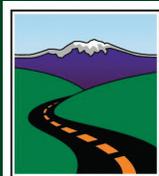


Washington State Highway Safety Performance Plan

2010 -



WASHINGTON
Traffic Safety
COMMISSION

Version 2.0 -

WASHINGTON STATE 2010 HIGHWAY SAFETY PERFORMANCE PLAN

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

August 31, 2009



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

DATE: August 31, 2009

SUBJECT: Washington State Year 2010 Highway Safety Performance Plan

On behalf of the Washington Traffic Safety Commission (WTSC), I am pleased to present our state's *2010 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 2010 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 2010. 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 2010, which runs from October 1, 2009 through September 30, 2010.

TABLE OF CONTENTS

I. EXECUTIVE SUMMARY.....	1
II. WASHINGTON STATE BENCHMARK REPORT	
A. Process Description.....	3
B. Equipment Valued At Over \$5,000.....	4
C. Paid Media.....	5
D. WTSC Goals, Performance Measures & Benchmarks..	6
E. WTSC New & Innovative Programs.....	8
F. NHTSA Highway Safety Plan Cost Summary, HSP Form 217... ..	29
III. PLANNING DOCUMENT.....	33
AGREEMENT PROVISIONS, CERTIFICATION & ASSURANCES... ..	46
APPENDIX A: WTSC organizational chart.....	54
APPENDIX B: WTSC Planning & Programming Timeline	55

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
621 8th Avenue SE, Suite 409
PO Box 40944
Olympia, WA 98504-0944

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

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:

1. Impaired Driving

- By October 1, 2009 we expect to have Washington's first two Traffic Resource Prosecutors on board and hard at work. Their primary focus will be improving the effectiveness of those prosecuting DUI cases around the state.
- FFY 2010 will see an innovative High Visibility Enforcement program called Target Zero Team. This project will team 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.
- The new Target Zero Task Force (TZTF) program and management structure for the former Community Traffic Safety Task Forces will provide direct support for the implementation of Target Zero at the local level. It ensures that virtually all local traffic safety initiatives will be directly aligned with the priorities in Target Zero. A TZTF will include the development and implementation of a formalized LEL network to assist and support TZMs. The Washington LEL network's primary focus will be to assist the TZMs with the development, delivery, and assessment of High Visibility Enforcement programs at the local level.
- The X-52 impaired driving program will enter its second full year of high visibility sustained enforcement.

2. Speeding

- The sustained speeding enforcement project will continue as part of the X-52 model.
- Washington State will conduct a high visibility enforcement statewide speeding program based on the Click it or Ticket model. This is the first such statewide speeding effort in the US.

3. Occupant Protection

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

4. Traffic Records System Improvements

- The Washington Traffic Records Committee approved funding the creation of the Coded Emergency Department Data System (CEDDS). This system will initially aggregate Emergency Department (ED) data from 6 Washington State hospitals to create a preliminary ED dataset for analysis.
- The primary focus in 2010 for the Electronic Traffic Information Processing (eTRIP) Governance Team will be the addition of services that allow law enforcement agencies to automatically receive and file electronically created tickets and collision reports. This functionality will significantly reduce data entry redundancy throughout the state while greatly enhancing data quality and timeliness.

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

- In 2010, we will continue to evaluate the effective of the state's new ignition interlock law that became effective in FFY 2009. Early returns indicate that applications for ignition interlock licenses have increased dramatically since the law went into effect.
- Among the traffic safety bills that may be introduced and considered by the state legislature and Governor Gregoire in FY 2010 are: fine tuning the ignition interlock licenses law; changing to the Intermediate Driver License Law to address banning of electronic devices (cell phones, texting) as primary offense for IDL holders; increasing night time driving restrictions for IDL holders; adding a \$5 fee on all infractions to fund the purchase, maintenance and/or replacement of traffic safety law enforcement equipment; considering legislative actions to reduce drowsy driving; and authorizing expanded use of automatic traffic enforcement strategies.

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 2010 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 WTSC staff and Technical Advisory Committee met to discuss the data and problem areas to insure that state traffic safety goals are correctly identified in this document and are in harmony with goals identified in the state SHSP, which was signed by Governor Gregoire in February 2007. The WTSC staff, legislature, TAC and Commissioners continue to refine the goals, benchmarks and performance measures.

The Commissioners directed staff to base funding decisions on these goals, funding projects that are in line with the strategies in the Washington State Target Zero Strategic Plan: Target Zero.

3. Project Development

The grant request form/RFP was distributed by mail, at various meetings/conferences and could be downloaded from the WTSC web page. The form explains allowable vs. unallowable costs and most importantly, lists our goals and priority areas. We made it clear that project proposals must have a direct link to one or more goals, and that project proposals that address an emphasis area and employ a proven traffic safety strategy would receive special consideration.

All the grant applications were initially reviewed by the WTSC program director. Each project was assigned to a program manager for further review. The program managers then studied individual projects and presented them to the staff in June of 2009. The staff made priority and funding recommendations, which were sent to the TAC for consideration. The TAC reviewed current data, proposed goals and project applications and made their funding recommendations to the WTSC Director. The Director made a few final adjustments and draft funding and priority recommendations were mailed to Commissioners in July of 2009. The Commissioners met in late July and approved funding for the projects listed in this document. The Commissioners found that each goal established was based on careful review of all available data and that each project was appropriately linked to state traffic safety goals and Target Zero strategies.

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

B. EQUIPMENT VALUED AT OVER \$5,000

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

Federal project number PT10-02, found in this HSP, is intended to purchase up to 50 full or partial in-car technology systems for use by the Washington State Patrol. These systems are necessary to implement the state's electronic ticketing & crash reporting system, eTRIP. A full in car system consists of a laptop computer, scanner and printer. Approximate costs of individual system components are identified in the following table:

Costs are subject to change.

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

Federal project numbers K4PT10-01 and K810-01 will purchase 21 fully equipped Ford Crown Victoria DUI enforcement patrol cars to outfit 21 WSP troopers and sergeants for the Target Zero Team project. Estimated cost for each individual car is \$42,000.

Federal project number AL10-02 will purchase five biometric kiosks at approximately \$7,500 each (for the Clark County DUI Court) to improve client, tracking, accountability and reporting.

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

C. Paid 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. Additional publicity is expected to take place in some campaigns, including but not limited to, advertising in online gaming, earned media through news releases, outdoor billboards and the WTSC Web site.

To remain aligned with proven strategies identified in Target Zero, extra enforcement campaigns are publicized through both earned and paid media before and during grant-funded enforcement patrols. With the Impaired Driving and Occupant Protection programs, certain campaigns coincide with national mobilizations.

Expert media buyers knowledgeable in the Washington markets 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 are required by contract to obtain no charge bonus media of equal or greater value than purchased media.

Paid media will be evaluated upon reach and frequency obtained. Additionally the statewide speeding campaign will involve a knowledge and awareness survey as part of the evaluation. Also the new performance measure survey of public attitudes regarding traffic safety will help us evaluate paid media. Washington's media buys using federal funding are planned as follows:

<i>Program</i>	<i>Amount</i>	<i>Fund</i>	<i>Month</i>	<i>Media Channel(s)</i>	<i>Remarks</i>
Impaired Driving	\$200,000	410	Aug-Sept	TV	Drive Hammered—Get Nailed coinciding with national mobilization
Impaired Driving	\$400,000	410	Nov-Dec, Mar, Jun- Jul	Radio	X52 DUI
Impaired Driving	\$15,000	410	Ongoing	TV	Yakima Sober Streets
Speeding	\$300,000	402	Apr-May	TV, Radio	Statewide
Occupant Protection	\$90,000	405	Oct-Nov	Radio	Nighttime Seat Belt - Sustained
Occupant Protection	\$250,000	405	May	TV, radio	Nighttime Seat Belt coinciding with national mobilization
Child Passenger Safety	\$60,000	2011	TBD	Radio	Select locations around the state

D. WTSC GOALS, PERFORMANCE MEASURES & BENCHMARKS

1. 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.

2. 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.

3. STRATEGY TO REACH THE PRIMARY GOALS

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

The *Washington State Strategic Highway Safety Plan: Target Zero*, adopted by the Commission and approved by Governor Gregoire in February 2007, identifies strategies necessary to reach our goal of zero fatal or disabling traffic injuries by 2030.

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.

4. 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 traffic safety problem identification and evaluation of program effectiveness:

- a. Provide an ongoing statewide forum for traffic records and support the coordination of multi-agency initiatives and projects.

- b. Leverage technology and appropriate government and industry standards to improve the collection, dissemination, and analysis of traffic records data.
 - Reduce paper-based exchanges among traffic records systems and stakeholders.
 - Develop integrated patient care systems for enhanced injury surveillance.
 - Performance Measure: Increase the percent of statewide EMS agencies providing data to State EMS data file.
- c. Improve the interoperability and exchange of traffic records data among systems and stakeholders for increased efficiency and enhanced integration.
 - Improve the timeliness, utility, and accessibility of statewide collision data.
 - Performance Measure: Decrease the median number of days from date of reported crash to entry into the state crash file.
- d. Promote the value of traffic records data and encourage training opportunities to maximize the effectiveness of the data for decision and policy making.
 - Enhance the structure and activities of the Traffic Records Workgroup and Oversight Council.

Emergency Medical Services

Reduce Emergency Medical Services response times.

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

E. WTSC NEW & INNOVATIVE PROGRAMS

Target Zero Team Project

The Target Zero Team project seeks to eliminate impaired driving fatality and serious injury crashes in Snohomish, King, and Pierce Counties by creating three full-time teams of highly skilled Target Zero Impaired Driving Enforcement Teams to identify, arrest, and prosecute as many impaired drivers as possible through aggressive High Visibility Enforcement Patrols implemented through an evidence based integrated systems approach to traffic safety planning in targeted locations where the most safety benefit can realized.

The project will:

1. Create three full-time teams of highly skilled Target Zero impaired driving enforcement teams in locations where the most safety benefit can be realized in Snohomish, King, and Pierce Counties. Teams will consist of six WSP troopers and one WSP sergeant deployed in each high-fatality county. Local law enforcement officers will participate in the Target Zero Team, too.
2. Drive all TZT Team activities based on the states Strategic Highway Safety Plan – “Target Zero,” evidence based decision making, an integrated systems approach to traffic safety planning, via proven strategies and best practices that reduce impaired driving collisions;
3. Collect all performance data necessary to evaluate the effectiveness of the TZT Project through a valid research and evaluation model to document project outcomes, both quantitative and qualitative;
4. Use the above activities to create and implement a comprehensive and well coordinated communications strategy to educate the public on the TZT Project, raise their level of awareness regarding the devastating impact impaired driving has on their community, and the outcomes realized as a result of the TZT Project.

This project will kick-off July 1, 2010.

2010 Target Zero Task Force Program

The new Target Zero Task Force (TZTF) program and management structure for the former Community Traffic Safety Task Forces will provide direct support for the implementation of Target Zero at the local level. It ensures that virtually all local traffic safety initiatives will be directly aligned with the priorities in Target Zero.

To appropriately develop, implement, and sustain the new TZTF program, the individual Target Zero Manager (TZM) will locally:

- Coordinate all NHTSA national mobilizations, to include tribal mobilizations as appropriate;
- Coordinate statewide high visibility traffic safety initiatives, e.g. Impaired Driving, X-52, Speeding, and Corridor projects;
- Coordinate a new local Law Enforcement Liaison (LEL) network.

TZMs will also be required to:

- Utilize a detailed data driven approach for problem identification, the setting of traffic safety priorities, and program evaluation;
- Report on specific deliverables and performance measures using a Government, Management, Accountability and Performance (GMAP) format;
- Establish a local media network to increase traffic safety awareness.

Additionally, TZM's will be required to effectively identify potential tasks, activities, and timelines necessary to achieve successful project delivery. TZM responsibilities include but are not limited to:

- Promoting traffic safety programs focused on Target Zero priorities;
- Identify and implement effective traffic safety initiatives and communicate these proven strategies to community leaders and organizations;
- Educate the community on traffic safety priorities. Communication between all community partners and stakeholders is vital to the growth and success of this program;
- Promote strong collaboration and an integrated systems approach to traffic planning at the local level;
- Develop clear action steps for each initiative from a large array of proven strategies and countermeasures;
- Establish TZTF priorities and action plans;
- Obtain and deploy the resources necessary to carry out TZTF action plans;
- Acquire and integrate input from traffic safety partners regarding action plans, timelines, sequencing, and priorities;
- Accurately assess program and project resource requirements and develop budgets accordingly.

TZTF resource allocation will be based on the following criteria:

- Total population served;
- Number of licensed drivers;
- Number of registered vehicles;
- Vehicle miles traveled;
- Number of law enforcement agencies in their service area;
- Fatality and serious injury collision data; and
- Other demographic, environmental, and priority based factors as deemed appropriate by the WTSC.

Formalized and Expanded LEL Network:

A TZTF will include the development and implementation of a formalized LEL network to assist and support TZMs. The Washington LEL network's primary focus will be to assist the TZMs with the development, delivery, and assessment of High Visibility Enforcement programs at the local level.

To assist the TZMs, the LELs will:

- Support the Corridor Traffic Safety Program;
- Assist other local traffic safety projects initiated by the TZTF;
- Assist in developing an events calendar for the year;
- Solicit other law enforcement agency participation in High Visibility Enforcement mobilizations.

Collision Data & Performance Measures	Calendar Year										Baseline Average 2006-2008	Goal 2010
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008*		
Fatalities	637	631	649	658	600	567	649	633	571	522	575	560
Fatalities/100M VMT	1.21	1.17	1.21	1.20	1.09	1.02	1.17	1.12	1.00	0.94	1.02	0.92
Serious Injuries	N/A	N/A	3,488	3,206	2,806	2,813	2,916	2,993	2,749	2,603	2,782	2,325
Serious Injuries/100M VMT	N/A	N/A	6.50	5.85	5.10	5.05	5.26	5.29	4.81	4.69	4.93	3.90
Rural Road Fatalities	387	363	392	430	375	355	399	363	353	284	333	
Rural Road Fatalities/100M VMT	2.29	2.10	2.27	2.46	2.09	2.19	2.46	2.20	2.11	1.77	2.03	
Urban Road Fatalities	250	268	257	228	225	211	248	270	218	233	240	
Urban Road Fatalities/100M VMT	0.70	0.73	0.71	0.61	0.61	0.57	0.63	0.67	0.54	0.59	0.60	
Statewide Observed Daytime Seatbelt Use Rate	81.1%	81.6%	82.6%	92.6%	94.8%	94.2%	95.2%	96.3%	96.4%	96.5%	96.4%	97%**
Unrestrained Passenger Vehicle Occupant Fatalities, all seat positions	286	293	270	245	179	165	208	198	150	127	158	123
Fatalities Involving a Driver or Motorcycle Operator with a BAC \geq .08	202	195	190	215	180	174	203	194	184	167	182	162
Fatalities Involving a Driver or Motorcycle Operator with a BAC \geq .08/100M VMT	0.38	0.36	0.35	0.39	0.33	0.31	0.37	0.34	0.32	0.30	0.32	
Fatalities Involving a Alcohol or Drug Impaired Driver	253	270	257	295	255	254	285	301	272	251	275	
Fatalities Involving a Alcohol or Drug Impaired Driver/100M VMT	0.48	0.50	0.48	0.54	0.46	0.46	0.51	0.53	0.48	0.45	0.49	
Serious Injuries Involving a Alcohol or Drug Impaired Driver	N/A	N/A	629	615	549	587	599	628	633	523	595	
Serious Injuries Involving a Alcohol or Drug Impaired Driver/100M VMT	N/A	N/A	1.17	1.12	1.00	1.05	1.08	1.11	1.11	0.94	1.06	

* 2008 figures are based on preliminary data and are subject to change as more information becomes available.

** 2010 goals from 2007 Strategic Highway Safety Plan: Target Zero.

Serious injury data unavailable for 1999 and 2000.

Collision Data & Performance Measures	Calendar Year										Baseline Average 2006-2008	Goal 2010
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008*		
Speeding-Related Fatalities	226	241	234	260	234	226	247	253	227	213	231	210**
Speeding-Related Fatalities/100M VMT	0.43	0.45	0.44	0.47	0.43	0.41	0.45	0.45	0.40	0.38	0	
Speeding-Related Serious Injuries	N/A	N/A	1,082	1043	862	790	868	902	856	796	851	
Speeding-Related Serious Injuries/100M VMT	N/A	N/A	2.02	1.90	1.57	1.42	1.56	1.60	1.50	1.44	1.51	
Distraction/Inattention-Related Fatalities	154	146	184	169	165	135	166	181	162	157	167	141**
Drivers age 16-20 involved in fatal crashes	108	134	124	141	120	99	98	115	106	72	98	80
Drivers age 21-25 involved in fatal crashes	112	108	119	116	89	111	139	126	108	101	112	
Motorcyclist Fatalities	38	37	55	54	59	73	74	80	69	81	77	45**
Motorcyclist Fatalities/10,000 Registered Vehicles	3.88	3.23	4.57	4.23	4.20	4.64	4.30	4.22	3.38	3.56	3.72	
Unhelmeted Motorcyclist Fatalities	7	3	8	4	5	4	2	6	7	4	6	4
Motorcyclist Fatalities Involving Unendorsed Motorcycle Operator	15	18	27	14	15	24	23	29	23	30	27	
Pedestrian Fatalities	60	68	75	70	77	60	74	72	62	64	66	50**
Pedestrian Serious Injuries	N/A	N/A	308	307	254	270	287	332	296	295	308	
Median number of days from date of reported crash to entry into State crash file										68.8	68.8	58
Percent of statewide EMS agencies providing data to State EMS data file										15%	15%	35%

* 2008 figures are based on preliminary data and are subject to change as more information becomes available.

** 2010 goals from 2007 Strategic Highway Safety Plan: Target Zero.

Serious injury data unavailable for 1999 and 2000.

Performance Goals and Trends

Fatalities

Goal: Reduce traffic fatalities 2.6% from the 2006-2008 base year average of 575 to 560 by December 31, 2010.

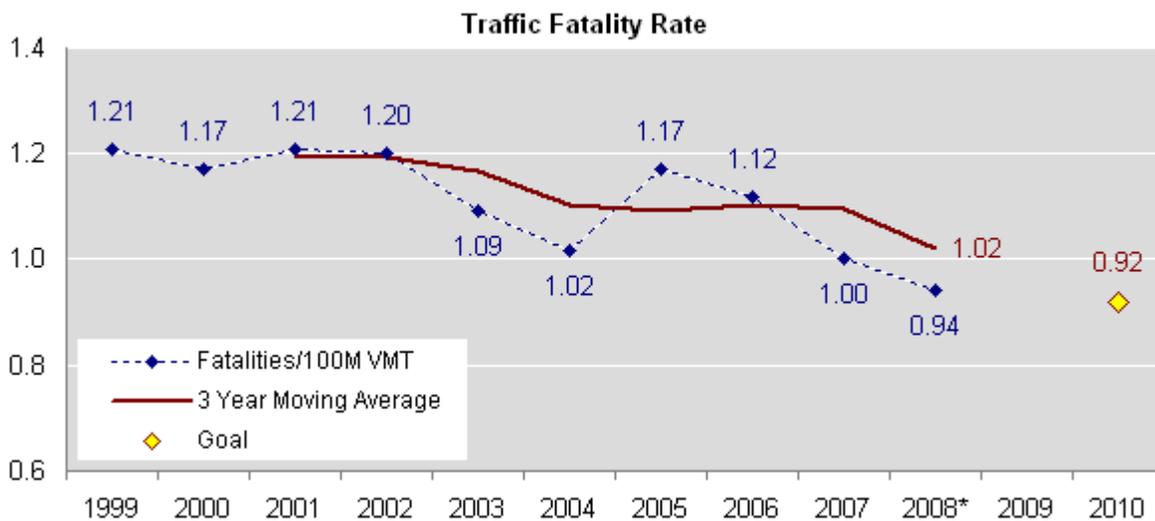


Source: FARS

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

Fatality Rate

Goal: Reduce traffic fatality rate 9.8% from the 2006-2008 base year average of 1.02 to 0.92 by December 31, 2010.

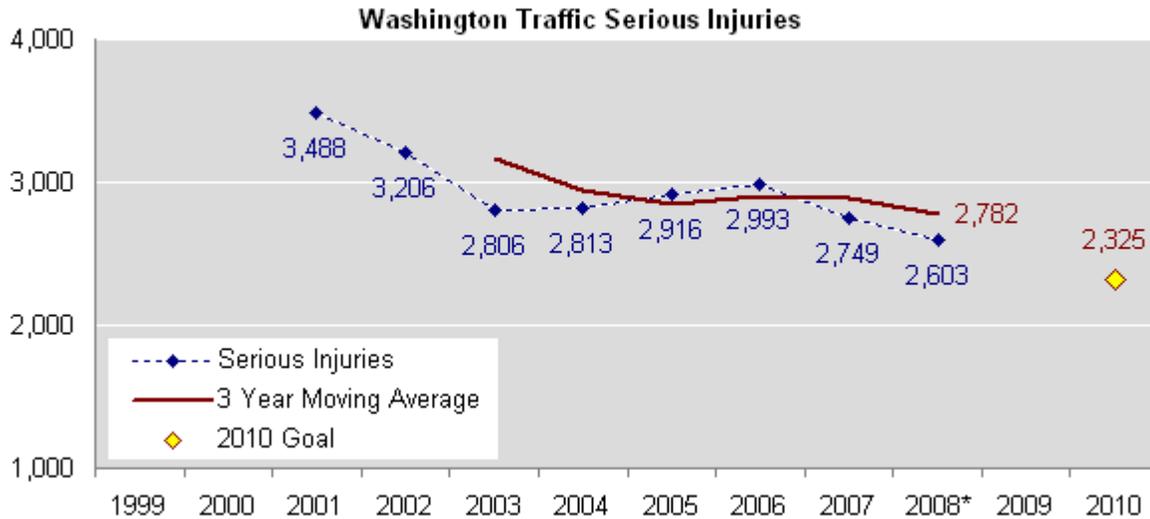


Source: FARS and WSDOT

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

Serious Injuries

Goal: Reduce traffic serious injuries 16.4% from the 2006-2008 base year average of 2,782 to 2,325 by December 31, 2010.



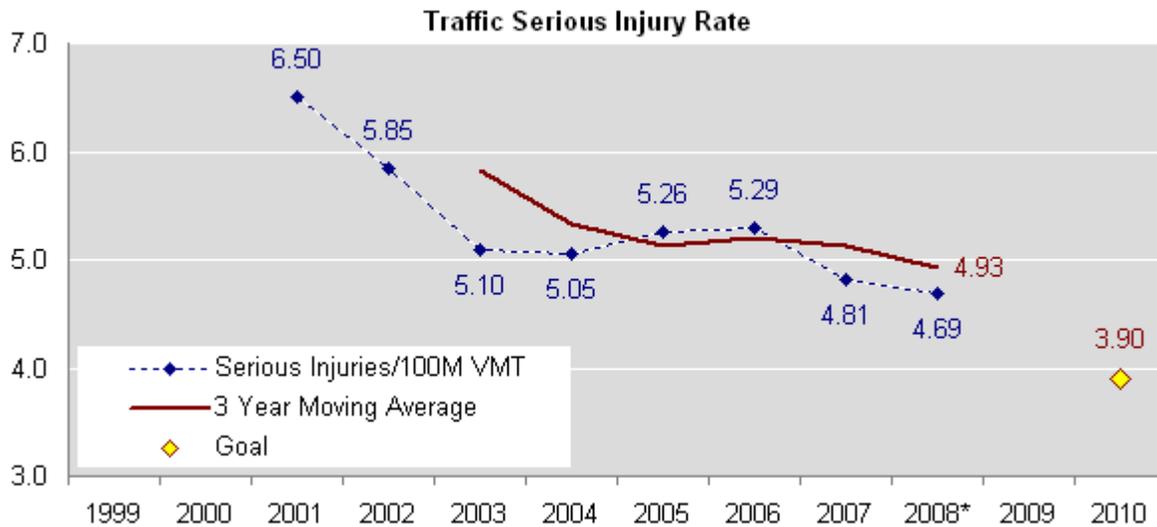
Source: WSDOT

*2008 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 20.9% from the 2006-2008 base year average of 4.93 to 3.90 by December 31, 2010.

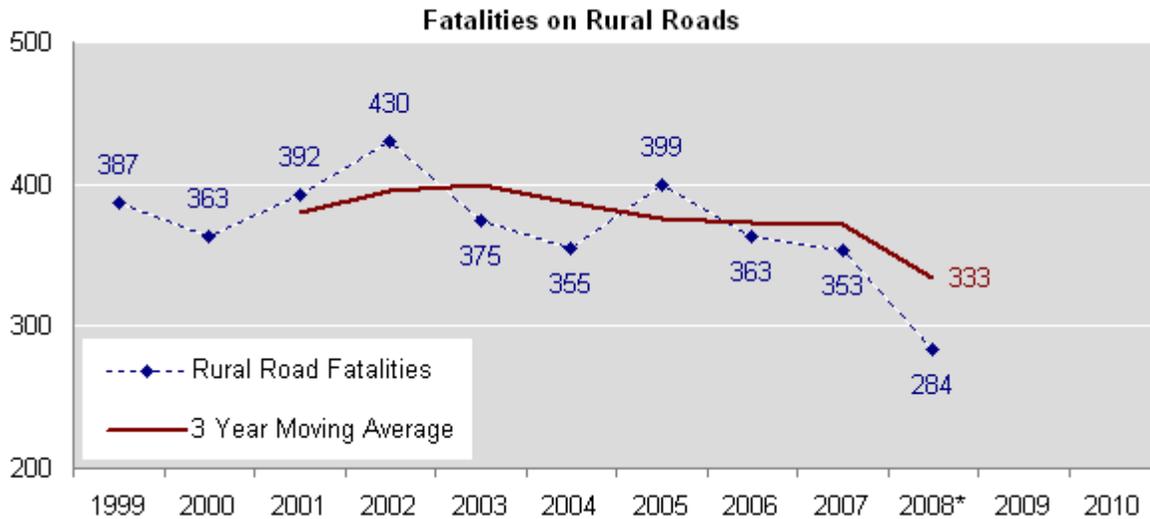


Source: WSDOT

*2008 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.

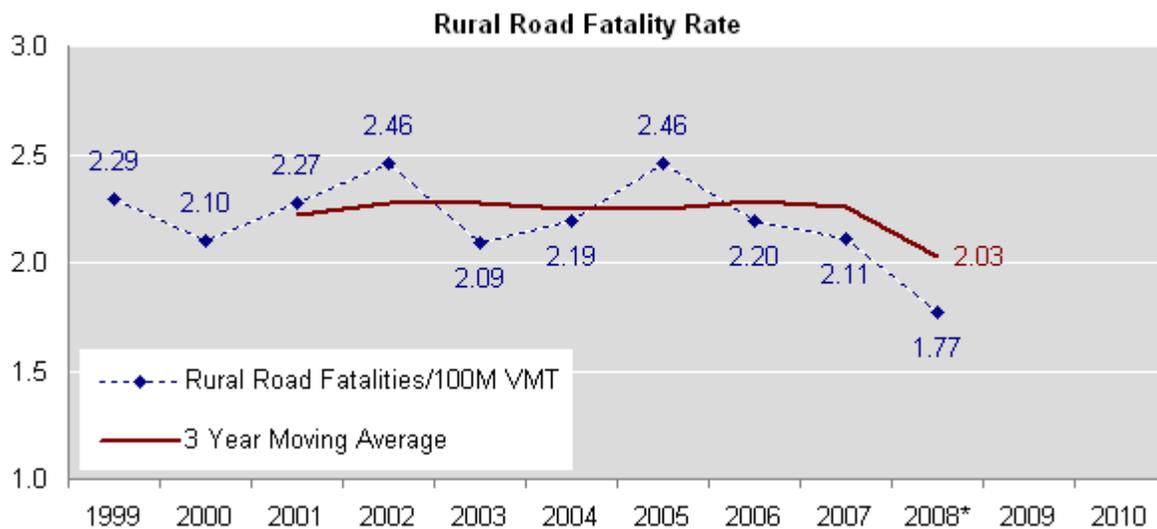
Fatalities on Rural Roads



Source: FARS

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

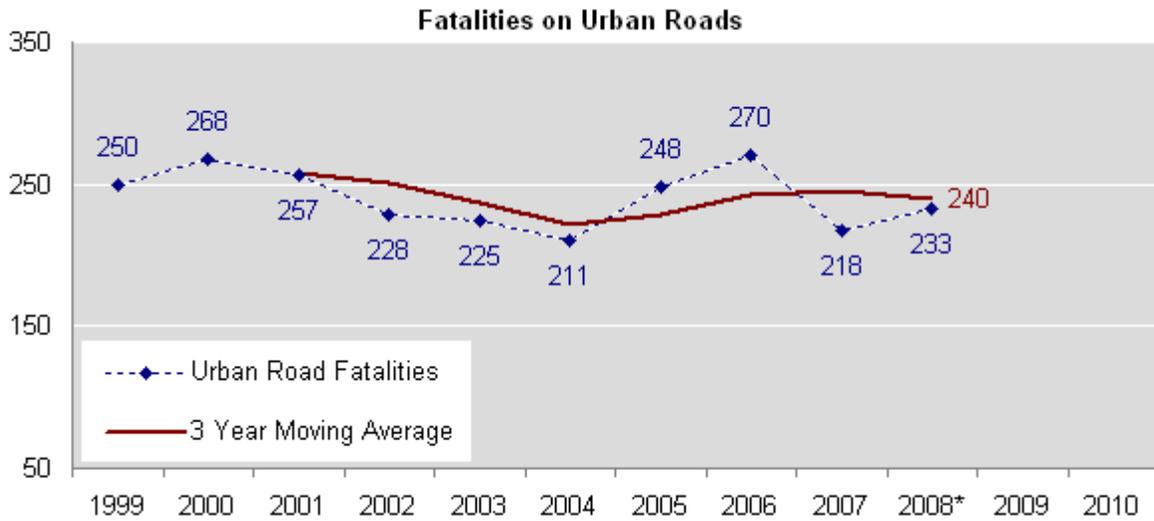
Rural Road Fatality Rate



Source: FARS and WSDOT

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

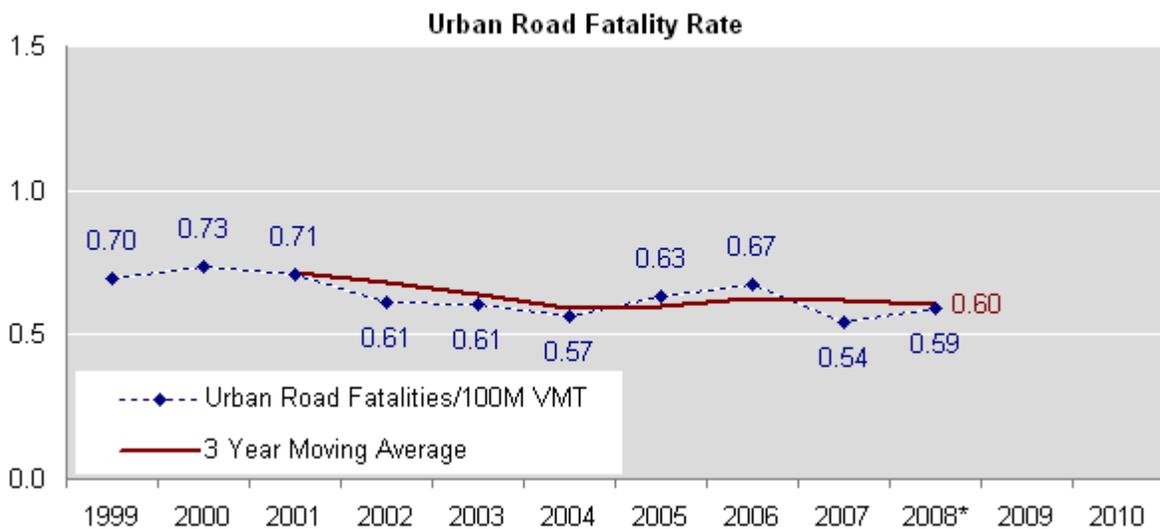
Fatalities on Urban Roads



Source: FARS

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

Urban Road Fatality Rate

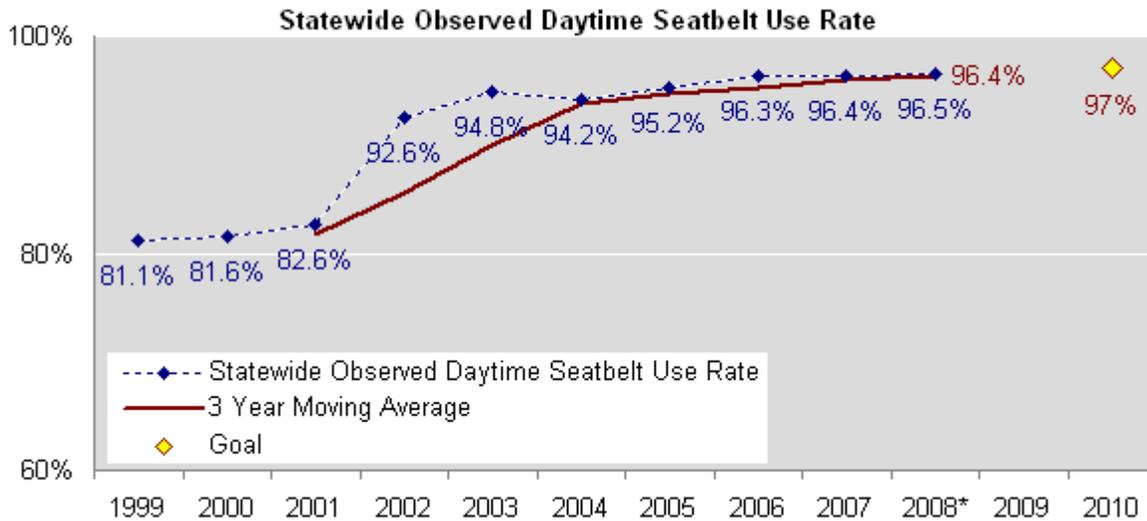


Source: FARS and WSDOT

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

Statewide Observed Daytime Seatbelt Use Rate

Goal: Increase the statewide seat belt use rate from the 2006-2008 base year average of 96.4% to 97% by December 31, 2010.

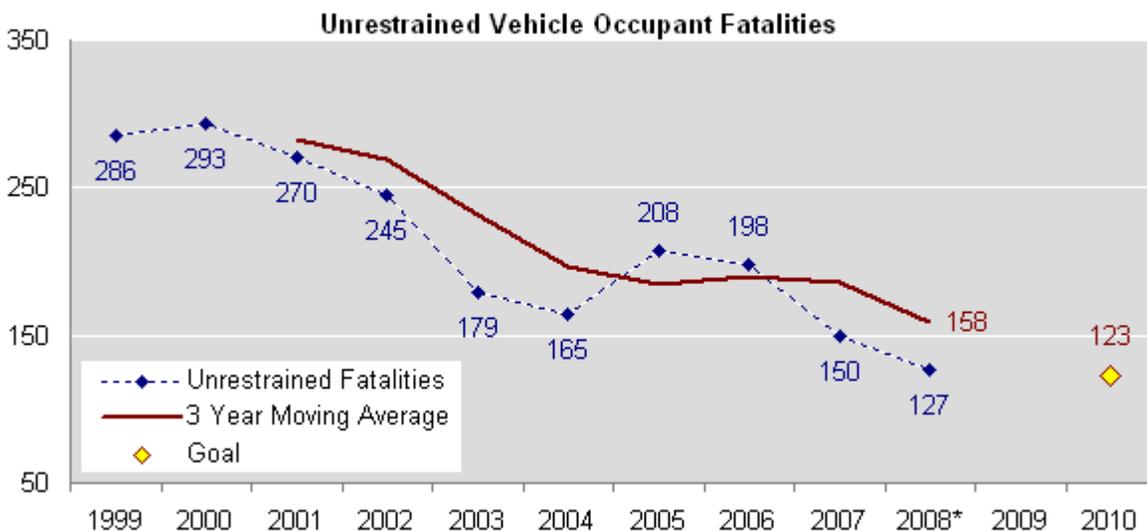


Source: Washington Statewide Observational Seat Belt Survey.

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

Unrestrained Passenger Vehicle Occupant Fatalities

Goal: Reduce the number of unrestrained passenger vehicle occupant fatalities 22.2% from the 2006-2008 base year average of 158 to 123 by December 31, 2010.

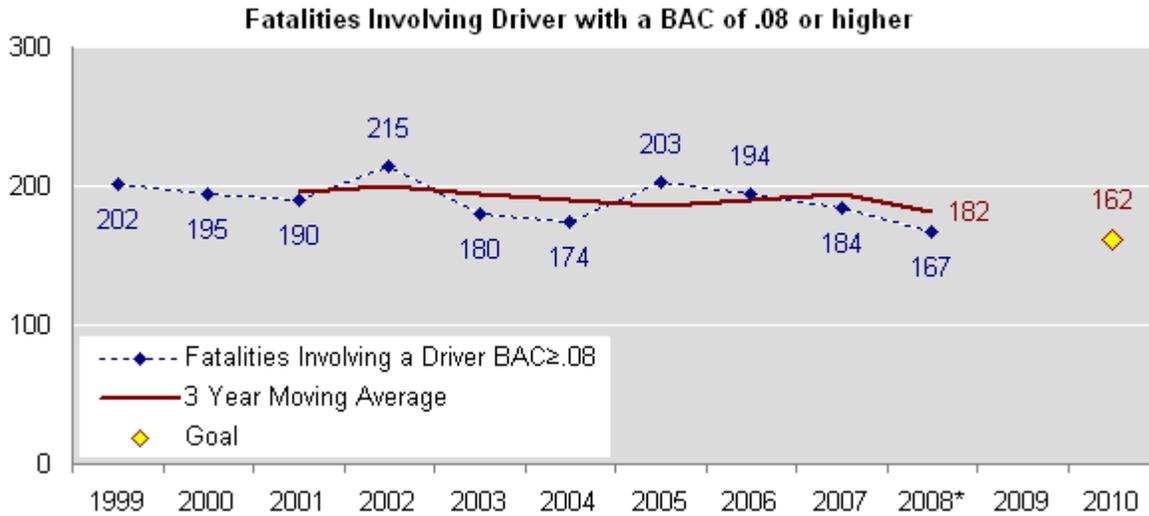


Source: FARS

*2008 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

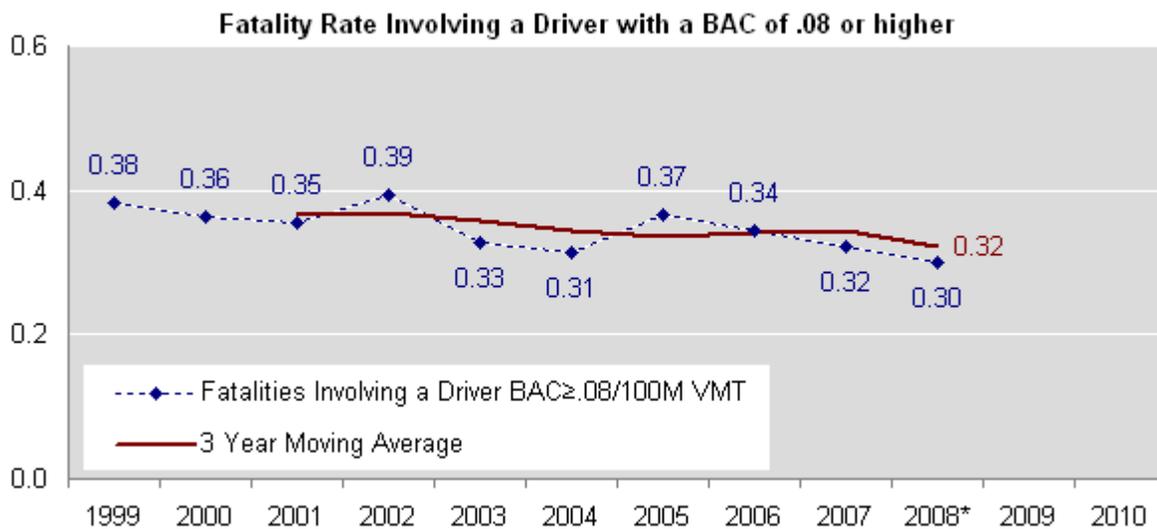
Goal: Reduce traffic fatalities involving a driver with a BAC of .08 or higher 11.0% from the 2006-2008 base year average of 182 to 162 by December 31, 2010.



Source: FARS

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

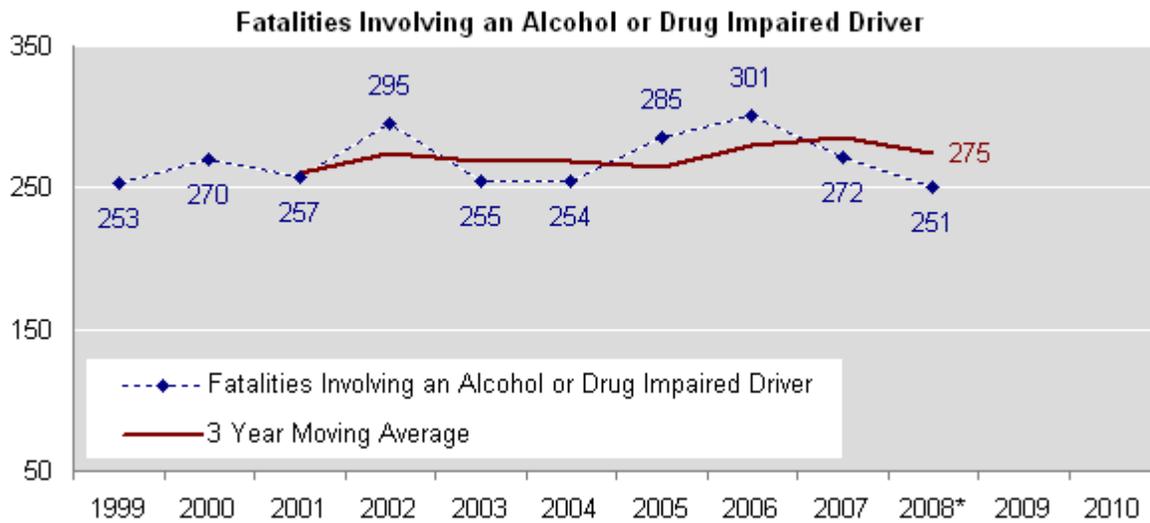
Fatality Rate Involving Driver with a BAC of .08 or higher



Source: FARS and WSDOT

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

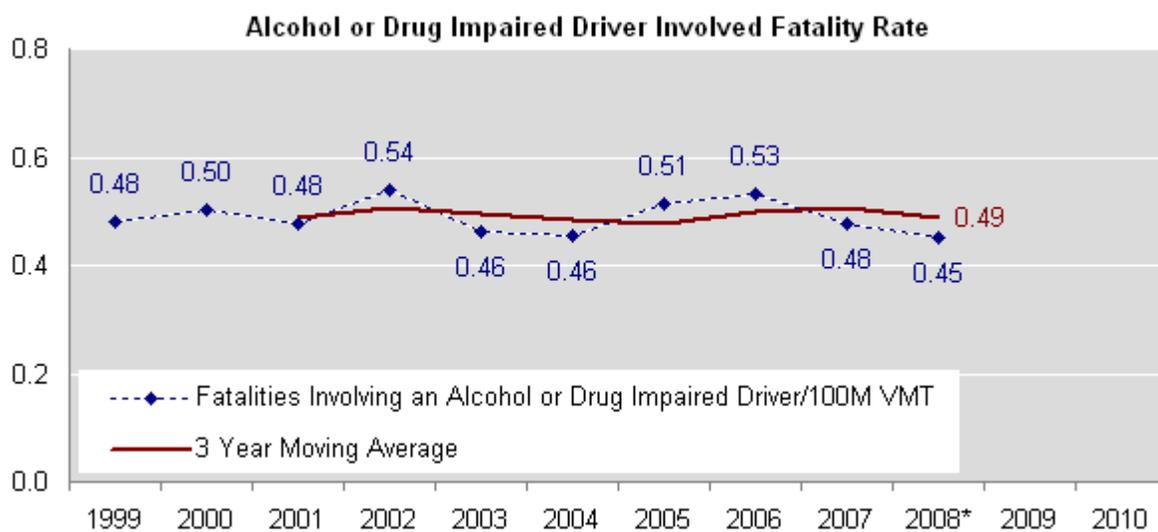
Fatalities Involving an Alcohol or Drug Impaired Driver



Source: FARS

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

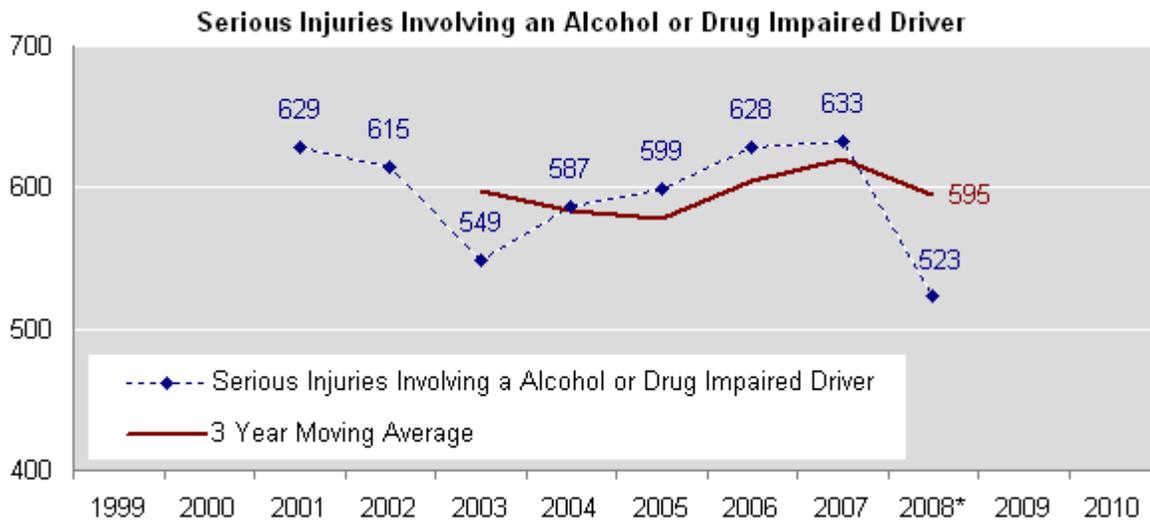
Fatality Rate Involving Alcohol or Drug Impaired Drivers



Source: FARS and WSDOT

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

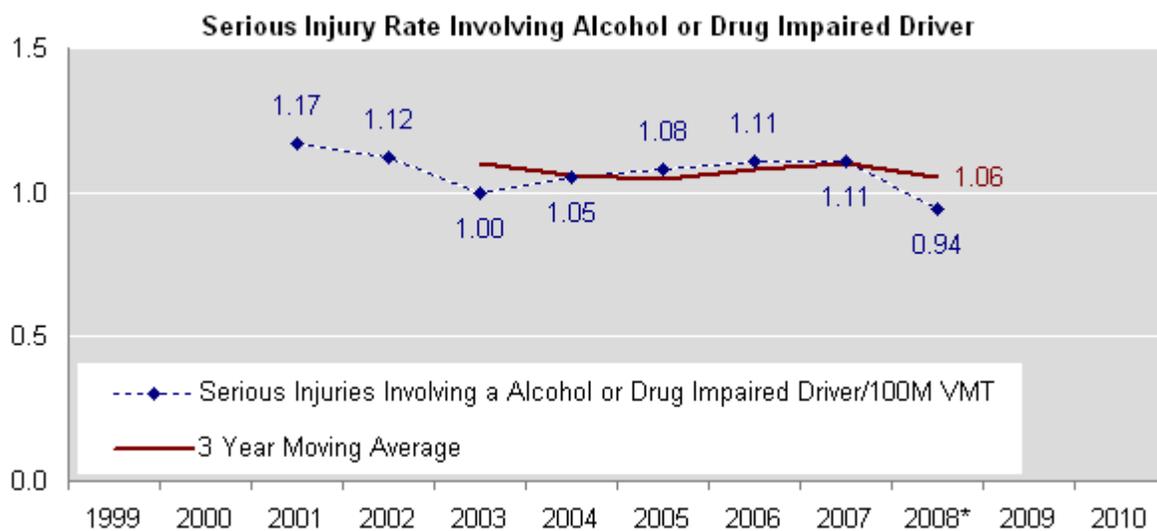
Serious Injuries Involving an Alcohol or Drug Impaired Driver



Source: FARS

*2008 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

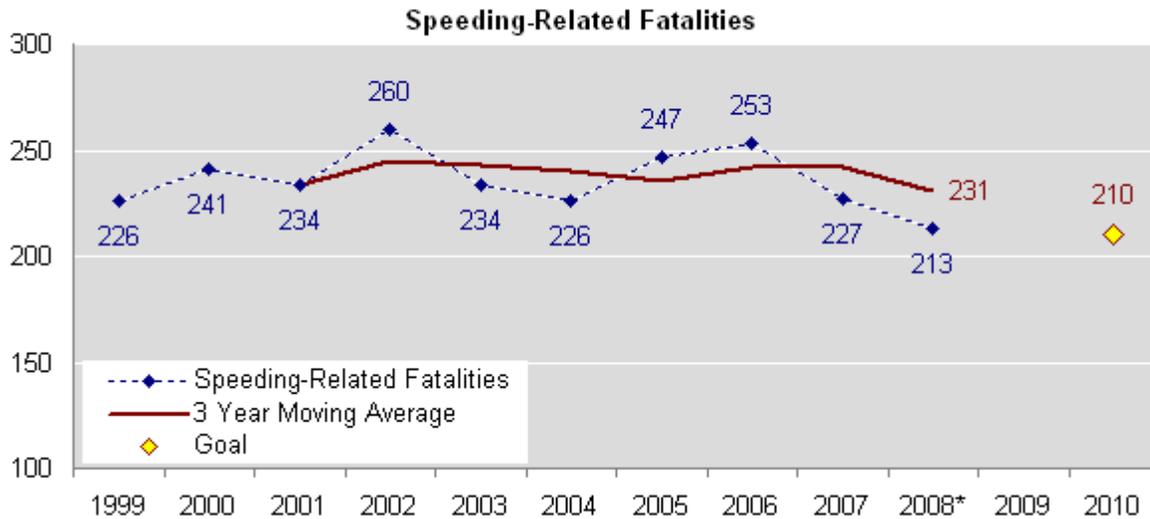


Source: FARS and WSDOT

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

Speeding-Related Fatalities

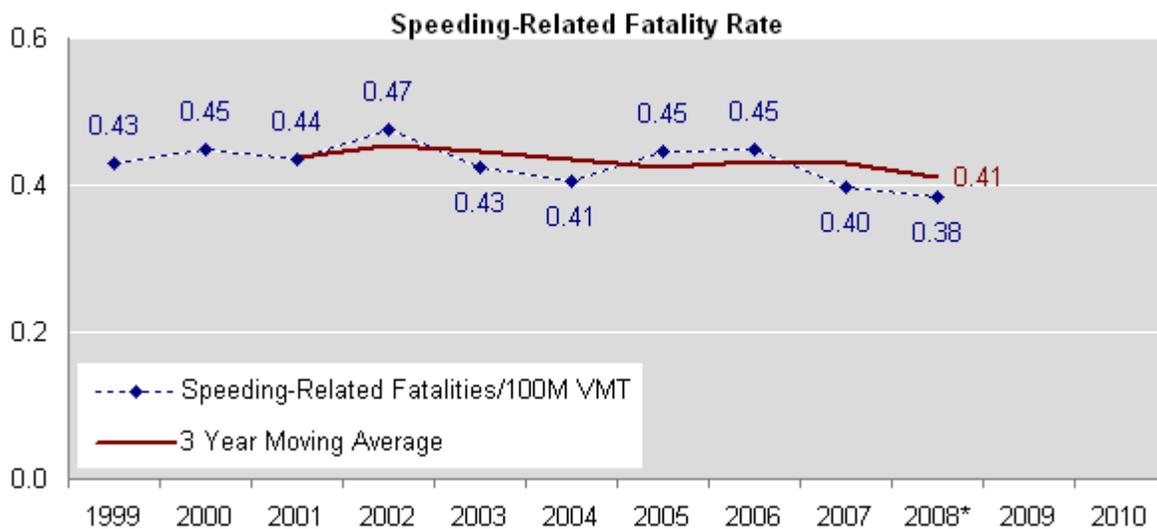
Goal: Reduce the number of speeding related fatalities 9.1% from the 2006-2008 base year average of 231 to 210 by December 31, 2010.



Source: FARS

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

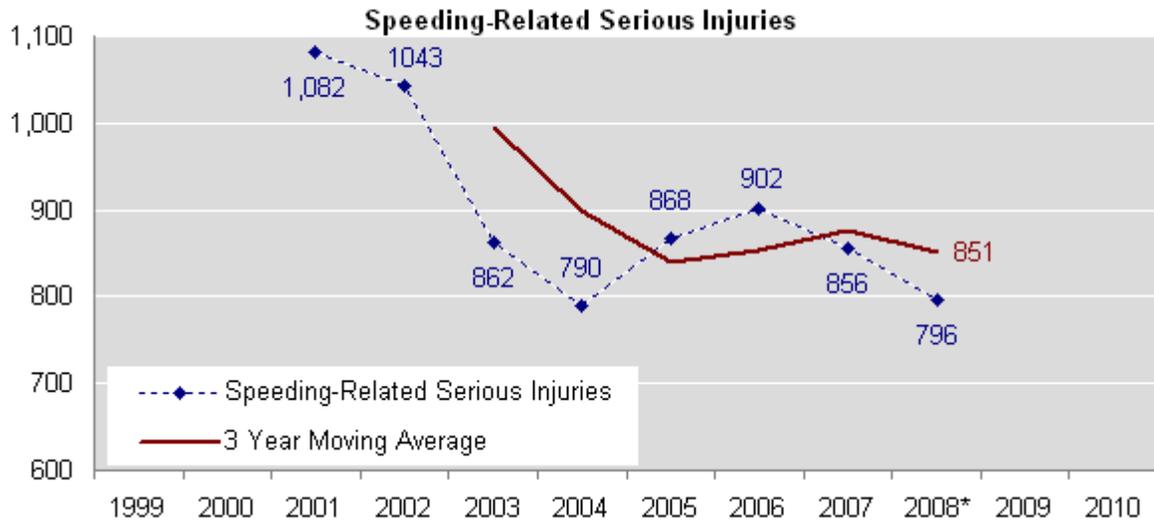
Speeding-Related Fatality Rate



Source: FARS and WSDOT

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

Serious Injuries Involving a Speeding Driver



Source: FARS

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

Speeding Involved Serious Injury Rate

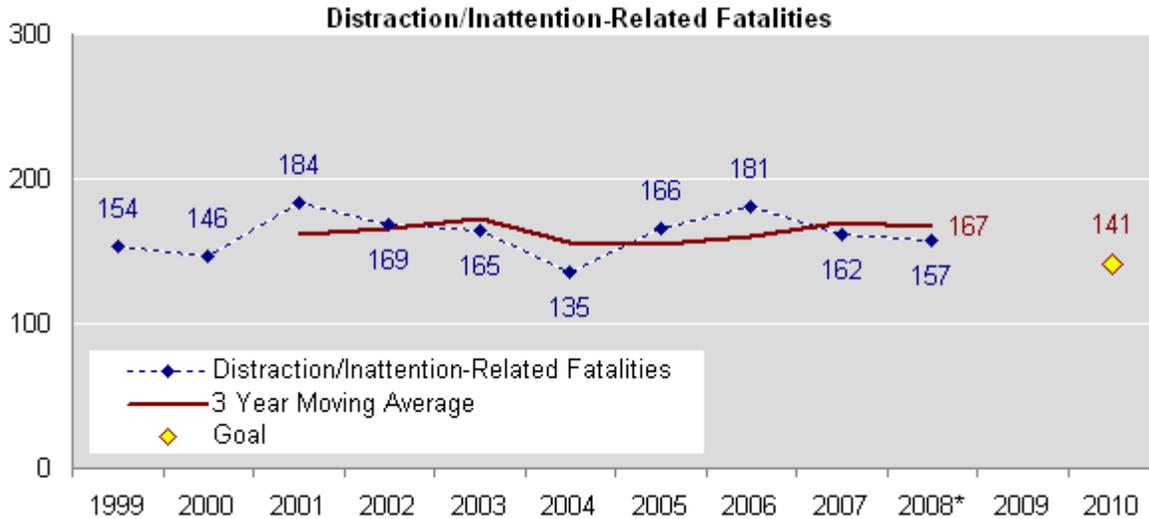


Source: FARS and WSDOT

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

Fatalities Involving a Distracted or Inattentive Driver

Goal: Reduce the number of distraction/inattention related fatalities 15.6% from the 2006-2008 base year average of 167 to 141 by December 31, 2010.

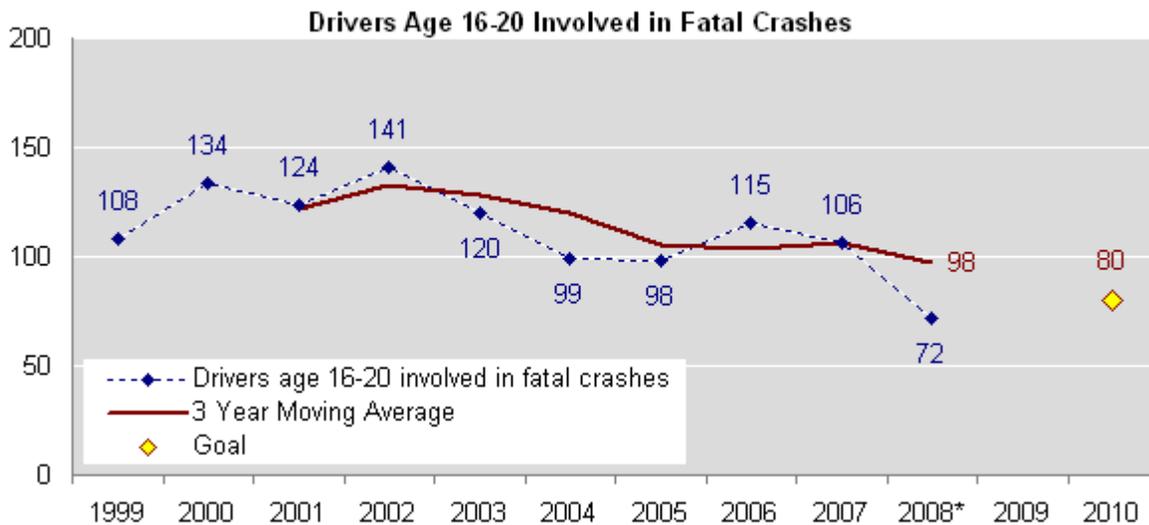


Source: FARS

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

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

Goal: Reduce the number of drivers age 16-20 involved in fatal crashes 18.4% from the 2006-2008 base year average of 98 to 80 by December 31, 2010.



Source: FARS

*2008 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

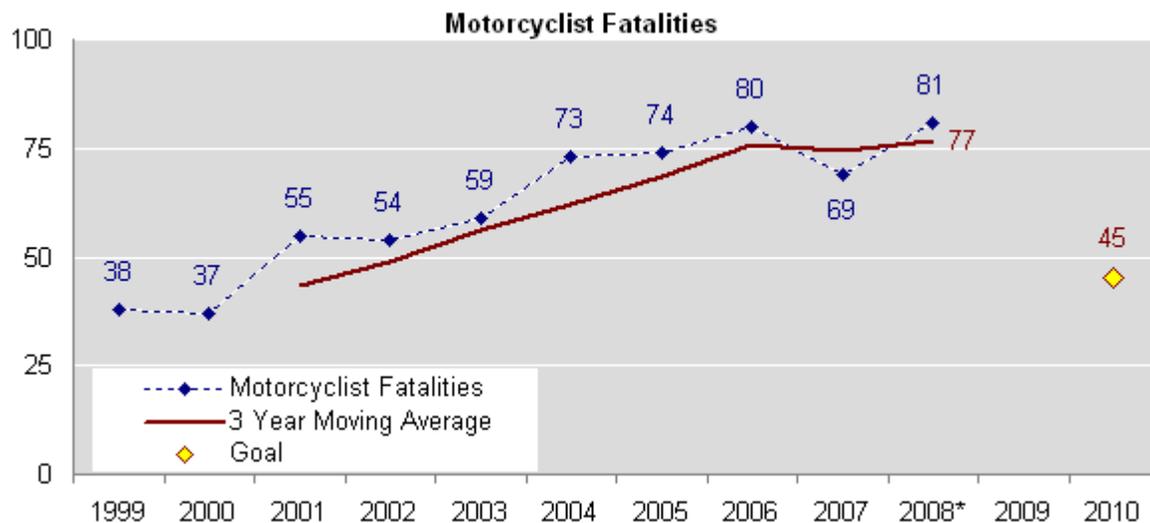


Source: FARS

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

Motorcyclist Fatalities

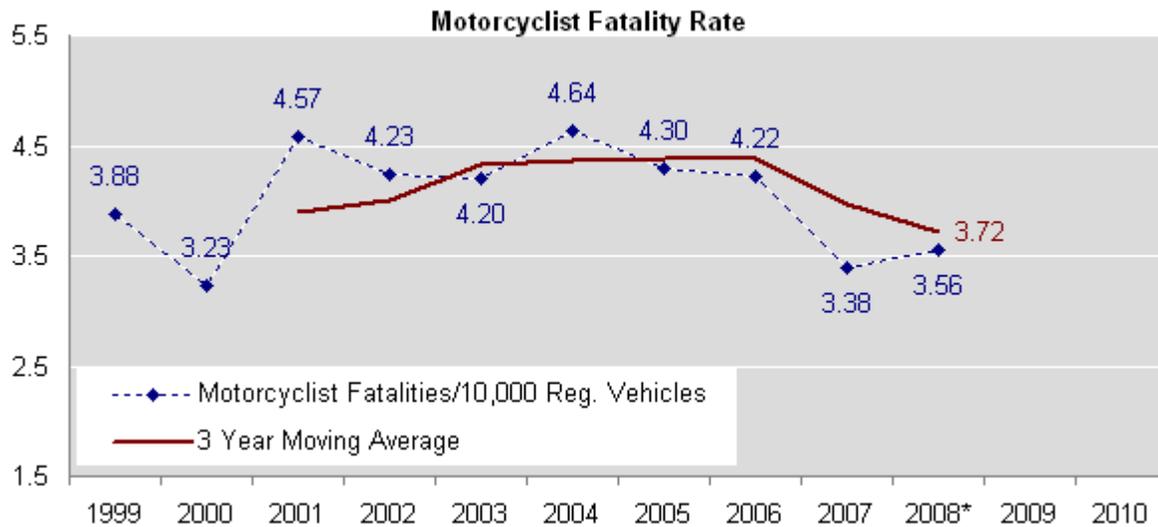
Goal: Reduce the number of motorcyclist fatalities 41.6% from the 2006-2008 base year average of 77 to 45 by December 31, 2010.



Source: FARS

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

Motorcyclist Fatality Rate per 100,000 Registered Motorcycles

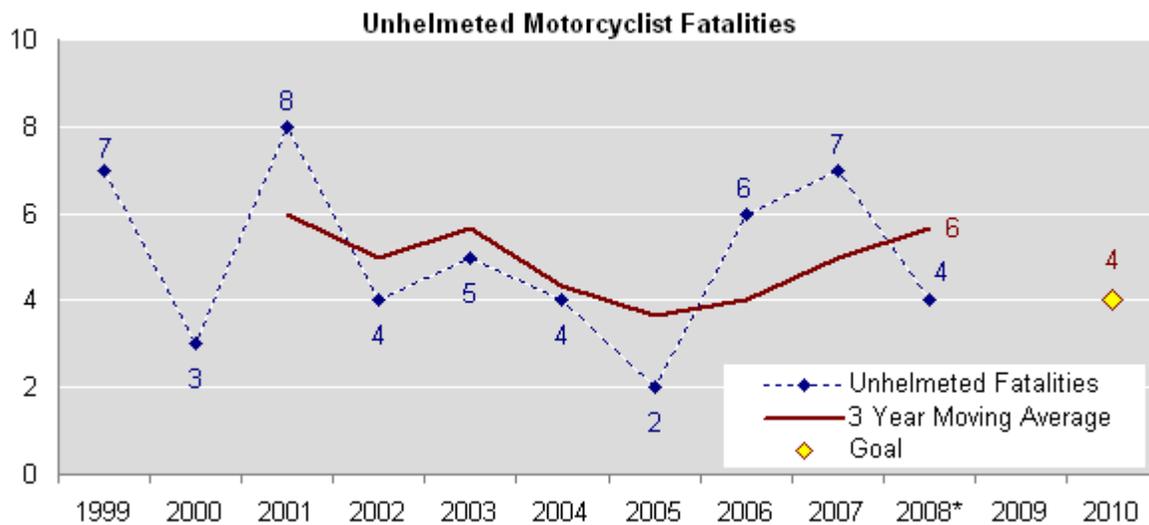


Source: FARS and DOL

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

Unhelmeted Motorcyclist Fatalities

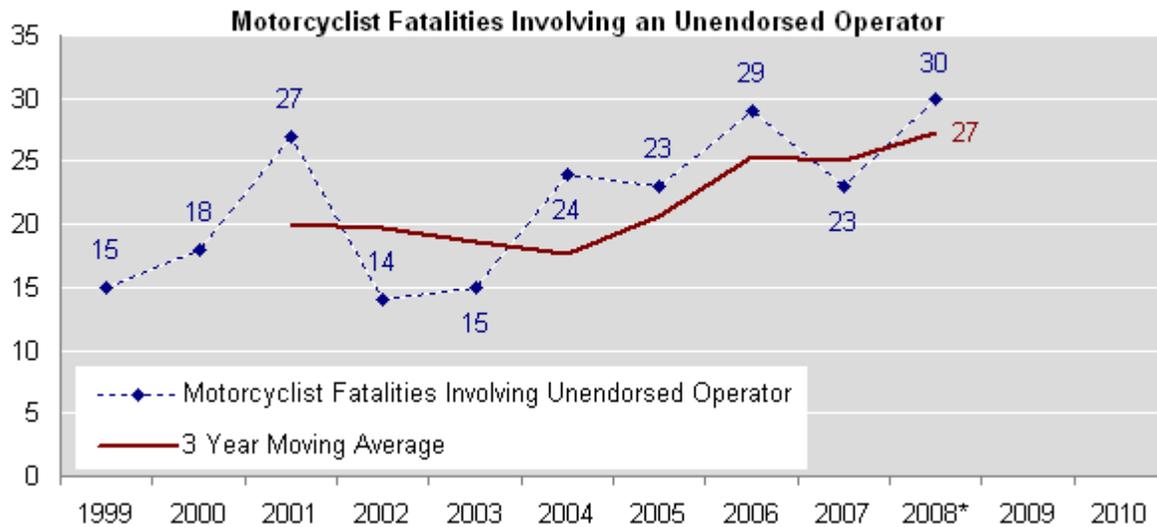
Goal: Reduce the number of unhelmeted motorcyclist fatalities 33.3% from the 2006-2008 base year average of 6 to 4 by December 31, 2010.



Source: FARS

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

Motorcyclist Fatalities Involving an Unendorsed Operator

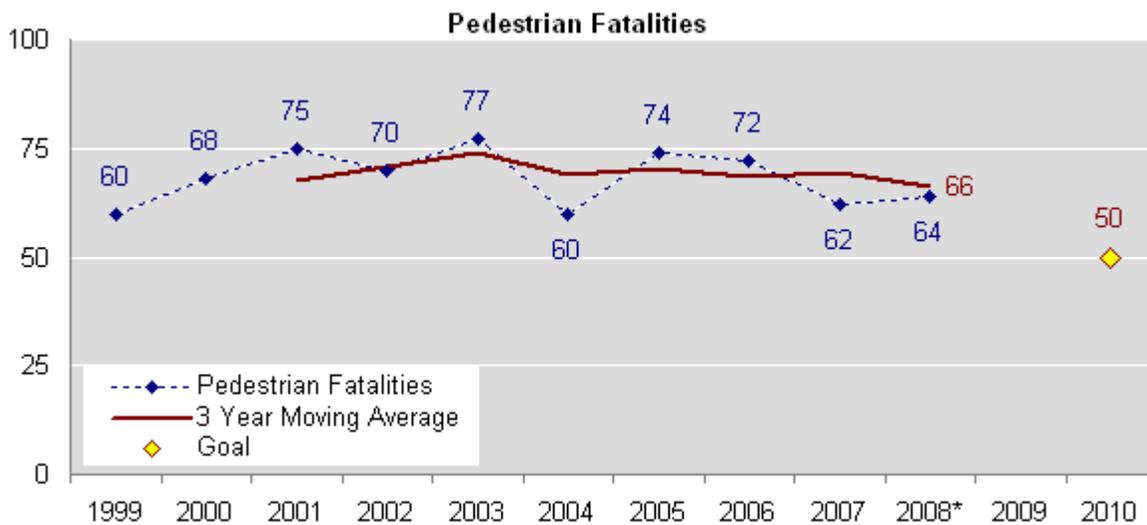


Source: FARS and DOL

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

Pedestrian Fatalities

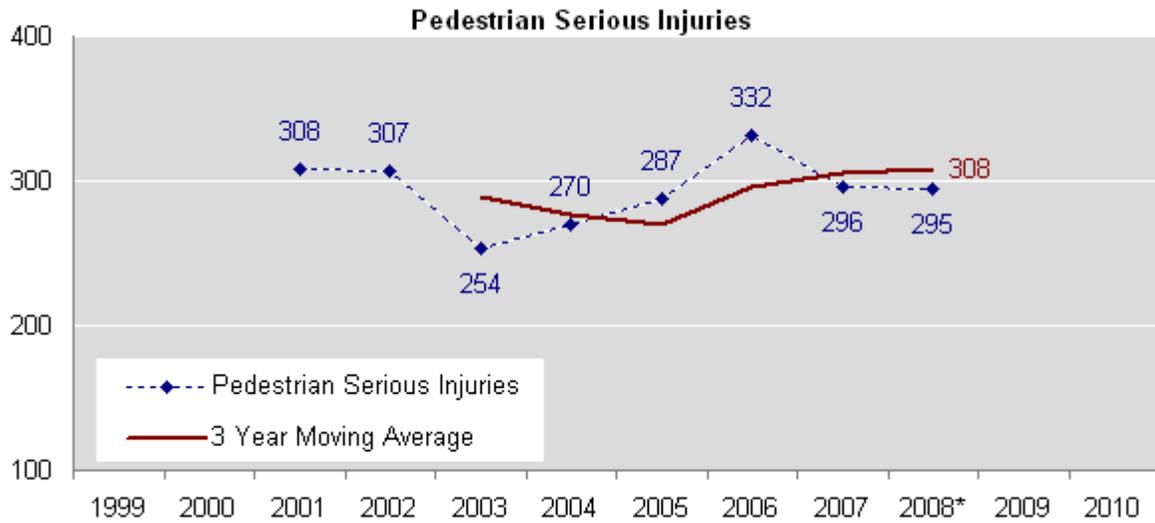
Goal: Reduce the number of pedestrian fatalities 24.2% from the 2006-2008 base year average of 66 to 50 by December 31, 2010.



Source: FARS

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

Pedestrian Serious Injuries



Source: WSDOT

*2008 figures are based on preliminary data and are subject to change as more information becomes available.

F. HIGHWAY SAFETY PLAN COST SUMMARY (2010-HSP-1/HSP Form 217)

The following federal budget summaries are based on projects outlined in the Planning Document in Section II, and are an estimate based on expected funding. A revised “initial obligating 2010-HSP-1” will be submitted to NHTSA Northwest Region within 30 days of learning what actual funds will be provided.

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
 2010-HSP-1
 Alternate HS FORM 217

Program Area/ Project Number	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
NHTSA 402						
Planning and Administration						
PA-2010-00-00-00	\$0	\$455,000	\$0	\$455,000	\$455,000	\$0
Planning and Administration Total	\$0	\$455,000	\$0	\$455,000	\$455,000	\$0
Alcohol						
AL-2010-00-00-00	\$0	\$191,281	\$0	\$765,124	\$765,124	\$553,624
Alcohol Total	\$0	\$191,281	\$0	\$765,124	\$765,124	\$553,624
Pedestrian/Bicycle Safety						
PS-2010-00-00-00	\$0	\$19,800	\$0	\$79,200	\$79,200	\$20,000
Pedestrian/Bicycle Safety Total	\$0	\$19,800	\$0	\$79,200	\$79,200	\$20,000
Occupant Protection						
OP-2010-00-00-00	\$0	\$31,700	\$0	\$126,800	\$126,800	\$0
Occupant Protection Total	\$0	\$31,700	\$0	\$126,800	\$126,800	\$0
Police Traffic Services						
PT-2010-00-00-00	\$0	\$404,200	\$0	\$1,616,800	\$1,616,800	\$450,400
Police Traffic Services Total	\$0	\$404,200	\$0	\$1,616,800	\$1,616,800	\$450,400
Traffic Records						
TR-2010-00-00-00	\$0	\$217,075	\$0	\$868,300	\$868,300	\$0
Traffic Records Total	\$0	\$217,075	\$0	\$868,300	\$868,300	\$0
Community Traffic Safety Project						
CP-2010-00-00-00	\$0	\$441,905	\$0	\$1,767,620	\$1,767,620	\$974,520
Community Traffic Safety Project Total	\$0	\$441,905	\$0	\$1,767,620	\$1,767,620	\$974,520
Driver Licensing						
DL-2010-00-00-00	\$0	\$9,900	\$0	\$39,600	\$39,600	\$39,600
Driver Licensing Total	\$0	\$9,900	\$0	\$39,600	\$39,600	\$39,600
Speed Enforcement						
SE-2010-00-00-00	\$0	\$260,275	\$0	\$1,041,100	\$1,041,100	\$900,000
Speed Enforcement Total	\$0	\$260,275	\$0	\$1,041,100	\$1,041,100	\$900,000
Paid Advertising						
PM-2010-00-00-00	\$0	\$75,000	\$0	\$300,000	\$300,000	\$0
Paid Advertising Total	\$0	\$75,000	\$0	\$300,000	\$300,000	\$0
NHTSA 402 Total	\$0	\$2,106,136	\$0	\$7,059,544	\$7,059,544	\$2,938,144

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>						
K2-2010-00-00-00	\$0	\$1,940,136	\$0	\$646,712	\$646,712	\$0
Occupant Protection Total	\$0	\$1,940,136	\$0	\$646,712	\$646,712	\$0
<i>Paid Media</i>						
K2PM-2010-00-00-00	\$0	\$1,020,000	\$0	\$340,000	\$340,000	\$0
Paid Media Total	\$0	\$1,020,000	\$0	\$340,000	\$340,000	\$0
NHTSA 405 Total	\$0	\$2,960,136	\$0	\$986,712	\$986,712	\$0

NHTSA 406						
<i>Police Traffic Services</i>						
K4PT-2010-00-00-00	\$0	\$0	\$0	\$1,045,124	\$1,045,124	\$0
Police Traffic Services Total	\$0	\$0	\$0	\$1,045,124	\$1,045,124	\$0
<i>Occupant Protection</i>						
K4OP-2010-00-00-00	\$0	\$0	\$0	\$100,000	\$100,000	\$0
Occupant Protection Total	\$0	\$0	\$0	\$100,000	\$100,000	\$0
<i>Traffic Records</i>						
K4TR-2010-00-00-00	\$0	\$0	\$0	\$430,000	\$430,000	\$0
Traffic Records Total	\$0	\$0	\$0	\$430,000	\$430,000	\$0
<i>Community Traffic Safety</i>						
K4CP-2010-00-00-00	\$0	\$0	\$0	\$557,000	\$557,000	\$0
Community Traffic Safe Total	\$0	\$0	\$0	\$557,000	\$557,000	\$0
<i>Safe Communities</i>						
K4SA-2010-00-00-00	\$0	\$0	\$0	\$55,000	\$55,000	\$0
Safe Communities Total	\$0	\$0	\$0	\$55,000	\$55,000	\$0
NHTSA 406 Total	\$0	\$0	\$0	\$2,187,124	\$2,187,124	\$0

NHTSA 408						
<i>Traffic Records</i>						
K9-2010-00-00-00	\$0	\$246,250	\$0	\$985,000	\$985,000	\$0
Traffic Records Total	\$0	\$246,250	\$0	\$985,000	\$985,000	\$0
NHTSA 408 Total	\$0	\$246,250	\$0	\$985,000	\$985,000	\$0

NHTSA 410						
<i>Alcohol SAFETEA-LU</i>						
K8-2010-00-00-00	\$0	\$2,938,176	\$0	\$2,938,176	\$2,938,176	\$0
Alcohol SAFETEA-LU Total	\$0	\$2,938,176	\$0	\$2,938,176	\$2,938,176	\$0
<i>Alcohol SAFETEA-LU Paid Media</i>						
K8PM-2009-00-00-00	\$0	\$615,000	\$0	\$615,000	\$615,000	\$0
Alcohol SAFETEA-LU Paid Media Total	\$0	\$615,000	\$0	\$615,000	\$615,000	\$0
NHTSA 410 Total	\$0	\$3,553,176	\$0	\$3,553,176	\$3,553,176	\$0

Program Area/ Project Number	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
NHTSA 1906						
<i>Prohibit Racial Profiling</i>						
K10-2010-00-00-00	\$0	\$46,000	\$0	\$184,000	\$184,000	\$0
Prohibit Racial Profiling Total	\$0	\$46,000	\$0	\$184,000	\$184,000	\$0
NHTSA 1906 Total	\$0	\$46,000	\$0	\$184,000	\$184,000	\$0

NHTSA 2010						
<i>Motorcycle Safety</i>						
K6-2010-00-00-00	\$0	\$0	\$0	\$200,000	\$200,000	\$0
Motorcycle Safety Incentive Total	\$0	\$0	\$0	\$200,000	\$200,000	\$0
NHTSA 2010 Total	\$0	\$0	\$0	\$200,000	\$200,000	\$0

NHTSA 2011						
<i>Child Seats</i>						
K3-2010-00-00-00	\$0	\$366,993	\$0	\$366,993	\$366,993	\$0
Child Seats Total	\$0	\$366,993	\$0	\$366,993	\$366,993	\$0
<i>Child Seats Paid Media</i>						
K3PM-2010-00-00-00	\$0	\$60,000	\$0	\$60,000	\$60,000	\$0
Child Seats Paid Media Total	\$0	\$60,000	\$0	\$60,000	\$60,000	\$0
NHTSA 2011 Total	\$0	\$426,993	\$0	\$426,993	\$426,993	\$0

Grand Total	\$0	\$9,338,691	\$0	\$15,582,549	\$15,582,549	\$2,938,144
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State Official Authorized Signature:



8-31-09

Lowell Porter, Governor's Highway Safety Representative

Date

III. PLANNING DOCUMENT

Community Task Forces

				Total Funded	\$609,520	Total Benefit to Local	\$609,520
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
CP10-03	63	Lynn Drake	[Washington Traffic Safety Commission] Target Zero Task Force and Law Enforcement Liaison programs will implement state and national mobilizations lead local traffic safety projects. These efforts will be aligned with the data driven priorities and strategies in Target Zero. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.				
Fund Source				Approved	Benefit To Local		
402 new				\$609,520	\$609,520		

Corridor Traffic Safety Programs

				Total Funded	\$350,000	Total Benefit to Local	\$350,000
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
CP10-02	64	Angie Ward	[Washington Traffic Safety Commission] The Traffic Safety Corridor Program is a joint effort between the WTSC, DOT, WSP and partner agencies. This program is locally coordinated to reduce collisions on roadways through engineering, enforcement, education, and emergency services. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.				
Fund Source				Approved	Benefit To Local		
402 cf				\$350,000	\$350,000		

Driver Licensing

				Total Funded	\$39,600	Total Benefit to Local	\$39,600
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
DL10-01	72	Brian Jones	[Thurston County Dept. of Assigned Counsel] This project is intended to promote public safety by reducing the number of unlicensed and uninsured drivers on the road. Salaries and wages, contractual services, goods and services.				
Fund Source				Approved	Benefit To Local		
402 cf				\$39,600	\$39,600		

Impaired Driving Program

Total Funded \$4,781,924 **Total Benefit to Local** \$638,624

Federal Project # **WTSC Tracking #** **WTSC Manager** **Project**

K4PT10-01, K810-01 2 Shelly Baldwin [WSP] WTSC will fund WSP demonstration project to reduce impaired driving related deaths & serious injuries. TZZ teams will employ HVE model to attack the number one priority in Target Zero. Location and timing of enforcement efforts will be determined by data. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.

Fund Source	Approved	Benefit To Local
406 cf	\$440,524	\$0
410 cf	\$984,476	\$0
TOTAL:	\$1,425,000	\$0

K810-07 8 Shelly Baldwin [Administrative Office of the Courts (AOC)] The goal of this project is to provide up-to-date information and training in the area of traffic safety and technology to judicial officers around the state in a timely and most effective manner. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.

Fund Source	Approved	Benefit To Local
410 cf	\$25,000	\$0

AL10-04 21 Shelly Baldwin [Grant County District Court] The Grant County DUI/Drug Court is designed to help program participants break the criminal/addiction cycle and become productive members of society through collaboration between criminal justice and treatment intervention professionals. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.

Fund Source	Approved	Benefit To Local
402 cf	\$124,298	\$124,298

AL10-03 23 Shelly Baldwin [Puyallup Police Department] Pierce County PIP conducts 4 high-visibility intervention patrols to prevent teen DUI. Law enforcement locates teen drinking parties, chemical dependency professionals intervene with offenders, & volunteer parents counsel parents of teen offenders. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.

Fund Source	Approved	Benefit To Local
402 cf	\$30,210	\$30,210

Impaired Driving Program

				Total Funded \$4,781,924	Total Benefit to Local \$638,624	
Federal Project #	WTSC Tracking #	WTSC Manager	Project			
AL10-06	25	Shelly Baldwin	[Spokane County District Court Probation] The Spokane County Intensive Supervision Court will address all hard core DUI offenders through intensive court and probation supervision with the goal of eliminating alcohol related crashes in Spokane County. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
				Fund Source	Approved	Benefit To Local
				402 cf	\$106,830	\$106,830
AL10-02	28	Shelly Baldwin	[Clark County District Court] Clark County District Court will add a DUI-Court emphasis program under their Unified Substance Abuse Court. This program will target habitual DUI offenders through intensive probation, biometric kiosks, field contacts and treatment. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
				Fund Source	Approved	Benefit To Local
				402 new	\$134,940	\$134,940
AL10-07	29	Shelly Baldwin	[Yakima Police Department] Yakima Police Department will reduce the number of DUI drivers on the road through a Target Zero driven sustained and motivated patrol concept designed to reduce injuries and fatalities from DUI collisions. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
				Fund Source	Approved	Benefit To Local
				402 cf	\$30,000	\$30,000
AL10-05	30	Shelly Baldwin	[Thurston County Superior Court: Drug Court Program] The Thurston County DUI Court will provide a rigorous, court-supervised comprehensive treatment program focused on repeat DUI offenders following the Drug Court model. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
				Fund Source	Approved	Benefit To Local
				402 cf	\$50,872	\$50,872
				402 new	\$106,474	\$106,474
				TOTAL:	\$157,346	\$157,346

Impaired Driving Program

			Total Funded	\$4,781,924	Total Benefit to Local	\$638,624
Federal Project #	WTSC Tracking #	WTSC Manager	Project			
K4PT10-02	31	Shelly Baldwin	[Washington State Patrol] The Washington State Patrol's Impaired Driving Section is committed to providing quality service and support to all law enforcement agencies in Washington State. Ignition Interlock, DRE, and MIDU programs will prevent the loss of life on state roadways. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
			Fund Source	Approved	Benefit To Local	
			406 cf	\$579,600	\$0	
K810-03	36	Shelly Baldwin	[Washington State Patrol] This grant seeks to establish the Traffic Safety Resource Prosecutor to serve as a statewide expert on Washington's DUI laws and provide critical support to the state's prosecutors on the effective prosecution of impaired driving cases. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
			Fund Source	Approved	Benefit To Local	
			410 cf	\$253,700	\$0	
K810-02,K8PM10-01,K8PM10-02,K8PM10-03	41	Shelly Baldwin	[Washington Traffic Safety Commission] This program funds high-visibility enforcement campaigns; the Washington Impaired Driving Advisory Council; public education materials, training for courts, prosecutors, and law enforcement; and the ignition interlock pilot project evaluation. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
			Fund Source	Approved	Benefit To Local	
			410 cf	\$1,515,000	\$0	
AL10-08,K810-04	56	Shelly Baldwin	[Washington Traffic Safety Commission] The Target Zero Trooper Pilot Program will demonstrate the effectiveness of intense, high visibility, and driving under the influence enforcement in Washington. This grant request covers the stakeholder outreach, communication efforts and evaluation. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
			Fund Source	Approved	Benefit To Local	
			402 new	\$75,000	\$55,000	
			410 cf	\$225,000	\$0	
			TOTAL:	\$300,000	\$55,000	

Impaired Driving Program

				Total Funded	\$4,781,924	Total Benefit to Local	\$638,624
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
K810-06	74	Shelly Baldwin	[WTSC] Provide salaries and benefits for three local law enforcement officers to participate with WSP in the TZT Program. Salaries and wages, employee benefits, travel and subsistence.				
				Fund Source	Approved	Benefit To Local	
				410 cf	\$100,000	\$0	

Motorcycle Safety

				Total Funded	\$200,000	Total Benefit to Local	\$0
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
K610-01	34	Penny Nerup	[Department of Licensing] Funding will be used to develop, implement and sustain a campaign to promote motorist awareness, encourage participation in rider education and reduce those causal factors that occur in Washington motorcycle fatalities and serious injuries. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.				
				Fund Source	Approved	Benefit To Local	
				2010 cf	\$200,000	\$0	

Occupant Protection

				Total Funded	\$1,443,189	Total Benefit to Local	\$20,000
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
K4OP10-01, K210-01	43	Jonna VanDyk	[Washington Traffic Safety Commission] This grant would fund two statewide Click it or Ticket law enforcement and publicity mobilizations. Mobilization budgets include funding for law enforcement (\$300,000 per mobilization) and publicity (\$350,000) with additional funds for sustained enforcement Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.				
				Fund Source	Approved	Benefit To Local	
				405 cf	\$790,000	\$0	
				406 cf	\$100,000	\$0	
				TOTAL:	\$890,000	\$0	

Occupant Protection

			Total Funded	\$1,443,189	Total Benefit to Local	\$20,000
Federal Project #	WTSC Tracking #	WTSC Manager	Project			
OP10-02,K210-02	44	Jonna VanDyk	[Washington Traffic Safety Commission] This high school based, teen-focused Click it And Ticket project will reduce fatal & serious injury crashes involving teen drivers. Project funds printing and design of occupant protection educational materials. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
			Fund Source	Approved	Benefit To Local	
			402 cf	\$20,000	\$20,000	
			405 cf	\$80,000	\$0	
			TOTAL:	\$100,000	\$20,000	
K310-02,K3PM10-01	45	Jonna VanDyk	[Washington Traffic Safety Commission] Three pilot projects were developed during FY '08-'09. The aim is to apply the Click it or Ticket Project model (law enforcement patrols and publicity with paid air buys) toward the goal of improving compliance with WA's model child car seat law. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
			Fund Source	Approved	Benefit To Local	
			2011 cf	\$140,000	\$0	
K210-03,K310-01	67	Jonna VanDyk	[Washington Safety Restraint Coalition] The Safety Restraint Coalition (SRC) trains child passenger safety technicians and supports training hosted by other organizations with grants, technician trainers and educational materials. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
			Fund Source	Approved	Benefit To Local	
			2011 cf	\$196,477	\$0	
			405 cf	\$116,712	\$0	
			TOTAL:	\$313,189	\$0	

Others

			Total Funded \$777,000	Total Benefit to Local \$210,000
Federal Project #	WTSC Tracking #	WTSC Manager	Project	

CP10-05, K4CP10-03 15 Steve Lind
 [WTSC] Funding to support HSPP projects that would benefit from additional resources and new TZ related projects not identified in the 2010 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	Benefit To Local
402 new	\$200,000	\$200,000
406 cf	\$300,000	\$0
TOTAL:	\$500,000	\$200,000

K4CP10-01 20 MJ Haught
 [Washington Traffic Safety Commission] Complete second year of a two-year project to improve WTSC Web site, building out the site based on the ongoing site usability study. Also support legislative and stakeholder education on Target Zero and cover multi-program contractor expenses. Travel and subsistence, contractual services, goods and services.

Fund Source	Approved	Benefit To Local
406 cf	\$120,000	\$0

K4CP10-02 22 MJ Haught
 [Washington Traffic Safety Commission] Conduct bi-annual Target Zero Awards program. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.

Fund Source	Approved	Benefit To Local
406 cf	\$37,000	\$0

PS10-02 62 Lynn Drake
 [Washington Traffic Safety Commission] The project will continue the Cooper Jones Committee, identify high risk areas and support local communities and law enforcement agencies with coordination and educational materials, including travel and substance and goals and services. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.

Fund Source	Approved	Benefit To Local
402 new	\$20,000	\$10,000

Others

				Total Funded	\$777,000	Total Benefit to Local	\$210,000
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
K4CP10-04	70	Brian Jones	[WTSC] Funding for low cost emerging traffic safety projects related to the priorities and strategies in Target Zero. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.				
				Fund Source	Approved	Benefit To Local	
				406 cf	\$100,000	\$0	
K4SA10-01	76	Steve Lind	[WTSC] The first major update for the state SHSP: Target Zero will be conducted in FFY 2009-10. Among other things, this project will fund a one day meeting of 50 traffic safety partners and a contract to write/compile the new version of Target Zero. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.				
				Fund Source	Approved	Benefit To Local	
				406 cf	\$55,000	\$0	

Planning & Administration, Technical Coordination

				Total Funded	\$1,693,000	Total Benefit to Local	\$0
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
PA10-01	3	Steve Lind	[WTSC] This project provides support to executive and administrative staff for planning and administration of the WTSC. One-half of the total P&A costs are funded by the state. This project represents the federal share. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.				
				Fund Source	Approved	Benefit To Local	
				402 new	\$455,000	\$0	
AL10,CP10,OP10,PS10,SE10,TR10,(ALL 01),CP10-06	4	Steve Lind	[WTSC] This project provides support to WTSC program staff for planning, implementing and evaluating the annual Highway Safety Plan and the state Strategic Highway Safety Plan: Target Zero. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.				
				Fund Source	Approved	Benefit To Local	
				402 cf	\$768,000	\$0	
				402 new	\$470,000	\$0	
				TOTAL:	\$1,238,000	\$0	

Police Traffic Services Program

			Total Funded	\$2,061,000	Total Benefit to Local	\$531,000
Federal Project #	WTSC Tracking #	WTSC Manager	Project			
PT10-04	7	Brian Jones	[Washington Association of Sheriffs and Police Chiefs] Purchase equipment for local law enforcement agencies in support of traffic safety enforcement. Emphasis will be given to multi-agency efforts to address the high priority areas as defined in Target Zero. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
				Fund Source	Approved	Benefit To Local
				402 cf	\$500,000	\$500,000
PT10-02,K810-05	26	Penny Nerup	[Washington State Patrol] WSP will follow Target Zero to prioritize resouces and address critical traffic safety problems among their districts, primarily by through enforcement - applying best practives like high visibility enforcement. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
				Fund Source	Approved	Benefit To Local
				402 cf	\$297,734	\$0
				402 new	\$782,266	\$0
				410 cf	\$450,000	\$0
				TOTAL:	\$1,530,000	\$0
PT10-03	46	Penny Nerup	[Washington Traffic Safety Commission] This project will support local law enforcement, primarily by providing needed training, peer exchange opportunities equipment Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
				Fund Source	Approved	Benefit To Local
				402 new	\$31,000	\$31,000

Public Information and Education

			Total Funded	\$30,000	Total Benefit to Local	\$0
Federal Project #	WTSC Tracking #	WTSC Manager	Project			
K4TR10-02	75	MJ Haught	[WTSC] Conduct an attitudinal survey, possibly in July, to determine public thoughts and actions related to occupant protection, impaired driving and speeding behaviors. This survey will follow the model and questions recommended by GHSA and NHTSA. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
			Fund Source	Approved	Benefit To Local	
			406 cf	\$30,000	\$0	

Roadway Safety

			Total Funded	\$25,000	Total Benefit to Local	\$0
Federal Project #	WTSC Tracking #	WTSC Manager	Project			
K4PT10-03	24	Penny Nerup	[Grays Harbor Traffic Safety Committee] The Commercial Vehicle Enforcement team keeps roadways safe in Grays Harbor as well as in neighboring counties by using local law enforcement to conduct inspections of commercial vehicles traveling on their roads. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
			Fund Source	Approved	Benefit To Local	
			406 cf	\$25,000	\$0	
SE10-04	32	MJ Haught	[Washington State Department of Transportation] The Go Orange for Work Zone Safety program is a low-cost, high impact campaign to engage drivers, the community and workers to make work zones safer. The funding will contribute to the education and publicity portion of high visibility enforcement. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
			Fund Source	Approved	Benefit To Local	
			402 new	\$35,000	\$0	

Seat Belts and Child Safety Seats

				Total Funded \$90,516	Total Benefit to Local \$0	
Federal Project #	WTSC Tracking #	WTSC Manager	Project			
K310-03	53	Jonna VanDyk	[Department of Health] The project would fund mini grants for Safe Kids Coalitions that were previously funded by General Motors. Mini grants would pay for either K-8 booster seat educational projects, OR hospital-based child car seat education OR check up events & 4 meetings. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
				Fund Source	Approved	Benefit To Local
				2011 cf	\$90,516	\$0

Speeding and Other Driver Behaviors

				Total Funded \$1,205,800	Total Benefit to Local \$755,800	
Federal Project #	WTSC Tracking #	WTSC Manager	Project			
SE10-03	49	Penny Nerup	[Washington Traffic Safety Commission] This project targets overtime funding and media for high-visibility emphasis patrols in the seven counties with the highest number of fatality or serious injury speeding-related collisions. Specific roads or areas are the focus of the enforcement. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
				Fund Source	Approved	Benefit To Local
				402 new	\$650,000	\$450,000
SE10-02,PM10-01	50	Penny Nerup	[Washington Traffic Safety Commission] To reduce speeding related deaths & serious injuries, WTSC will implement the first statewide speeding campaign in the United States. It will be based upon the Click-it-or-Ticket model of high visibility enforcement with a strong education component. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
				Fund Source	Approved	Benefit To Local
				402 new	\$550,000	\$300,000
PT10-01	60	Penny Nerup	[Washington State Criminal Justice Training Commission] CJTC plan is two-fold: first, deliver a RADAR/LIDAR blended learning train-the-trainer curriculum that meets or exceeds NHTSA's training standard; second, develop and provide a standard basic motor operator course that meets the needs of every LE agency. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.			
				Fund Source	Approved	Benefit To Local
				402 new	\$5,800	\$5,800

Traffic Records, Engineering, And Research

			Total Funded \$2,116,000	Total Benefit to Local \$0
Federal Project #	WTSC Tracking #	WTSC Manager	Project	
TR10-02,K910-01	14	Chris Madill	[Washington Traffic Safety Commission] This is year 4 of funding to implement projects contained within Washington's Traffic Records Strategic Plan. Collectively, these projects significantly improve statewide traffic-related data for program and policy decision-making. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.	
			Fund Source	Approved
			402 cf	\$422,000
			408 cf	\$985,000
			TOTAL:	\$1,407,000
			Benefit To Local	\$0
TR10-03	66	Dick Doane	[Washington Traffic Safety Commission] The TRDC will continue to provide data, research, and analysis to WTSC staff, legislators, other agencies, and the public in support of programs and activities that will improve public safety by reducing traffic deaths and injuries. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.	
			Fund Source	Approved
			402 new	\$125,000
			Benefit To Local	\$0
K1010-01	69	Chris Madill	[Washington Traffic Safety Commission] This project creates functionality within the Justice Information Network Data Exchange (JINDEX) message broker to return electronically-generated tickets, collision reports, and dispositions to the originating law enforcement agency's Records Management System (RMS). This functionality will provide law enforcement agencies efficient access to ticket data within their jurisdiction for in-depth analysis on traffic stops based on age, gender, ethnicity, and other variables. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.	
			Fund Source	Approved
			1906 cf	\$184,000
			Benefit To Local	\$0
K4TR10-01	71	Chris Madill	[Washington Traffic Safety Commission] Implement approved projects from the Traffic Records Strategic Plan. Includes the second year of the CEDDS, WA-TRANS, DOL Collision Data processing backlog and WSP Collision Report On line query and report system projects. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.	
			Fund Source	Approved
			406 cf	\$400,000
			Benefit To Local	\$0

Tribal Traffic Safety

		Total Funded \$70,000		Total Benefit to Local \$70,000	
Federal Project #	WTSC Tracking #	WTSC Manager	Project		
CP10-04	61	Lynn Drake	[Washington Traffic Safety Commission]	This project will support local tribes in individual efforts to implement traffic safety initiatives aligned with Target Zero. Tribal traffic safety representatives will be brought together for a traffic safety summit. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, goods and services.	
Fund Source			Approved	Benefit To Local	
402 new			\$70,000	\$70,000	

Total For All Areas:

Fund Source	Approved	Available	Difference
1906 cf	\$184,000	\$184,000	\$0
2010 cf	\$200,000	\$200,000	\$0
2011 cf	\$426,993	\$426,993	\$0
402 cf	\$2,699,944	\$2,555,000	(\$144,944)
402 new	\$4,324,600	\$4,100,000	(\$224,600)
405 cf	\$986,712	\$842,828	(\$143,884)
406 cf	\$2,187,124	\$1,990,000	(\$197,124)
408 cf	\$985,000	\$985,000	\$0
410 cf	\$3,553,176	\$3,150,176	(\$403,000)
TOTAL:	\$15,547,549	\$14,433,997	(\$1,113,552)

State Certifications

Revised 8/05/09

STATE CERTIFICATIONS AND ASSURANCES

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

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

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

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

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

- National law enforcement mobilizations,

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

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

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

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

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

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions

in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

1. 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;
2. 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.
3. 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).
4. 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.
5. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
6. 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.
7. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file

the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered

transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is

proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2010 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).

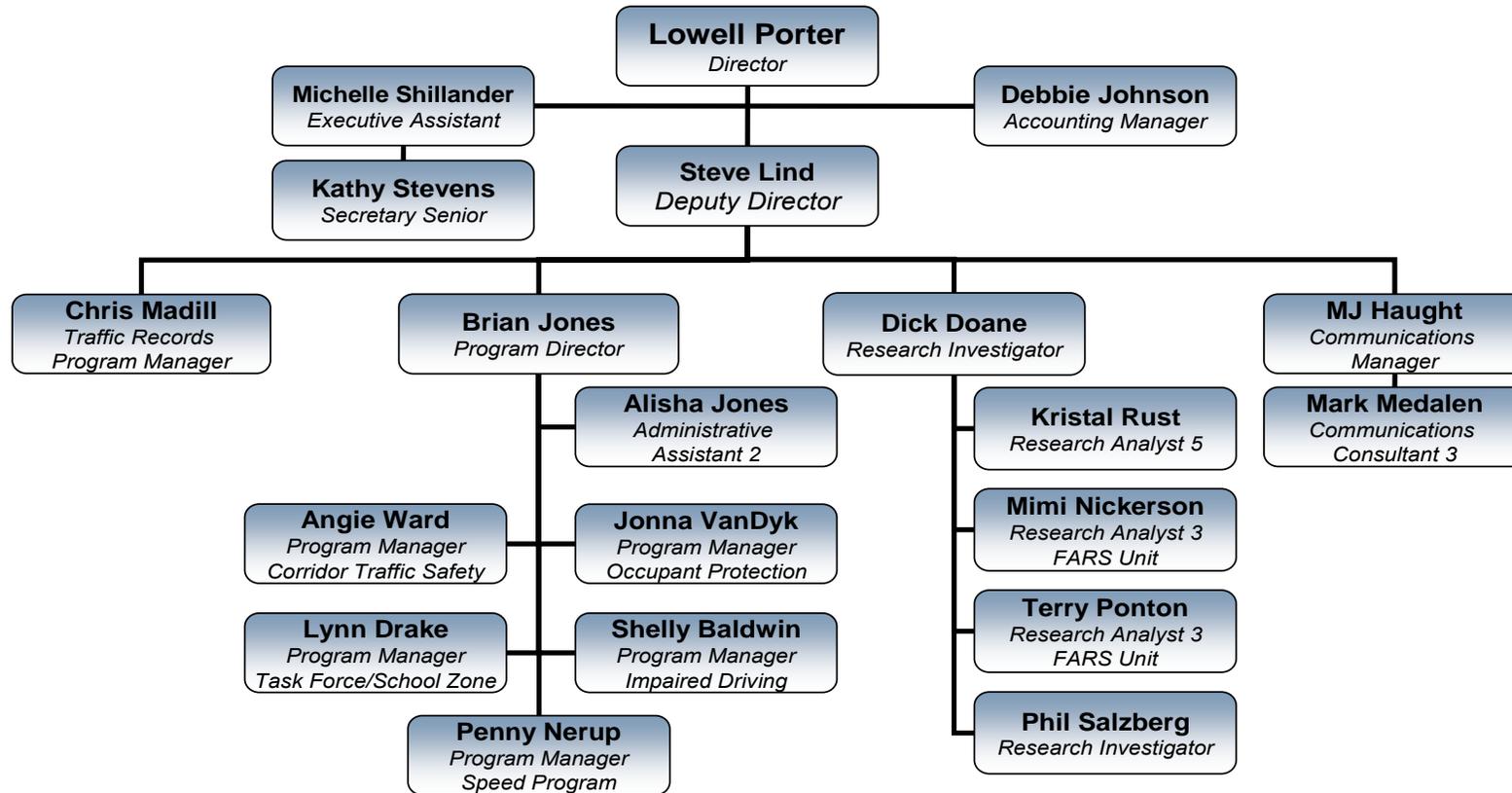


8-31-09

Governor's Representative for Highway Safety

Date

WTSC Organizational Chart



*All employees are full-time with the exception of Research Investigator, Phil Salzberg

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

WTSC PLANNING & PROGRAMMING TIMELINE

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



Washington Traffic Safety Commission -

621 8th Avenue SE, Suite 409 -

Olympia, WA 98504-0944 -

<http://www.wtsc.wa.gov> -