

Washington State Highway Safety



WASHINGTON
Traffic Safety
COMMISSION

2011

Performance Plan



version 1.0

WASHINGTON STATE 2011 HIGHWAY SAFETY PERFORMANCE PLAN

**WASHINGTON TRAFFIC SAFETY COMMISSION
621 8th Avenue SE, Suite 409
P.O. Box 40944
Olympia, Washington 98504-0944**

August 31, 2010



STATE OF WASHINGTON

WASHINGTON TRAFFIC SAFETY COMMISSION

621 8th Avenue SE, Suite 409 • PO Box 40944 • Olympia, Washington 98504-0944 • (360) 753-6197

TO: Washington State Citizens

FROM: Lowell Porter
Director

A handwritten signature in blue ink that reads "Lowell Porter".

DATE: August 31, 2010

SUBJECT: Washington State Year 2011 Highway Safety Performance Plan

On behalf of the Washington Traffic Safety Commission (WTSC), I am pleased to present our state's *2011 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 2011 will help the WTSC accomplish our primary goal - ***to eliminate traffic related deaths and disabling injuries on Washington roadways by the year 2030.***

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

The *Benchmark Report* explains the process used by the WTSC to identify problems, establish goals and performance measures, and select which projects will be funded within Washington State. It contains data, goals and performance measures applicable to key traffic safety emphasis areas identified in the "Washington State Strategic Highway Safety Plan: Target Zero." It also provides a general budget/cost summary showing federal and state fund allocations within traffic safety program areas.

The *Planning Document* describes specific projects selected by the WTSC for funding during FFY 2011. 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, SAFETEA-LU. These funds will be used to improve safety on Washington roadways throughout FFY 2011, which runs from October 1, 2010 through September 30, 2011.

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

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I. EXECUTIVE SUMMARY

Virtually every phase of this Highway Safety Performance Plan (HSPP) is aligned with the priorities and strategies in the Washington Strategic Highway Safety Plan: Target Zero. This guiding light document (Target Zero) was signed by Governor Gregoire in 2007 and is currently undergoing the first major review and update. That review process will be completed by mid-FFY 2010.

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

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

1. Impaired Driving

- On July 1, 2010, WTSC launched an innovative High Visibility Enforcement program called Target Zero Team. This project features 21 full time WSP troopers with local law enforcement officers, Target Zero Community Traffic Safety Task Forces, Traffic Safety Resource Prosecutors and Law Enforcement Liaison officers targeting areas in Snohomish, King and Pierce Counties – the three counties that have the highest level of DUI related deaths and serious injuries. After about 24 months, the effectiveness of the program will be evaluated by NHTSA to determine if it should be replicated in other high risk areas.
- Washington's new Traffic Resource Prosecutors achieved outstanding accomplishments in the program's first year, including two Drug Recognition Expert Schools for Prosecutors, addressing the uncertainty issue with the Toxicology Lab, considerable blood search warrant trainings across the state, training for the WA Prosecutors Association, and continued participation with the planning and implementation of the Target Zero Teams program.
- The Drive Hammered Get Nailed high visibility sustained DUI enforcement program finished the year with the highest number of participating agencies ever at 172. Quarterly statewide DUI emphasis will continue in FFY2011.

II. WASHINGTON STATE BENCHMARK REPORT

A. PROCESS DESCRIPTION

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

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

Washington Traffic Safety Commissioners

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

The WTSC Technical Advisory Committee

- A representative of each Commission organization listed above
- Representatives of key traffic safety stakeholder groups

1. Traffic Safety Problem Identification

The 2011 HSPP goals and performance measures are closely tied to those found in the “Washington State Strategic Highway Safety Plan: Target Zero” (SHSP.)

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

2. Goals and Performance Measures

Once Washington’s problem areas were identified, performance measures were adopted and goals were set. The goals found and performance measures in this FFY 2011 HSPP are consistent with those in the 2010 version of Washington State’ Strategic Highway Safety Plan: Target Zero. The WTSC staff, legislature, TAC and Commissioners continue to refine the goals, benchmarks and performance measures.

The Commissioners directed staff to base funding decisions on these goals, funding projects that are in line with the priorities and strategies in Target Zero.

Costs are subject to change.

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

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

C. PAID MEDIA

Compared to recent years, funding for high visibility enforcement campaigns in FFY 2011, particularly publicity of the enforcement, will be significantly decreased in Washington. Due to reduced funding, television and/or radio advertising or other media channels are not feasible for some programs, including impaired driving and speeding.

Where funding does permit paid media, expert media buyers knowledgeable in the Washington markets will conduct an analysis to determine the optimum media channel(s) for each initiative, and implementation may vary from the plan.

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

To remain aligned with proven strategies identified in Target Zero, extra enforcement campaigns are publicized through means other than paid media before and during grant-funded enforcement patrols, and this will continue during FFY 2011. Such publicity may include 1) aggressive earned media using expert media relations contractors and 2) community outreach through Washington's statewide network of Target Zero Managers. Limited educational materials will be available this year for their use such as rack cards, window clings, coasters, posters and videos.

We realize that the target demographics for impaired driving, speeding and occupant protection are less likely than other demographics to view, read or listen

The *Washington State Strategic Highway Safety Plan: Target Zero*, adopted by the Commission and approved by the Governor, identifies strategies necessary to reach our goal of zero fatal or disabling traffic injuries by 2030.

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

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

PERFORMANCE GOALS, DATA, TRENDS AND BENCHMARKS

Pupil Transportation and School Walkway Safety

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

- a. Reduce hazardous walking conditions within one mile of schools.
- b. Maintain current outstanding safety records for students on school buses or in school bus boarding areas. Present data indicates risk of fatal or serious injury to students on or near school buses is extremely low.
- c. Continue to implement eight year plan to upgrade school zone signs to reduce speeds around all elementary and middle schools in the state.

Traffic Records

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

- a. Provide an ongoing statewide forum for traffic records and support the coordination of multi-agency initiatives and projects.
- b. Leverage technology and appropriate government and industry standards to improve the collection, dissemination, and analysis of traffic records data.
 - Reduce paper-based exchanges among traffic records systems and stakeholders.
 - Develop integrated patient care systems for enhanced injury surveillance.
 - Performance Measure: Increase the percent of statewide EMS agencies providing data to State EMS data file.
- c. Improve the interoperability and exchange of traffic records data among systems and stakeholders for increased efficiency and enhanced integration.
 - Improve the timeliness, utility, and accessibility of statewide collision data.
 - Performance Measure: Decrease the median number of days from date of reported crash to entry into the state crash file.

Collision Data & Performance Measures	Calendar Year										Baseline Average 2007-2009	Goal 2011
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009*		
Fatalities	631	649	658	600	567	649	633	571	521	491	528	514
Fatalities/100M VMT	1.17	1.21	1.20	1.09	1.02	1.17	1.12	1.00	0.94	0.87	0.94	0.89
Serious Injuries	N/A	N/A	3,206	2,807	2,813	2,917	2,994	2,749	2,603	2,649	2,667	2,326
Serious Injuries/100M VMT	N/A	N/A	5.85	5.10	5.05	5.26	5.30	4.83	4.69	4.69	4.74	4.03
Rural Road Fatalities	363	392	430	375	355	399	363	353	287	311	317	
Rural Road Fatalities/100M VMT	2.10	2.27	2.46	2.09	2.19	2.46	2.20	2.11	1.79	1.86	1.92	
Urban Road Fatalities	268	257	228	225	211	248	270	218	233	172	208	
Urban Road Fatalities/100M VMT	0.73	0.71	0.61	0.61	0.57	0.63	0.67	0.54	0.59	0.43	0.52	
Statewide Observed Daytime Seatbelt Use Rate	81.6%	82.6%	92.6%	94.8%	94.2%	95.2%	96.3%	96.4%	96.5%	96.4%	96.4%	97%
Unrestrained Passenger Vehicle Occupant Fatalities, all seat positions	293	270	245	179	165	208	198	155	128	132	138	82
Fatalities Involving a Driver or Motorcycle Operator with a BAC \geq .08	195	190	215	180	174	203	194	184	166	189	180	162
Fatalities Involving a Driver or Motorcycle Operator with a BAC \geq .08/100M VMT	0.36	0.35	0.39	0.33	0.31	0.37	0.34	0.32	0.30	0.33	0.32	
Fatalities Involving a Alcohol or Drug Impaired Driver	270	257	295	255	254	285	301	272	255	264	264	259
Fatalities Involving a Alcohol or Drug Impaired Driver/100M VMT	0.50	0.48	0.54	0.46	0.46	0.51	0.53	0.48	0.46	0.47	0.47	
Serious Injuries Involving a Alcohol or Drug Impaired Driver	N/A	N/A	612	545	583	598	619	628	520	527	558	
Serious Injuries Involving a	N/A	N/A	1.12	0.99	1.05	1.08	1.09	1.10	0.94	0.93	0.99	

HIGHWAY SAFETY PERFORMANCE PLAN

BENCHMARK REPORT

Median number of days from date of reported crash to entry into State crash file										68.8		58
Percentage of statewide EMS agencies providing data to State EMS data file										15%		35%

* 2009 figures are based on preliminary data and are subject to change as more information becomes available.
 2011 goals from Strategic Highway Safety Plan: Target Zero
 2010.
 Serious injury data unavailable for 1999 and 2000.

Serious Injuries

Goal: Reduce traffic serious injuries 12.2% from the 2007-2009 base year average of 2,667 to 2,326 by December 31, 2011.



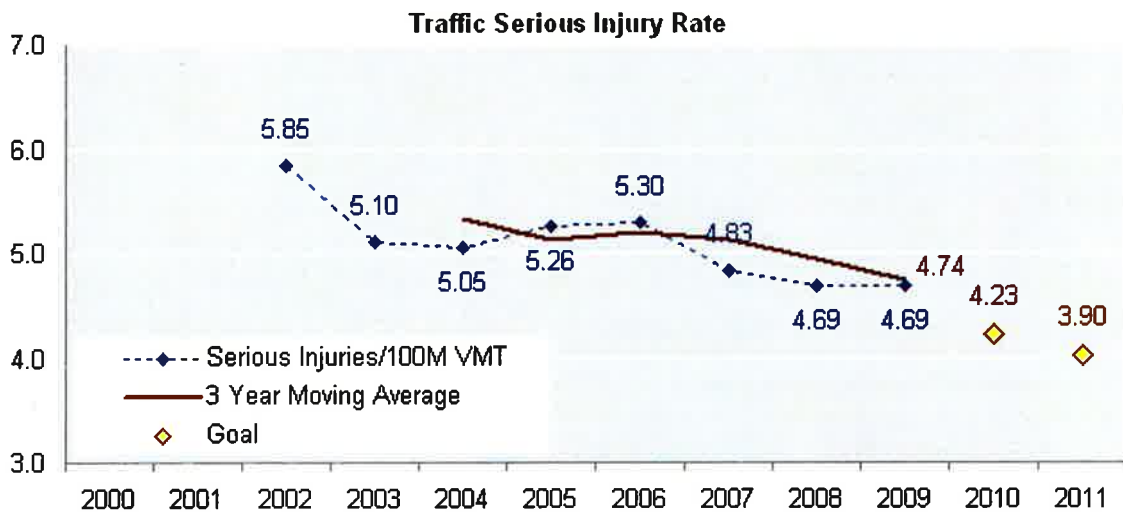
Source: WSDOT

*2009 figures are based on preliminary data and are subject to change as more information becomes available.

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

Serious Injury Rate

Goal: Reduce traffic serious injury rate 9.2% from the 2007-2009 base year average of 4.74 to 3.90 by December 31, 2011.

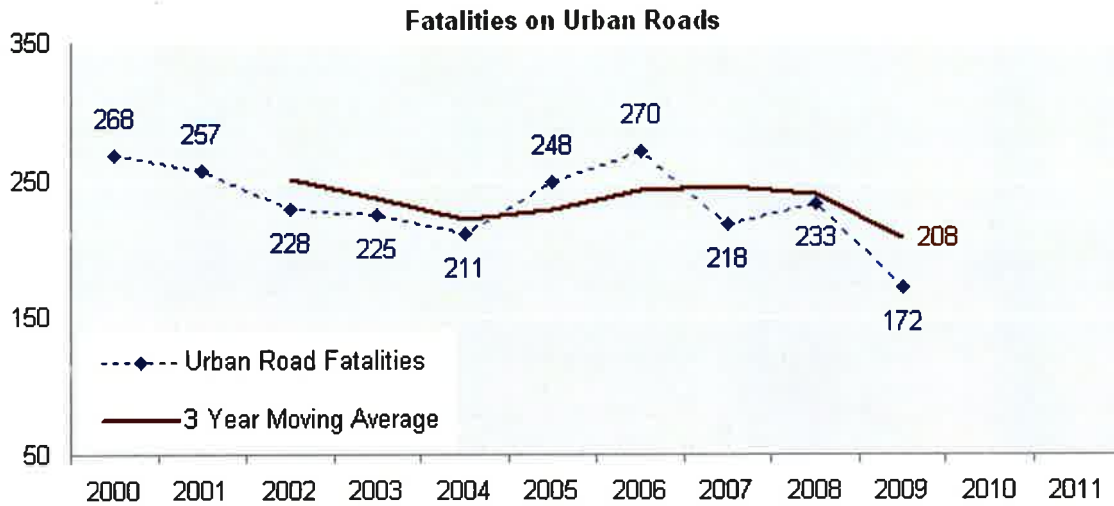


Source: WSDOT

*2009 figures are based on preliminary data and are subject to change as more information becomes available.

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

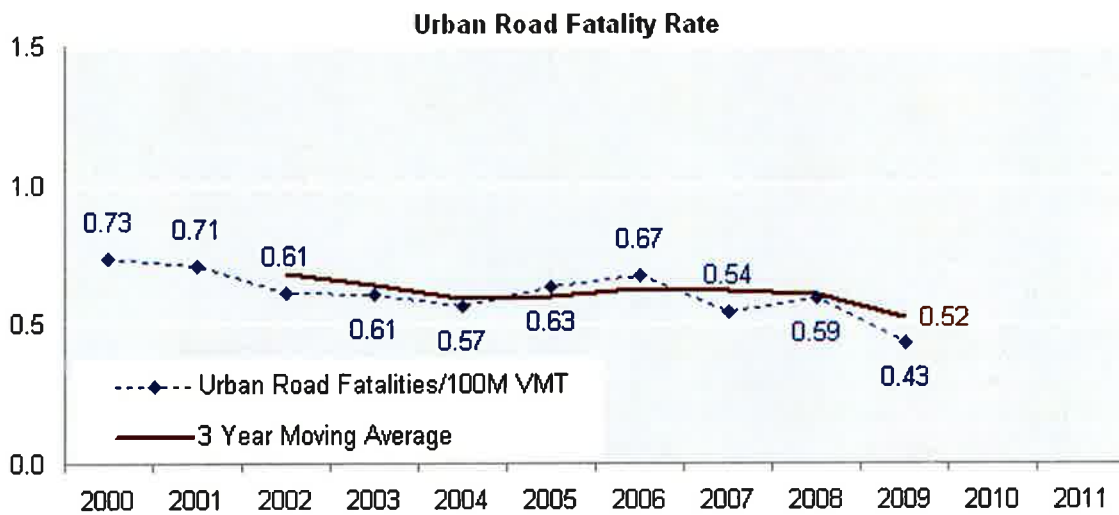
Fatalities on Urban Roads



Source: FARS

*2009 figures are based on preliminary data and are subject to change as more information becomes available.

Urban Road Fatality Rate

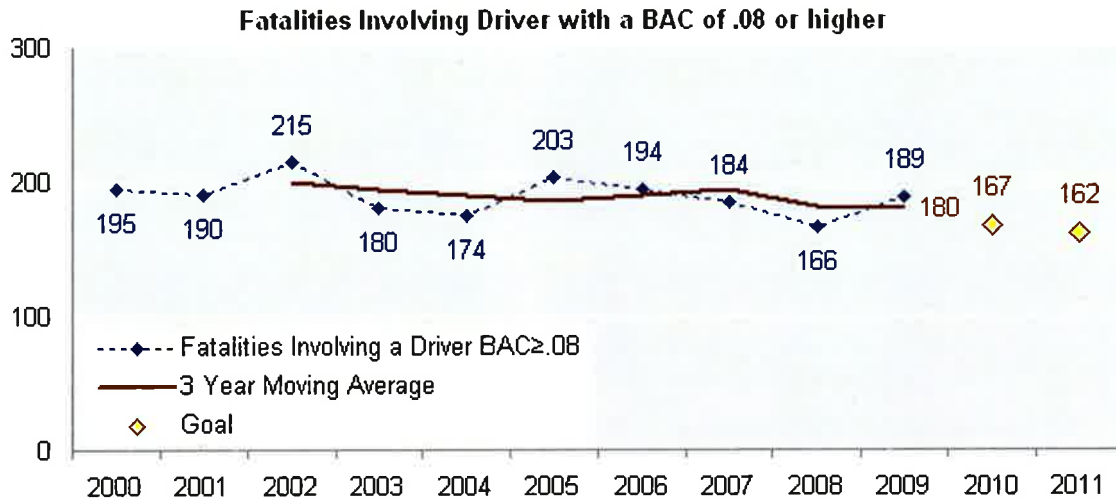


Source: FARS and WSDOT

*2009 figures are based on preliminary data and are subject to change as more information becomes available.

Fatalities Involving Driver with a BAC of .08 or higher

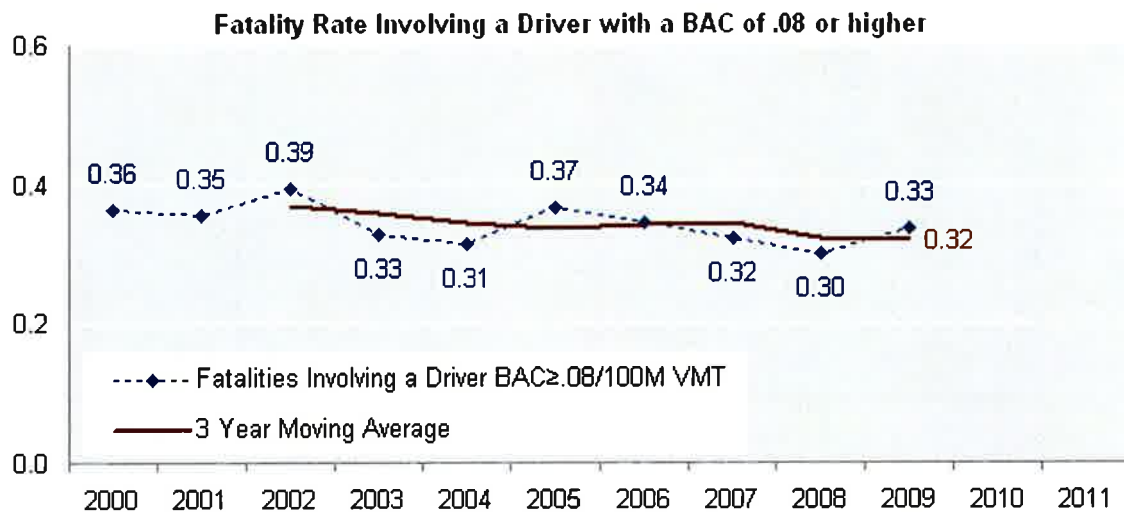
Goal: Reduce traffic fatalities involving a driver with a BAC of .08 or higher 10.0% from the 2007-2009 base year average of 180 to 162 by December 31, 2011.



Source: FARS

*2009 figures are based on preliminary data and are subject to change as more information becomes available.

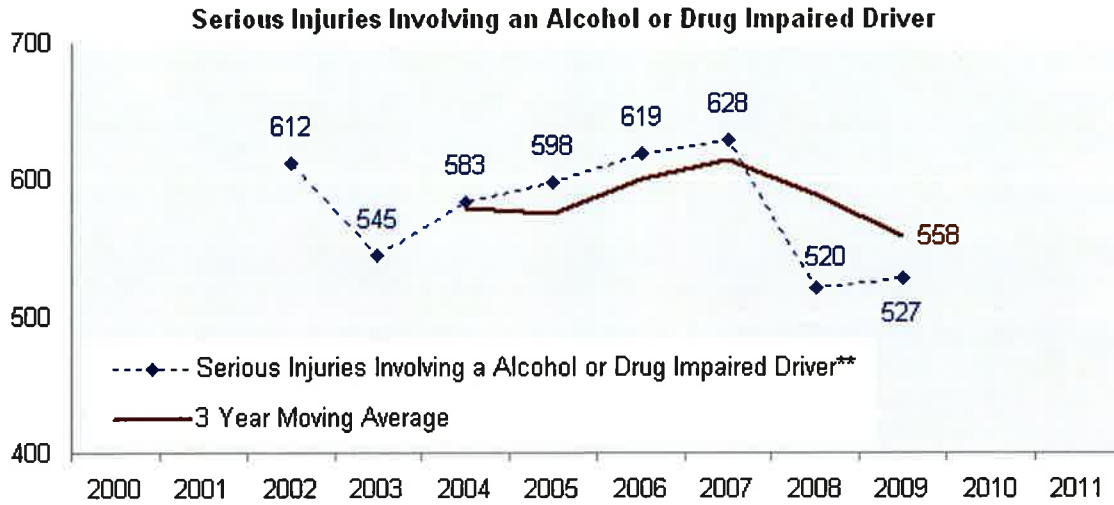
Fatality Rate Involving Driver with a BAC of .08 or higher



Source: FARS and WSDOT

*2009 figures are based on preliminary data and are subject to change as more information becomes available.

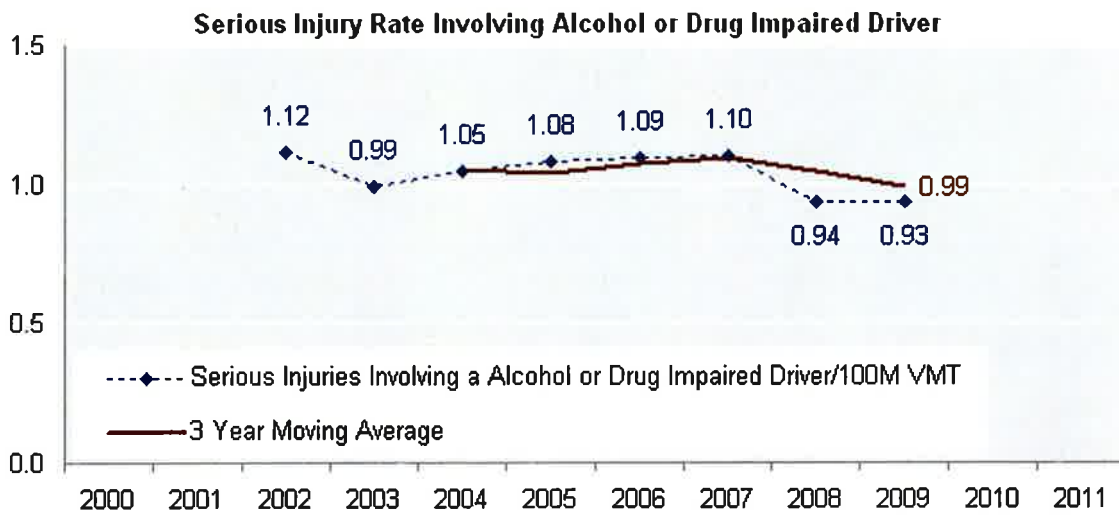
Serious Injuries Involving an Alcohol or Drug Impaired Driver



Source: FARS

*2009 figures are based on preliminary data and are subject to change as more information becomes available.

Serious Injury Rate Involving Alcohol or Drug Impaired Drivers



Source: FARS and WSDOT

*2009 figures are based on preliminary data and are subject to change as more information becomes available.

Serious Injuries Involving a Speeding Driver



Source: FARS

*2009 figures are based on preliminary data and are subject to change as more information becomes available.

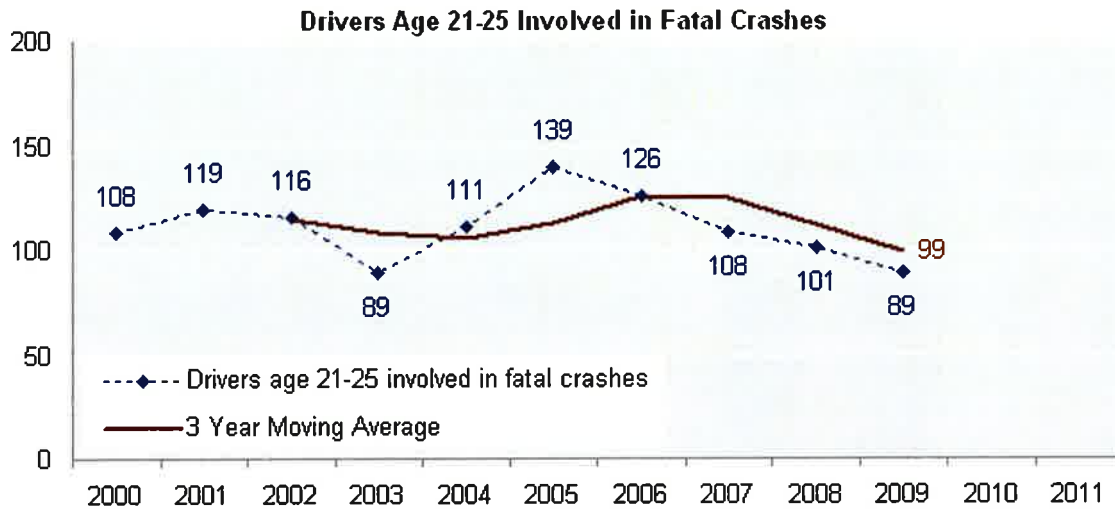
Speeding Involved Serious Injury Rate



Source: FARS and WSDOT

*2009 figures are based on preliminary data and are subject to change as more information becomes available.

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

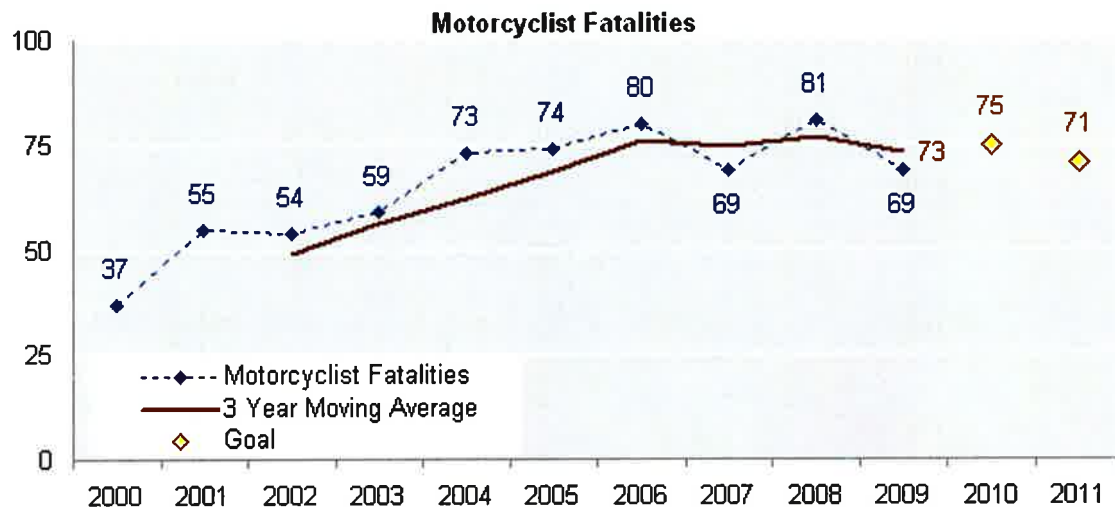


Source: FARS

*2009 figures are based on preliminary data and are subject to change as more information becomes available.

Motorcyclist Fatalities

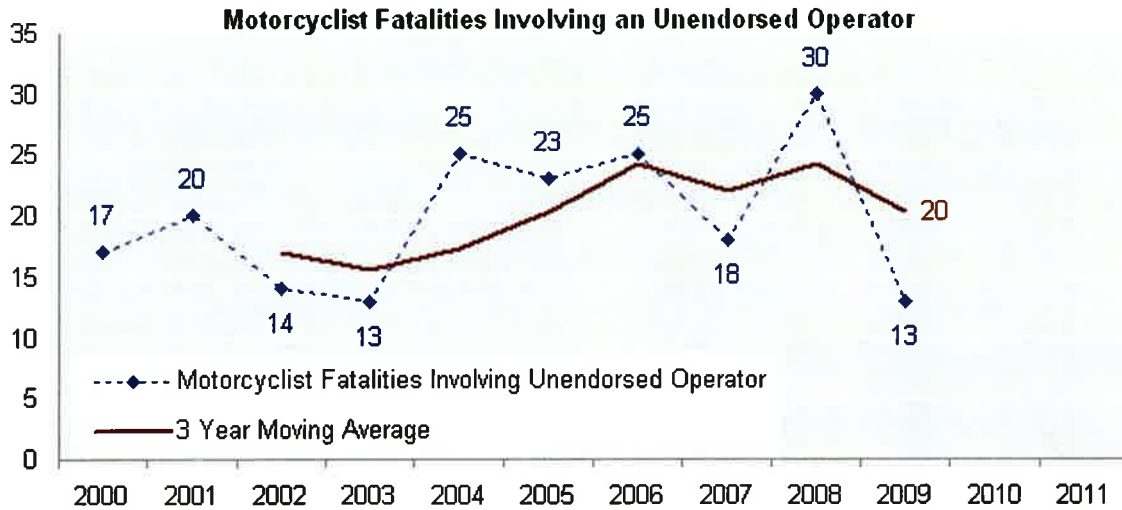
Goal: Reduce the number of motorcyclist fatalities 2.7% from the 2007-2009 base year average of 73 to 71 by December 31, 2011.



Source: FARS

*2009 figures are based on preliminary data and are subject to change as more information becomes available.

Motorcyclist Fatalities Involving an Unendorsed Operator



Source: FARS

*2009 figures are based on preliminary data and are subject to change as more information becomes available.

Pedestrian Fatalities

Goal: Reduce the number of pedestrian fatalities 1.6% from the 2007-2009 base year average of 63 to 62 by December 31, 2011.



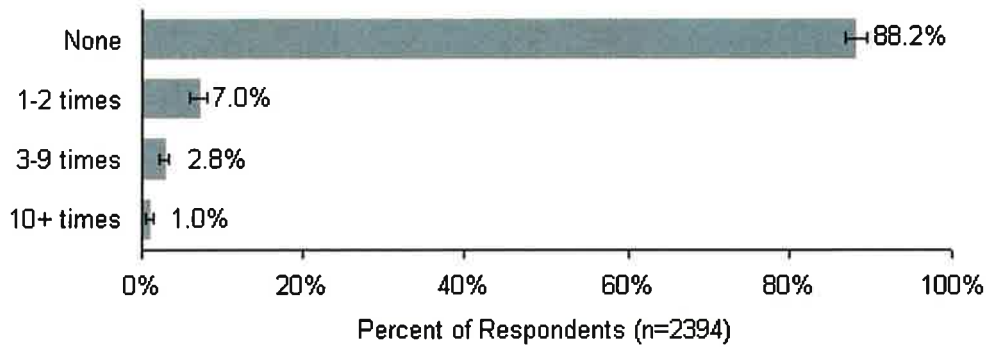
Source: FARS

*2009 figures are based on preliminary data and are subject to change as more information becomes available.

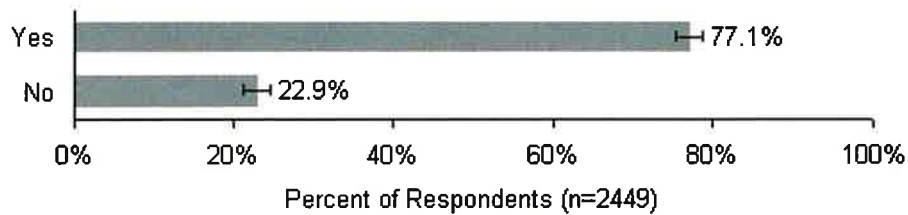
Driver Survey 2010: Self-Reported Attitudes, Awareness, and Behavior

Impaired Driving

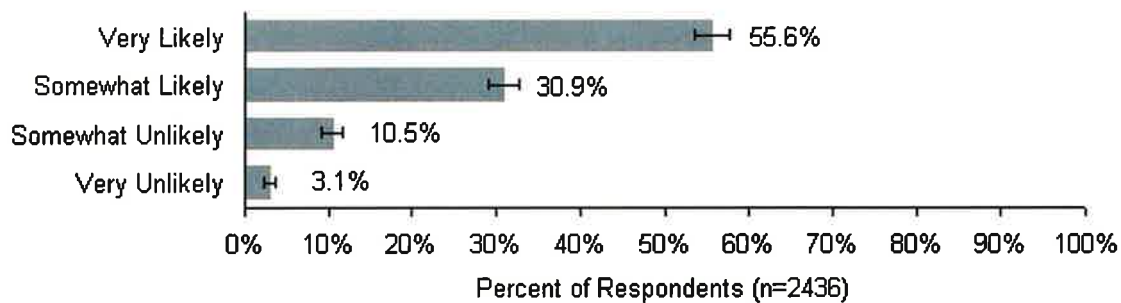
Q: In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?



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

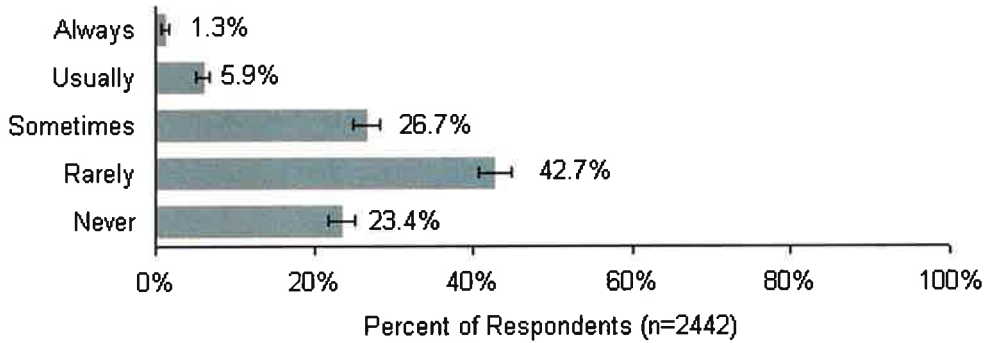


Q: What do you think the chances are of someone getting arrested if they drive drunk?

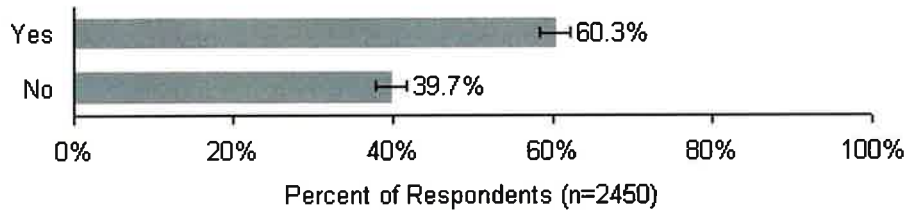


Speeding

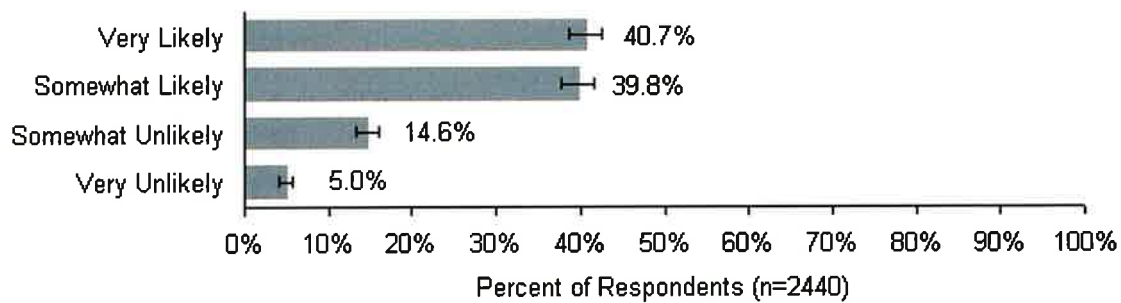
Q: On a local road with a speed limit of 25 mph, how often do you driver faster than 30 mph?



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



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



Driver Survey 2010: Self-Reported Attitudes, Awareness, and Behavior

Impaired Driving

	Age	Total Responses	0 Times %	1-2 Times %	3-9 Times %	10+ Times %
In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?	18 and Older	2394	88.2%	8.1%	2.8%	1.0%
	18-24	326	86.8%	9.5%	2.5%	1.2%
	25-34	525	85.7%	9.9%	3.6%	0.8%
	35-44	436	86.5%	9.2%	3.4%	0.9%
	45-54	391	86.2%	9.2%	2.8%	1.8%
	55-64	340	92.9%	5.0%	1.5%	0.6%
	65-74	247	92.7%	4.9%	2.0%	0.4%
	75+	84	94.0%	2.4%	2.4%	1.2%
unreported		45	88.9%	8.9%	2.2%	0.0%

	Age	Total Responses	% Yes
In the past 60 days, have you read, seen or heard anything about drunk driving enforcement by police?	18 and Older	2449	77.1%
	18-24	329	81.5%
	25-34	534	77.3%
	35-44	454	72.5%
	45-54	400	81.5%
	55-64	343	73.2%
	65-74	250	75.6%
	75+	87	80.5%
unreported		52	80.8%

	Age	Total Responses	Very Likely %	Somewhat Likely %	Somewhat Unlikely %	Very Unlikely %
What do you think the chances are of someone getting arrested if they drive drunk?	18 and Older	2436	55.6%	29.0%	10.5%	3.1%
	18-24	328	68.9%	23.2%	6.4%	1.5%
	25-34	532	61.7%	28.9%	5.6%	3.8%
	35-44	449	53.9%	31.2%	11.6%	3.3%
	45-54	399	51.9%	31.8%	13.3%	3.0%
	55-64	343	52.2%	32.1%	12.8%	2.9%
	65-74	249	40.2%	41.0%	15.3%	3.6%
	75+	87	50.6%	36.8%	11.5%	1.1%
unreported		49	57.1%	22.4%	14.3%	6.1%

55-64	345	61.2%
65-74	249	62.7%
75+	87	62.1%
unreported	51	64.7%

	Age	Total Responses	Very Likely %	Somewhat Likely %	Somewhat Unlikely %	Very Unlikely %
If you are driving at 68 mph on a freeway posted for 60 mph, what are the chances you will get a ticket?	18 and Older	2440	40.7%	39.8%	14.6%	5.0%
	18-24	328	37.2%	42.7%	14.3%	5.8%
	25-34	533	40.7%	37.1%	16.5%	5.6%
	35-44	452	41.6%	39.4%	14.2%	4.9%
	45-54	397	44.6%	38.8%	12.1%	4.5%
	55-64	344	36.6%	44.8%	13.4%	5.2%
	65-74	248	41.9%	38.3%	16.5%	3.2%
	75+	88	44.3%	36.4%	17.0%	2.3%
	unreported	50	40.0%	38.0%	14.0%	8.0%

Cell Phone Use and Text Messaging

	Age	Total Responses	Talked on Hand-held Cell Phone* %	Talked on Hands Free Cell Phone* %	Sent Text Message or Email* %	None %
In the past 30 days, have you done any of the following while driving? (Please check all that apply.)	18 and Older	2351	25.7%	35.7%	14.9%	46.7%
	18-24	320	37.2%	34.4%	36.9%	37.2%
	25-34	517	32.5%	45.1%	22.6%	34.8%
	35-44	440	28.6%	46.6%	16.1%	35.9%
	45-54	389	22.9%	40.4%	7.7%	44.5%
	55-64	329	17.3%	27.7%	3.0%	58.7%
	65-74	227	12.8%	17.2%	0.4%	74.0%
	75+	84	8.3%	2.4%	1.2%	90.5%
	unreported	45	22.2%	4.4%	6.7%	71.1%

*Respondents may have selected more than one answer; therefore totals may add up to more than 100 percent.

Program Area/ Project Number	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
NHTSA 405						
<i>Occupant Protection</i>						
K2-2011-00-00-00	\$0	\$1,890,000	\$0	\$630,000	\$630,000	\$0
Occupant Protection Total	\$0	\$1,890,000	\$0	\$630,000	\$630,000	\$0
NHTSA 405 Total	\$0	\$1,890,000	\$0	\$630,000	\$630,000	\$0

NHTSA 406						
<i>Police Traffic Services</i>						
K4PT-2011-00-00-00	\$0	\$0	\$0	\$260,000	\$260,000	\$0
Police Traffic Services Total	\$0	\$0	\$0	\$260,000	\$260,000	\$0
<i>Traffic Records</i>						
K4TR-2011-00-00-00	\$0	\$0	\$0	\$100,000	\$100,000	\$0
Traffic Records Total	\$0	\$0	\$0	\$100,000	\$100,000	\$0
NHTSA 406 Total	\$0	\$0	\$0	\$360,000	\$360,000	\$0

NHTSA 408						
<i>Traffic Records</i>						
K9-2011-00-00-00	\$0	\$324,125	\$0	\$1,296,500	\$1,296,500	\$0
Traffic Records Total	\$0	\$324,125	\$0	\$1,296,500	\$1,296,500	\$0
NHTSA 408 Total	\$0	\$324,125	\$0	\$1,296,500	\$1,296,500	\$0

NHTSA 410						
<i>Alcohol SAFETEA-LU</i>						
K8-2011-00-00-00	\$0	\$8,342,260	\$0	\$3,242,260	\$3,242,260	\$0
Alcohol SAFETEA-LU Total	\$0	\$8,342,260	\$0	\$3,242,260	\$3,242,260	\$0
NHTSA 410 Total	\$0	\$8,342,260	\$0	\$3,242,260	\$3,242,260	\$0

NHTSA 2010						
<i>Motorcycle Safety</i>						
K6-2011-00-00-00	\$0	\$0	\$0	\$135,000	\$135,000	\$0
Motorcycle Safety Incentive Total	\$0	\$0	\$0	\$135,000	\$135,000	\$0
NHTSA 2010 Total	\$0	\$0	\$0	\$135,000	\$135,000	\$0

III. PLANNING DOCUMENT

Community Task Forces

				Total Funded \$529,520	Total Benefit to Local \$529,520
Federal Project	WTSC Tracking #	WTSC Manager	Project		
CP11-03	31	Lynn Drake	[WTSC] Target Zero Task Force and Law Enforcement Liaison programs will implement state and national mobilizations, lead local traffic safety projects and utilize best practices and proven strategies to address the priorities of Target Zero. Salaries and wages, travel and subsistence, contractual services, goods and		
				Fund Source	Benefit To Local
				402 new	\$529,520

Corridor Traffic Safety Programs

				Total Funded \$220,000	Total Benefit to Local \$220,000
Federal Project	WTSC Tracking #	WTSC Manager	Project		
CP11-02	54	Angie Ward	[WTSC] The Traffic Safety Corridor Program is a joint effort between the WTSC, WSDOT, the Washington State Patrol and many local partner agencies. It is locally coordinated and works to reduce collisions on roadways using low-cost, near term solutions. Contractual services, goods and services.		
				Fund Source	Benefit To Local
				402 new	\$220,000

Distracted or Drowsy Driving

				Total Funded \$25,000	Total Benefit to Local \$0
Federal Project	WTSC Tracking #	WTSC Manager	Project		
CP11-11	62	Angie Ward	[WTSC] Funds to support a statewide distracted driving prevention effort. This project will fund efforts and materials to educate the general public about the new cell phone law and driving law and other distracted driving issues. Travel and subsistence, contractual services, goods and services.		
				Fund Source	Benefit To Local
				402 new	\$0

Impaired Driving Program

			Total Funded \$4,721,178	Total Benefit to Local \$616,675
Federal Project	WTSC Tracking #	WTSC Manager	Project	
AL11-03	23	Shelly Baldwin	[Thurston County Superior Court, Drug Court Program] Thurston DUI/Drug Court program integrates substance abuse treatment with accountability through enhanced supervision and court appearances. Alcohol/drug and trauma treatment is provided. Abstinence is measured. Sanctions and incentives are imposed. Travel and subsistence, contractual services.	
			Fund Source	Approved
			402 new	\$65,000
				Benefit To Local
				\$65,000
AL11-05	26	Shelly Baldwin	[Spokane Co DUI Court] The Spokane DUI Court orders in DUI offenders into this program. This court will continue to address hard core DUI offenders through intensive court and probation supervision with the goal of eliminating DUI related crashes in Spokane County. Travel and subsistence, contractual services, equipment, goods and services.	
			Fund Source	Approved
			402 cf	\$10,000
				Benefit To Local
				\$10,000
K811-08	37	Shelly Baldwin	[WSP] The Traffic Safety Resource Prosecutor program provides statewide experts on DUI laws and critical support to the state's prosecutors, law enforcement and traffic safety stakeholders on the effective prosecution of impaired driving cases. Salaries and wages, employee benefits, goods and services.	
			Fund Source	Approved
			410 cf	\$337,260
				Benefit To Local
				\$0
K811-09	39	Shelly Baldwin	[WSP] The WSP Impaired Driving Section grant provides high quality services and support to all law enforcement agencies in Washington. This grant covers Ignition Interlock, SFST, DRE and MIDU programs to prevent loss of life on Washington's roadways. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.	
			Fund Source	Approved
			410 cf	\$630,000
				Benefit To Local
				\$0

Impaired Driving Program

		Total Funded \$4,721,178		Total Benefit to Local \$616,675	
Federal Project	WTSC Tracking #	WTSC Manager	Project		
K811-06	56	Shelly Baldwin	[Puyallup Police Department] Party Intervention Patrol reduces traffic crashes associated with underage drinking parties. Law enforcement, CDC, and volunteers bust parties, conduct brief interventions and referrals for the youth, and provide prevention information to parents. Salaries and wages, equipment, goods and services.		
			Fund Source	Approved	Benefit To Local
			410 cf	\$20,000	\$0
K4PT11-01;	63	Shelly Baldwin	[WTSC] The Target Zero Teams Law Enforcement Project will allow local law enforcement agencies to participate with WSP Target Zero Teams to demonstrate the effectiveness of intense, high-visibility, DUI enforcement in King, Pierce and Snohomish Counties. Travel and subsistence, contractual services, equipment, goods and services.		
			Fund Source	Approved	Benefit To Local
			406 cf	\$260,000	\$0
			410 cf	\$190,000	\$0
			TOTAL:	\$450,000	\$0

Motorcycle Safety

		Total Funded \$140,000		Total Benefit to Local \$0	
Federal Project	WTSC Tracking #	WTSC Manager	Project		
CP11-08	36	Brian Jones	[WTSC] Supports the fatality reduction projects of the multi-agency Motorcycle Strategy Group. Utilize funds to keep educational materials in print. Develop conspicuity video for riders. Fund other projects as they are identified and supported by the Group. Contractual services.		
			Fund Source	Approved	Benefit To Local
			402 cf	\$5,000	\$0
K611-01	58	Brian Jones	[Department of Licensing] Placeholder grant that permits transfer of Section 2010 funding to the Department of Licensing for motorcycle safety projects, primarily designed to increase awareness about M/C safety. Travel and subsistence, contractual services, equipment, goods and services.		
			Fund Source	Approved	Benefit To Local
			2010 cf	\$135,000	\$0

Others

			Total Funded \$864,000	Total Benefit to Local \$0
Federal Project	WTSC Tracking #	WTSC Manager	Project	
CP11-12	4	Steve	[WTSC] Funding to support HSPP projects that would benefit from additional resources and new TZ related projects not identified in the 2011 HSP. Any funding approved in the HSP that is no longer required will be credited to this project to fund other projects. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.	
			Fund Source	Approved
			402 new	\$550,000
			406 cf	\$150,000
			410 cf	\$100,000
			TOTAL:	\$800,000
CP11-07	11	Brian Jones	[WTSC] This project would provide a funding mechanism for emerging traffic safety projects that are aligned with Target Zero priorities. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.	
			Fund Source	Approved
			402 cf	\$25,000
TR11-03	19	MJ Haught	[WTSC] Conduct annual statewide attitudes, knowledge and awareness about traffic safety issues as required by NHTSA. Good and services.	
			Fund Source	Approved
			402 cf	\$32,000
CP11-09	64	Leslie Maltby	[WTSC] Following Commission approval, WTSC staff, to include program managers, are required to conduct a pre-grant conference (prior to the beginning of the Federal fiscal year) with grantees to finalize grant agreements and provide instructions. Travel and subsistence, goods and services.	
			Fund Source	Approved
			402 cf	\$7,000

Police Traffic Services Program

				Total Funded	\$1,145,000	Total Benefit to Local	\$450,000
Federal Project	WTSC Tracking #	WTSC Manager	Project				
PT11-02	52	Brian Jones	[WASPC] Provides equipment for LE agencies that would not otherwise be accessible; emphasis given to multi-jurisdictional agency requests which helps create a network of LE agencies dedicated to traffic safety functions. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.				
				Fund Source	Approved	Benefit To Local	
				402 cf	\$450,000	\$450,000	

Public Information and Education

				Total Funded	\$40,000	Total Benefit to Local	\$0
Federal Project	WTSC Tracking #	WTSC Manager	Project				
CP11-05	18	MJ Haught	[WTSC] This project provides support to WTSC program, TRDC and management staff for communications initiatives that are common to two or more traffic safety programs or are agency-wide and in alignment with Target Zero. Travel and subsistence, contractual services, goods and services.				
				Fund Source	Approved	Benefit To Local	
				402 cf	\$40,000	\$0	

Roadway Safety

				Total Funded	\$22,000,000	Total Benefit to Local	\$0
Federal Project	WTSC Tracking #	WTSC Manager	Project				
164HE10-	5	Steve	[WSDOT Federal Aid Planning] US 2/Bickford Avenue Intersection Safety Improvements project to construct a new WB flyover On-Ramp from Bickford Ave to WB US 2. Channelization will prohibit left-turns from Bickford Avenue. A WSDOT 164 penalty transfer road safety construction project. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.				
				Fund Source	Approved	Benefit To Local	
				164 cf	\$10,695,667	\$0	
				164 new	\$11,304,333	\$0	
				TOTAL:	\$22,000,000	\$0	

Traffic Records, Engineering, And Research

				Total Funded \$1,730,000	Total Benefit to Local \$0	
Federal Project	WTSC Tracking #	WTSC Manager	Project			
K1011-01	28	Chris Madill	[Wa Traffic Records Committee] This projec retools the Justice Information Network Data Exchange (JINDEX) message broker to increase flexibility and to return electronically-generated tickets and collision reports to the originating law enforcement agency's Records System (RMS). Contractual services, goods and services.			
				Fund Source	Approved	Benefit To Local
				1906 cf	\$100,000	\$0
TR11-04	55	Dick Doane	[WTSC] The TRDC will continue to provide data, research, and analysis to WTSC staff and other traffic safety-involved agencies in order to support programs and activities intended to improve public safety by reducing traffic deaths and serious injuries. Contractual services, equipment, goods and services.			
				Fund Source	Approved	Benefit To Local
				402 cf	\$75,000	\$0

Tribal Traffic Safety

				Total Funded \$110,000	Total Benefit to Local \$60,000	
Federal Project	WTSC Tracking #	WTSC Manager	Project			
PT11-04	20	Lynn Drake	[Swinomish Police/NATEO] Assist Tribal law enforcement agencies in reducing the numbers of fatality and serious injury collisions within the tribal reservations within Washington. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
				Fund Source	Approved	Benefit To Local
				402 cf	\$45,000	\$0
CP11-06	21	Lynn Drake	[WA ST Dept of Transportation] This project will provide support for the traffic safety portion of the WA State Tribal Transportation Conference which WTSC co-hosts with WSDOT. Travel and subsistence, goods and services.			
				Fund Source	Approved	Benefit To Local
				402 cf	\$5,000	\$0

State Certifications

Revised 8/05/10

STATE CERTIFICATIONS AND ASSURANCES

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

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

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

Certifications and Assurances**Section 402 Requirements**

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

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

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

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

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:

- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

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

- (1) Adopt and enforce workplace safety policies to decrease crashed caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

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



8-31-10

Governor's Representative for Highway Safety

Date

Washington

2011

State or Commonwealth

For Fiscal Year

WTSC PLANNING & PROGRAMMING TIMELINE

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