

STATE'S WORKING COPY

WASHINGTON STATE 2006 HIGHWAY SAFETY PERFORMANCE PLAN

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

August 31, 2005



STATE OF WASHINGTON

WASHINGTON TRAFFIC SAFETY COMMISSION

1000 S. Cherry St., PO Box 40944 • Olympia, Washington 98504-0944 • (360) 339-3333

Part 1 - MUST
FUND
2 - FUND if possible
But can't
3 - DELAY - 3 months
NO HARM

TO: Washington State Citizens

FROM: Lowell Porter
Director

DATE: August 31, 2005

SUBJECT: Washington State Year 2006 Highway Safety Performance Plan

On behalf of the Washington Traffic Safety Commission (WTSC), I am pleased to present our state's *2006 Highway Safety Performance Plan*. I believe that, with the help of citizens interested in traffic safety across the state, the projects selected for funding in FFY 2006 will help the WTSC accomplish our primary goal - **to eliminate traffic related deaths and disabling injuries on Washington roadways by the year 2030.**

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

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

The *Planning Document* describes specific projects selected by the WTSC for funding during FFY 2005. Each project selected for funding is linked to one or more of the state traffic safety goals identified in the Benchmark Report.

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

This document is required by Federal rule as part of our annual application for National Highway Traffic Safety Administration and Federal Highway Administration funds appropriated under the federal transportation budget. These funds will be used to improve safety on Washington roadways throughout FFY 2006, which runs from October 1, 2005 to September 30, 2006.



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

Washington Traffic Safety Commission
1000 South Cherry Street
PO Box 40944
Olympia, WA 98504-0944

Phone (360) 753-6197; FAX (360) 586-6489
<http://www.wa.gov/wtsc>

I. WASHINGTON STATE BENCHMARK REPORT

A. PROCESS DESCRIPTION

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

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

Washington Traffic Safety Commissioners

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

The WTSC Technical Advisory Committee

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

The WTSC staff

1) *Traffic Safety Problem Identification*

The first step in the traffic safety planning process is to identify problems that exist in Washington State. As a starting point, we looked at the federal priority areas and the State priority areas outlined in the Target Zero Plan.

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

Specific Washington State data can be found in the attached summary of Washington State fatal crash data.

2) *Goals and Performance Measures*

Once Washington's problem areas are identified, the next step is to establish goals and performance measures. *The WTSC staff met to discuss the data and problem areas to insure that state traffic safety goals are correctly identified in this document and are in harmony with*

B. WTSC GOALS, PERFORMANCE MEASURES & BENCHMARKS

MISSION STATEMENT

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

PRIMARY GOAL

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

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

STRATEGY TO REACH THE PRIMARY GOALS

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

The *Washington State Target Zero Strategic Plan*, adopted by the Commission, 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, special emphasis, however, will be placed on developing local solutions to local problems.

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

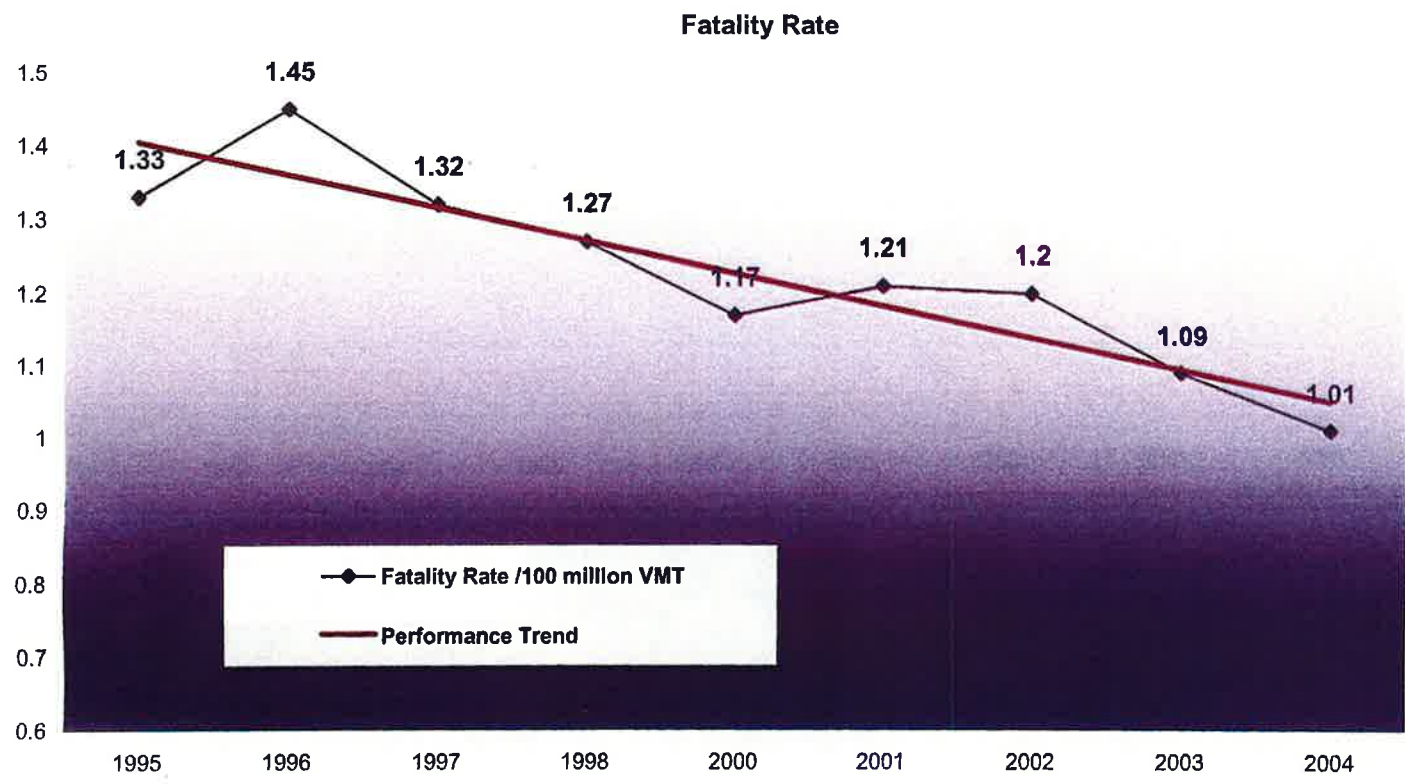
PERFORMANCE GOALS, DATA, TRENDS AND BENCHMARKS

Crash Data / Trends

	Baseline Data 1994-1997				Progress Report Data 1998-2004				
Fatalities (Actual)	1995	1996	1997	1998	2000	2001	2002	2003	2004
	653	712	674	662	631	649	658	600	563
Fatality Rate /100 million VMT	1995	1996	1997	1998	2000	2001	2002	2003	2004
	1.33	1.45	1.32	1.27	1.17	1.21	1.2	1.09	1.01
Injuries (Actual)	1995	1996	1997	1998	2000	2001	2002	2003	2004
Fatality & Serious Injury Rate/(100 million VMT)	1995	1996	1997	1998	2000	2001	2002	2003	2004
Fatality Rate/100K Population	1995	1996	1997	1998	2000	2001	2002	2003	2004
	11.96	12.79	11.9	11.51	10.71	10.9	10.95	9.84	9.13
Fatal & Serious Injury Rate/100K population	1995	1996	1997	1998	2000	2001	2002	2003	2004
Alcohol Related Fatalities	1995	1996	1997	1998	2000	2001	2002	2003	2004
	305	353	266	286	248	243	262	221	213
Proportion of Alcohol Related Fatalities	1995	1996	1997	1998	2000	2001	2002	2003	2004
	46.7%	49.6%	39.5%	43.2%	39.3%	37.4%	39.8%	36.8%	37.8%
Alcohol Related Fatality Rate/100M VMT	1995	1996	1997	1998	2000	2001	2002	2003	2004
	0.62	0.72	0.52	0.55	0.46	0.45	0.48	0.4	0.38
Percent of Pop. Using Safety Belts	1995	1996	1997	1998	2000	2001	2002	2003	2004
	80.0%	81.0%	78.0%	79.1%	81.6%	82.6%	92.6%	94.8%	94.2%
Motorcyclist Fatalities	1995	1996	1997	1998	2000	2001	2002	2003	2004
	37	42	29	51	39	57	61	58	72
MC Fatal Rate / 100k pop	1995	1996	1997	1998	2000	2001	2002	2003	2004
	0.68	0.75	0.51	0.89	0.66	0.96	1.01	0.95	1.17
Child safety seat use under 40 lbs.	1995	1996	1997	1998	2000	2001	2002	2003	2004
	57.0%				67.4%	76.8%		56.1%	70.9%
Child safety seat use 40 to 80 lbs.	1995	1996	1997	1998	2000	2001	2002	2003	2004
					22.1%		46.7%	44.7%	49.4%

Goal: Fatality Rate/VMT
Baseline

Reduce rate to 1.10 in 2005 and 1.00 in 2008
Rate of 1.33 in 1995

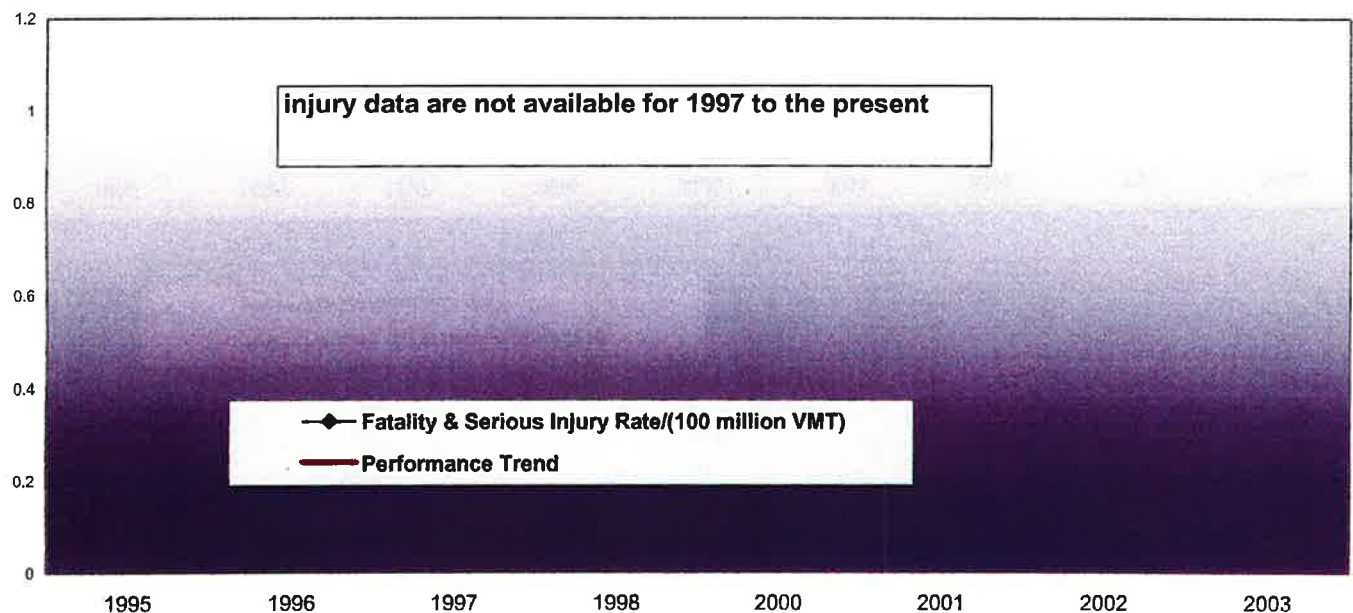


Goal: Fatal and Injury Rate/VMT
Baseline

Reduce/Maintain, etc.

Baseline Data

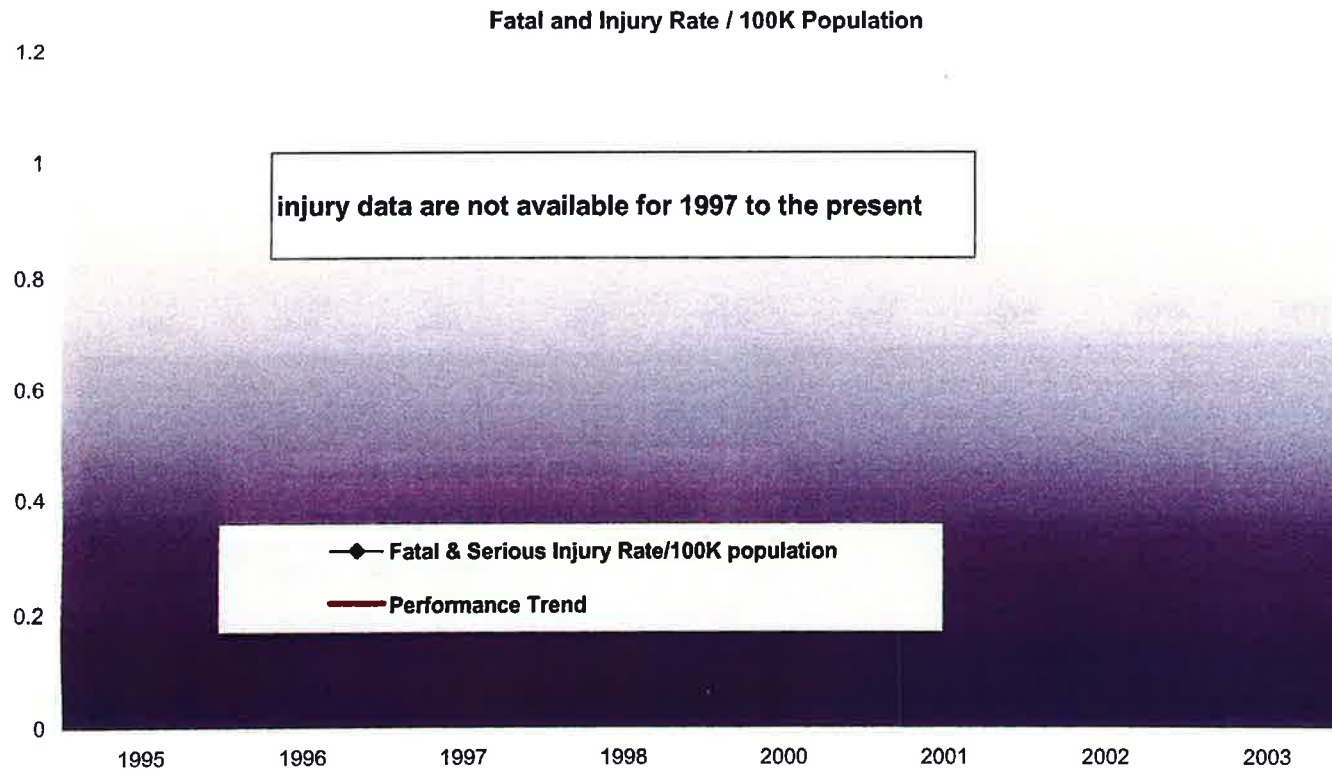
Fatal and Serious Injury Rate per 100M VMT



Goal: Fatal/Injury Rate/100K Population
Baseline

Reduce/Maintain, etc.

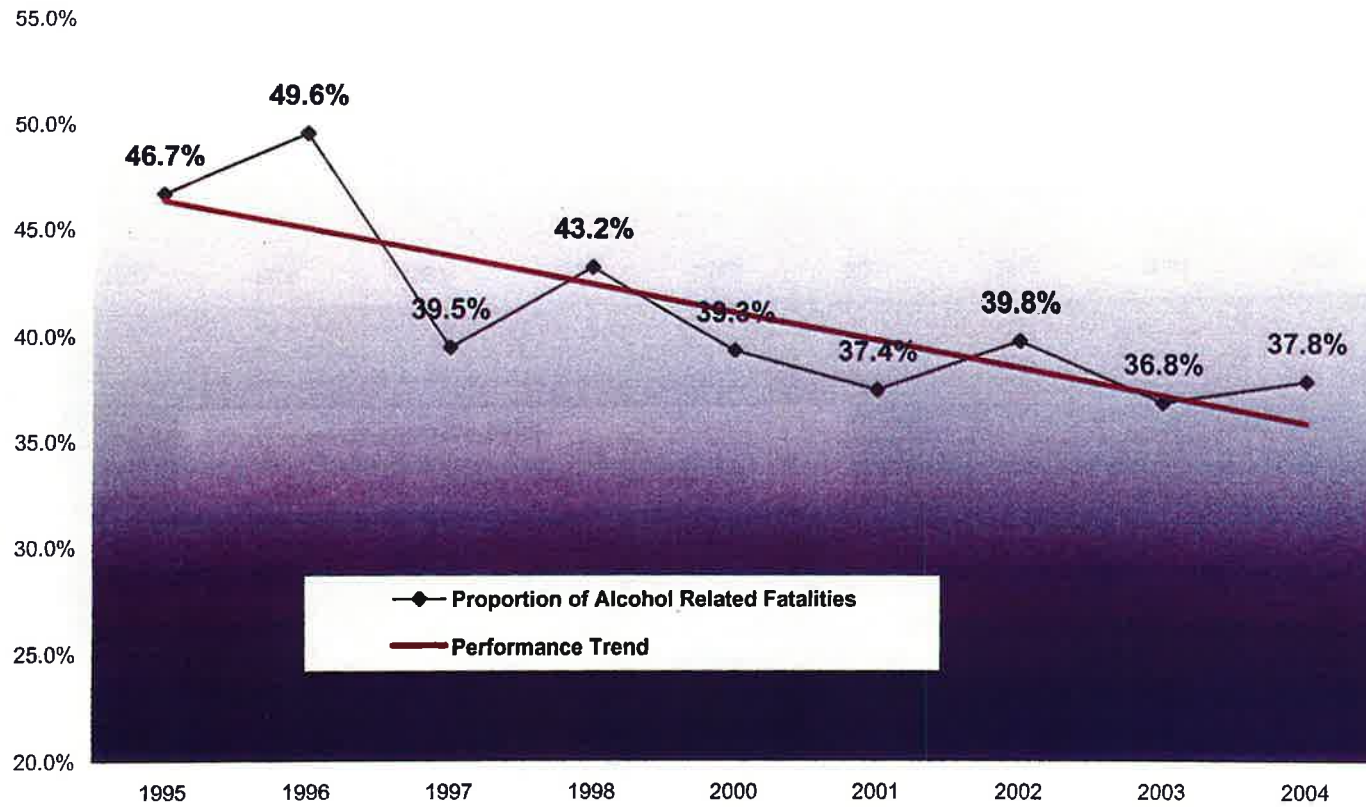
Baseline Data



Goal: Alcohol Fatality Proportion
Baseline

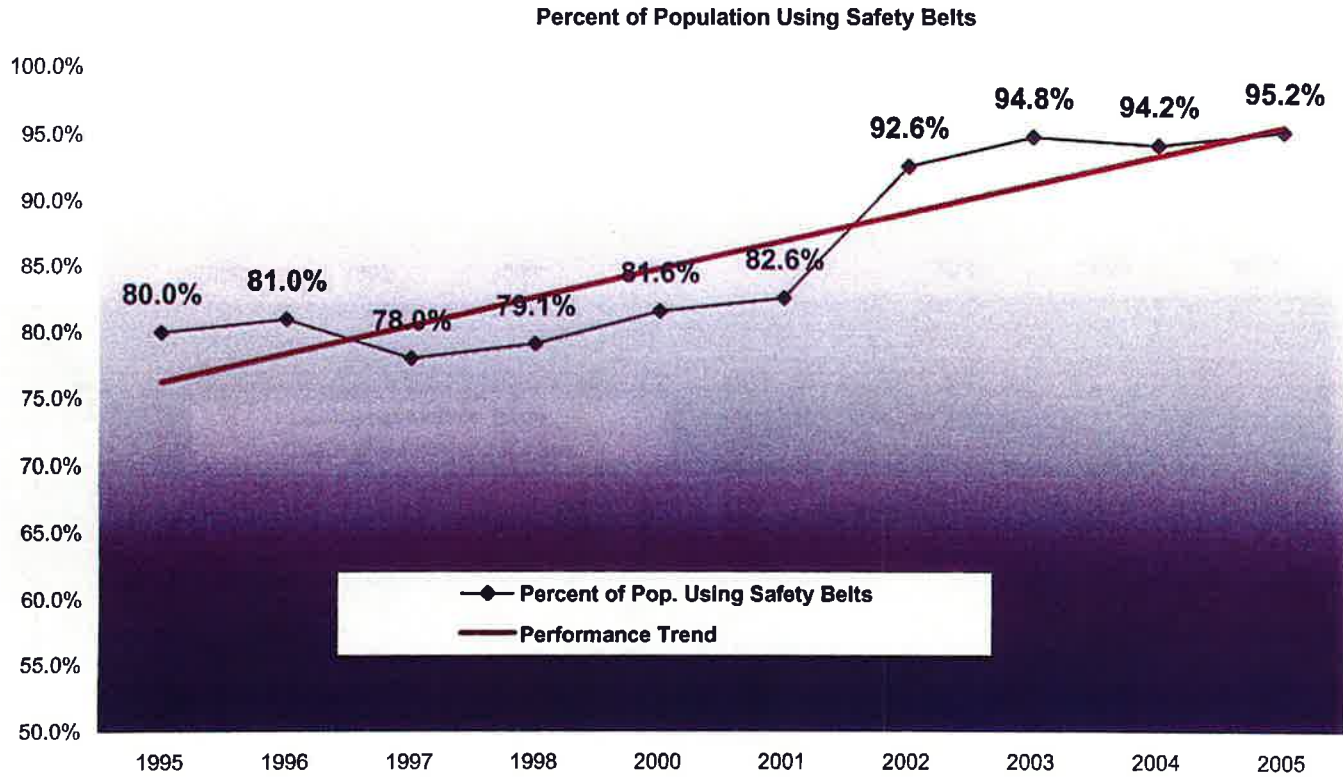
Reduce to 32% in 2005 and 28% in 2008
46.7% in 1995

Alcohol Related Fatalities as a Proportion of All Fatalities



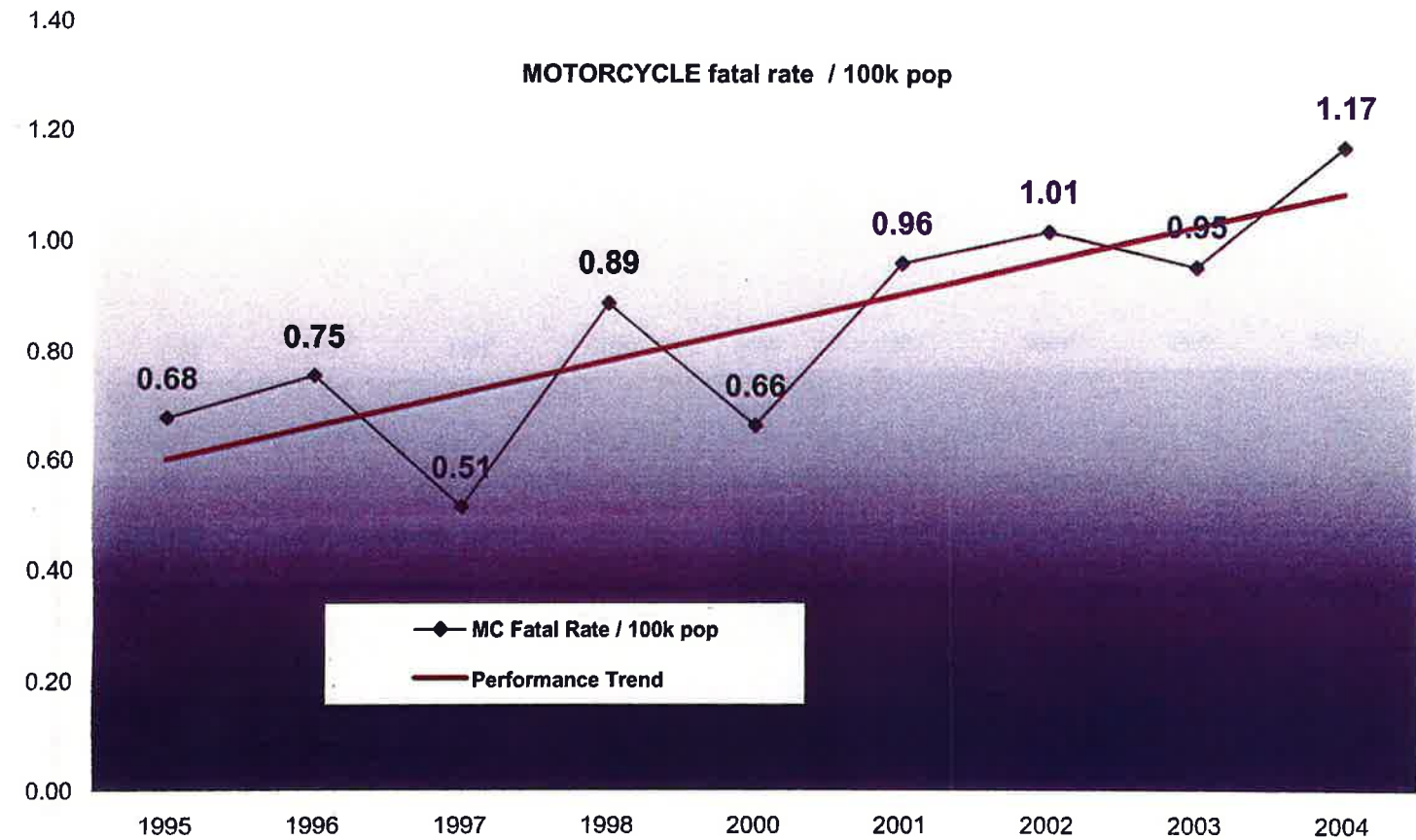
Goal: Safety Belt Use
Baseline

Increase belt use rate to 100% in 2008
use rate of 80% in 1995



Goal: MC Fatal Rate / 100k pop
Baseline

Reduce rate to 0.80 in 2008
rate of 0.68 in 1995



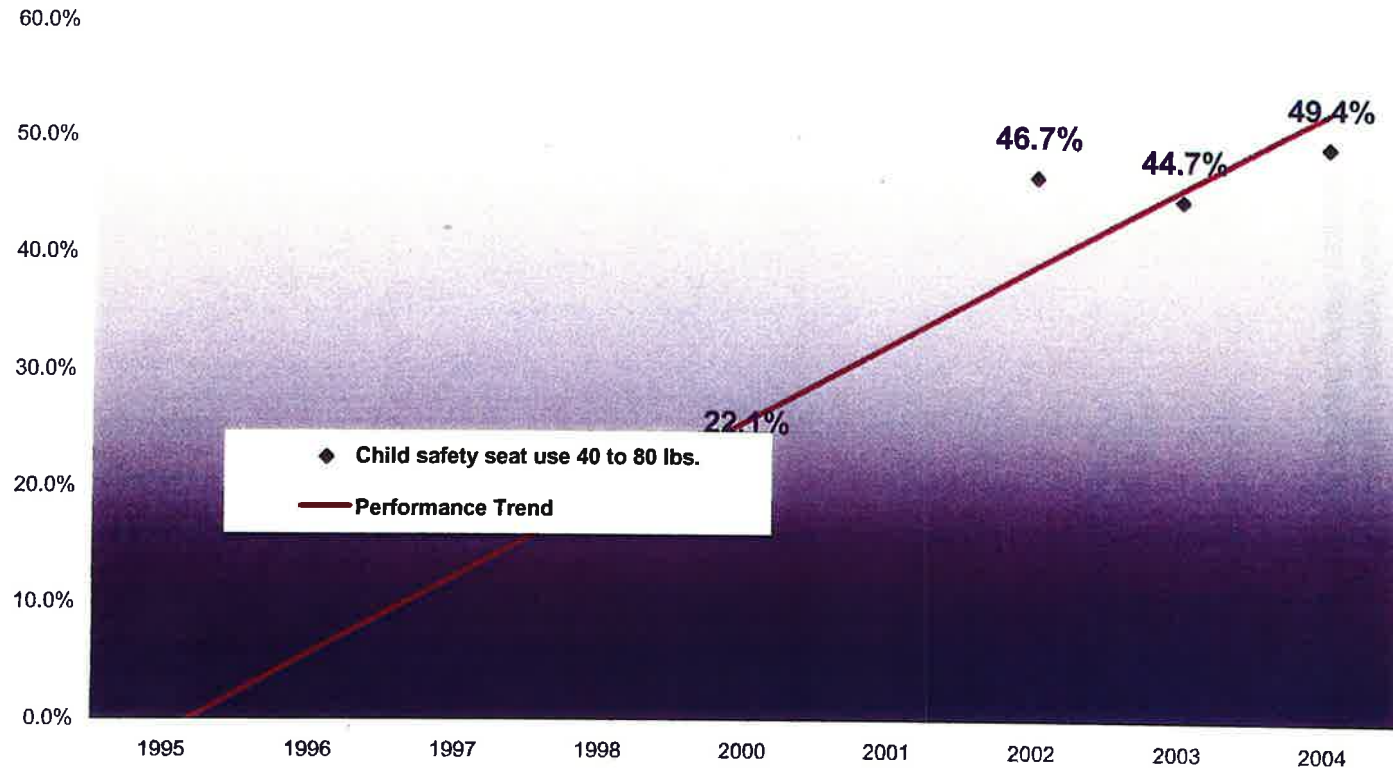
**Goal: Child safety seat use -
40 to 80 lbs.**

Baseline

Increase use rate to 60% in 2008

Use rate of 22% in 2000

Child safety seat use, 40 to 80 lbs.





U.S. Department of Transportation **HIGHWAY SAFETY PROGRAM COST SUMMARY**
National Highway Traffic Safety
Administration
Federal Highway Administration

State WA Number 06-402-01 Date August 31, 2005

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/(Decrease)		
CP-06	2,451,700	612,925		2,451,700	1,028,700	2,451,700
OP-06	245,000	61,250		245,000	75,000	245,000
PA-06	230,000	230,000		230,000		230,000
PS-06	475,000	118,750		475,000	175,000	475,000
PT-06	579,200	144,800		579,200	439,200	579,200
TR-06	683,000	212,000		683,000	85,000	683,000
Total NHTSA	4,663,900	1,379,725		4,663,900	1,802,900	4,663,900
Total FHWA						
Total NHTSA & FHWA	4,663,900	1,379,725		4,663,900	1,802,900	4,663,900

State Official Authorized Signature:

NAME: Steve Lind
TITLE: Deputy Director
DATE: August 31, 2005

Federal Official Authorized Signature:

NHTSA
NAME: _____
TITLE: _____
DATE: _____
Effective Date: _____



U.S. Department of Transportation **HIGHWAY SAFETY PROGRAM COST SUMMARY**
National Highway Traffic Safety
Administration
Federal Highway Administration

State WA Number 06-406-03 Date August 31, 2005

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/(Decrease)		
CP-06	776,000			776,000		776,000
MC-06	60,000			60,000		60,000
OP-06	633,092			633,092		633,092
PM-06	400,000			400,000		400,000
PT-06	1,090,000			1,090,000		1,090,000
RH-06	5,000			5,000		5,000
TR-06	438,848			438,848		438,848
Total NHTSA	3,402,940			3,402,940		3,402,940
Total FHWA						
Total NHTSA & FHWA	3,402,940			3,402,940		3,402,940

State Official Authorized Signature:

NAME: Steve Lind
TITLE: Deputy Director
DATE: August 31, 2005

Federal Official Authorized Signature:
NHTSA
NAME: _____
TITLE: _____
DATE: _____
Effective Date: _____



U.S. Department of Transportation **HIGHWAY SAFETY PROGRAM COST SUMMARY**
National Highway Traffic Safety
Administration
Federal Highway Administration

State WA Number 06-405-05 Date August 31, 2005

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/(Decrease)		
J2-06	906,808	906,808		906,808		906,808
J2PM-06	500,000	500,000		500,000		500,000
Total NHTSA	1,406,808	1,406,808		1,406,808		1,406,808
Total FHWA						
Total NHTSA & FHWA	1,406,808	1,406,808		1,406,808		1,406,808

State Official Authorized Signature:
 NAME: Steve Lind
 TITLE: Deputy Director
 DATE: August 31, 2005

Federal Official Authorized Signature:
 NHTSA
 NAME: _____
 TITLE: _____
 DATE: _____
 Effective Date: _____



U.S. Department of Transportation **HIGHWAY SAFETY PROGRAM COST SUMMARY**
National Highway Traffic Safety
Administration
Federal Highway Administration

State WA Number 06-2009-07 Date August 31, 2005

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/(Decrease)		
OP-06	400,000			400,000		400,000
Total NHTSA	400,000			400,000		400,000
Total FHWA						
Total NHTSA & FHWA	400,000			400,000		400,000

State Official Authorized Signature:

NAME: Steve Lind
TITLE: Deputy Director
DATE: August 31, 2005

Federal Official Authorized Signature:

NHTSA
NAME: _____
TITLE: _____
DATE: _____
Effective Date: _____



U.S. Department of Transportation **HIGHWAY SAFETY PROGRAM COST SUMMARY**
National Highway Traffic Safety
Administration
Federal Highway Administration

State WA Number 06-408-09 Date August 31, 2005

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/(Decrease)		
TR-06	700,000			700,000		700,000
Total NHTSA	700,000			700,000		700,000
Total FHWA						
Total NHTSA & FHWA	700,000			700,000		700,000

State Official Authorized Signature:

NAME: Steve Lind
TITLE: Deputy Director
DATE: August 31, 2005

Federal Official Authorized Signature:

NHTSA
NAME: _____
TITLE: _____
DATE: _____
Effective Date: _____

Community & Corridor Traffic Safety Programs

Total Funded \$2,176,000 Total Benefit to Local \$1,576,000

Federal WTSC WTSC
Project # Tracking # Manager Project

CP06-04; 111 Steve Lind [WTSC] Support for high quality traffic safety projects introduced between annual grant funding cycles. Projects selected to receive funds from this project will be approved personally by the WTSC Director or Deputy Director. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.

(3)

885K AVAL

Fund Source	Approved	Benefit To Local:	\$500,000
06-402	\$900,000		
06-406	\$200,000		
TOTAL:	\$1,100,000		

CP06-02 112 Monica Petersen-Smith [WTSC] In partnership with WSDOT, WSP and local agencies, work to reduce collisions on roadways using low-cost, near-term solutions through the use of engineering, enforcement, education, and emergency services. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.

(1)

EV

Fund Source	Approved	Benefit To Local:	\$550,000
2005-402	\$550,000		

CP06-03 117 Gina Beretta [WTSC] Reduce the number of serious injury and fatal traffic collisions in Washington by supporting activities conducted by the Community Traffic Safety Task Forces. Primarily training, travel and mini-grants. Travel and subsistence, contractual services, equipment, good and services.

(2)

40K AVAL

Fund Source	Approved	Benefit To Local:	\$120,000
06-402	\$120,000		

406CP06-01 120 Lynn Drake [WTSC] Begin building a partnership with all state tribal nations in the area of traffic safety to reduce death and injury to all tribal members. Provide educational materials, equipment, and training in all WTSC program areas. Travel and subsistence, contractual services, equipment, good and services.

(3)

L 12M

Fund Source	Approved	Benefit To Local:	\$0
06-406	\$65,000		

Community & Corridor Traffic Safety Programs

Total Funded \$2,176,000 Total Benefit to Local \$1,576,000

Federal Project #	WTSC Tracking #	WTSC Manager	Project	Fund Source	Approved	Benefit To Local:
J806-14	175	Gina Beretta	[East Region EMS/TC Council] Impact high risk drivers between ages 16–21 through demonstrations in communities w/high Hispanic & Native American populations. Provide trauma drills to EMS. Conduct crash demos in secondary schools. Provide educational materials. Contractual services.	06-410	\$17,100	\$17,100
<div style="position: absolute; left: -100px; top: -50px;"> </div>						
406CP06-04	211	Gina Beretta	[Mabton Police Dept] Educate the hard to reach Hispanic population. Develop Spanish/English PowerPoint presentation to conduct during safety training. Develop & disseminate educational materials & PSA's. Hold Manejar Seguro Hispanic leadership planning meeting. Salaries and wages, travel and subsistence, contractual services, equipment, good and services.	06-406	\$36,000	\$36,000
<div style="position: absolute; left: -100px; top: -50px;"> </div>						
CP06-06	228	Gina Beretta	[ESD 113] Positively influence teens to improve driving by addressing attitude rather than just mechanical skills. Instructor will attend "The Drive Program" workshop, purchase software, digital camera, laptop, & projector, and conduct program with students. Travel and subsistence, equipment, good and services.	06-402	\$3,700	\$3,700
<div style="position: absolute; left: -100px; top: -50px;"> </div>						
CP06-01	237	Dick Nuse	[WTSC] Community programs technical coordination. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.	06-402	\$528,000	\$440,000
<div style="position: absolute; left: -100px; top: -50px;"> </div>						

Impaired Driving Program

Total Funded \$1,978,104 **Total Benefit to Local** \$814,240

Federal Project #	WTSC Tracking #	WTSC Manager	Project						
J806-07	160	Penny Nerup	[Liquor Control Board – Enforcement and Education] Increase awareness of the use of data with law enforcement and other partners. Educate regional mgrs/supervisors on state of reducing DUI's. Create educational brochure on DUI Reduction Project. Coordinate with NHTSA. Salaries and wages, employee benefits, travel and subsistence.						
			<table border="1"> <thead> <tr> <th>Fund Source</th> <th>Approved</th> <th>Benefit To Local:</th> </tr> </thead> <tbody> <tr> <td>06-410</td> <td>\$33,864</td> <td>\$0</td> </tr> </tbody> </table>	Fund Source	Approved	Benefit To Local:	06-410	\$33,864	\$0
Fund Source	Approved	Benefit To Local:							
06-410	\$33,864	\$0							
<p><i>NEEDS 34K</i></p>									
J806-08	183	Dick Nuse	[Dept of Health] Provide specific technical assistance on Brief Intervention (BI) in order to reduce alcohol & drug-related trauma recidivism at Designated Trauma Services. Contract for on-site training and Harborview to evaluate the BI & EMS Regional program efficacy. Travel and subsistence, contractual services, good and services.						
			<table border="1"> <thead> <tr> <th>Fund Source</th> <th>Approved</th> <th>Benefit To Local:</th> </tr> </thead> <tbody> <tr> <td>06-410</td> <td>\$120,000</td> <td>\$30,000</td> </tr> </tbody> </table>	Fund Source	Approved	Benefit To Local:	06-410	\$120,000	\$30,000
Fund Source	Approved	Benefit To Local:							
06-410	\$120,000	\$30,000							
<p><i>NEEDS 120K</i></p>									
J806-09	187	Dick Nuse	[Mothers Against Drunk Driving (MADD)] Place trained volunteers into the courts evaluate adjudication of drunk driving offender cases & follow them through entire process: Jail, probation, appeals. Provide a Project Manager to coordinate activities out of Regional Office. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment.						
			<table border="1"> <thead> <tr> <th>Fund Source</th> <th>Approved</th> <th>Benefit To Local:</th> </tr> </thead> <tbody> <tr> <td>06-410</td> <td>\$25,000</td> <td>\$0</td> </tr> </tbody> </table>	Fund Source	Approved	Benefit To Local:	06-410	\$25,000	\$0
Fund Source	Approved	Benefit To Local:							
06-410	\$25,000	\$0							
<p><i>CANX</i></p>									
J806-10	195	Dick Nuse	[Southwest Region EMS & Trauma Care Council] Reduce preventable premature death/disability due to alcohol/drug impaired driving. Conduct a formal research & evaluation of program efficacy. Purchase equipment & office supplies. Provide transportation to court ordered youth & their families. Travel and subsistence, contractual services, equipment, good and services.						
			<table border="1"> <thead> <tr> <th>Fund Source</th> <th>Approved</th> <th>Benefit To Local:</th> </tr> </thead> <tbody> <tr> <td>06-410</td> <td>\$5,000</td> <td>\$5,000</td> </tr> </tbody> </table>	Fund Source	Approved	Benefit To Local:	06-410	\$5,000	\$5,000
Fund Source	Approved	Benefit To Local:							
06-410	\$5,000	\$5,000							
<p><i>NEEDS 5K</i></p>									

Impaired Driving Program

Total Funded \$1,978,104 Total Benefit to Local \$814,240

Federal WTSC WTSC
Project # Tracking # Manager Project

Motorcycle Safety

Total Funded \$60,000 Total Benefit to Local \$20,000

Federal WTSC WTSC
Project # Tracking # Manager Project

406MC06-01 118 Lynn Drake [WTSC] Reduce the number of serious injury and fatal crashes among motorcyclists and to facilitate changes in all traffic safety related behavior to ensure a safer traffic environment for all citizens Travel and subsistence, contractual services, equipment, good and services.

(2)
NEWS 60K

Fund Source	Approved	Benefit To Local:
06-406	\$60,000	\$20,000

Others

Total Funded \$145,000 Total Benefit to Local \$40,000

Federal WTSC WTSC
Project # Tracking # Manager Project

406RH06-01 141 Penny Nerup [WTSC] Work with Operation Lifesaver to place signs in areas where trespass is likely to occur at highway-rail grade crossings & along railroad rights-of-way. Travel and subsistence, equipment.

(3)
PAY out of connection Post

Fund Source	Approved	Benefit To Local:
06-406	\$5,000	\$2,000

Pedestrian & Bicycle Safety Programs

Total Funded \$375,000 Total Benefit to Local \$200,000

Federal WTSC WTSC
Project # Tracking # Manager Project

PS06-02 119 Lynn Drake [WTSC] Facilitate and coordinate the existing community based partnerships, incorporating state entities of government. Focus on enforcement, education and engineering in community based coalitions and organization. Emphasis given to high-risk locations Travel and subsistence, contractual services, equipment, good and services.

(2)
DEAD 175, 175 AMAL

Fund Source	Approved	Benefit To Local:
06-402	\$375,000	\$200,000

Police Traffic Services Program

Total Funded \$2,033,048 Total Benefit to Local \$533,048

Federal Project #	WTSC Tracking #	WTSC Manager	Project	Fund Source	Approved	Benefit To Local:
J806-16	134	Penny Nerup	[WTSC] Determine which task force coordinators & their local LE should be re-funded for on-going DUI emphasis patrols based on actual dollars spent, DUI arrests, & agency activity. Determine where to add additional task forces. Salaries and wages, employee benefits, good and services.	06-410	\$325,000	\$325,000
<p>NEED 150K</p> <p>(2)</p>						
406PT06-04	136	Penny Nerup	[WTSC] Work w/WTSC PIO & Inter-agency Aggressive Driving Committee to create an Aggressive Driving education program. Salaries and wages, employee benefits, good and services.	06-406	\$40,000	\$30,000
<p>(3)</p> <p>DELAY</p>						
406PT06-02	137	Penny Nerup	[WTSC] Provide grants that create well-trained and well-equipped commissioned officers. Travel and subsistence, equipment, good and services.	06-406	\$75,000	\$75,000
<p>NEED 150K</p> <p>(2)</p>						
406PT06-03	146	Penny Nerup	[WTSC] Educate WA drivers about the dangers of excessive/dangerous speed through high-visibility, intensive enforcement on those roads where there are a significant number of speed-related fatalities. Salaries and wages, employee benefits, contractual services, good and services.	06-406	\$150,000	\$75,000
<p>NEED 150K</p> <p>(1)</p>						
406PT06-05	147	Penny Nerup	[WTSC] Implement a public information campaign to educate drivers about the dangers of speeding in school zones, running red lights and railroad crossings. Conduct meetings to assist city and county officials in implementing automated traffic enforcement. Travel and subsistence, contractual services, equipment, good and services.	06-406	\$45,000	\$45,000
<p>(3)</p> <p>DELAY</p>						

Seat Belts and Child Safety Seats

Total Funded \$3,070,548

Total Benefit to Local \$1,091,937

Federal Project #	WTSC Tracking #	WTSC Manager	Project
2009OP06-01; J206-02; J2PM06-01	131	Angie Ward	[WTSC] Increase seat belt use rates/ Decrease fatalities & serious injuries/ Continue to cultivate a culture of zero-tolerance for seat belt violators. Conduct 1 highly publicized SB emphasis patrols, 1 statewide LE meeting, implement a SB incentive program. Contractual services, good and services.

3

Fund Source	Approved	Benefit To Local:
06-2009	\$400,000	\$400,000
06-405	\$500,000	
2005-405	\$570,000	
TOTAL:	\$1,470,000	

2
-400K

OP06-02	132	Angie Ward	[WTSC] Maintain and increase seat belt/child passenger safety device use rates. Promote use by supporting education & enforcement programs at state and local levels. Special emphasis on low use/high risk audiences. Travel and subsistence, good and services.
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2

Fund Source	Approved	Benefit To Local:
06-402	\$145,000	\$75,000

DE 75K, 70K MAIL ENVELOPES

J206-01; J303-01	133	Angie Ward	[WTSC] Develop and distribute public service announcements/educational materials addressing the upgrade to 'Anton's Law highlighting the need for booster seats for kids up to eight years old. Also address the need for kids to ride in back seats whenever possible. Contractual services, equipment, good and services.
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3

Fund Source	Approved	Benefit To Local:
05-03b	\$100,000	\$150,000
2005-405	\$200,000	
TOTAL:	\$300,000	

406OP06-01	140	Angie Ward	[Snohomish Health District] Increase correct use of child restraint systems among low-income population in Snohomish County through education. Increase competency by providing hands-on, guided installation instructions. Teach 42 classes to various ethnic groups & follow-up. Salaries and wages, employee benefits, contractual services, good and services.
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2

Fund Source	Approved	Benefit To Local:
06-406	\$26,750	\$26,750

NEED 26K

Traffic Records, Engineering, And Research

Total Funded \$2,045,000 Total Benefit to Local \$580,000

Federal Project #	WTSC Tracking #	WTSC Manager	Project	Fund Source	Approved	Benefit To Local:
406TR06-01	138	Phil Salzberg	[WTSC] Support efforts to provide LE officer's methods to electronically capture ticket data, collision report data. Develop statewide data exchange infrastructure to allow electronic transmission. Prepare agency systems & repositories to receive e-traffic data Salaries and wages, employee benefits, travel and subsistence, good and services.	06-406	\$89,000	\$35,000
<p><i>①</i> <i>NEW 89K</i></p>						
163TR05-01	144	Phil Salzberg	[WTSC] Conduct/publish studies/surveys to measure agency performance in achieving goals. Assess/evaluate traffic safety laws/policy, identify scope of safety problem areas. Annual observation of child booster seat use used by the legislature, SB use. Travel and subsistence, contractual services, equipment, good and services.	2005-163	\$590,000	\$100,000
<p><i>②</i> <i>APRIL 400K, 400 APRIL</i></p>						
406TR06-02	170	Phil Salzberg	[Dept of Health, EMS and Trauma System] Develop the infrastructure needed to receive EMS patient care information from the EMS agencies that currently hold that data in electronic format. Install hardware/software, test system, train staff, pilot interface submissions Contractual services, equipment, good and services.	06-406	\$250,000	\$175,000
<p><i>②</i> <i>NEW 125, NEW 125</i></p>						
406TR06-03	223	Penny Nerup	[Okanogan County Sheriff's Office] Purchase Total Station for collision investigation. Provide training to 6 deputies to provide more thorough and accurate crash investigations. Equipment, good and services.	06-406	\$13,848	\$13,848
<p><i>②</i> <i>NEW 14K</i></p>						

II. PLANNING DOCUMENT

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

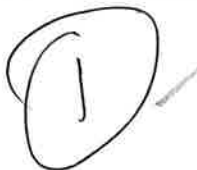
Planning & Administration

Total Funded \$230,000

Total Benefit to Local \$60,000

Federal WTSC WTSC
Project # Tracking # Manager Project

PA06-01 243 Steve Lind [WTSC] Funds to support agency management, program direction and administration. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.



Fund Source	Approved	Benefit To Local:	\$60,000
06-402	\$230,000		

Total for all Areas:

Fund Source	Approved	Available
05-03b	\$100,000	\$100,000
06-2009	\$400,000	\$400,000
06-2011	\$310,000	\$300,000
06-402	\$4,113,900	\$4,100,000
06-405	\$508,845	\$500,000
06-406	\$3,402,940	\$3,400,000
06-408	\$700,000	\$700,000
06-410	\$1,799,100	\$1,800,000
2005-157	\$125,648	\$131,591
2005-163	\$740,000	\$746,890
2005-402	\$550,000	\$548,575
2005-405	\$897,963	\$897,992
2005-410	\$1,055,000	\$1,049,000
TOTAL:	\$14,703,396	\$14,674,048

TOTAL 315 \$4,271,640

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

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

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

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

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

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

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

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

- 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.

(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.

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.

exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

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

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2006 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).



Lowell Porter

Governor's Representative for Highway Safety

8/31/2005

Date

