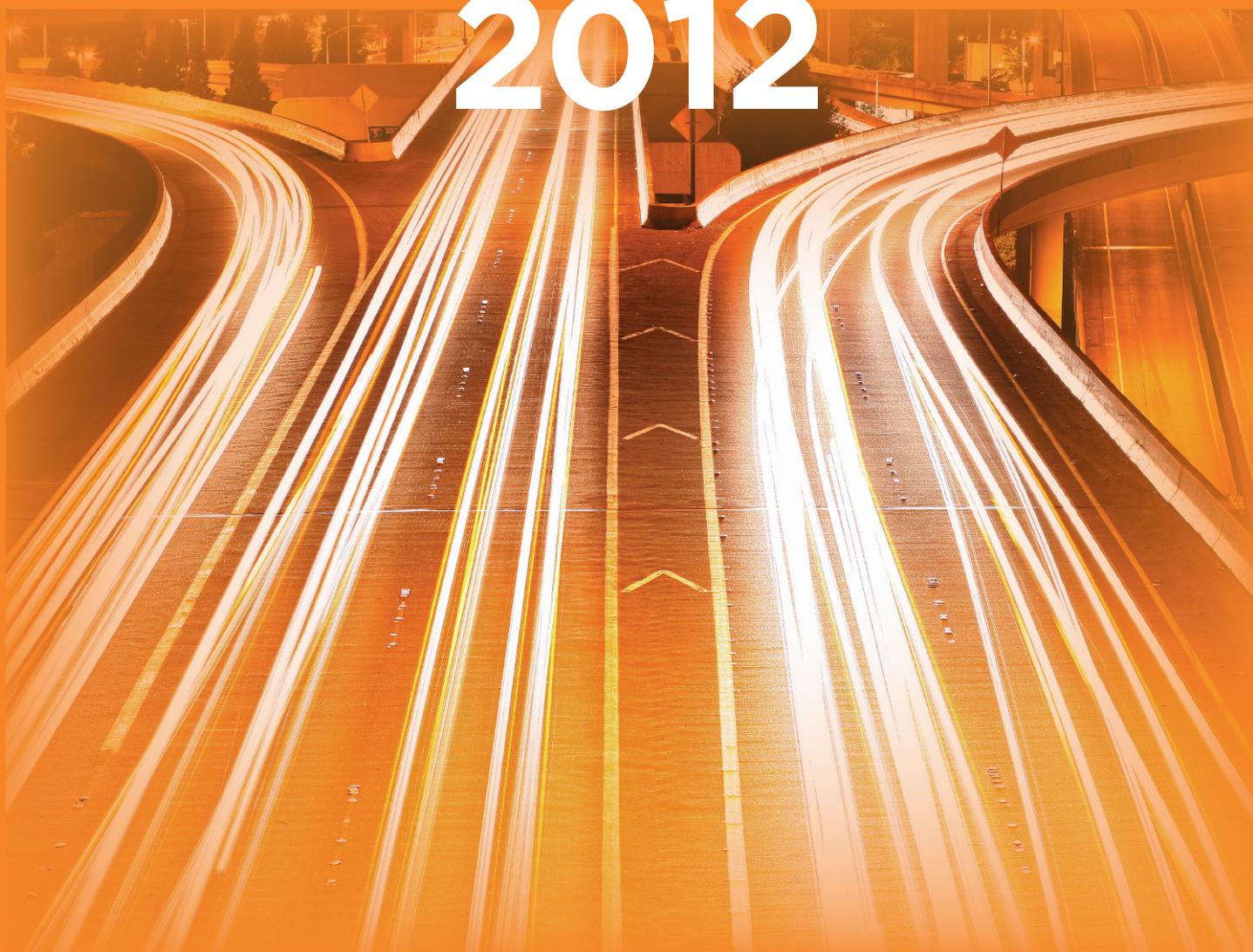




# Washington State Highway Safety Performance Plan

# 2012





# **WASHINGTON STATE 2012 HIGHWAY SAFETY PERFORMANCE PLAN**

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

**August 31, 2011**





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, 2011

SUBJECT: Your Copy of the Washington State Year 2012 Highway Safety Performance Plan

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

Please read our attached *2012 Highway Safety Performance Plan* for Washington State. With your help and support of our FFY 2012 projects, together we will move Washington closer to the goal of Target Zero.

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

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

1. *Benchmark Report* - explains how we identify problems, set goals and performance measures, and select which projects to fund within Washington State. It contains important facts related to key traffic safety areas shown in the "Washington Strategic Highway Safety Plan: Target Zero." It also gives a general budget/cost summary of Federal and state funds allowed within traffic safety program areas.
2. *Planning Document* - describes projects selected by us for funding during FFY 2012. Each project picked for funding links to one or more of the state traffic safety goals shown in the *Benchmark Report*.
3. *Agreement Provisions, Certifications and Assurances* section - lists certain conditions that govern the use of Federal Highway Safety funds.

Federal rule requires this plan as part of our annual application for National Highway Traffic Safety Administration and Federal Highway Administration funds (SAFETEA-LU). We plan to use these funds to improve safety on Washington roadways throughout FFY 2012 (from October 1, 2011 through September 30, 2012).



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

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## I. EXECUTIVE SUMMARY

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Virtually every phase of this Highway Safety Performance Plan (HSPP) is aligned with the priorities and strategies in the Washington State Strategic Highway Safety Plan: Target Zero. The third version of this guiding light document (Target Zero) was signed by Governor Gregoire in 2010.

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

### 1. Impaired Driving – Target Zero Teams

Target Zero Teams is a 24-month traffic safety demonstration project being conducted in Snohomish, King and Pierce Counties. The project began July 1, 2010 and will run until June 30, 2012.

Team members include:

- Washington State Patrol—Three Sergeants and 18 Troopers (21 FTEs) forming three 7-member teams dedicated to full time nighttime DUI enforcement.
- Local police departments and Sheriff's deputies from 44 agencies in the three counties.
- Four Target Zero Managers and four Law Enforcement Liaisons.
- Special Target Zero Prosecutors in King and Snohomish Counties.
- Specially-trained Washington State Patrol geo-mapping data analysts who provide the teams with information about traffic crash locations to help the target the teams' patrols to the right place at the right times for maximum impact.

Highlights from the first year of the project include:

- Preliminary analysis of the project at the 12-month mark show the three Target Zero Team counties are experiencing traffic death reductions at twice the rate of non-Target Zero Teams counties (28% compared to 13%) when compared to the previous five-year average.
- Over 3,800 DUI arrests have been made.
- Participating prosecutor's offices have eliminated their DUI backlogs and are now current in their DUI filings.
- Outreach campaign materials sent to bars, restaurants, grocery stores and mini-marts bring important partners onto the team.
- Public Service Announcement developed featuring the WSP and local

law enforcement partnerships, the elected prosecutors, and everyday citizens who are making Target Zero Teams a success.

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

2. **Automated Speed Enforcement:** Washington currently allows automated speed enforcement in school and construction zones to detect speeding vehicles. To explore the use of this technology in other types of locations, the 2009 Washington State Legislature passed a budget proviso for two automated speed enforcement pilot projects in Seattle and Tacoma. The proviso directed the Washington Traffic Safety Commission to evaluate the pilot projects and report to the Legislature by January 1, 2013 on the use, public acceptance, outcomes, and other relevant issues regarding traffic safety cameras.
3. **Speeding**
  - Each jurisdiction within Washington State has their own unique traffic related issues that may not coincide with NHTSA mobilizations. This project will allow jurisdictions to adequately address those data-driven identified areas while supporting the Target Zero Plan. High visibility multi-jurisdictional enforcement will continue as part of this program.
4. **Occupant Protection**
  - With the state nighttime seat belt use rate estimated at near daytime rates, WTSC will again conduct at least one of two planned state wide CIOT efforts during night time hours.
5. **Traffic Records System Improvements**
  - The Washington Traffic Records Committee approved funding the creation of the Coded Emergency Department Data System (CEDDS). This system will initially aggregate Emergency Department (ED) data from 6 Washington State hospitals to create a preliminary ED dataset for analysis.
  - The primary focus in 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 2012 we do not anticipate any major traffic safety bills introduced with the possible exception of a modification to our existing Intermediate Driver License law that would propose strengthening the passenger and night time driving restrictions.

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## II. WASHINGTON STATE BENCHMARK REPORT

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### 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.
- Representatives of key traffic safety stakeholder groups.

### 1. Traffic Safety Problem Identification

The 2012 HSPP goals and performance measures are closely tied to those found in the “Washington State Strategic Highway Safety Plan: Target Zero.”

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

- statewide traffic collision data;
- Fatal Accident Reporting System (FARS);
- WTSC observation of traveler behavior. Observation surveys are conducted by WTSC periodically to assess state usage rates for seatbelts, child safety restraints, motorcycle and bicycle helmets, and cell phone use.

The primary indicators used to assess risk are the numbers of fatalities and serious injuries that result from traffic crashes.

### 2. Goals and Performance Measures

Once Washington’s problem areas were identified, performance measures were adopted and goals were set. The goals found and performance measures in this FFY 2012 HSPP are consistent with those in the 2010 version of Target Zero. The WTSC staff, legislature,

TAC and Commissioners continue to refine the goals, benchmarks and performance measures.

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

### 3. Project Development

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

All the grant applications were initially reviewed by the WTSC program director. Each project was assigned to a program manager for further review. The program managers then studied individual projects and presented them to the staff in June of 2011. The staff made priority and funding recommendations, which were sent to the TAC for consideration. The TAC reviewed current data, proposed goals and project applications and made their funding recommendations to the WTSC Director. The Director made a few final adjustments and draft funding and priority recommendations were mailed to Commissioners. The Commissioners approved funding for the projects listed in this document in July 2011 and they also found that each goal established was based on careful review of all available data and that each project was appropriately linked to Target Zero goals, priorities and strategies.

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

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

Any equipment purchased with federal traffic safety funds must be approved in advance by NHTSA Region 10.

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

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

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

### C. PAID MEDIA

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

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

For DUI and seatbelt mobilizations we are returning to the proven strategy and best practice for Washington of paid media spending equaling extra enforcement spending. These statewide efforts will coincide with the NHTSA Communications Calendar.

In alignment with proven strategies identified in Target Zero, extra enforcement campaigns are publicized through means other than paid media before and during grant-funded enforcement patrols, and this will continue during FFY 2012. Such publicity may include 1) aggressive earned media using expert media relations contractors and 2) community outreach through Washington's statewide network of Target Zero Managers. Ancillary materials will be available this year for their use such as mobile variable message signs, rack cards, window clings, coasters, posters and videos. We expect that the Washington State Department of Transportation will continue to partner with us on the statewide mobilizations by messaging through their eye-catching stationary variable message signs and their Highway Advisory Radio System.

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

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

<i>Program</i>	<i>Amount</i>	<i>Fund</i>	<i>Month</i>	<i>Media Channel(s)</i>	<i>Remarks</i>
Impaired Driving	\$745,000	410	Nov – Jan, Mar, Jun – Jul, Aug - Sept	TV, Radio	National mobilization and sustained enforcement
Speeding	\$150,000	402	TBD	TV, Radio	Pilot project in limited locations
Occupant Protection	\$230,000	405	May - Jun	TV, Radio	National mobilization
Occupant Protection -- child car seat patrols	\$50,000	405	TBD	TBD	At the time of publication the CPS program is undergoing a reorganization. Paid media may be less.

## D. WTSC GOALS, PERFORMANCE MEASURES & BENCHMARKS

### MISSION STATEMENT

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

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

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

### STRATEGY TO REACH THE PRIMARY GOALS

Supporting goals are identified, along with performance measures and benchmarks that

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

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

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

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

## **PERFORMANCE GOALS, DATA, TRENDS AND BENCHMARKS**

### **Pupil Transportation and School Walkway Safety**

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

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

### **Traffic Records**

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

- a. Provide an ongoing statewide forum for traffic records and support the coordination of multi-agency initiatives and projects.
- b. Leverage technology and appropriate government and industry standards to improve the collection, dissemination, and analysis of traffic records data.
  - Reduce paper-based exchanges among traffic records systems and stakeholders.
  - Develop integrated patient care systems for enhanced injury surveillance.
  - Performance Measure: Increase the percent of statewide EMS agencies providing data to State EMS data file.
- c. Improve the interoperability and exchange of traffic records data among

systems and stakeholders for increased efficiency and enhanced integration.

- Improve the timeliness, utility, and accessibility of statewide collision data.
  - Performance Measure: Decrease the median number of days from date of reported crash to entry into the state crash file.
- 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 and ambulance response times.

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

Collision Data & Performance Measures	Calendar Year									Baseline Average 2007-2009	Goal 2012
	2002	2003	2004	2005	2006	2007	2008	2009	2010*		
Fatalities	658	600	567	649	633	571	521	492	458	528	496
Fatalities/100M VMT	1.20	1.09	1.02	1.17	1.12	1.00	0.94	0.87	0.80	0.94	0.85
Serious Injuries	3,180	2,759	2,770	2,869	2,957	2,718	2,554	2,651	2,474	2,641	2,219
Serious Injuries/100M VMT	5.81	5.02	4.98	5.17	5.23	4.77	4.61	4.70	4.33	4.69	3.82
Rural Road Fatalities	430	375	355	399	363	353	287	313	257	318	
Rural Road Fatalities/100M VMT	2.46	2.09	2.19	2.46	2.20	2.11	1.79	1.88	1.50	1.93	
Urban Road Fatalities	228	225	211	248	270	218	233	171	193	207	
Urban Road Fatalities/100M VMT	0.61	0.61	0.57	0.63	0.67	0.54	0.59	0.43	0.48	0.52	
Statewide Observed Daytime Seatbelt Use Rate	92.6 %	94.8 %	94.2 %	95.2 %	96.3%	96.4 %	96.5 %	96.4 %	97.6 %	96.8%	97%
Unrestrained Passenger Vehicle Occupant Fatalities, all seat positions	245	179	165	208	198	155	128	144	102	142	82
Fatalities Involving a Driver or Motorcycle Operator with a BAC $\geq$ .08	215	180	174	203	194	184	166	189	145	180	162
Fatalities Involving a Driver or Motorcycle Operator with a BAC $\geq$ .08/100M VMT	0.39	0.33	0.31	0.37	0.34	0.32	0.30	0.33	0.25	0.32	
Fatalities Involving a Alcohol or Drug Impaired Driver	295	255	254	285	301	272	255	265	229	264	259

Fatalities Involving a Alcohol or Drug Impaired Driver/100M VMT	0.54	0.46	0.46	0.51	0.53	0.48	0.46	0.47	0.40	0.47
Serious Injuries Involving a Alcohol or Drug Impaired Driver	615	550	587	599	631	632	527	571	468	577
Serious Injuries Involving a Alcohol or Drug Impaired Driver/100M VMT	1.12	1.00	1.05	1.08	1.12	1.11	0.95	1.01	0.82	1.02

\* 2010 figures are based on preliminary data and are subject to change as more information becomes available.

The 2012 HSP retains the goals set in the 2010 Strategic Highway Safety Plan. Therefore, the most recent year's results may be better than next year's goal. Goal were based on 10-year fatality and 8-year serious injury trends and the improvement needed to reach zero fatalities and serious injuries in 2030.

Collision Data & Performance Measures	Calendar Year									Baseline Average 2007-2009	Goal 2012
	2002	2003	2004	2005	2006	2007	2008	2009	2010*		
Speeding-Involved Fatalities	260	234	226	247	253	227	213	210	175	217	214
Speeding-Involved Fatalities/100M VMT	0.47	0.43	0.41	0.45	0.45	0.40	0.38	0.37	0.31	0.38	
Speeding-Involved Serious Injuries	1,042	863	789	871	903	855	796	857	685	836	
Speeding-Involved Serious Injuries/100M VMT	1.90	1.57	1.42	1.57	1.60	1.50	1.44	1.52	1.20	1.48	
Distracted Driving-Involved Fatalities	176	171	139	168	176	148	102	161	110	137	126
Drivers age 16-20 involved in fatal crashes	141	120	99	98	115	106	72	87	62	88	79
Drivers age 21-25 involved in fatal crashes	116	89	111	139	126	108	101	89	91	99	
Motorcyclist Fatalities	54	59	73	74	80	69	81	70	69	73	71

Motorcyclist Fatalities/10,000 Registered Vehicles	4.23	4.20	4.64	4.30	4.22	3.38	3.56	3.13	3.07	3.36	
Unhelmeted Motorcyclist Fatalities	4	5	4	2	6	7	4	5	6	5	4
Motorcyclist Fatalities Involving Unendorsed Motorcycle Operator	14	13	25	23	25	18	30	16	18	21	
Pedestrian Fatalities	70	77	60	74	72	62	64	62	62	63	62
Pedestrian Serious Injuries	307	252	270	281	328	293	290	289	291	291	
Median number of days from date of reported crash to entry into State crash file							68.8	**	94		
Percentage of statewide EMS agencies providing data to State EMS data file							15%	26%	28%		35%

\* 2010 figures are based on preliminary data and are subject to change as more information becomes available.

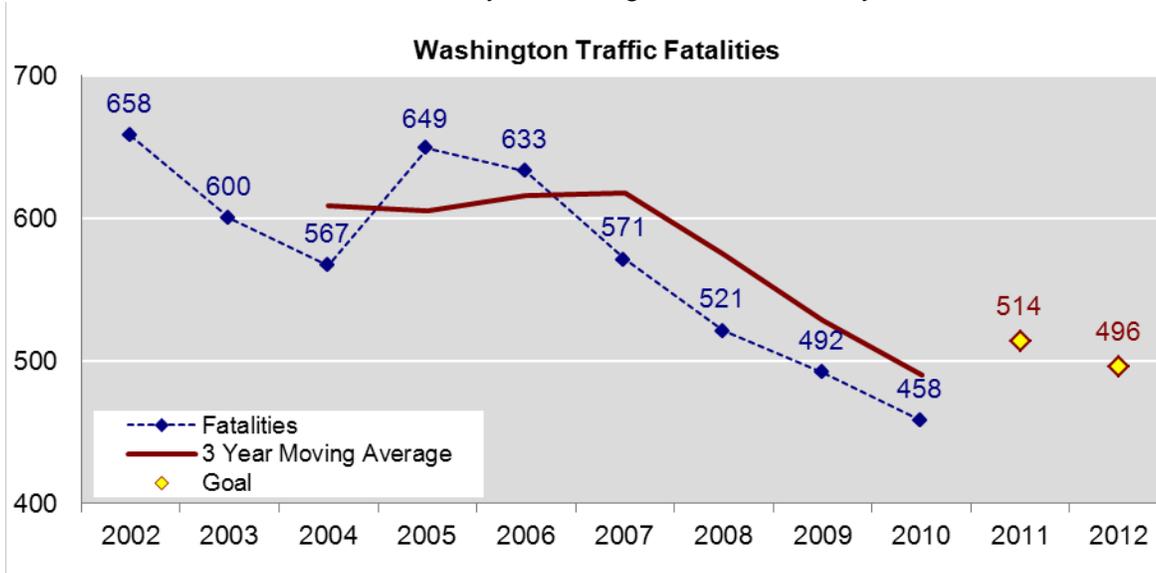
\*\* Data for 2009 unavailable.

The 2012 HSP retains the goals set in the 2010 Strategic Highway Safety Plan. Therefore, the most recent year's results may be better than next year's goal. Goals were based on 10-year fatality and 8-year serious injury trends and the improvement needed to reach zero fatalities and serious injuries in 2030.

### Performance Goals and Trends

#### Fatalities

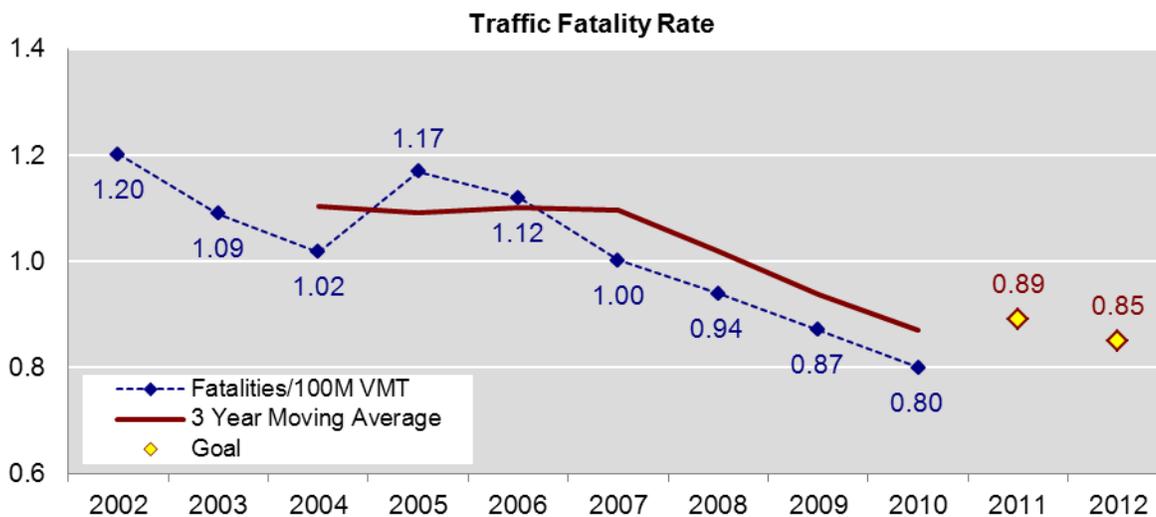
**Goal:** Reduce the number of traffic fatalities 6.1% from the 2007-2009 base year average of 528 to 496 by December 31, 2012.



Source: FARS  
 \*2010 figures are based on preliminary data and are subject to change as more information becomes available.

#### Fatality Rate

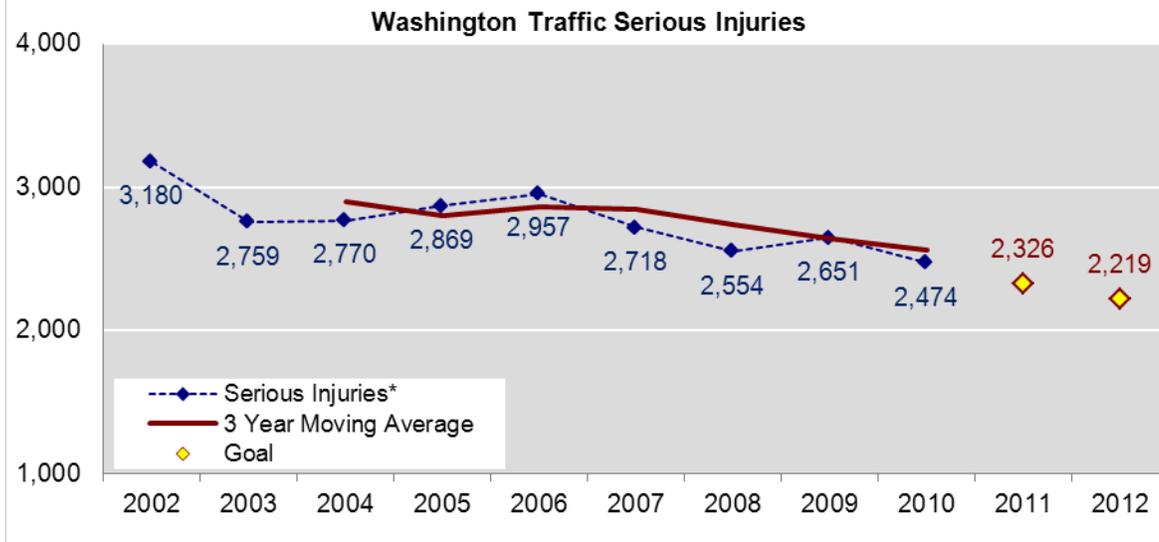
**Goal:** Reduce the traffic fatality rate 9.4%



Source: FARS and WSDOT  
 \*2010 figures are based on preliminary data and are subject to change as more information becomes available.

### Serious Injuries

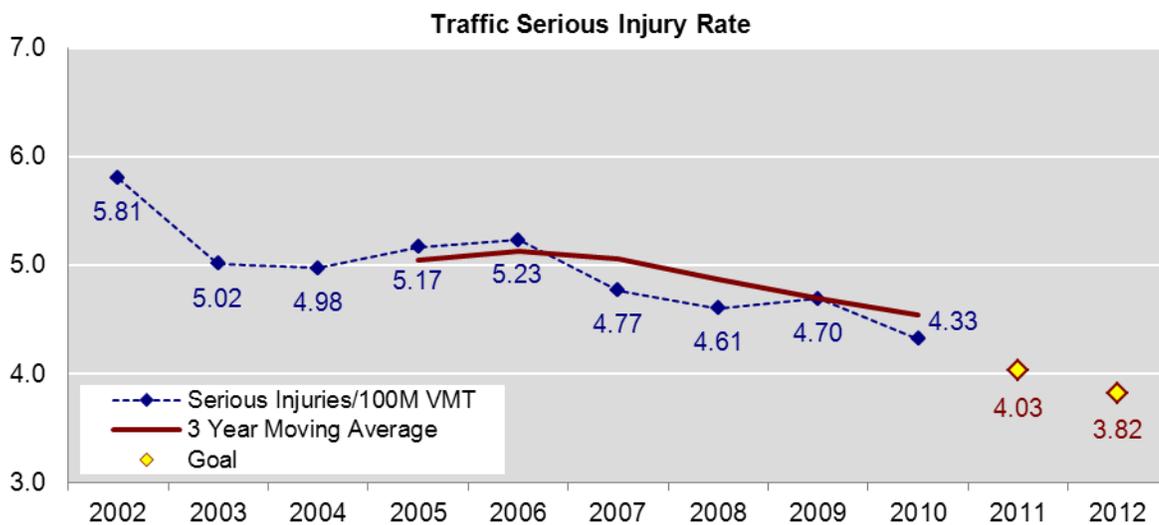
**Goal:** Reduce the number of traffic serious injuries 16.0% from the 2007-2009 base year average of 2,641 to 2,219 by December 31, 2012.



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

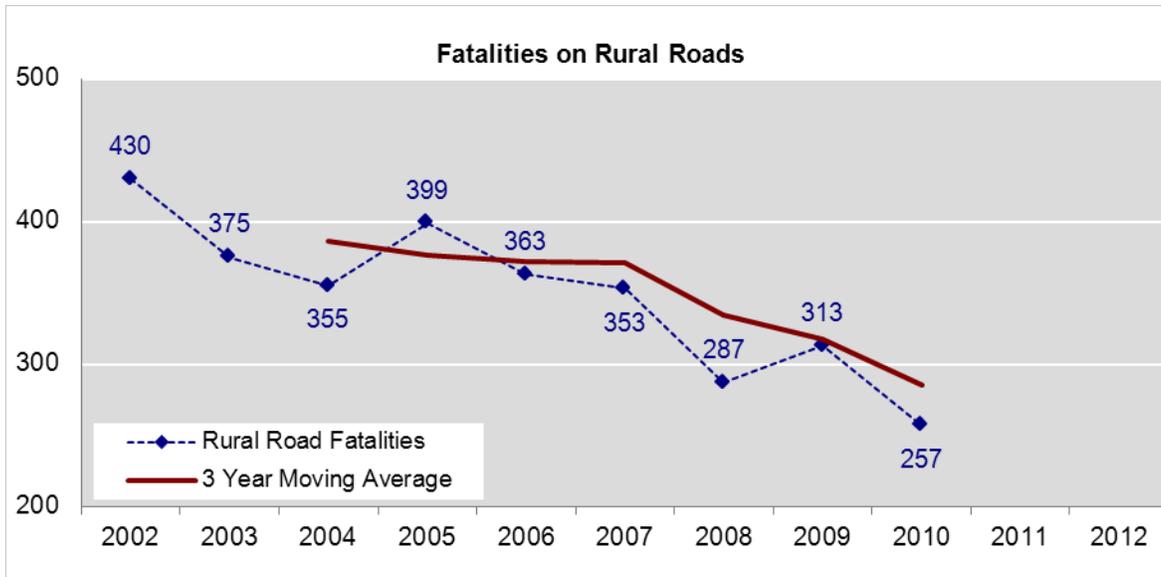
### Serious Injury Rate

**Goal:** Reduce the traffic serious injury rate 18.6% from the 2007-2009 base year average of 4.69 to 3.82 by December 31, 2012.



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

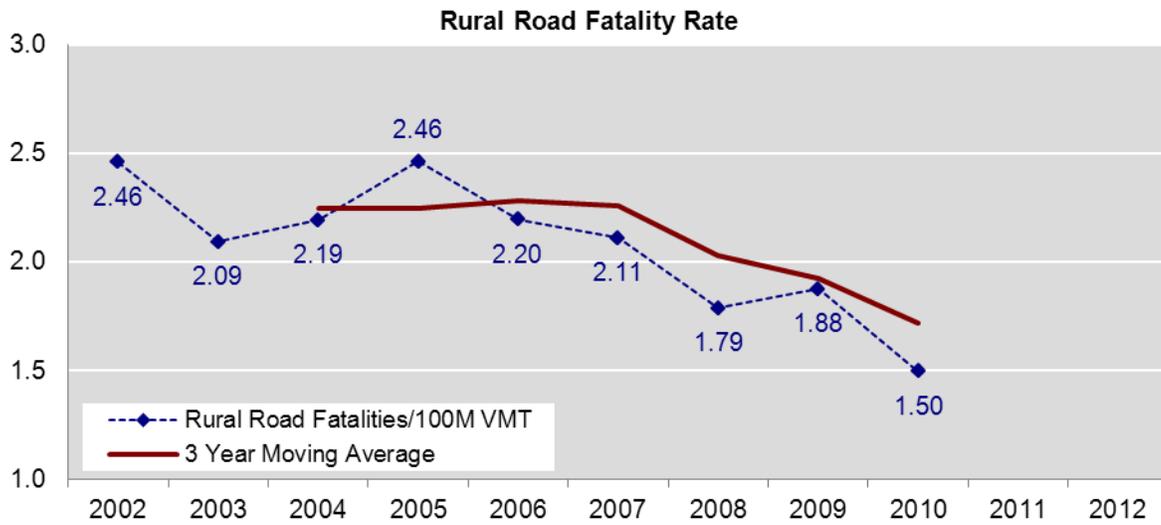
### Fatalities on Rural Roads



Source: FARS

\*2010 figures are based on preliminary data and are subject to change as more information becomes available.

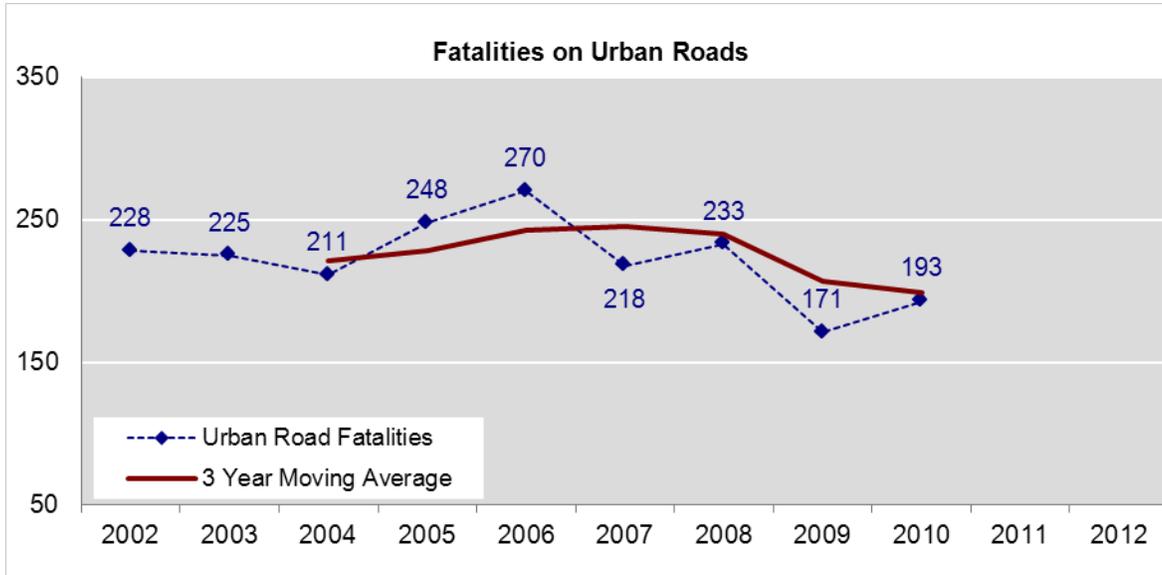
### Rural Road Fatality Rate



Source: FARS and WSDOT

\*2010 figures are based on preliminary data and are subject to change as more information becomes available.

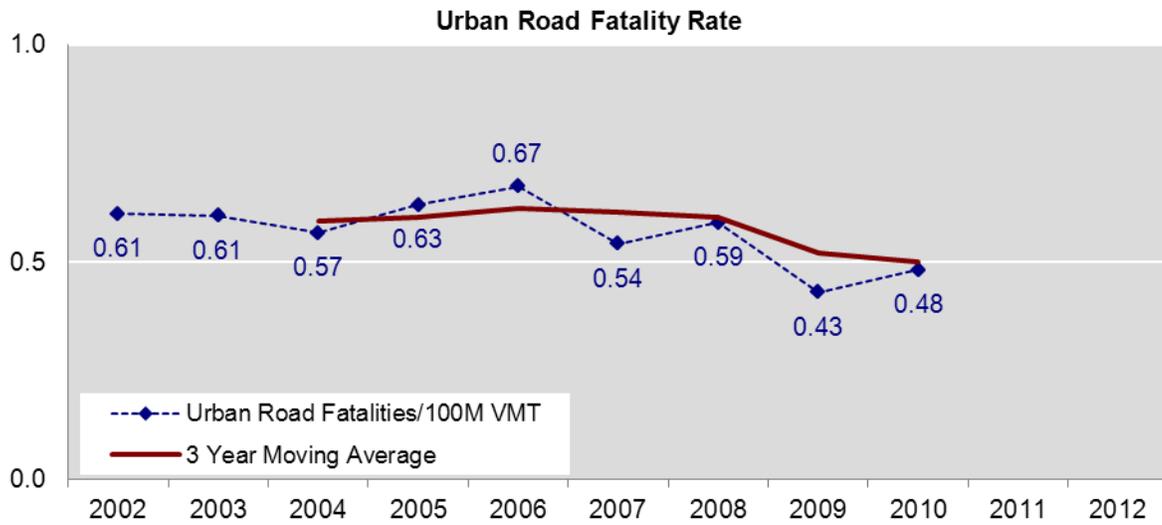
### Fatalities on Urban Roads



Source: FARS

\*2010 figures are based on preliminary data and are subject to change as more information becomes available.

### Urban Road Fatality Rate

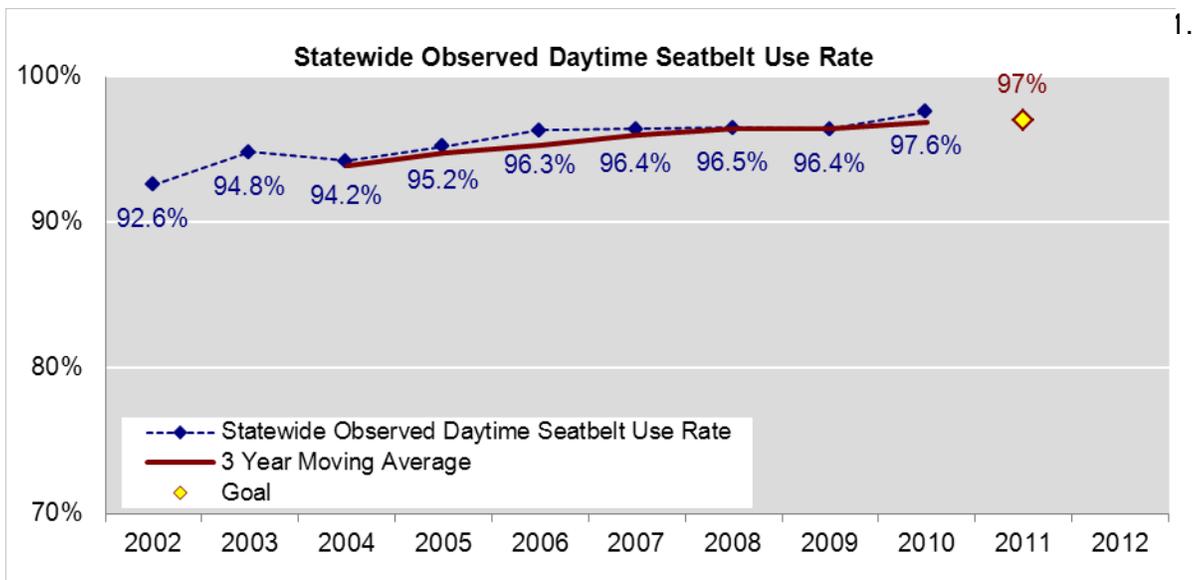


Source: FARS and WSDOT

\*2010 figures are based on preliminary data and are subject to change as more information becomes available.

### Statewide Observed Daytime Seatbelt Use Rate

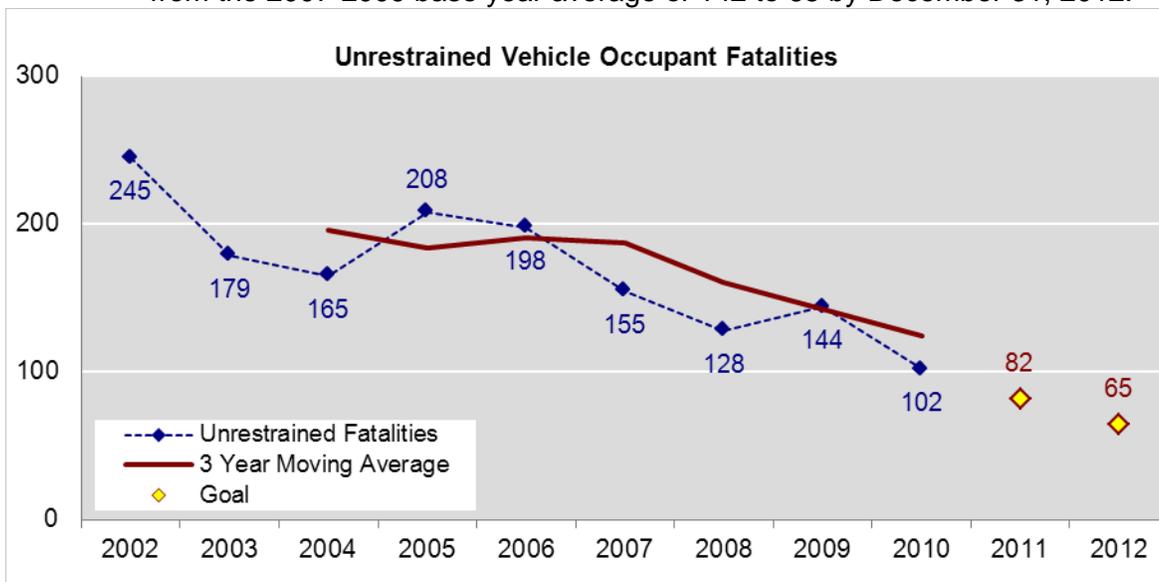
**Goal:** Increase the statewide seat belt use rate



Source: Washington Statewide Observational Seat Belt Survey.

### Unrestrained Passenger Vehicle Occupant Fatalities

**Goal:** Reduce the number of unrestrained passenger vehicle occupant fatalities 54.3% from the 2007-2009 base year average of 142 to 65 by December 31, 2012.

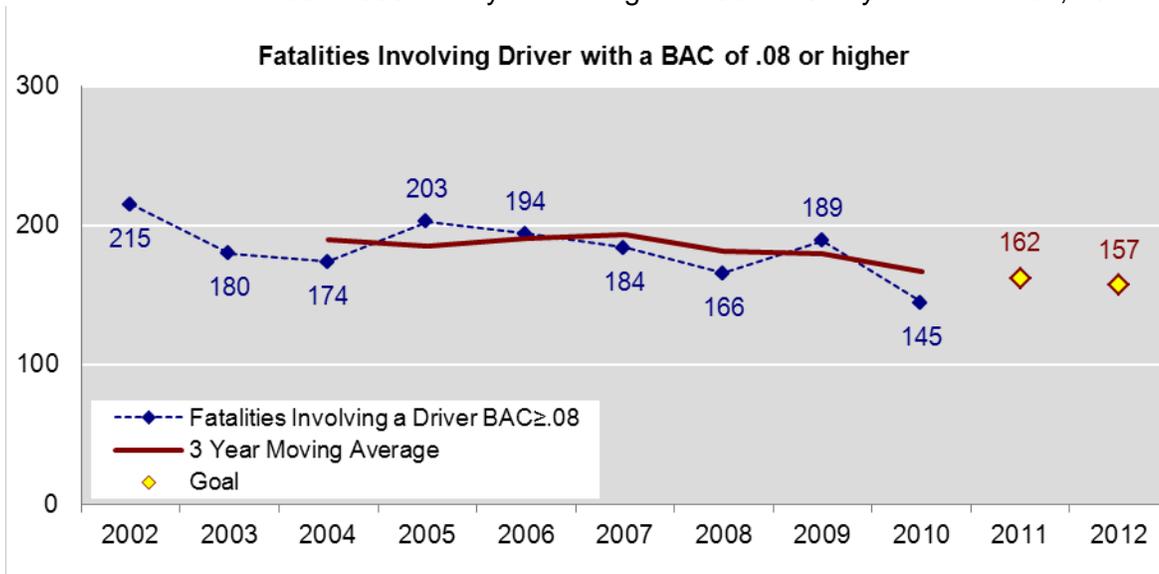


Source: FARS

\*2010 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

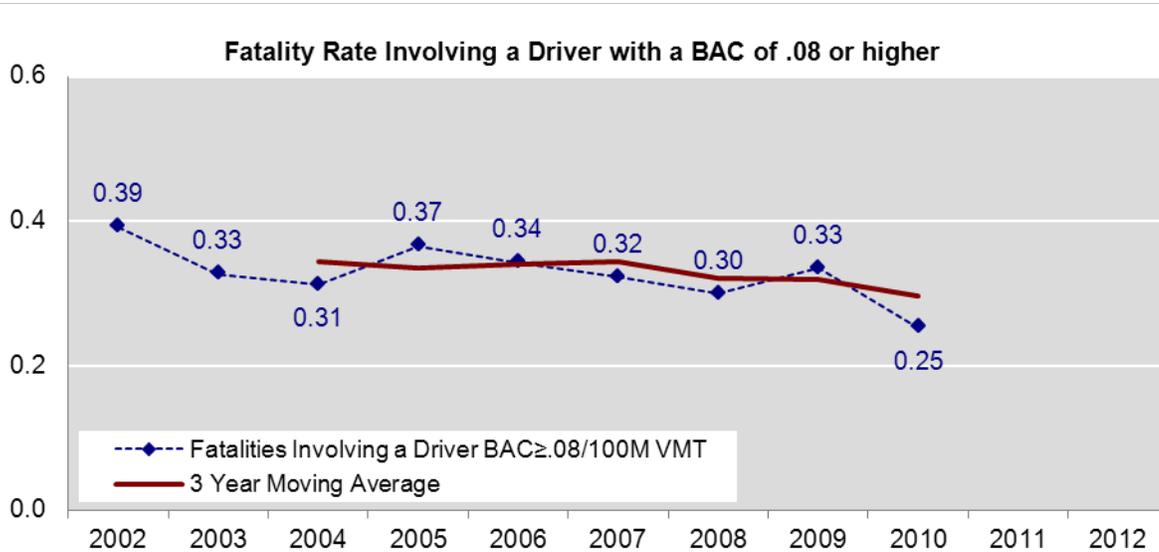
**Goal:** Reduce traffic fatalities involving a driver with a BAC of .08 or higher 12.6% from the 2007-2009 base year average of 180 to 157 by December 31, 2012.



Source: FARS

\*2010 figures are based on preliminary data and are subject to change as more information becomes available.

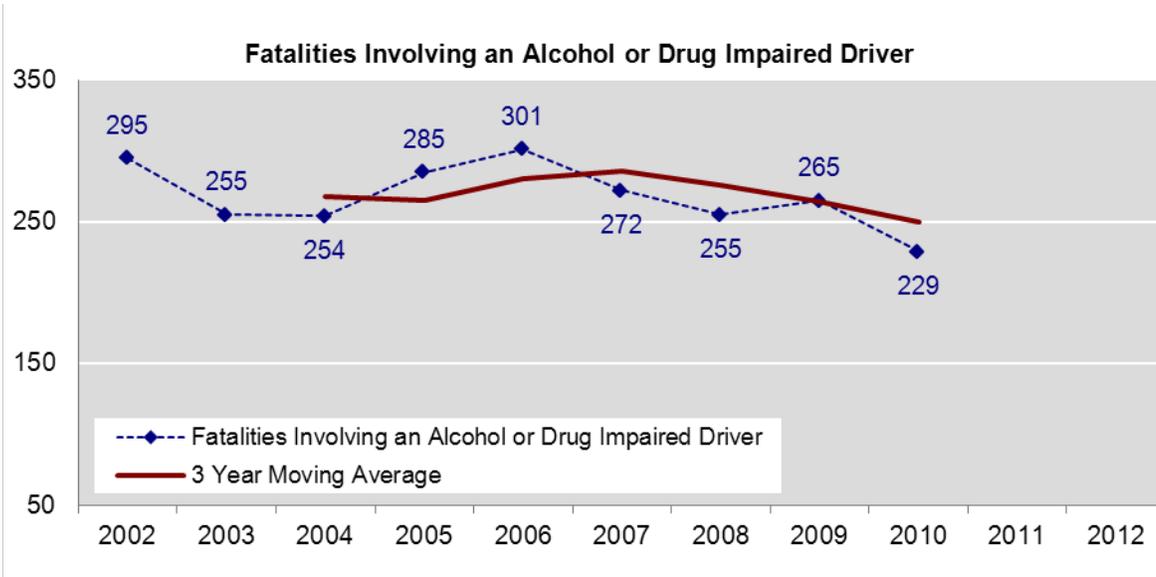
### Fatality Rate Involving Driver with a BAC of .08 or higher



Source: FARS and WSDOT

\*2010 figures are based on preliminary data and are subject to change as more information becomes available.

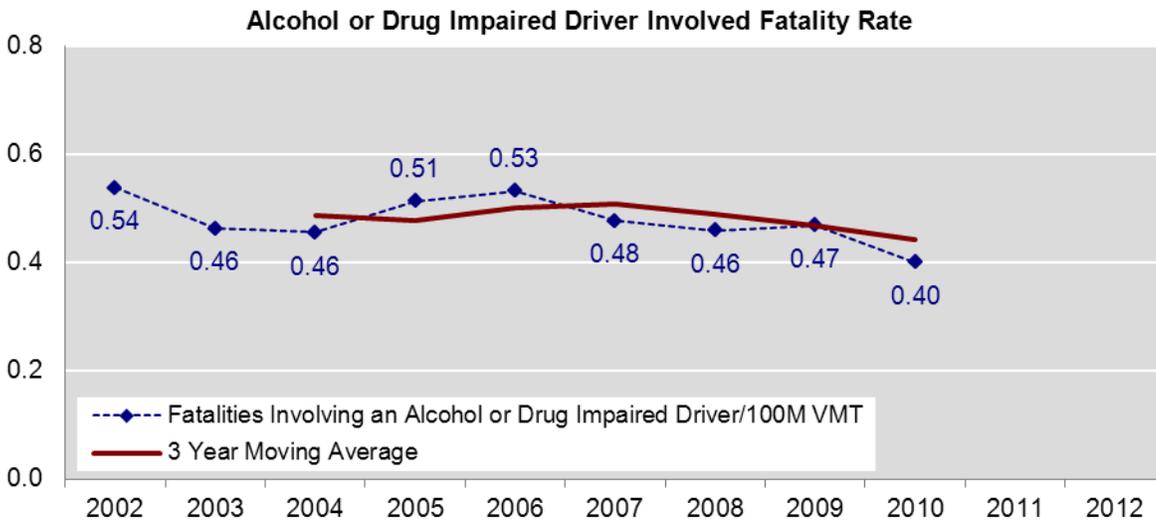
### Fatalities Involving an Alcohol or Drug Impaired Driver



Source: FARS

\*2010 figures are based on preliminary data and are subject to change as more information becomes available.

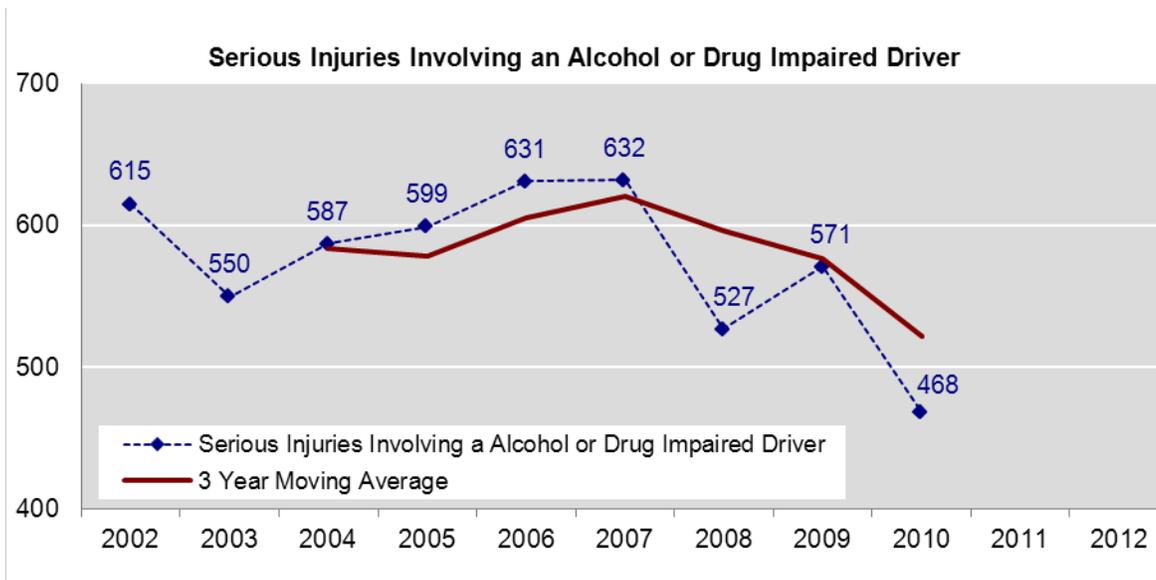
### Fatality Rate Involving Alcohol or Drug Impaired Drivers



Source: FARS and WSDOT

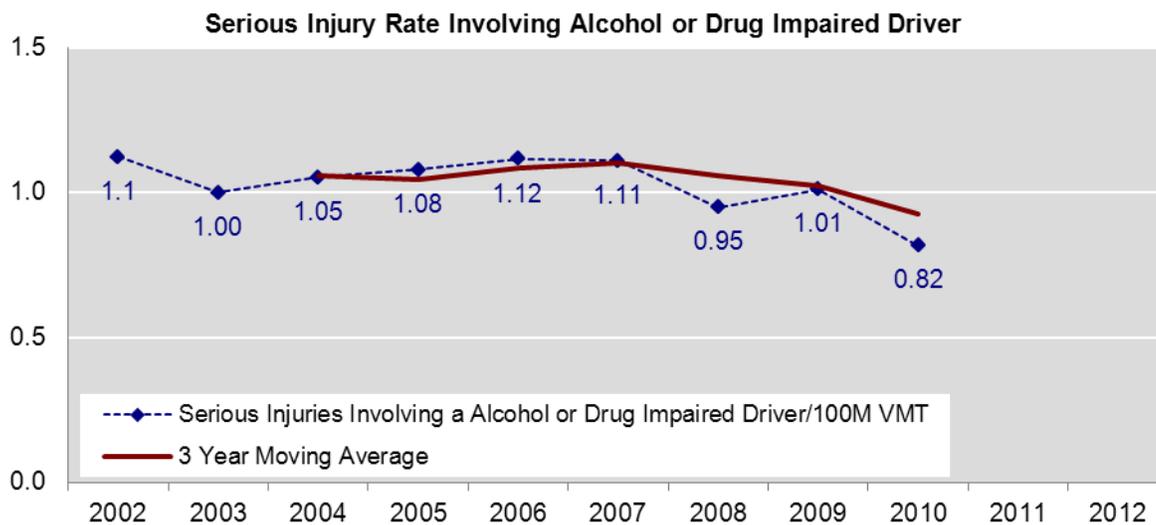
\*2010 figures are based on preliminary data and are subject to change as more information becomes available.

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



Source: WSDOT Collision Database

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

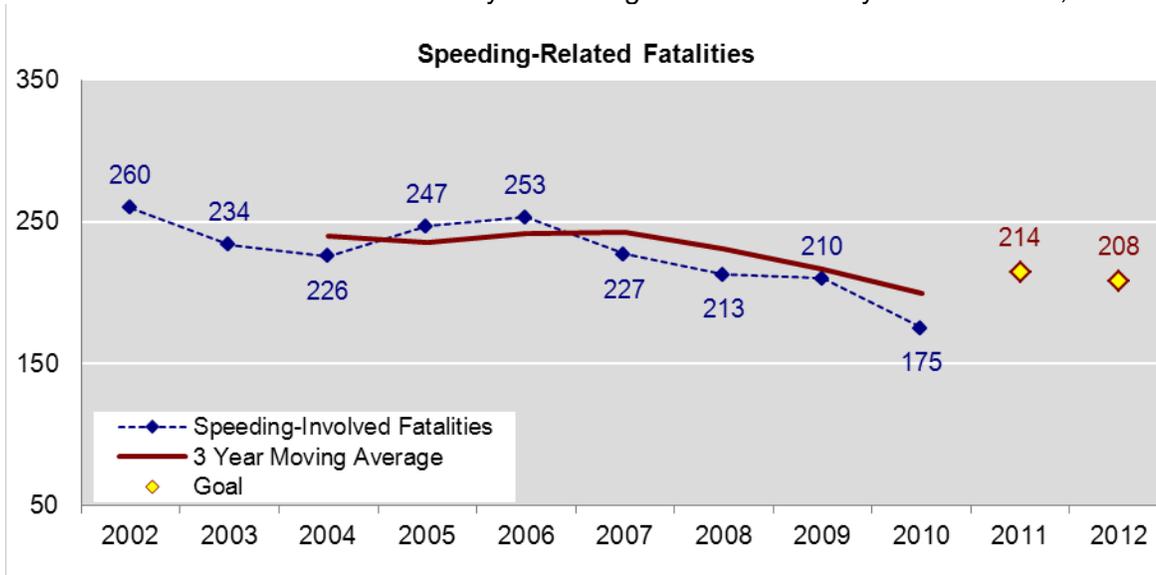


Source: FARS and WSDOT

\*2010 figures are based on preliminary data and are subject to change as more information becomes available.

### Speeding-Related Fatalities

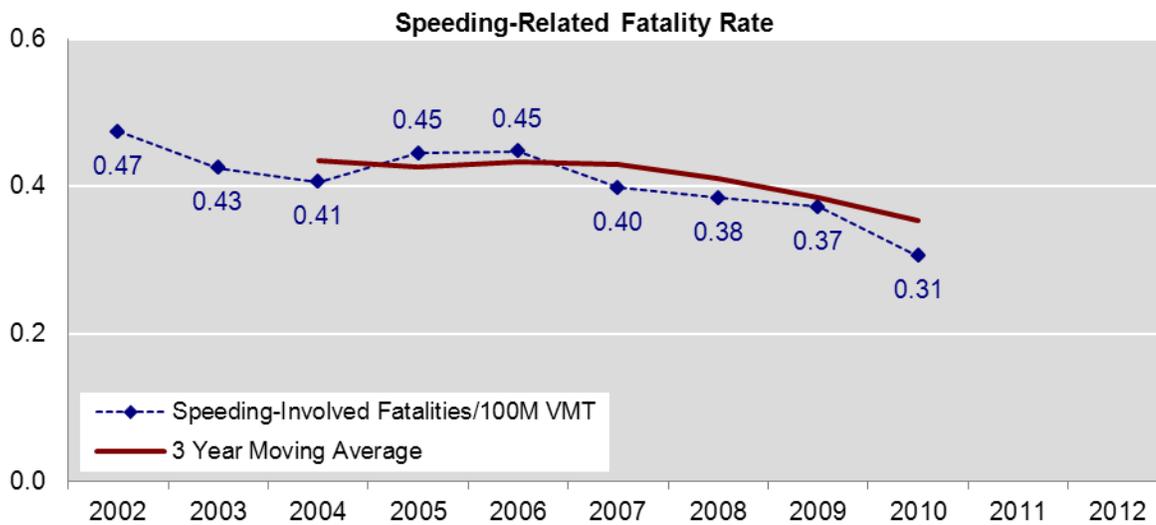
**Goal:** Reduce the number of speeding related fatalities 4.0% from the 2007-2009 base year average of 217 to 208 by December 31, 2012.



Source: FARS

\*2010 figures are based on preliminary data and are subject to change as more information becomes available.

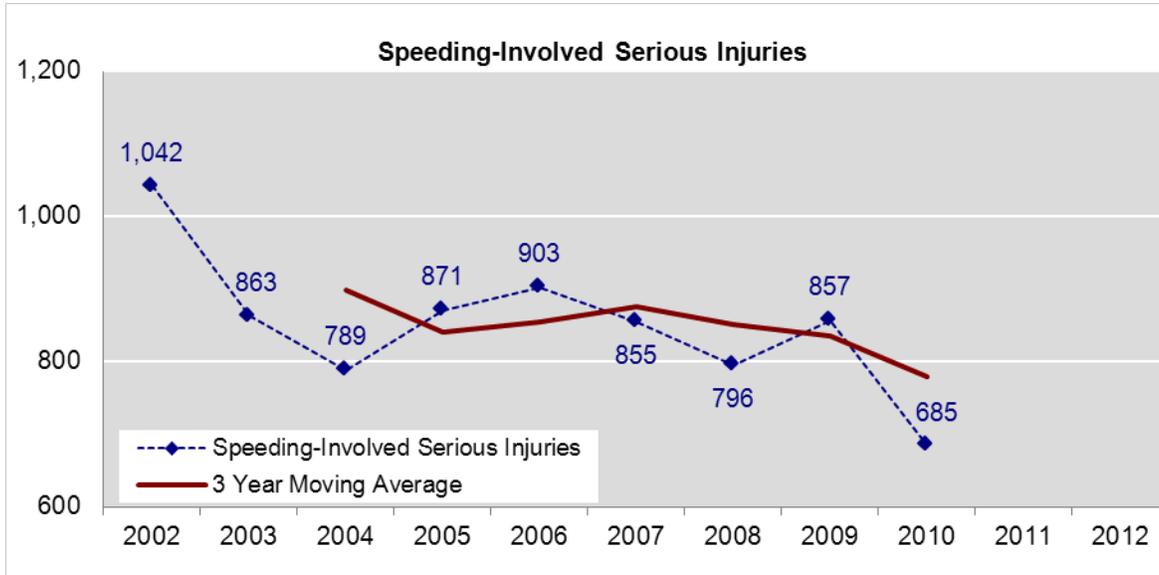
### Speeding-Related Fatality Rate



Source: FARS and WSDOT

\*2010 figures are based on preliminary data and are subject to change as more information becomes available.

### Serious Injuries Involving a Speeding Driver



Source: WSDOT Collision Database

### Speeding Involved Serious Injury Rate

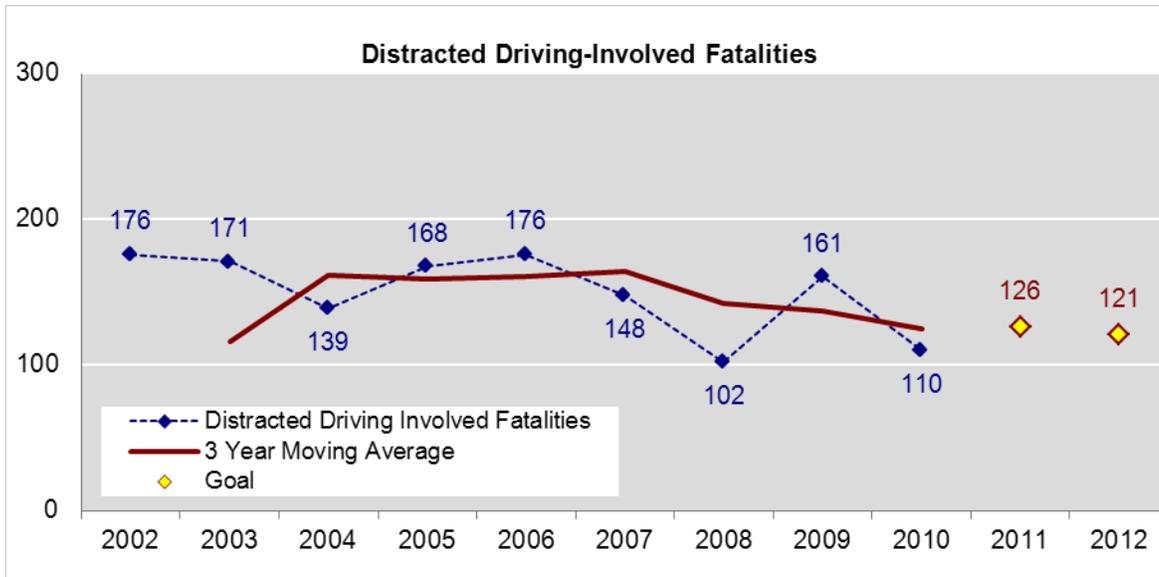


Source: FARS and WSDOT

\*2010 figures are based on preliminary data and are subject to change as more information becomes available.

### Fatalities Involving a Distracted Driver

**Goal:** Reduce the number of distracted driving-involved fatalities 11.7%

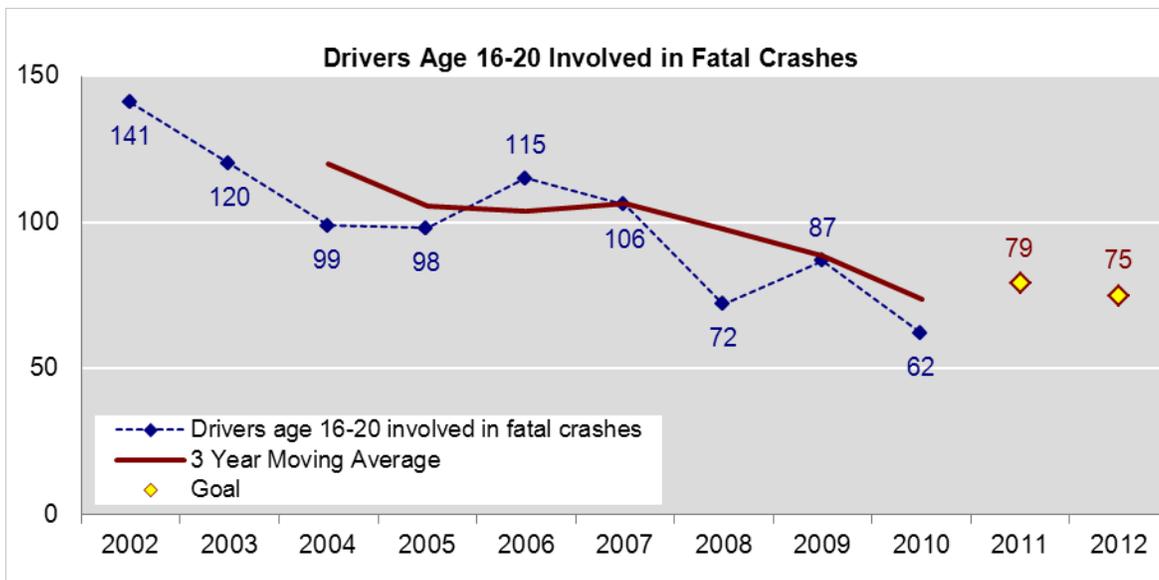


Source: FARS

\*2010 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

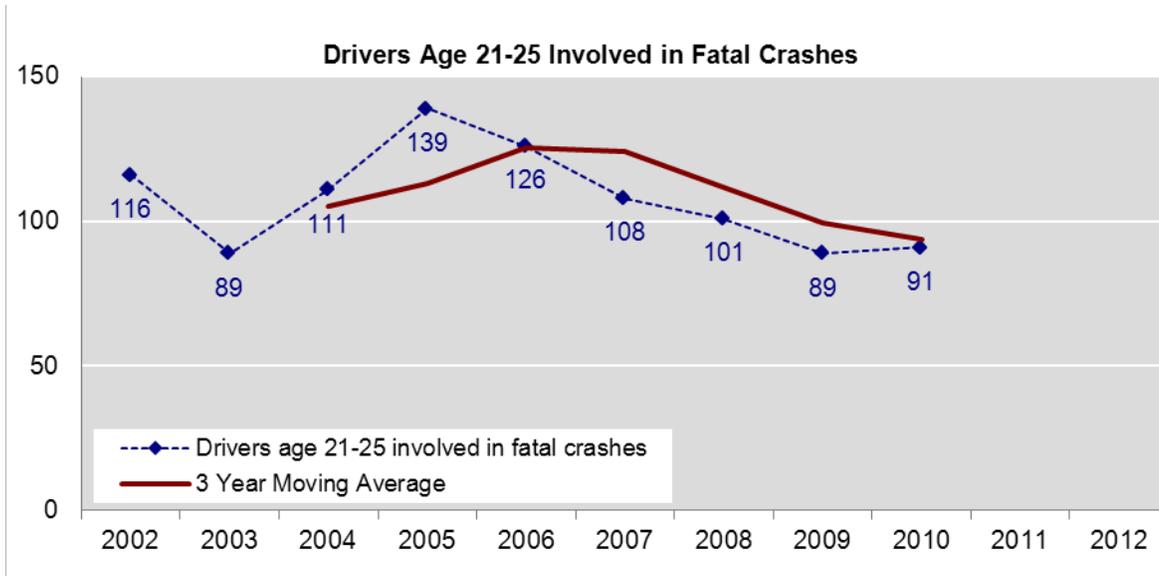
**Goal:** Reduce the number of drivers age 16-20 involved in fatal crashes 15.1%



Source: FARS

\*2010 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

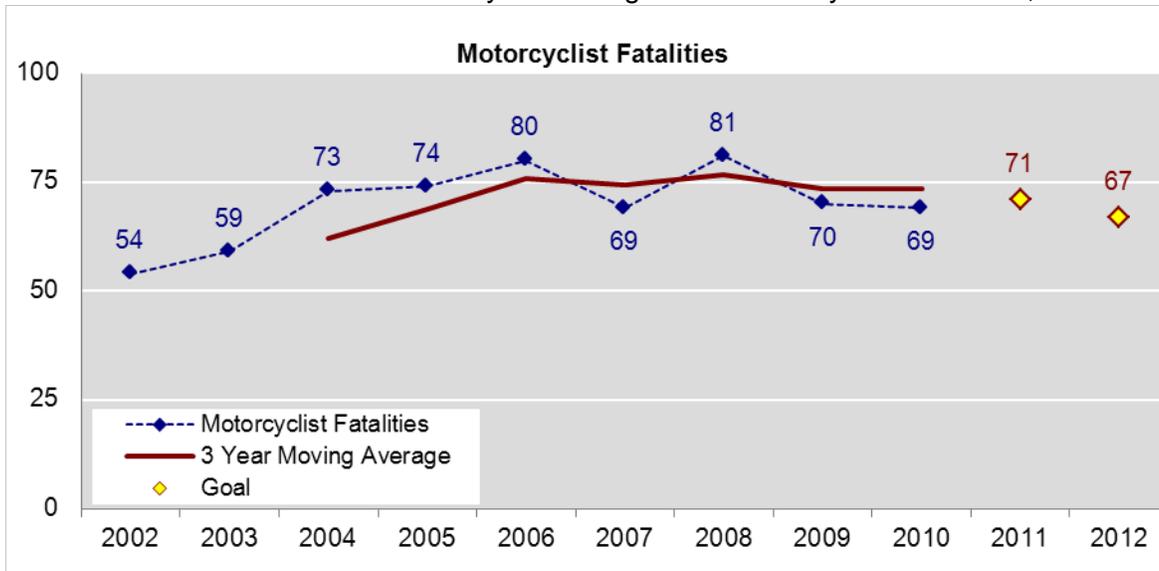


Source: FARS

\*2010 figures are based on preliminary data and are subject to change as more information becomes available.

### Motorcyclist Fatalities

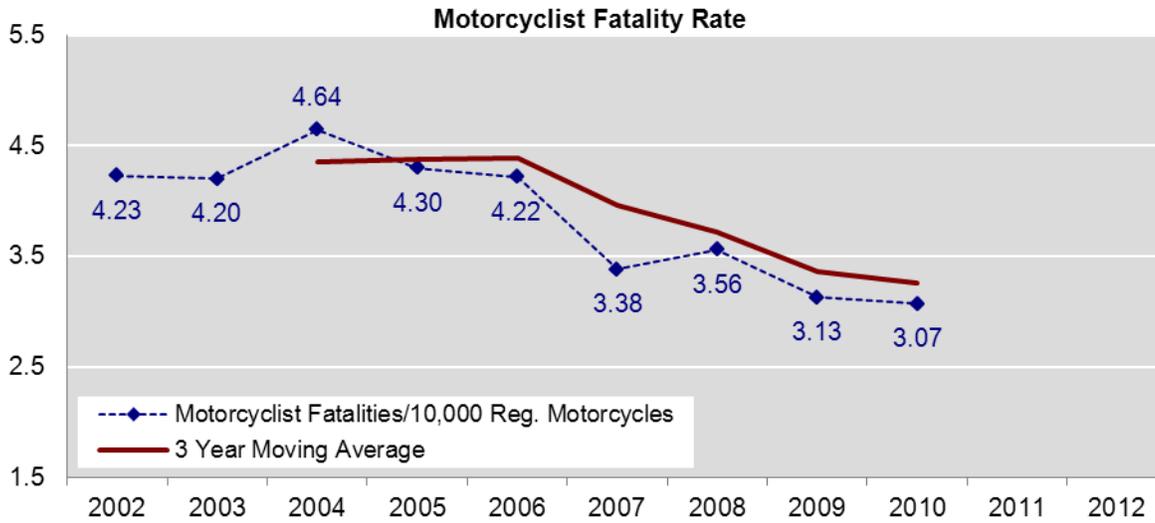
**Goal:** Reduce the number of motorcyclist fatalities 8.6% from the 2007-2009 base year average of 73 to 67 by December 31, 2012.



Source: FARS

\*2010 figures are based on preliminary data and are subject to change as more information becomes available.

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

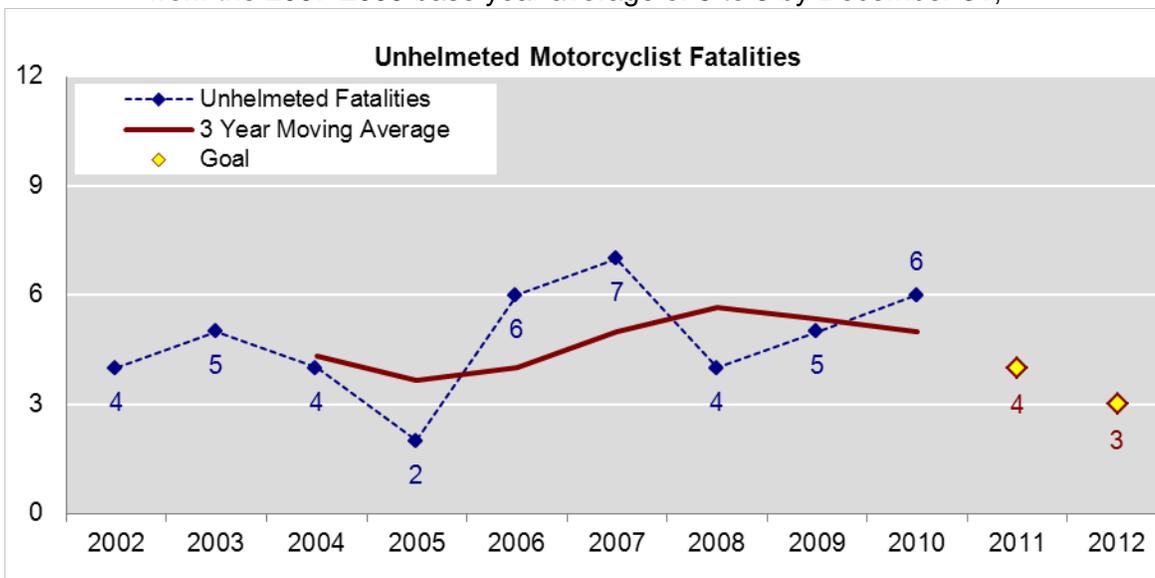


Source: FARS and DOL

\*2010 figures are based on preliminary data and are subject to change as more information becomes available.

### Unhelmeted Motorcyclist Fatalities

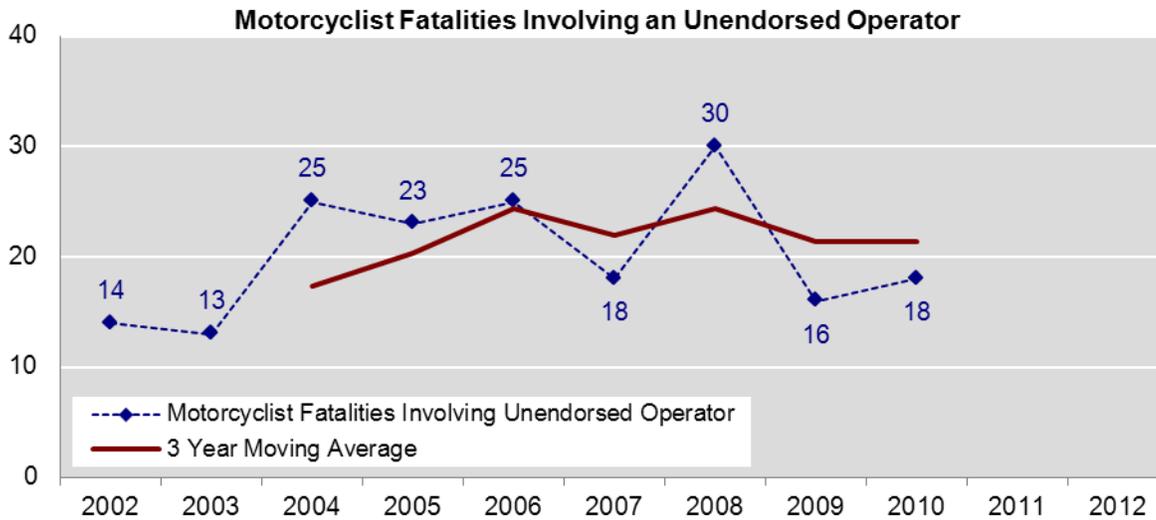
**Goal:** Reduce the number of unhelmeted motorcyclist fatalities 43.8% from the 2007-2009 base year average of 5 to 3 by December 31,



Source: FARS

\*2010 figures are based on preliminary data and are subject to change as more information becomes available.

### Motorcyclist Fatalities Involving an Unendorsed Operator

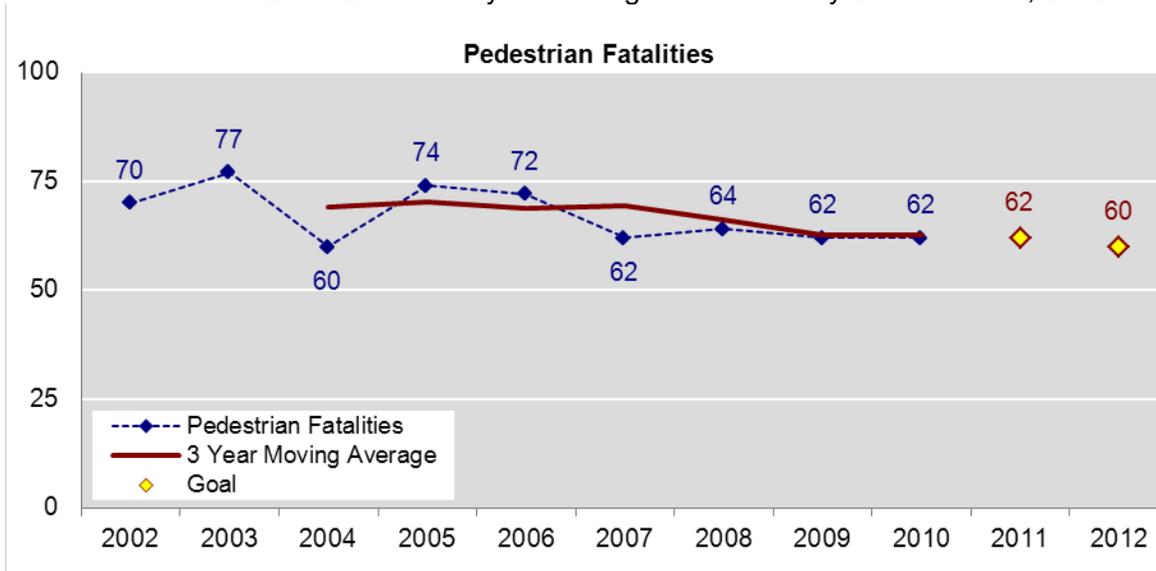


Source: FARS

\*2010 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 4.3% from the 2007-2009 base year average of 63 to 60 by December 31, 2012.



Source: FARS

\*2010 figures are based on preliminary data and are subject to change as more information becomes available.

### Pedestrian Serious Injuries



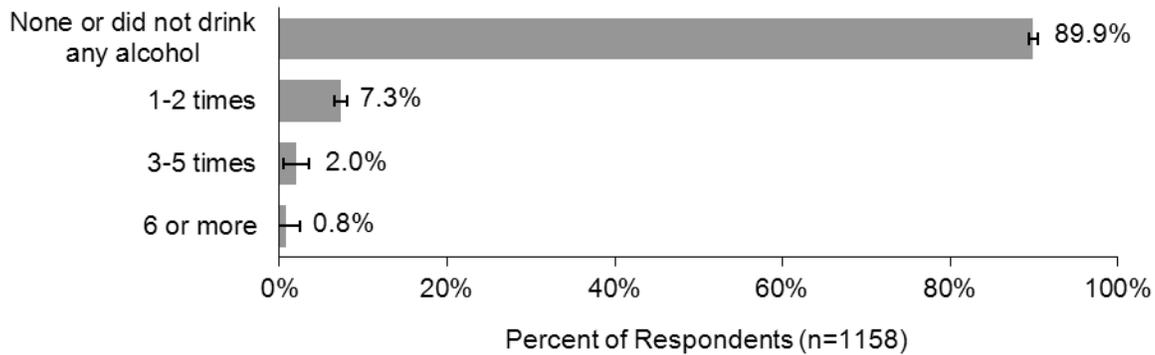
Source:  
WSDOT

\*Pedestrian serious injuries involving a motor vehicle.

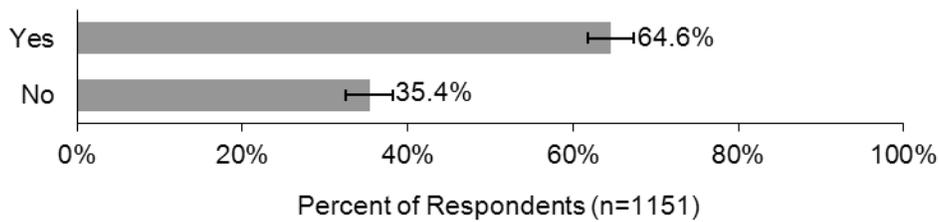
## Driver Survey 2011: Self-Reported Attitudes, Awareness, and Behavior

### Impaired Driving

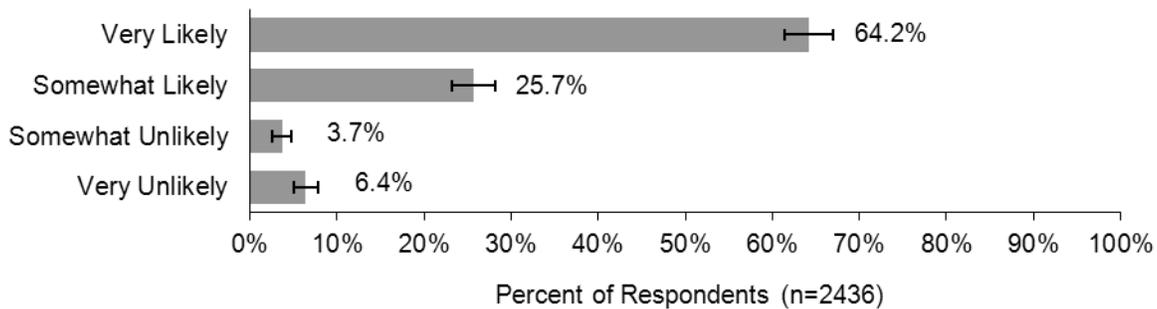
**Q:** In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?



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

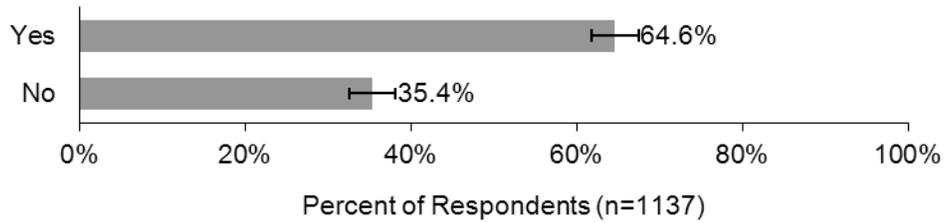


**Q:** What do you think the chances are of someone getting arrested if they drive drunk?

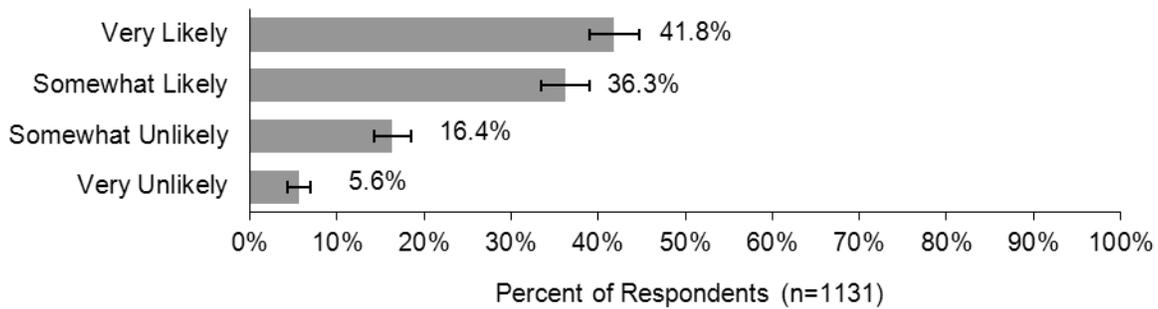


### Safety Belts

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

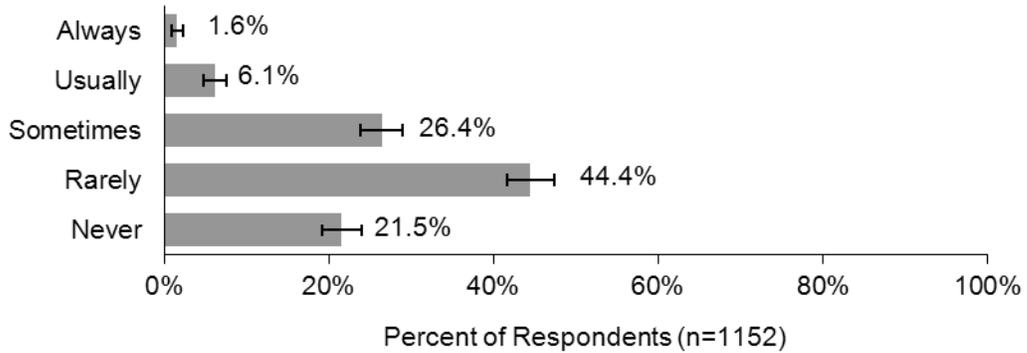


**Q:** What do you think the chances are of getting a ticket if you don't wear your seat belt?

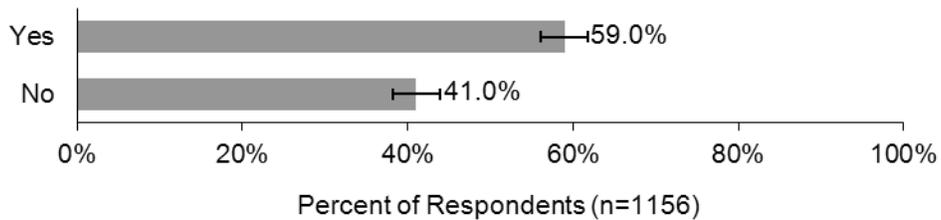


### Speeding

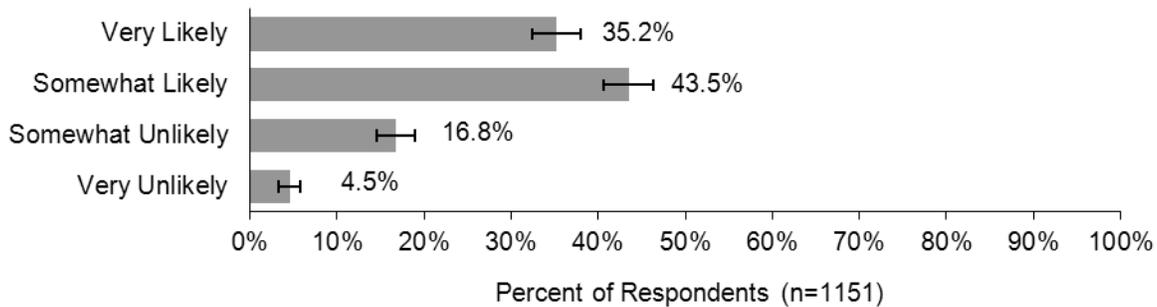
**Q:** On a local road with a speed limit of 25 mph, how often do you driver faster than 30 mph?



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

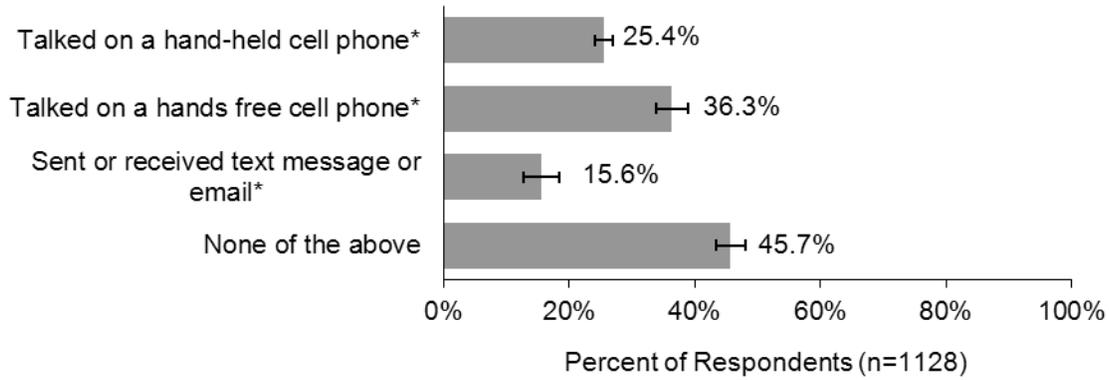


**Q:** If you are driving at 68 mph on a freeway posted for 60 mph, what are the chances you will get a ticket?



## Distracted Driving

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



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

## F. HIGHWAY SAFETY PLAN COST SUMMARY (2012-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 2012-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**  
 2012-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
<b>NHTSA 402</b>						
<b>Planning and Administration</b>						
PA-2012-00-00-00	\$0	\$451,000	\$0	\$451,000	\$451,000	\$0
<b>Planning and Administration Total</b>	<b>\$0</b>	<b>\$451,000</b>	<b>\$0</b>	<b>\$451,000</b>	<b>\$451,000</b>	<b>\$0</b>
<b>Alcohol</b>						
AL-2012-00-00-00	\$0	\$153,541	\$0	\$614,164	\$614,164	\$506,164
<b>Alcohol Total</b>	<b>\$0</b>	<b>\$153,541</b>	<b>\$0</b>	<b>\$614,164</b>	<b>\$614,164</b>	<b>\$506,164</b>
<b>Pedestrian/Bicycle Safety</b>						
PS-2012-00-00-00	\$0	\$15,500	\$0	\$62,000	\$62,000	\$2,000
<b>Pedestrian/Bicycle Safety</b>	<b>\$0</b>	<b>\$15,500</b>	<b>\$0</b>	<b>\$62,000</b>	<b>\$62,000</b>	<b>\$2,000</b>
<b>Occupant Protection</b>						
OP-2012-00-00-00	\$0	\$27,125	\$0	\$108,500	\$108,500	\$0
<b>Occupant Protection Total</b>	<b>\$0</b>	<b>\$27,125</b>	<b>\$0</b>	<b>\$108,500</b>	<b>\$108,500</b>	<b>\$0</b>
<b>Police Traffic Services</b>						
PT-2012-00-00-00	\$0	\$556,582	\$0	\$2,226,328	\$2,226,328	\$1,476,500
<b>Police Traffic Services Total</b>	<b>\$0</b>	<b>\$556,582</b>	<b>\$0</b>	<b>\$2,226,328</b>	<b>\$2,226,328</b>	<b>\$1,476,500</b>
<b>Traffic Records</b>						
TR-2012-00-00-00	\$0	\$142,125	\$0	\$668,500	\$668,500	\$0
<b>Traffic Records Total</b>	<b>\$0</b>	<b>\$142,125</b>	<b>\$0</b>	<b>\$668,500</b>	<b>\$668,500</b>	<b>\$0</b>
<b>Paid Media Safety Project</b>						
PM-2012-00-00-00	\$0	\$59,500	\$0	\$238,000	\$238,000	\$0
<b>Paid Media Traffic Safety Project Total</b>	<b>\$0</b>	<b>\$59,500</b>	<b>\$0</b>	<b>\$238,000</b>	<b>\$238,000</b>	<b>\$0</b>
<b>Community Traffic Safety Project</b>						
CP-2012-00-00-00	\$0	\$376,463	\$0	\$1,505,851	\$1,505,851	\$669,851
<b>Community Traffic Safety Project Total</b>	<b>\$0</b>	<b>\$376,463</b>	<b>\$0</b>	<b>\$1,505,851</b>	<b>\$1,505,851</b>	<b>\$669,851</b>
<b>Speed Enforcement</b>						
SE-2012-00-00-00	\$0	\$62,000	\$0	\$248,000	\$248,000	\$150,000
<b>Speed Enforcement Total</b>	<b>\$0</b>	<b>\$62,000</b>	<b>\$0</b>	<b>\$248,000</b>	<b>\$248,000</b>	<b>\$150,000</b>
<b>NHTSA 402 Total</b>	<b>\$0</b>	<b>\$1,868,836</b>	<b>\$0</b>	<b>\$6,122,343</b>	<b>\$6,122,343</b>	<b>\$2,804,515</b>

Program Area/ Project Number	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
<b>NHTSA 405</b>						
<i>Occupant Protection</i>						
K2-2012-00-00-00	\$0	\$2,310,000	\$0	\$712,500	\$712,500	\$0
<b>Occupant Protection Total</b>	<b>\$0</b>	<b>\$2,310,000</b>	<b>\$0</b>	<b>\$712,500</b>	<b>\$712,500</b>	<b>\$0</b>
<b>NHTSA 405 Total</b>	<b>\$0</b>	<b>\$2,310,000</b>	<b>\$0</b>	<b>\$712,500</b>	<b>\$712,500</b>	<b>\$0</b>

<b>NHTSA 406</b>						
<i>Police Traffic Services</i>						
K4CP-2012-00-00-00	\$0	\$0	\$0	\$5,000	\$5,000	\$0
<b>Police Traffic Services Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>\$0</b>
<i>Traffic Records</i>						
K4PM-2012-00-00-00	\$0	\$0	\$0	\$22,000	\$22,000	\$0
<b>Traffic Records Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,000</b>	<b>\$22,000</b>	<b>\$0</b>
<b>NHTSA 406 Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,000</b>	<b>\$27,000</b>	<b>\$0</b>

<b>NHTSA 408</b>						
<i>Traffic Records</i>						
K9-2012-00-00-00	\$0	\$298,000	\$0	\$1,192,000	\$1,192,000	\$0
<b>Traffic Records Total</b>	<b>\$0</b>	<b>\$298,000</b>	<b>\$0</b>	<b>\$1,192,000</b>	<b>\$1,192,000</b>	<b>\$0</b>
<b>NHTSA 408 Total</b>	<b>\$0</b>	<b>\$298,000</b>	<b>\$0</b>	<b>\$1,192,000</b>	<b>\$1,192,000</b>	<b>\$0</b>

<b>NHTSA 410</b>						
<i>Alcohol SAFETEA-LU</i>						
K8-2012-00-00-00	\$0	\$8,030,000	\$0	\$2,710,000	\$2,710,000	\$0
<b>Alcohol SAFETEA-LU Total</b>	<b>\$0</b>	<b>\$8,030,000</b>	<b>\$0</b>	<b>\$2,710,000</b>	<b>\$2,710,000</b>	<b>\$0</b>
<b>NHTSA 410 Total</b>	<b>\$0</b>	<b>\$8,030,000</b>	<b>\$0</b>	<b>\$2,710,000</b>	<b>\$2,710,000</b>	<b>\$0</b>

<b>NHTSA 2010</b>						
<i>Motorcycle Safety</i>						
K6-2012-00-00-00	\$0	\$0	\$0	\$130,000	\$130,000	\$0
<b>Motorcycle Safety Incentive Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$130,000</b>	<b>\$130,000</b>	<b>\$0</b>
<b>NHTSA 2010 Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$130,000</b>	<b>\$130,000</b>	<b>\$0</b>

Program Area/ Project Number	Prior Approved Program Funds	State Funds	Previous Balance	Increase/ (Decrease)	Current Balance	Share to Local
<b>NHTSA 2011</b>						
<i>Child Seats</i>						
K3-2012-00-00-00	\$0	\$343,000	\$0	\$343,000	\$343,000	\$0
<b>Child Seats Total</b>	<b>\$0</b>	<b>\$343,000</b>	<b>\$0</b>	<b>\$343,000</b>	<b>\$343,000</b>	<b>\$0</b>
<b>NHTSA 2011 Total</b>	<b>\$0</b>	<b>\$343,000</b>	<b>\$0</b>	<b>\$343,000</b>	<b>\$343,000</b>	<b>\$0</b>

<b>NHTSA 164</b>						
<i>Hazard Elimination</i>						
164HE-2012-00-00-00	\$0	\$0	\$0	\$29,600,000	\$29,600,000	\$11,840,000
<b>Hazard Elimination Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$29,600,000</b>	<b>\$29,600,000</b>	<b>\$11,840,000</b>
<b>NHTSA 164 Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$29,600,000</b>	<b>\$29,600,000</b>	<b>\$11,840,000</b>

<b>Grand Total</b>	<b>\$0</b>	<b>\$12,849,836</b>	<b>\$0</b>	<b>\$40,836,843</b>	<b>\$40,836,843</b>	<b>\$14,644,515</b>
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State Official Authorized Signature:



8-31-11

Lowell Porter, Governor's Highway Safety Representative

Date

### III. PLANNING DOCUMENT

#### Community Task Forces

			Total Funded	\$424,851	Total Benefit to Local	\$424,851
Federal Project #	WTSC Tracking #	WTSC Manager	Project			
CP12-03	26	Lynn Drake	[WTSC] Target Zero Community Traffic Safety Task Forces will implement state and national mobilizations, lead local traffic safety projects and utilize proven strategies to address the priorities of Target Zero. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.			
			Fund Source	Approved	Benefit To Local	
			402 new	\$424,851	\$424,851	

#### Corridor Traffic Safety Programs

			Total Funded	\$145,000	Total Benefit to Local	\$145,000
Federal Project #	WTSC Tracking #	WTSC Manager	Project			
CP12-02	51	Angie Ward	[WTSC] The Traffic Safety Corridor Program is a joint effort between the WTSC, the WSDOT and the WSP as well as many local partner agencies. This program is locally coordinated and works to reduce serious and fatal collisions with low-cost, short term solutions Contractual services, equipment, good and services.			
			Fund Source	Approved	Benefit To Local	
			402 new	\$145,000	\$145,000	

#### Impaired Driving Program

			Total Funded	\$3,841,164	Total Benefit to Local	\$1,393,664
Federal Project #	WTSC Tracking #	WTSC Manager	Project			
AL12-03	5	Chris Madill	[Clark County District Court] The DUI therapeutic court in Clark County reduces impaired driving by targeting habitual offenders through intensive evidence-based supervision, alcohol monitoring, field contacts, and substance abuse treatment for addictions. Salaries and wages, employee benefits, travel and subsistence, contractual services, good and services.			
			Fund Source	Approved	Benefit To Local	
			402 cf	\$99,000	\$99,000	

## Impaired Driving Program

				Total Funded	\$3,841,164	Total Benefit to Local	\$1,393,664
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
AL12-02	17	Shelly Baldwin	[Snohomish County Prosecuting Attorney] The Snohomish County Prosecutors Office will provide legal services including consultation, prosecution, data collection and evaluation of the cases submitted to the office from the Target Zero Teams. Salaries and wages, employee benefits.				
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>	
				402 new	\$47,652	\$47,652	
AL12-04	19	Chris Madill	[Spokane County District Court Probation] Using national academy court practices, the Spokane Court will implement program enhancements to serve as the state's model DUI court. Additional staff allows the court to service all eligible DUI court participants within the court's jurisdiction. Salaries and wages, employee benefits, travel and subsistence, equipment.				
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>	
				402 cf	\$84,512	\$84,512	
AL12-05	32	Chris Madill	[Yakima County District Court] The Yakima County DUI Court will promote public safety by reducing impaired driving recidivism through intensive court monitored treatment and supervision of third and subsequent DUI offenders. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.				
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>	
				402 new	\$100,000	\$100,000	
AL12-06	34	Shelly Baldwin	[King Co Prosecuting Attorney's Office] The King County Prosecuting Attorney's Office will ensure the timely review, filing, prosecution and resolution of DUI cases by providing additional resources dedicated to prosecuting the DUI arrests generated by the Target Zero Teams. Salaries and wages, employee benefits, equipment, good and services.				
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>	
				402 new	\$175,000	\$175,000	

## Impaired Driving Program

			Total Funded	\$3,841,164	Total Benefit to Local	\$1,393,664
Federal Project #	WTSC Tracking #	WTSC Manager	Project			
PT12-01	40	Shelly Baldwin	[WTSC] The Target Zero Teams Local Law Enforcement project will allow local agencies to participate with WSP TZTs to demonstrate the effectiveness of intense, high visibility DUI enforcement in Washington. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.			
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
				402 new	\$412,500	\$412,500
PT12-02, K812-02	42	Shelly Baldwin	[Washington State Patrol] The WSP Impaired Driving Section will provide support to all law enforcement agencies in Washington through a combined effort of strong Ignition Interlock, Standard Field Sobriety Test, Drug Recognition Expert and Mobile Impaired Driving Unit programs. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.			
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
				402 new	\$250,000	\$0
				410 cf	\$425,000	\$0
				<b>TOTAL:</b>	<b>\$675,000</b>	<b>\$0</b>
K812-01, K212-03	44	Shelly Baldwin	[Washington State Patrol] The Target Zero Team Demonstration Program will show the effectiveness of intense, high-visibility DUI enforcement in Washington. This grant provides 9 months of funding for 18 troopers and 3 sergeants in order to complete the 24 month project. Salaries and wages, employee benefits, travel and subsistence, equipment, good and services.			
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
				405 cf	\$172,500	\$0
				410 cf	\$1,267,500	\$0
				<b>TOTAL:</b>	<b>\$1,440,000</b>	<b>\$0</b>
PT12-03	49	Angie Ward	[WTSC] The Impaired Driving High Visibility Enforcement Grants project funds overtime for local law enforcement agencies to participate in four statewide mobilizations with the goal of reducing impaired driving. Salaries and wages, employee benefits, travel and subsistence, contractual services.			
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
				402 new	\$475,000	\$475,000

## Impaired Driving Program

				Total Funded	\$3,841,164	Total Benefit to Local	\$1,393,664
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
K812-03	50	Shelly Baldwin	[Washington State Patrol] The Traffic Safety Resource Prosecutors serves as statewide experts on Washington DUIs laws and provide critical suport to prosecutors, law enforcement and traffic safety stakeholders around the state on the effective prosecution of DUI cases. Salaries and wages, employee benefits, travel and subsistence, contractual services, good and services.				
				Fund Source	Approved	Benefit To Local	
				410 cf	\$332,500	\$0	

## Motorcycle Safety

				Total Funded	\$130,000	Total Benefit to Local	\$0
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
K612-01	30	Terry Davenport	[DOL] Projects must meet the requirements of section2010 federal grant funds and are primarily to be used for motorcycle training, recruiting trainers or for driver awareness of riders. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.				
				Fund Source	Approved	Benefit To Local	
				2010 cf	\$130,000	\$0	

## Occupant Protection

				Total Funded	\$623,000	Total Benefit to Local	\$0
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
K212-01	11	Jonna VanDyk	[WTSC] Conduct county-level projects to improve compliance with WA's child car seat law, combining publicity and enforcement similar to the Click it or Ticket model. Conduct observational surveys to measure the effectiveness. Salaries and wages, travel and subsistence, contractual services, equipment, good and services.				
				Fund Source	Approved	Benefit To Local	
				405 cf	\$150,000	\$0	

## Occupant Protection

			Total Funded	\$623,000	Total Benefit to Local	\$0
Federal Project #	WTSC Tracking #	WTSC Manager	Project			
K312-02	12	Jonna VanDyk	[WTSC] Provide grants to community level traffic safety advocates (such as Target Zero Managers) to fund teen-focused, seat belt promotional projects at high schools. Increase seat belt use by young drivers and passengers. Travel and subsistence, contractual services, good and services.			
			<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>	
			2011 cf	\$70,000	\$0	
K212-02	48	Angie Ward	[WTSC] Primarily overtime for local law enforcement agencies to participate in the statewide seat belt mobilizations with the goal of increasing restraint use and reducing vehicle occupant deaths and injuries. Salaries and wages, employee benefits, travel and subsistence, contractual services.			
			<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>	
			405 cf	\$130,000	\$0	
K312-01	69	Jonna VanDyk	[WTSC] Statewide program to increase the proper use of child restraint systems and seat belts for children under the age of 16. A committee of experts will plan specific projects. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.			
			<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>	
			2011 cf	\$273,000	\$0	

## Others

			Total Funded	\$309,000	Total Benefit to Local	\$267,000
Federal Project #	WTSC Tracking #	WTSC Manager	Project			
CP12-11	1	Steve Lind	[WTSC] A debit/credit account o support HSP projects that would benefit from additional resources, and new TZ related projects not identified in the 2012 HSPP. Any funding in the 2012 HSP that is no longer required will be credited to this project. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.			
			<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>	
			402 new	\$200,000	\$50,000	

**Others**

			<b>Total Funded</b> \$309,000	<b>Total Benefit to Local</b> \$267,000
<b>Federal Project #</b>	<b>WTSC Tracking #</b>	<b>WTSC Manager</b>	<b>Project</b>	
CP12-05	3	Brian Jones	[WTSC] This project provides a funding mechanism for emerging traffic safety projects aligned with Target Zero priorities. It also provides limited funds in support of other internal WTSC projects. Salaries and wages, employee benefits, travel and subsistence, equipment, good and services.	
			<b>Fund Source</b>	<b>Approved</b>
			402 cf	\$25,000
				<b>Benefit To Local</b>
				\$25,000
PT12-05	23	Terry Davenport	[WTSC] The Law Enforcement Liaison Program is designed to increase participation and effectiveness of local law enforcement agencies in WTSC multi-jurisdictional high visibility enforcement mobilizations. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.	
			<b>Fund Source</b>	<b>Approved</b>
			402 cf	\$189,000
				<b>Benefit To Local</b>
				\$189,000
K4CP12-01	46	Leslie Maltby	[WTSC] Conduct a pre-grant conference prior to the beginning of FFY 2012 to educate the grantees of the ongoing commitments and financial deliverables to be completed on time, on schedule, and on budget. Travel and subsistence, contractual services, good and services.	
			<b>Fund Source</b>	<b>Approved</b>
			406 cf	\$5,000
				<b>Benefit To Local</b>
				\$3,000
CP12-07	68	MJ Haught	[WTSC] Conduct bi-annual Target Zero Awards program to recognize outstanding achievements in traffic safety. Travel and subsistence, contractual services, good and services.	
			<b>Fund Source</b>	<b>Approved</b>
			402 cf	\$40,000
				<b>Benefit To Local</b>
				\$25,000

## Pedestrian & Bicycle Safety Programs

		<b>Total Funded</b> \$2,000		<b>Total Benefit to Local</b> \$2,000	
<b>Federal Project #</b>	<b>WTSC Tracking #</b>	<b>WTSC Manager</b>	<b>Project</b>		
PS12-02	28	Lynn Drake	[WTSC] Continue the Cooper Jones Bicycle & Pedestrian Committee by providing support for a CJ meeting if scheduled. Committee may identify high risk areas and recommend possible countermeasures to WTSC for funding consideration. Travel and subsistence, goods and services.		
			<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
			402 new	\$2,000	\$2,000

## Planning & Administration, Technical Coordination

		<b>Total Funded</b> \$1,775,000		<b>Total Benefit to Local</b> \$0	
<b>Federal Project #</b>	<b>WTSC Tracking #</b>	<b>WTSC Manager</b>	<b>Project</b>		
AL,CP,PA,P S,SE,TR;AL L 12-01,CP12- 04	64	Steve Lind	[WTSC] This project is the federal share of costs to support WTSC executive, administrative, and program staff. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.		
			<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
			402 cf	\$69,745	\$0
			402 new	\$1,605,255	\$0
			<b>TOTAL:</b>	<b>\$1,675,000</b>	<b>\$0</b>
TR12- 04,K812-05	70	Brian Jones	[WTSC] Phase 1 of a two year project. New system will automate a process that allows WTSC staff and grantees to track/manage grants and projects from concept to conclusion. Travel and subsistence, contractual services, equipment, good and services.		
			<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
			402 cf	\$150,000	\$0
			410 cf	\$50,000	\$0
			<b>TOTAL:</b>	<b>\$200,000</b>	<b>\$0</b>

## Police Traffic Services Program

				Total Funded	\$839,828	Total Benefit to Local	\$400,000
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
PT12-04	43	Angie Ward	[Washington State Patrol] Primarily overtime funding for WSP seat belt and DUI enforcement. WSP districts will work with local Target Zero Task Forces to coordinate multi-jurisdictional patrols and media in an effort to meet Target Zero goals. Salaries and wages, employee benefits, contractual services, equipment, good and services.				
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>	
				402 new	\$439,828	\$0	
PT12-06	45	Terry Davenport	[Washington Association of Sheriffs and Police Chiefs] This grant will allow the purchase of equipment for local law enforcement traffic safety activities directed at reducing crash related deaths and serious injuries. Contractual services, equipment, good and services.				
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>	
				402 new	\$400,000	\$400,000	

## Public Information and Education

				Total Funded	\$1,160,000	Total Benefit to Local	\$20,000
Federal Project #	WTSC Tracking #	WTSC Manager	Project				
CP12-08	35	MJ Haught	[WTSC] Funding for WTSC Communications initiatives that are common to two or more traffic safety programs or are agency-wide. Contractual services, good and services.				
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>	
				402 new	\$40,000	\$20,000	
TR12-02	37	MJ Haught	[WTSC] Conduct annual statewide attitude, knowledge and awareness survey about traffic safety issues to help in defining high risk situations and measure progress in changing behavior. Contractual services, good and services.				
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>	
				402 cf	\$55,000	\$0	

## Public Information and Education

			Total Funded	\$1,160,000	Total Benefit to Local	\$20,000
Federal Project #	WTSC Tracking #	WTSC Manager	Project			
PM12-01,K8PM12-01,K2PM12-01,K4PM12-01	38	MJ Haught	[WTSC] Paid media, earned media and ancillary publicity for High Visibility Enforcement during WTSC mobilizations. Contractual services, good and services.			

Fund Source	Approved	Benefit To Local
402 new	\$148,000	\$0
405 cf	\$260,000	\$0
406 cf	\$22,000	\$0
410 cf	\$635,000	\$0
<b>TOTAL:</b>	<b>\$1,065,000</b>	<b>\$0</b>

## Roadway Safety

			Total Funded	\$29,600,000	Total Benefit to Local	\$0
Federal Project #	WTSC Tracking #	WTSC Manager	Project			
164HE12-01	66	Steve Lind	[WSDOT] This grant will fund WSDOT roadway safety improvements in accordance with 23 USC section 164 transfer penalty requirements. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.			

Fund Source	Approved	Benefit To Local
164 cf	\$19,600,000	\$0
164 new	\$10,000,000	\$0
<b>TOTAL:</b>	<b>\$29,600,000</b>	<b>\$0</b>

## Senior Drivers & Youth Programs

			Total Funded	\$60,000	Total Benefit to Local	\$30,000
Federal Project #	WTSC Tracking #	WTSC Manager	Project			
CP12-06	14	Jonna VanDyk	[WTSC] Work with constituents to develop and implement programs to reduce crashes involving young and/or distracted drivers. Fous on the key factors identified in the Target Zero Strategic Plan (speed, DUI, IDL, DD.) Travel and subsistence, contractual services, good and services.			

Fund Source	Approved	Benefit To Local
402 new	\$60,000	\$30,000

## Senior Drivers & Youth Programs

Federal Project #	WTSC Tracking #	WTSC Manager	Project	Total Funded	Total Benefit to Local
				\$60,000	\$30,000

## Speeding And Other Driver Behaviors

Federal Project #	WTSC Tracking #	WTSC Manager	Project	Total Funded	Total Benefit to Local	
SE12-02	24	Terry Davenport	[WTSC] The goal of the Speed Enforcement Program is to significantly reduce the number of impaired driving and speed related serious injury and fatal crashes, primarily on rural roadways in Washington State. Salaries and wages, contractual services.	\$300,000	\$300,000	
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
				402 cf	\$300,000	\$300,000

## Traffic Records, Engineering, And Research

Federal Project #	WTSC Tracking #	WTSC Manager	Project	Total Funded	Total Benefit to Local	
K912-01	56	Chris Madill	[WTSC] The Traffic Records Committee will continue implementing its multi-year strategic plan and projects portfolio to improve the timeliness, accuracy, integration and completeness of traffic-related data to support program and policy decision-making. Salaries and wages, employee benefits, contractual services, equipment, good and services.	\$1,317,000	\$0	
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
				408 cf	\$1,192,000	\$0
TR12-03	65	Dick Doane	[WTSC] The TRDC provides data analysis, research, and other support to the legislature, WTSC programs and staff, other state agencies, local agencies, the media, and private citizens. Travel and subsistence, contractual services, equipment, good and services.			
				<b>Fund Source</b>	<b>Approved</b>	<b>Benefit To Local</b>
				402 cf	\$125,000	\$0

## Tribal Traffic Safety

			Total Funded \$60,000	Total Benefit to Local \$60,000
Federal Project #	WTSC Tracking #	WTSC Manager	Project	
CP12-09	4	Lynn Drake	[NATEO/Chehalis Tribal Police] Assist Tribal law enforcement agencies in reducing the numbers of fatal and serious injury collisions involving tribal members or others within the Tribal reservations. Overtime, equipment and education. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services.	
			<b>Fund Source</b>	<b>Approved</b>
			402 new	\$40,000
				<b>Benefit To Local</b>
				\$40,000
CP12-1027		Lynn Drake	[WTSC] Support the Tribal Traffic Safety Advisory Board to address Target Zero initiatives at the local level. Travel and subsistence, contractual services, good and services.	
			<b>Fund Source</b>	<b>Approved</b>
			402 new	\$20,000
				<b>Benefit To Local</b>
				\$20,000

### Total for all Areas:

Fund Source	Approved	Available	Difference
164 cf	\$19,600,000	\$19,600,000	\$0
164 new	\$10,000,000	\$10,000,000	\$0
2010 cf	\$130,000	\$180,000	\$50,000
2011 cf	\$343,000	\$398,111	\$55,111
402 cf	\$1,037,257	\$972,257	(\$65,000)
402 new	\$4,835,086	\$4,500,000	(\$335,086)
405 cf	\$712,500	\$768,526	\$56,026
406 cf	\$27,000	\$26,947	(\$53)
406 Interagency	\$250,000	\$250,000	\$0
408 cf	\$1,192,000	\$1,200,000	\$8,000
410 cf	\$2,710,000	\$2,660,000	(\$50,000)
<b>TOTAL:</b>	<b>\$40,836,843</b>	<b>\$40,555,841</b>	<b>(\$281,002)</b>

**State Certifications**

Revised 8/19/11

**STATE CERTIFICATIONS AND ASSURANCES**

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

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

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

**Certifications and Assurances****Section 402 Requirements**

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

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

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

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

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

- **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.**

(23 USC 402 (b)(1)(E));

**The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(I)).**

### **Other Federal Requirements**

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

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

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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

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

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

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

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

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;

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

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

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:

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

### **BUY AMERICA ACT**

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

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be

inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

### **POLITICAL ACTIVITY (HATCH ACT).**

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

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

### **RESTRICTION ON STATE LOBBYING**

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

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it

determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

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

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

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
  
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
  - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
  - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

### **ENVIRONMENTAL IMPACT**

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



\_\_\_\_\_  
Governor's Representative for Highway Safety

Washington  
State or Commonwealth

2012  
For Fiscal Year

8-31-11  
Date

## NHTSA TRAFFIC SAFETY PERFORMANCE MEASURES

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

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

Seat belt measures:

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

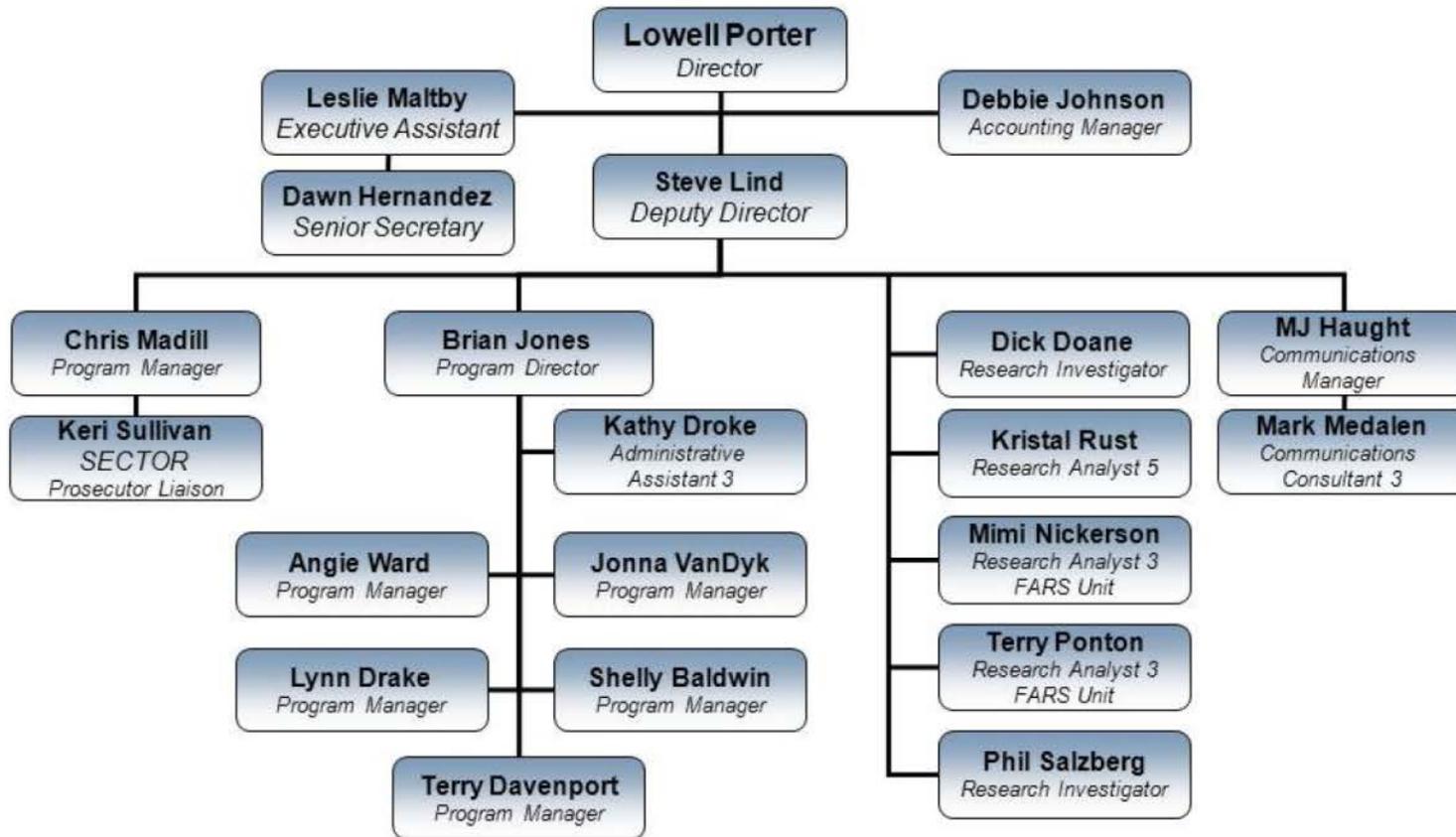
Alcohol measures:

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

Speeding measures:

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

### WTSC Organizational Chart



08/30/2011

\*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 HSP.

They will be identified and provided by letter to NHTSA Region 10 as required.

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## 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



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