief narrative description, including data demonstrating existing problem.

II. Description of Proposed Traffic Safety Program

Program Objectives: How will this project address state traffic safety goals and/or priority areas?

Program Activities & Tasks:

Program Evaluation Plan: How will you measure effectiveness?

III. Estimated Program Costs.

Be specific in describing how WTSC funds will be used.

Deadline for Grant Applications is April 19, 1996!

Complete both sides of this page and mail to:

Steve Lind, Program Director, Washington Traffic Safety Commission

1000 S. Cherry St. PO Box 40944, Olympia, WA 98504-0944

Or FAX: (360) 586-6489

