

Washington State Highway Safety Performance Plan 2007



WASHINGTON
Traffic Safety
COMMISSION



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

Version II - Revised Oct. 2, 2006

WASHINGTON STATE HIGHWAY SAFETY PERFORMANCE PLAN 2007

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

**August 31, 2006
Revised October 2, 2006**



STATE OF WASHINGTON
WASHINGTON TRAFFIC SAFETY COMMISSION
1000 S. Cherry St., PO Box 40944 • Olympia, Washington 98504-0944 • (360) 753 - 6197

TO: Washington State Citizens

FROM: Lowell Porter
Director

A handwritten signature in blue ink, appearing to read "Lowell Porter", written over the printed name and title.

DATE: August 31, 2006

SUBJECT: Washington State Year 2007 Highway Safety Performance Plan

On behalf of the Washington Traffic Safety Commission (WTSC), I am pleased to present our state's *2007 Highway Safety Performance Plan*. I believe that, with the help of citizens interested in traffic safety across the state, the projects selected for funding in FFY 2007 will help the WTSC accomplish our primary goal - **to eliminate traffic related deaths and disabling injuries on Washington roadways by the year 2030.**

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

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

The *Planning Document* describes specific projects selected by the WTSC for funding during FFY 2007. Each project selected for funding is linked to one or more of the state traffic safety goals identified in the Benchmark Report.

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

This document is required by Federal rule as part of our annual application for National Highway Traffic Safety Administration and Federal Highway Administration funds appropriated under the federal transportation budget. These funds will be used to improve safety on Washington roadways throughout FFY 2007, which runs from October 1, 2006 to September 30, 2007.



TABLE OF CONTENTS

| | |
|---|----|
| I. WASHINGTON STATE BENCHMARK REPORT..... | 1 |
| A. Process Description..... | 1 |
| B. WTSC Goals and Performance Measures..... | 3 |
| C. NHTSA HSP Cost Summary, 2007-HSP-1 & HSP Form 217..... | 23 |
| II. PLANNING DOCUMENT..... | 28 |
| III. AGREEMENT PROVISIONS, CERTIFICATION & ASSURANCES... .. | 43 |
| IV. APPENDIX A - WA TRAFFIC SAFETY COMMISSION ORGANIZATIONAL CHART | 50 |
| V. APPENDIX B - PLANNING AND PROGRAMMING TIMELINES..... | 51 |

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

Washington Traffic Safety Commission
1000 South Cherry Street
PO Box 40944
Olympia, WA 98504-0944
Phone (360) 753-6197; FAX (360) 586-6489
<http://www.wa.gov/wtsc>

I. WASHINGTON STATE BENCHMARK REPORT

A. PROCESS DESCRIPTION

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

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

Washington Traffic Safety Commissioners

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

The WTSC Technical Advisory Committee

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

1) *Traffic Safety Problem Identification*

The first step in the traffic safety planning process is to identify problems that exist in Washington. As a starting point, we looked at the federal priority areas, The Governor's priorities, the Washington Transportation Plan and the State priorities identified in the Strategic Highway Safety Plan: Target Zero development process.

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

2) *Goals and Performance Measures*

Once Washington's problem areas were identified, performance measures were adopted and goals were set. The WTSC staff and Technical Advisory Committee met to discuss the data and problem areas to insure that state traffic safety goals are correctly identified in this document and are in harmony with goals identified

in the state Target Zero Strategic Plan. The WTSC Commissioners then formally adopted the new state traffic safety goals.

The WTSC staff, legislature, TAC and Commissioners continue to refine the goals, benchmarks and performance measures. The Commissioners directed staff to base funding decisions on these goals, funding projects that are in line with the strategies in the Washington State Target Zero Strategic Plan: Target Zero.

3) *Project Development*

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

All the grant applications were initially reviewed by the WTSC program director. Each project was assigned to a program manager for further review. The program managers then studied individual projects and presented them to the staff in June of 2006. The staff made priority and funding recommendations, which were sent to the TAC for consideration. The TAC reviewed current data, proposed goals and project applications and made their funding recommendations to the WTSC Director. The Director made a few final adjustments and draft funding and priority recommendations were mailed to Commissioners in July. The Commissioners met in late July and approved funding for the projects listed in this document. The Commissioners found that each goal established was based on careful review of all available data and that each project was appropriately linked to state traffic safety goals and Target Zero strategies.

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

B. EQUIPMENT VALUED AT OVER \$5000

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

Federal project numbers K4TR07-01 and K806-01, found in the traffic records section of this HSP, are intended to purchase up to 100 in-car systems for use by the Washington State Patrol in implementing the state's electronic ticketing & (crash) reporting system, eTRIP. Each patrol car will be equipped with a laptop computer, scanner and printer. Cost of individual system components are identified in the table below:

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

Federal project # PA07-01, Planning and Administration, may be used to fund all or part of the cost of purchasing and installing a new server that has reached the end of its useful life. This server will support the critical WTSC Local Area Network (LAN.) The approximate cost is between \$10,000 and \$12,000.

WTSC will submit written requests for approval during FFY 2007 if the need to purchase additional equipment valued over \$5000 arises.

C. WTSC GOALS, PERFORMANCE MEASURES & BENCHMARKS

MISSION STATEMENT

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

PRIMARY GOAL

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

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

STRATEGY TO REACH THE PRIMARY GOALS

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

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

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

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

PERFORMANCE GOALS, DATA, TRENDS AND BENCHMARKS

PUPIL TRANSPORTATION AND SCHOOL WALKWAY SAFETY

Increase the safety of the environment for children as they proceed to and from schools and while and on playgrounds.

1. Reduce hazardous walking conditions within one mile of schools.
2. 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.
3. Prepare and Implement eight year plan to upgrade school zone signs to reduce speeds around all elementary and middle schools in the state.

TRAFFIC RECORDS

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

1. Provide an ongoing statewide forum for traffic records and support the coordination of multi-agency initiatives and projects.
 - a. Reduce paper-based exchanges among traffic records systems and stakeholders.
2. Leverage technology and appropriate government and industry standards to improve the collection, dissemination, and analysis of traffic records data.
 - a. Develop integrated patient care systems for enhanced injury surveillance.

3. Improve the interoperability and exchange of traffic records data among systems and stakeholders for increased efficiency and enhanced integration.
 - a. Improve the timeliness, utility, and accessibility of statewide collision data.
4. Promote the value of traffic records data and encourage training opportunities to maximize the effectiveness of the data for decision and policy making.
 - a. Enhance the structure and activities of the Traffic Records Workgroup and Oversight Council.

EMERGENCY MEDICAL SERVICES

Reduce Emergency Medical Services response times.

1. 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.
2. Implement statewide system to collect, distribute and analyze EMS first response data covering crash related injuries.

Crash Data / Trends

| | Baseline Data 1995-1997 | | | | | Progress Report Data 1998-2005* | | | | | |
|--|-------------------------|-------|-------|-------|-------|---------------------------------|-------|-------|-------|-------|-------|
| | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005* |
| Fatalities | 653 | 712 | 674 | 662 | 637 | 631 | 649 | 658 | 600 | 567 | 648 |
| Fatality Rate/100M VMT | 1.33 | 1.45 | 1.32 | 1.27 | 1.21 | 1.17 | 1.21 | 1.2 | 1.09 | 1.02 | 1.17 |
| Serious Injuries | | | | | | | 3,572 | 3,205 | 2,801 | 2,810 | 2,904 |
| Fatal & Serious Injury Rate/100M VMT | | | | | | | 7.86 | 7.05 | 6.18 | 6.05 | 6.4 |
| Fatality Rate/100K Pop. | 11.96 | 12.79 | 11.9 | 11.51 | 10.92 | 10.71 | 10.86 | 10.89 | 9.84 | 9.19 | 10.39 |
| Fatal & Serious Injury Rate/100K Pop. | | | | | | | 70.65 | 63.94 | 55.77 | 54.75 | 56.95 |
| Alcohol Related Fatalities | 305 | 353 | 266 | 286 | 243 | 248 | 243 | 262 | 221 | 214 | 268 |
| Proportion of Alcohol Related Fatalities | 46.7% | 49.6% | 39.5% | 43.2% | 38.1% | 39.3% | 37.4% | 39.8% | 36.8% | 37.8% | 41.4% |
| Alcohol Related Fatality Rate/100M VMT | 0.62 | 0.72 | 0.52 | 0.55 | 0.46 | 0.46 | 0.45 | 0.48 | 0.4 | 0.38 | 0.48 |
| Percent of Pop. Using Safety Belts | 80.0% | 81.0% | 78.0% | 79.1% | 81.1% | 81.6% | 82.6% | 92.6% | 94.8% | 94.2% | 96.3% |
| Motorcyclist Fatalities | 37 | 41 | 28 | 51 | 38 | 37 | 55 | 54 | 59 | 73 | 74 |
| Motorcyclist Fatality Rate/100K Pop. | 0.68 | 0.74 | 0.49 | 0.89 | 0.65 | 0.63 | 0.92 | 0.89 | 0.97 | 1.18 | 1.19 |
| Child safety seat use under 40 lbs. | 57.0% | | | | | 76.8% | | | 56.1% | 70.9% | 46.5% |
| Child safety seat use 40 to 80 lbs. | | | | | | 22.1% | | 46.7% | 44.7% | 49.4% | 28.7% |

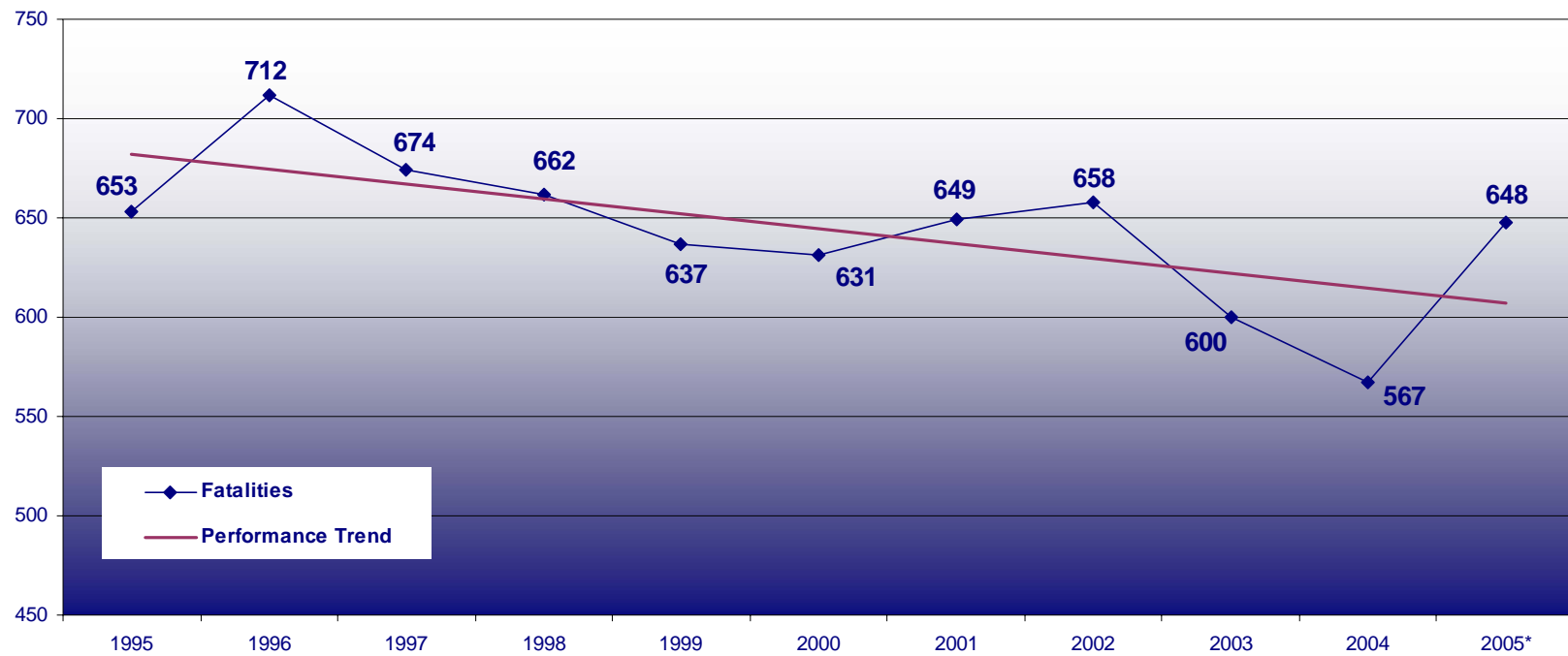
*2005 figures are based on preliminary data and are subject to change as information becomes available.

Performance Goals and Trends

Goal: Fatalities
Baseline:

Reduce to 596 by 2006 and to 580 by 2008
 653 traffic fatalities in 1995

Fatality Trends

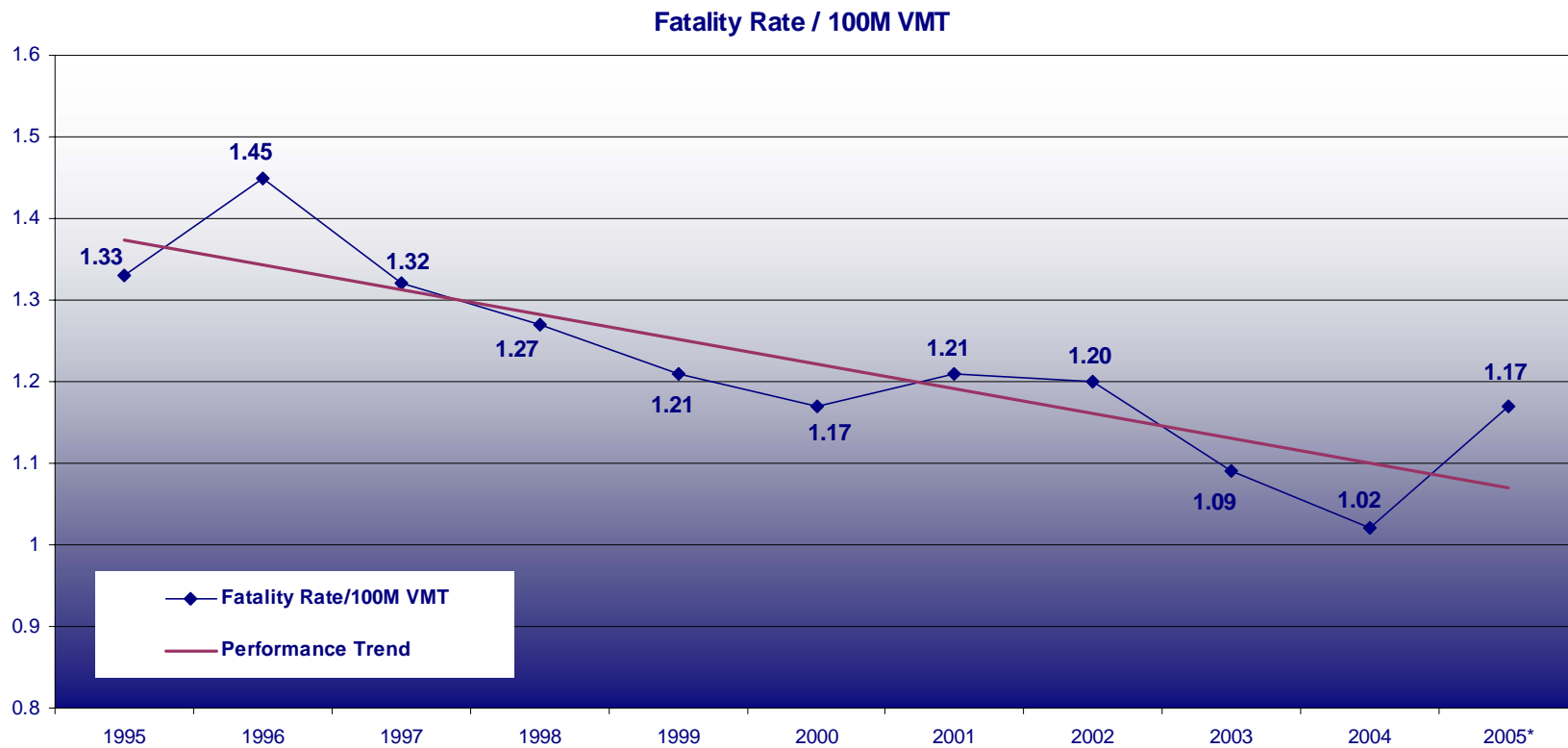


Source: FARS

*2005 figures are based on preliminary data and are subject to change as information becomes available.

Goal: Fatality Rate/100M VMT
Baseline:

Reduce rate to 1.04 in 2006 and .98 in 2008
Rate of 1.33 in 1995



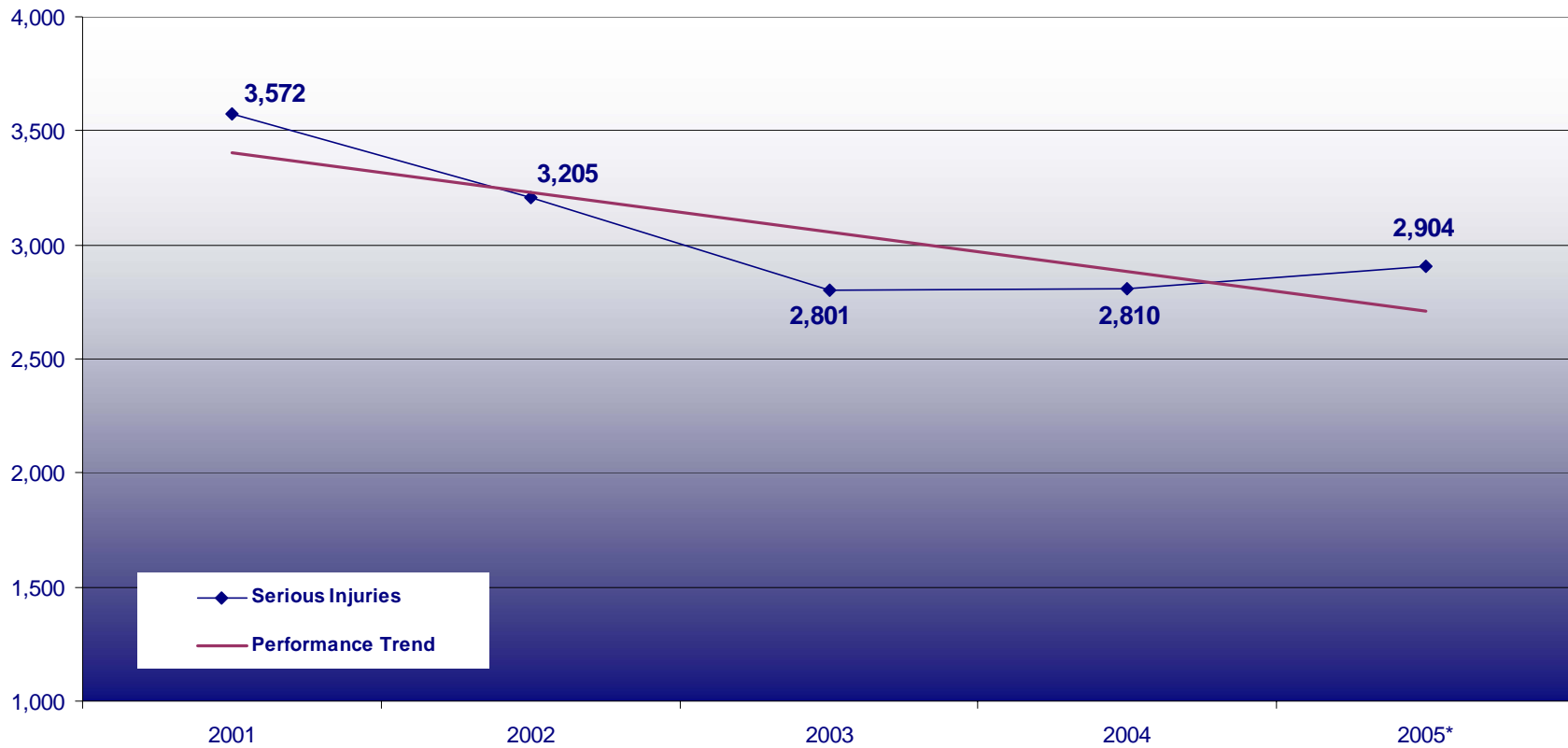
Source: *FARS*

*2005 figures are based on preliminary data and are subject to change as information becomes available.

Goal: Serious Injuries
Baseline:

Reduce to 2,550 by 2006 and to 2,200 by 2008
3,572 Serious Injuries in 2001**

Serious Injury Trends



Source: *FARS and WSDOT*

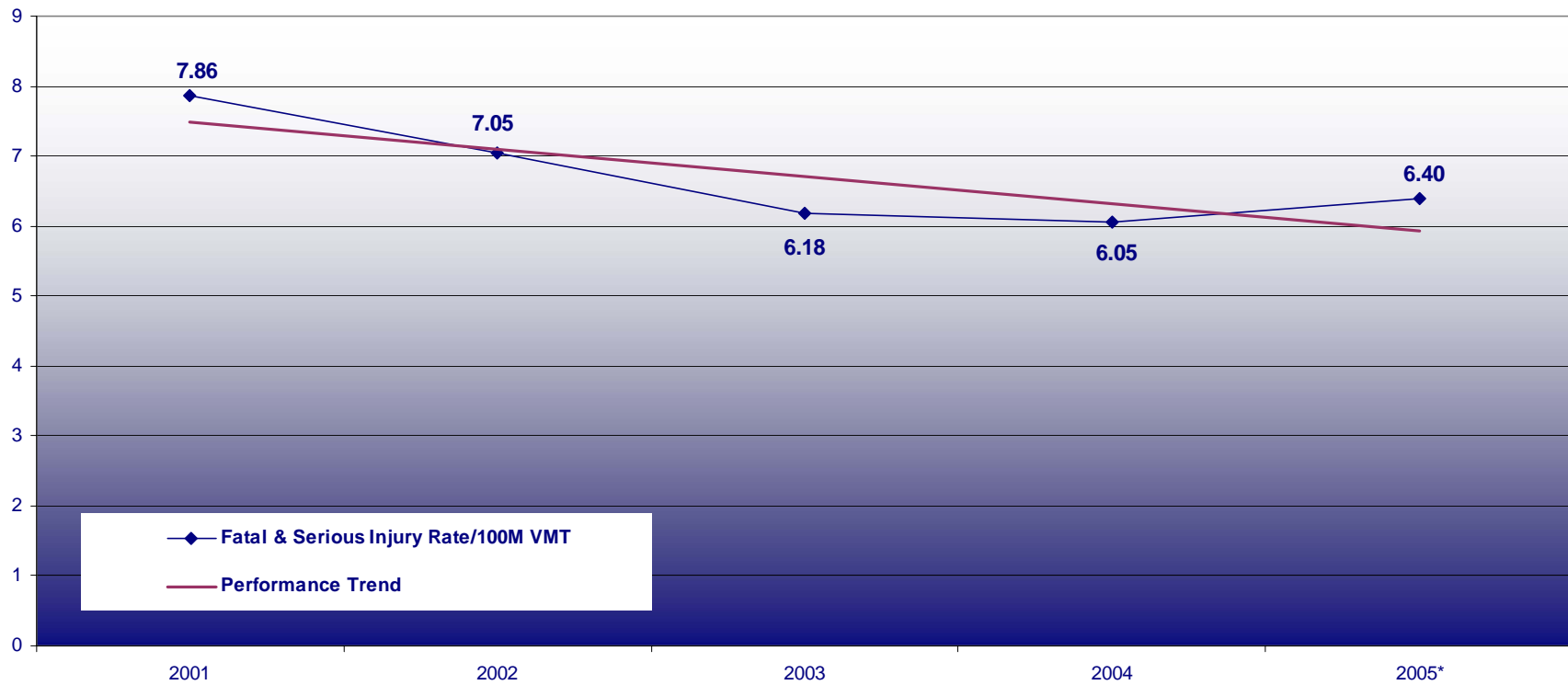
*2005 figures are based on preliminary data and are subject to change as information becomes available.

**Complete serious injury data is not available for the years 1995-2000.

Goal: Fatal/Serious Injury Rate/100M VMT
Baseline:

Reduce rate to 5.4 in 2006 and to 4.8 in 2008.
Rate of 7.86 in 2001**

Fatal and Serious Injury Rate / 100M VMT



Source: *FARS and WSDOT*

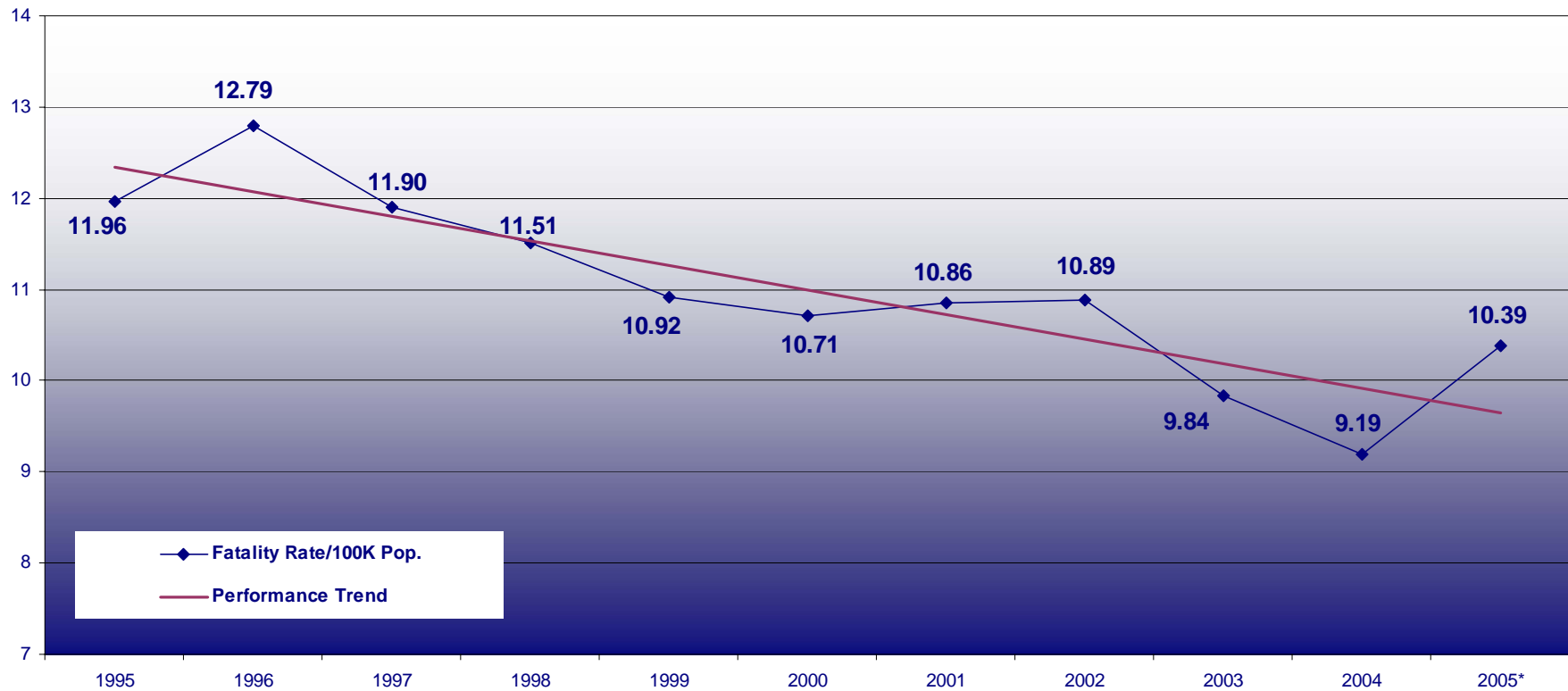
*2005 figures are based on preliminary data and are subject to change as information becomes available.

**Complete serious injury data is not available for the years 1995-2000.

Goal: Fatality Rate/100K Pop.
Baseline:

Reduce to 8.0 in 2006 and 7.0 in 2008
Rate of 11.96 in 1995

Fatality Rate / 100K Population



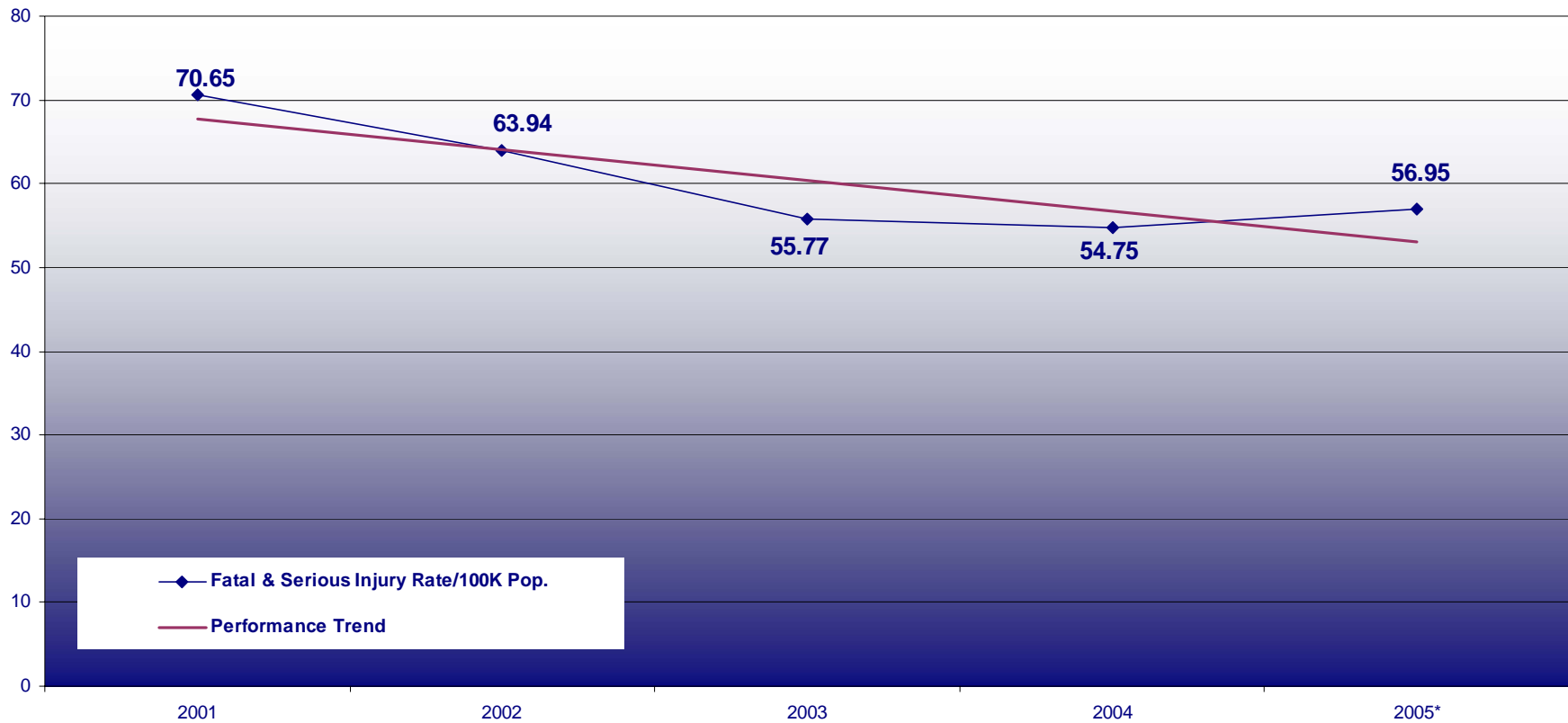
Source: FARS

*2005 figures are based on preliminary data and are subject to change as information becomes available.

Goal: Fatal/Serious Injury Rate/100K Pop.
Baseline:

Reduce rate to 49.0 in 2006 and to 42.0 in 2008
Rate of 70.65 in 2001**

Fatal and Serious Injury Rate / 100K Population



Source: *FARS and WSDOT*

*2005 figures are based on preliminary data and are subject to change as information becomes available.

**Complete serious injury data is not available for the years 1995-2000.

Goal: Alcohol Fatalities
Baseline:

Reduce to 195 in 2006 and 165 in 2008
305 drinking-driver-involved fatalities in 1995

Alcohol Related Fatalities



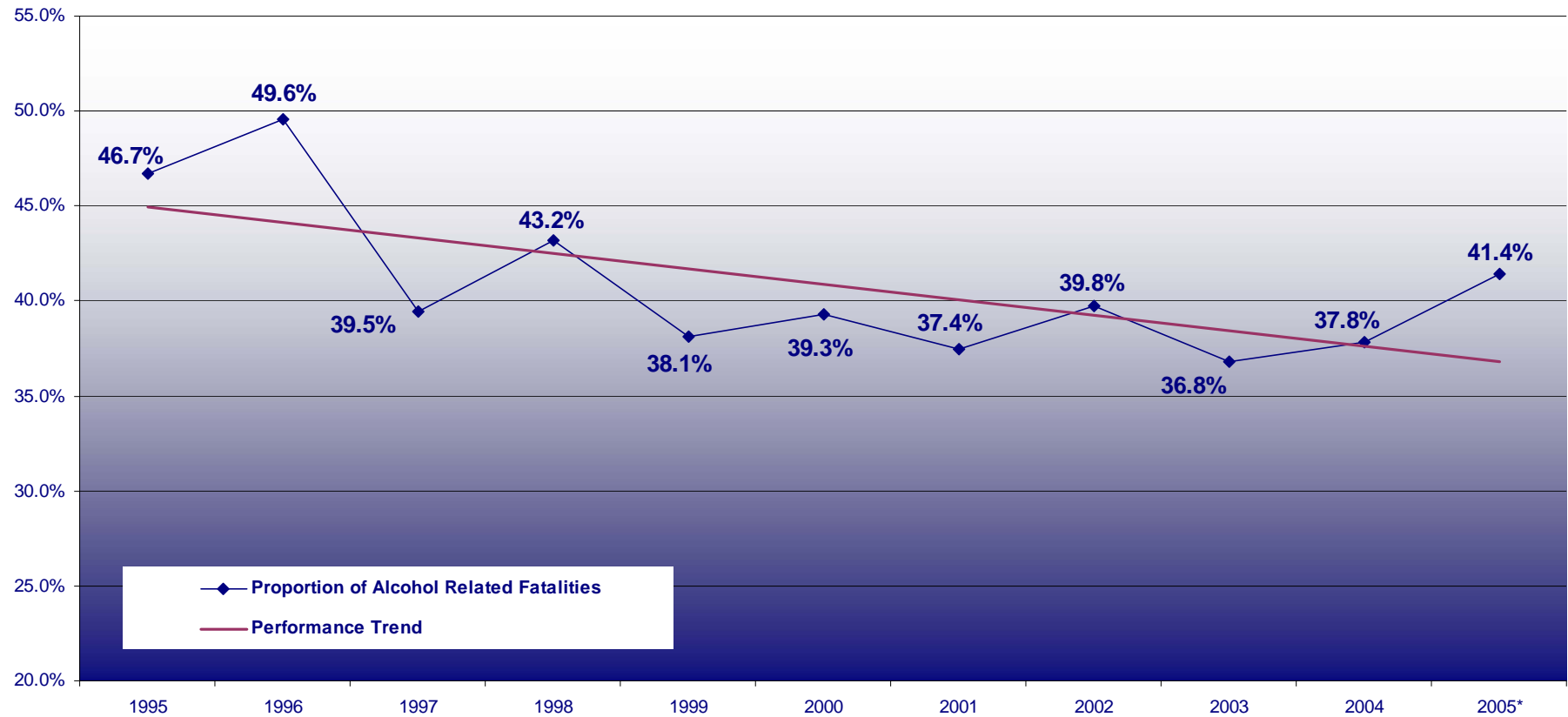
Source: FARS

*2005 figures are based on preliminary data and are subject to change as information becomes available.

Goal: Alcohol Fatality Proportion
Baseline:

Reduce to 32.7% in 2006 and 28.4% in 2008
Proportion of 46.7% in 1995

Alcohol Related Fatalities as a Proportion of All Fatalities



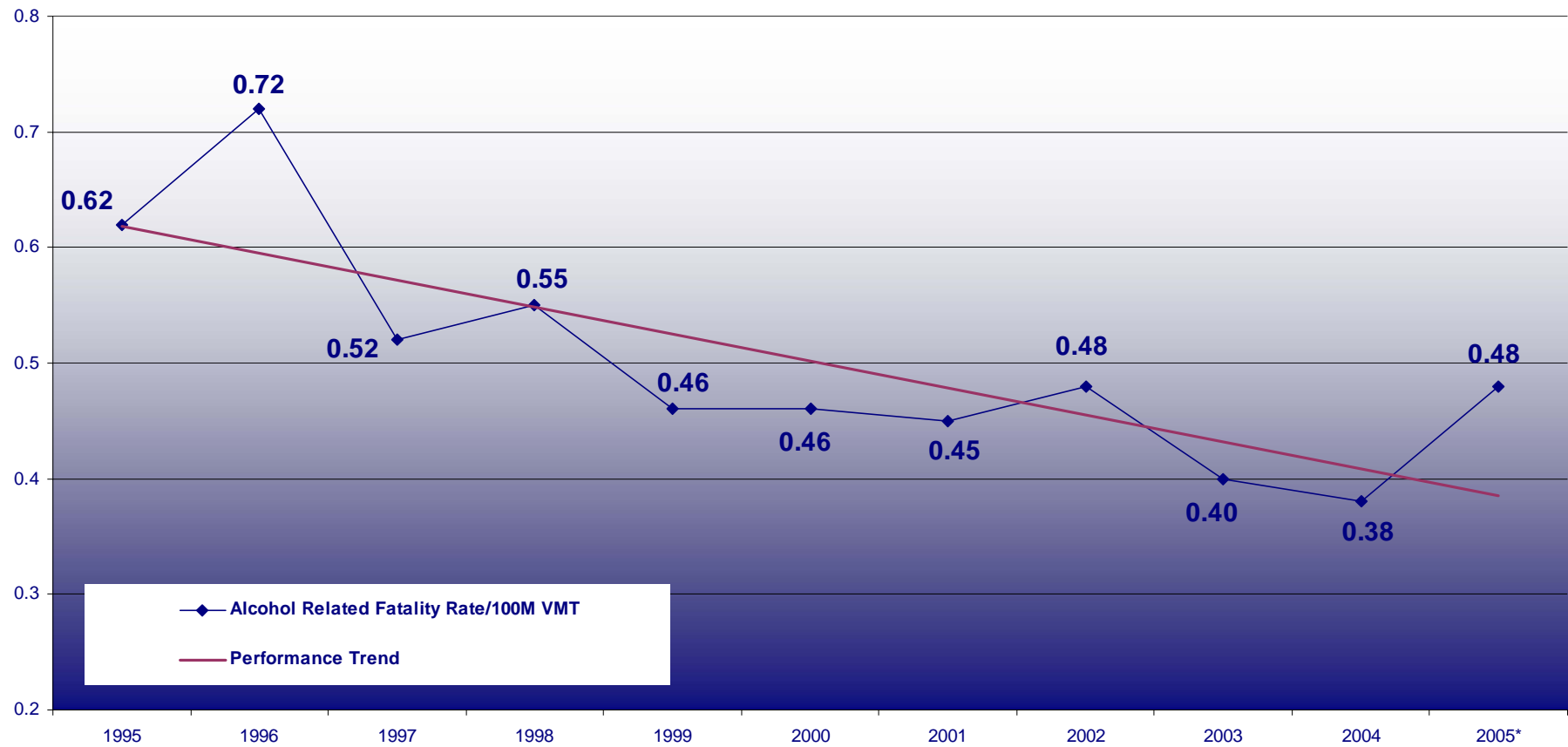
Source: FARS

*2005 figures are based on preliminary data and are subject to change as information becomes available.

Goal: Alcohol Fatality Rate/100M VMT
Baseline:

Reduce rate to 0.33 in 2006 and 0.28 in 2008
Rate of 0.62 in 1995

Alcohol Related Fatality Rate / 100M VMT



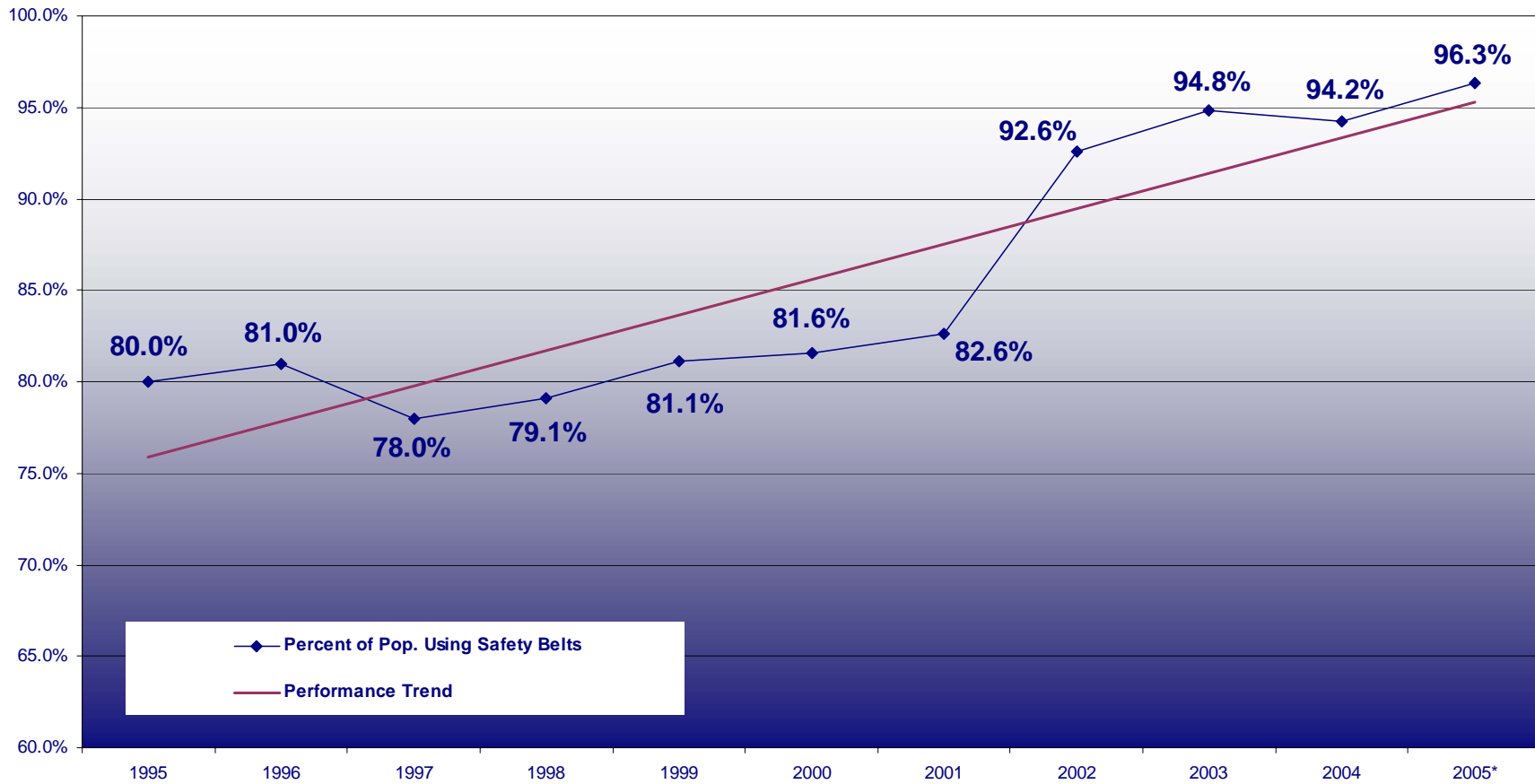
Source: FARS

*2005 figures are based on preliminary data and are subject to change as information becomes available.

Goal: Safety Belt Use
Baseline:

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

Percent of Population Using Safety Belts



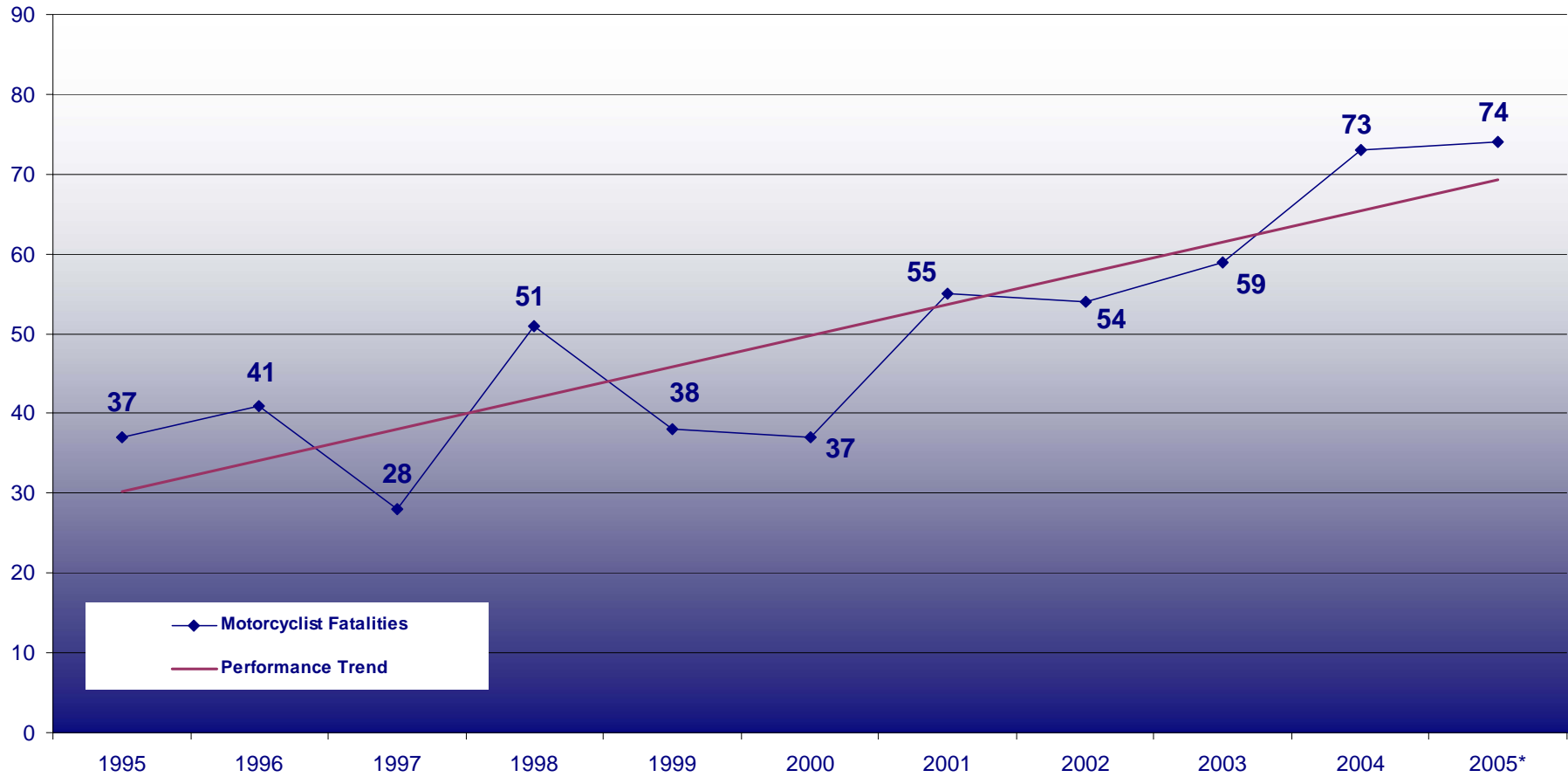
Source: FARS

*2005 figures are based on preliminary data and are subject to change as information becomes available.

Goal: Motorcyclist Fatalities
Baseline:

Reduce to 65 in 2006 and 55 in 2008
37 motorcycle fatalities in 1995

Motorcyclist Fatalities



Source: FARS

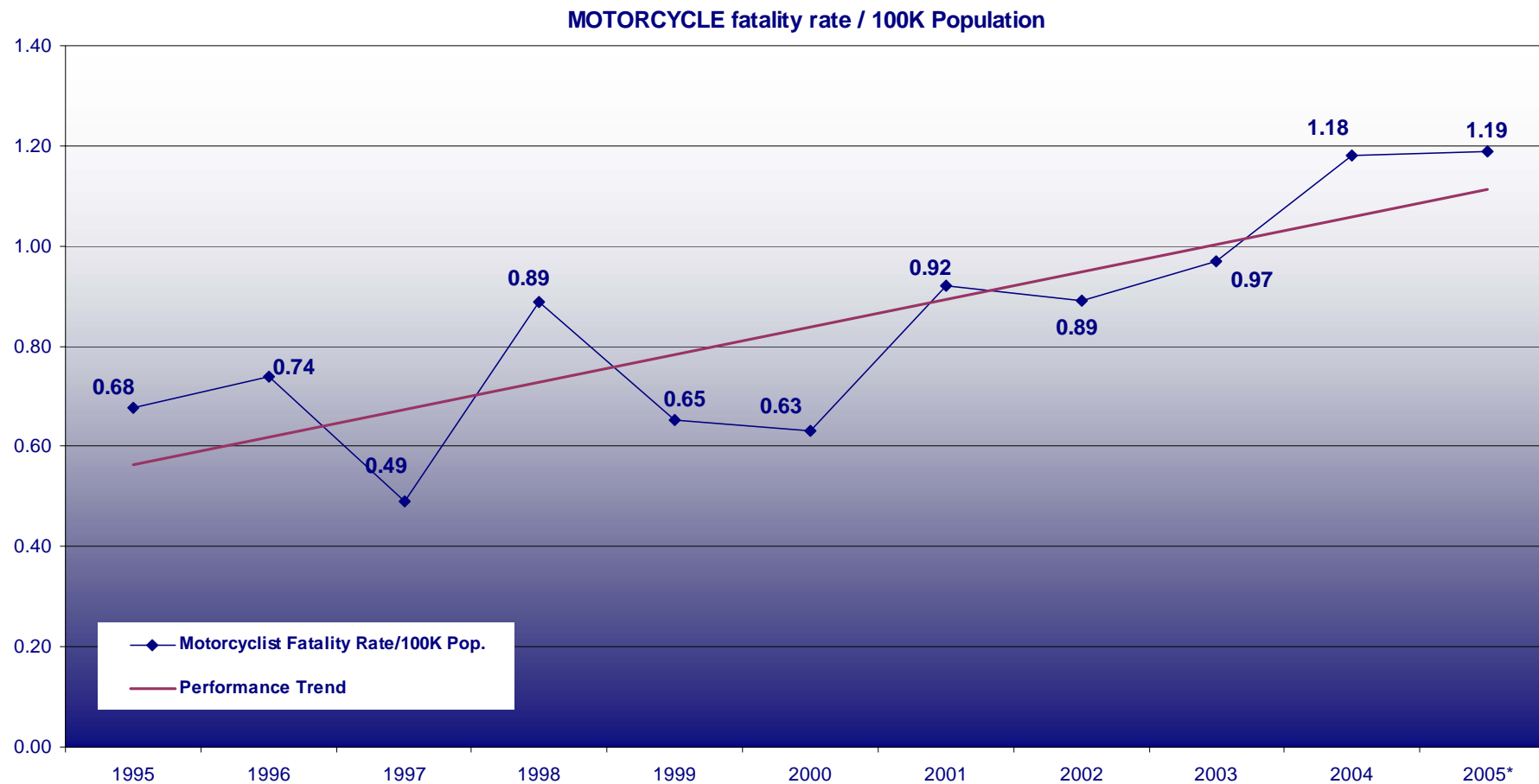
*2005 figures are based on preliminary data and are subject to change as information becomes available.

Goal: Motorcyclist Fatality Rate/100K Pop.

Reduce rate to 0.80 in 2008

Baseline:

Rate of 0.68 in 1995



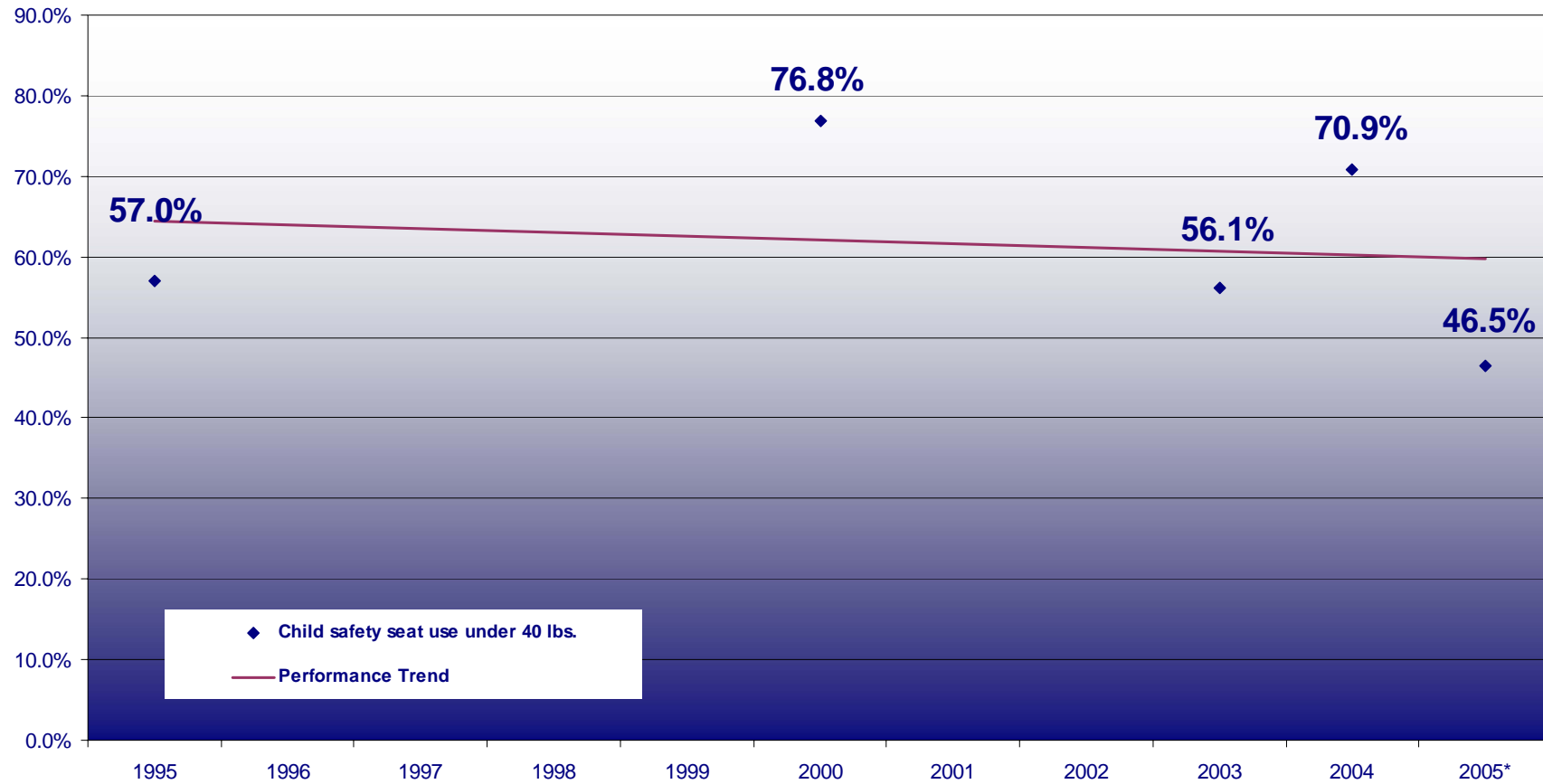
Source: FARS

*2005 figures are based on preliminary data and are subject to change as information becomes available.

Goal: Child safety seat use, 0-40 lbs.
Baseline:

Increase use rate to 90% in 2008
Use rate of 57% in 1995

Child safety seat use, 0 to 40 lbs.



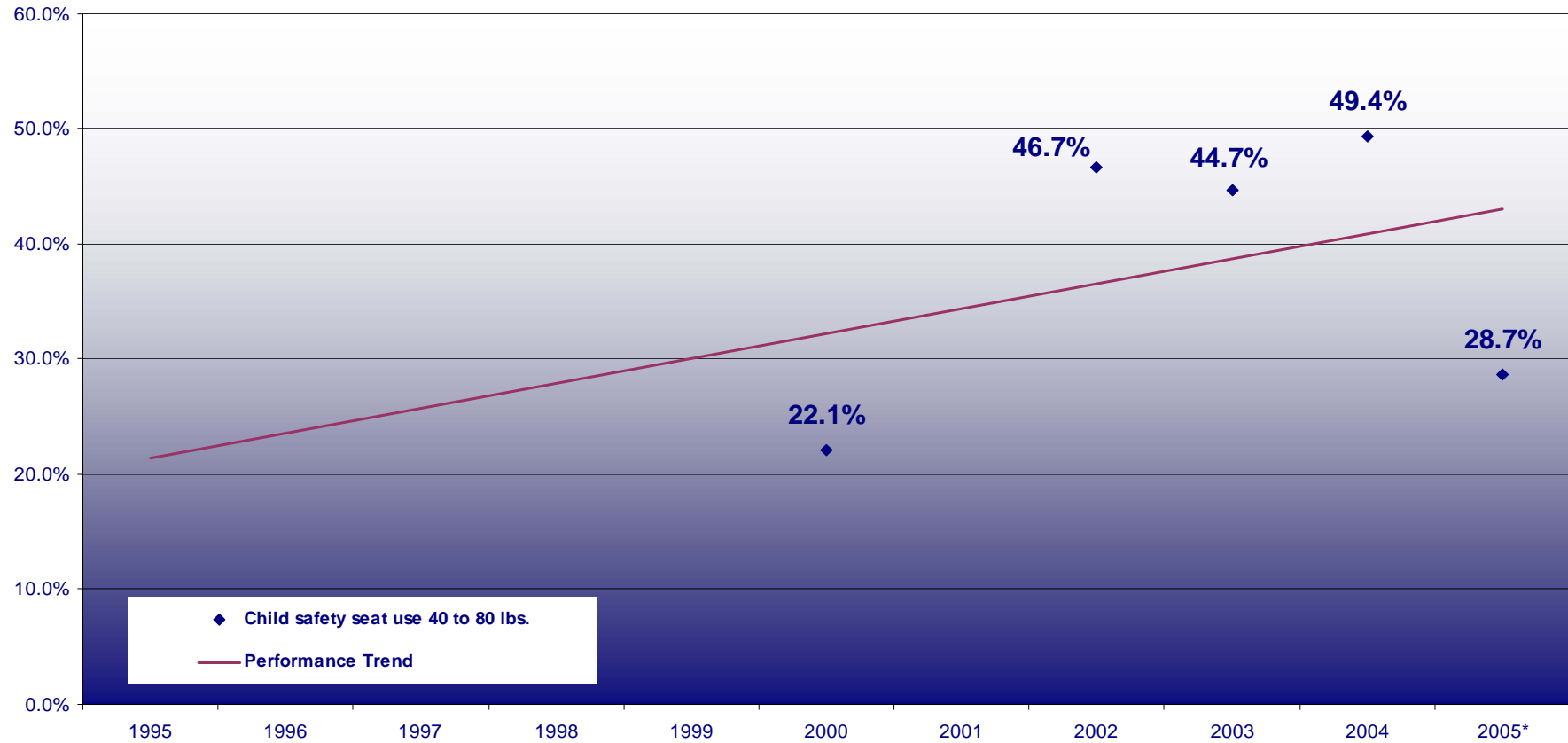
Source:

*2005 figures are based on preliminary data and are subject to change as information becomes available.

Goal: Child safety seat use, 40-80 lbs.
Baseline:

Increase use rate to 60% in 2008
Use rate of 22% in 2000

Child safety seat use, 40 to 80 lbs.



Source:

*2005 figures are based on preliminary data and are subject to change as information becomes available.

D. HIGHWAY SAFETY PLAN COST SUMMARY (2007-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 2007-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
 2007-HSP-1
 Alternate HS FORM 217

| Program Area | Project | Prior Approved Program Funds | State Funds | Previous Balance | Increase/ (Decrease) | Current Balance | Share to Local |
|---|---|------------------------------|--------------------|------------------|----------------------|--------------------|--------------------|
| NHTSA 402 | | | | | | | |
| Planning and Administration | | | | | | | |
| | PA-2007-00-00-00 | \$0 | \$250,000 | \$0 | \$250,000 | \$250,000 | \$0 |
| | Planning and Administration Total | \$0 | \$250,000 | \$0 | \$250,000 | \$250,000 | \$0 |
| Alcohol | | | | | | | |
| | AL-2007-00-00-00 | \$0 | \$24,000 | \$0 | \$96,000 | \$96,000 | \$45,000 |
| | Alcohol Total | \$0 | \$24,000 | \$0 | \$96,000 | \$96,000 | \$45,000 |
| Emergency Medical Services | | | | | | | |
| | EM-2007-00-00-00 | \$0 | \$63,347 | \$0 | \$253,387 | \$253,387 | \$126,700 |
| | Emergency Medical Services Total | \$0 | \$63,347 | \$0 | \$253,387 | \$253,387 | \$126,700 |
| Motorcycle Safety | | | | | | | |
| | MC-2007-00-00-00 | \$0 | \$100,000 | \$0 | \$400,000 | \$400,000 | \$0 |
| | Motorcycle Safety Total | \$0 | \$100,000 | \$0 | \$400,000 | \$400,000 | \$0 |
| Occupant Protection | | | | | | | |
| | OP-2007-00-00-00 | \$0 | \$112,875 | \$0 | \$451,500 | \$451,500 | \$398,250 |
| | Occupant Protection Total | \$0 | \$112,875 | \$0 | \$451,500 | \$451,500 | \$398,250 |
| Police Traffic Services | | | | | | | |
| | PT-2007-00-00-00 | \$0 | \$268,875 | \$0 | \$1,075,500 | \$1,075,500 | \$452,900 |
| | Police Traffic Services Total | \$0 | \$268,875 | \$0 | \$1,075,500 | \$1,075,500 | \$452,900 |
| Traffic Records | | | | | | | |
| | TR-2007-00-00-00 | \$0 | \$86,375 | \$0 | \$345,500 | \$345,500 | \$65,000 |
| | Traffic Records Total | \$0 | \$86,375 | \$0 | \$345,500 | \$345,500 | \$65,000 |
| Community Traffic Safety Project | | | | | | | |
| | CP-2007-00-00-00 | \$0 | \$311,750 | \$0 | \$1,247,000 | \$1,247,000 | \$970,000 |
| | Community Traffic Safety Project Total | \$0 | \$311,750 | \$0 | \$1,247,000 | \$1,247,000 | \$970,000 |
| Speed Enforcement | | | | | | | |
| | SE-2007-00-00-00 | \$0 | \$126,625 | \$0 | \$506,500 | \$506,500 | \$285,000 |
| | Speed Enforcement Total | \$0 | \$126,625 | \$0 | \$506,500 | \$506,500 | \$285,000 |
| Child Restraint | | | | | | | |
| | CR-2007-00-00-00 | \$0 | \$8,750 | \$0 | \$35,000 | \$35,000 | \$35,000 |
| | Child Restraint Total | \$0 | \$8,750 | \$0 | \$35,000 | \$35,000 | \$35,000 |
| Paid Advertising | | | | | | | |
| | PM-2007-00-00-00 | \$0 | \$150,000 | \$0 | \$600,000 | \$600,000 | \$180,000 |
| | Paid Advertising Total | \$0 | \$150,000 | \$0 | \$600,000 | \$600,000 | \$180,000 |
| | NHTSA 402 Total | \$0 | \$1,502,597 | \$0 | \$5,260,387 | \$5,260,387 | \$2,557,850 |

| Program Area | Project | Prior Approved Program Funds | State Funds | Previous Balance | Increase/ (Decrease) | Current Balance | Share to Local |
|--------------------------------|--------------------------------------|------------------------------|------------------|------------------|----------------------|------------------|----------------|
| 405 Occupant Protection | | | | | | | |
| | K2-2007-00-00-00 | \$0 | \$181,000 | \$0 | \$543,000 | \$543,000 | \$0 |
| | 405 Occupant Protection Total | \$0 | \$181,000 | \$0 | \$543,000 | \$543,000 | \$0 |
| 405 Paid Media | | | | | | | |
| | K2PM-2007-00-00-00 | \$0 | \$100,000 | \$0 | \$300,000 | \$300,000 | \$0 |
| | 405 Paid Media Total | \$0 | \$100,000 | \$0 | \$300,000 | \$300,000 | \$0 |
| | 405 OP SAFETEA-LU Total | \$0 | \$281,000 | \$0 | \$843,000 | \$843,000 | \$0 |

| | | | | | | | |
|--------------------------------------|--|------------|------------|------------|--------------------|--------------------|------------|
| NHTSA 406 | | | | | | | |
| | K4PM-2007-00-00-00 | \$0 | \$0 | \$0 | \$557,000 | \$557,000 | \$0 |
| | 406 Safety Belts Paid Media Total | \$0 | \$0 | \$0 | \$557,000 | \$557,000 | \$0 |
| 406 Alcohol | | | | | | | |
| | K4AL-2007-00-00-00 | \$0 | \$0 | \$0 | \$315,135 | \$315,135 | \$0 |
| | 406 Alcohol Total | \$0 | \$0 | \$0 | \$315,135 | \$315,135 | \$0 |
| 406 Pedestrian/Bicycle Safety | | | | | | | |
| | K4PS-2007-00-00-00 | \$0 | \$0 | \$0 | \$30,000 | \$30,000 | \$0 |
| | 406 Pedestrian/Bicycle Safety Total | \$0 | \$0 | \$0 | \$30,000 | \$30,000 | \$0 |
| 406 Police Traffic Services | | | | | | | |
| | K4PT-2007-00-00-00 | \$0 | \$0 | \$0 | \$70,000 | \$70,000 | \$0 |
| | 406 Police Traffic Services Total | \$0 | \$0 | \$0 | \$70,000 | \$70,000 | \$0 |
| 406 Traffic Records | | | | | | | |
| | K4TR-2007-00-00-00 | \$0 | \$0 | \$0 | \$590,000 | \$590,000 | \$0 |
| | 406 Traffic Records Total | \$0 | \$0 | \$0 | \$590,000 | \$590,000 | \$0 |
| 406 Safe Communities | | | | | | | |
| | K4SA-2007-00-00-00 | \$0 | \$0 | \$0 | \$450,750 | \$450,750 | \$0 |
| | 406 Safe Communities Total | \$0 | \$0 | \$0 | \$450,750 | \$450,750 | \$0 |
| 406 Traffic Courts | | | | | | | |
| | K4CR-2007-00-00-00 | \$0 | \$0 | \$0 | \$95,000 | \$95,000 | \$0 |
| | 406 Traffic Courts Total | \$0 | \$0 | \$0 | \$95,000 | \$95,000 | \$0 |
| 406 Child Restraint | | | | | | | |
| | K4CR-2007-00-00-00 | \$0 | \$0 | \$0 | \$125,000 | \$125,000 | \$0 |
| | 406 Child Restraint Total | \$0 | \$0 | \$0 | \$125,000 | \$125,000 | \$0 |
| | NHTSA 406 Total | \$0 | \$0 | \$0 | \$2,232,885 | \$2,232,885 | \$0 |

| | | | | | | | |
|-----------------------------|--|------------|------------------|------------|------------------|------------------|------------|
| 408 Data Improvement | | | | | | | |
| | K9-2007-00-00-00 | \$0 | \$190,933 | \$0 | \$763,733 | \$763,733 | \$0 |
| | 408 Data Program Incentive Total | \$0 | \$190,933 | \$0 | \$763,733 | \$763,733 | \$0 |
| | 408 Data Program SAFETEA-LU Total | \$0 | \$190,933 | \$0 | \$763,733 | \$763,733 | \$0 |

| Program Area | Project | Prior Approved Program Funds | State Funds | Previous Balance | Increase/ (Decrease) | Current Balance | Share to Local |
|--|--|------------------------------|------------------|------------------|----------------------|--------------------|------------------|
| New 410 Alcohol | | | | | | | |
| | J8-2007-00-00-00 | \$0 | \$240,000 | \$0 | \$80,000 | \$80,000 | \$0 |
| | New 410 Alcohol Total | \$0 | \$240,000 | \$0 | \$80,000 | \$80,000 | \$0 |
| 410 Alcohol SAFETEA-LU | | | | | | | |
| | K8-2007-00-00-00 | \$0 | \$478,333 | \$0 | \$1,435,000 | \$1,435,000 | \$0 |
| | 410 Alcohol SAFETEA-LU Total | \$0 | \$478,333 | \$0 | \$1,435,000 | \$1,435,000 | \$0 |
| 410 Alcohol Planning and Administration | | | | | | | |
| | K8PA-2007-00-00-00 | \$0 | \$30,500 | \$0 | \$30,500 | \$30,500 | \$0 |
| | 410 Alcohol Planning and Administration Total | \$0 | \$30,500 | \$0 | \$30,500 | \$30,500 | \$0 |
| 410 Alcohol SAFETEA-LU Paid Media | | | | | | | |
| | K8PM-2007-00-00-00 | \$0 | \$233,333 | \$0 | \$700,000 | \$700,000 | \$0 |
| | 410 Alcohol SAFETEA-LU Paid Media Total | \$0 | \$233,333 | \$0 | \$700,000 | \$700,000 | \$0 |
| | 410 Alcohol SAFETEA-LU Total | \$0 | \$742,166 | \$0 | \$2,165,500 | \$2,165,500 | \$0 |
| 2010 Motorcycle Safety | | | | | | | |
| | K6-2007-00-00-00 | \$0 | \$0 | \$0 | \$118,102 | \$118,102 | \$0 |
| | 2010 Motorcycle Safety Incentive Total | \$0 | \$0 | \$0 | \$118,102 | \$118,102 | \$0 |
| | 2010 Motorcycle Safety Total | \$0 | \$0 | \$0 | \$118,102 | \$118,102 | \$0 |
| 157 Incentive Funds | | | | | | | |
| | 157PT-2007-00-00-00 | \$0 | \$15,000 | \$0 | \$60,000 | \$60,000 | \$60,000 |
| | 157 Police Traffic Services Total | \$0 | \$15,000 | \$0 | \$60,000 | \$60,000 | \$60,000 |
| 157 Community Traffic Safety Project | | | | | | | |
| | 157CP-2007-00-00-00 | \$0 | \$17,500 | \$0 | \$70,000 | \$70,000 | \$70,000 |
| | 157 Community Traffic Safety Project Total | \$0 | \$17,500 | \$0 | \$70,000 | \$70,000 | \$70,000 |
| | 157 Incentive Funds Total | \$0 | \$32,500 | \$0 | \$130,000 | \$130,000 | \$130,000 |

| Program Area | Project | Prior Approved Program Funds | State Funds | Previous Balance | Increase/ (Decrease) | Current Balance | Share to Local |
|---------------------------------------|---|------------------------------|--------------------|------------------|----------------------|---------------------|--------------------|
| 1906 Prohibit Racial Profiling | | | | | | | |
| | K10-2007-00-00-00 | \$0 | \$160,903 | \$0 | \$643,613 | \$643,613 | \$0 |
| | 1906 Prohibit Racial Profiling Total | \$0 | \$160,903 | \$0 | \$643,613 | \$643,613 | \$0 |
| | 1906 Prohibit Racial Profiling Total | \$0 | \$160,903 | \$0 | \$643,613 | \$643,613 | \$0 |
| Grand Total | | \$0 | \$3,150,099 | \$0 | \$12,237,220 | \$12,237,220 | \$2,687,850 |

State Official Authorized Signature:

Name: 

Title: DIRECTOR

Date: 9/28/2006

Corridor Traffic Safety Programs

| Federal Project | WTSC Tracking | WTSC Manage | Project | Total Funded | Total Benefit to Local: |
|-----------------|---------------|--------------|---|--------------------------|-------------------------|
| CP07-03 | 54 | Gina Beretta | [WTSC] Support active corridor safety projects. Reduce collisions on roadways using low-cost, near-term solutions through partnerships with community groups, businesses, engineering, enforcement, education & EMS organizations. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services. | \$450,000 | \$450,000 |
| | | | | Fund | Approved |
| | | | | 402 | \$450,000 |
| | | | | Benefit To Local: | \$450,000 |

Community Task Forces

| Federal Project | WTSC Tracking | WTSC Manage | Project | Total Funded | Total Benefit to Local: |
|-----------------|---------------|-------------|---|--------------------------|-------------------------|
| 157CP05-03 | 17 | Lynn Drake | [Sunnyside Police Dept] Reduce # of youths involved in alcohol consumption. Increase driving skills of permit & licensed teen drivers. Provide hands-on learning. Impaired driving activities, seat belt checks, basic motor maintenance. Educate Hispanic community on dangers of DUI. Salaries and wages, travel and subsistence, contractual services, equipment, good and services. | \$180,000 | \$180,000 |
| | | | | Fund | Approved |
| | | | | 157incCF | \$30,000 |
| | | | | Benefit To Local: | \$30,000 |
| K4SA07-02 | 25 | Lynn Drake | [WTSC] Support the work of the Community Traffic Safety Task Forces with mini-grants during the year (maximum of 2 per TF), provide training for all task coordinators twice each year. Travel and subsistence, equipment, good and | | |
| | | | | Fund | Approved |
| | | | | 406 | \$150,000 |
| | | | | Benefit To Local: | \$150,000 |

Impaired Driving Program

| | | | Total Funded | \$1,530,135 | Total Benefit to Local: | \$930,135 |
|-----------------------|---------------|-------------|--|---------------|-------------------------|--------------------------|
| Federal Project | WTSC Tracking | WTSC Manage | Project | | | |
| AL07-04 | 6 | Angie Ward | [Greater Spokane Substance Abuse Council] Conduct a public education & mass media campaign emphasizing the hazards of driving while impaired. Focus to be on youthful drivers. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services. | | | |
| | | | | Fund | Approved | Benefit To Local: |
| | | | | 402 | \$20,000 | \$20,000 |
| K4AL07-02 | 35 | Angie Ward | [Washington State Patrol] Provide specialized DRE-related training to all law enforcement officers in WA State. Salaries and wages, employee benefits, travel and subsistence, contractual services, good and services. | | | |
| | | | | Fund | Approved | Benefit To Local: |
| | | | | 406 | \$100,000 | \$50,000 |
| K4AL07-03 | 43 | Angie Ward | [Shelton PD/Mason Co DUI Task Force] Conduct compliance checks with WSLCB. Quarterly DUI emphasis patrols during key local events and holidays. Update PBTs and other equipment. Work w/WSP to obtain another BAC machine at local casino. Intense local public information & education. Salaries | | | |
| | | | | Fund | Approved | Benefit To Local: |
| | | | | 406 | \$15,135 | \$15,135 |
| K806-07; K4AL07-01 | 68 | Angie Ward | [WTSC] Fund overtime through Traffic Safety Task Forces to support local law enforcement in conducting emphasis patrols. Selection of agencies to receive funding will be based on prior performance of agency and valid problem identification. Salaries and wages, employee benefits, good and services. | | | |
| | | | | Fund | Approved | Benefit To Local: |
| | | | | 406 | \$200,000 | \$400,000 |
| | | | | 410 | \$200,000 | |
| | | | | TOTAL: | \$400,000 | |

Impaired Driving Program

| | | | | Total Funded | \$1,530,135 | Total Benefit to Local: | \$930,135 |
|-----------------|---------------|-------------|---|--------------|-----------------|--------------------------|------------------|
| Federal Project | WTSC Tracking | WTSC Manage | Project | | | | |
| K806-06 | 72 | Angie Ward | [Dept of Health] Contract out to complete regional "Train the Trainer" trainings and conduct at least two brief intervention updates. Evaluate results of pre-post tests for each training/workshop. Conduct survey of potential attendees. Salaries and wages, employee benefits, travel and subsistence, contractual services, good | | | | |
| | | | | Fund | Approved | Benefit To Local: | \$95,000 |
| | | | | 410 | \$95,000 | | |
| K806-03 | 87 | Angie Ward | [WTSC] Provide funds for impaired driving emphasis patrols statewide. Provide financial support for training opportunities for DUI system professionals. Provide funding/financial support for DUI courts, statewide impaired driving conference. Salaries and wages, travel and subsistence, equipment, good and services. | | | | |
| | | | | Fund | Approved | Benefit To Local: | \$350,000 |
| | | | | 410 | \$900,000 | | |

Motorcycle Safety

| | | | | Total Funded | \$118,102 | Total Benefit to Local: | \$25,000 |
|-----------------|---------------|-------------|--|--------------|-----------------|--------------------------|-----------------|
| Federal Project | WTSC Tracking | WTSC Manage | Project | | | | |
| K607-01 | 44 | Lynn Drake | [Dept of Licensing] Implement MC safety PIE program and fund extra enforcement when needed. Improve the state rider training program to focuses rider learning and exercises on specific safety related skills needed by motorcyclists in Washington. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services. | | | | |
| | | | | Fund | Approved | Benefit To Local: | \$25,000 |
| | | | | 2010 | \$118,102 | | |

Others

| | | | Total Funded \$760,000 | Total Benefit to Local: \$320,000 |
|-----------------------------------|---------------|---------------|---|-----------------------------------|
| Federal Project | WTSC Tracking | WTSC Manage | Project | |
| K806-05; CP07-02; K4SA07-01 | 85 | Steve Lind | [WTSC] WTSC Director & Deputy Director will review emerging traffic safety project proposals and fund as appropriate. Funds will be used to provide training, travel, equipment, goods & services, salaries, contracts, materials, etc Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services. | |
| | | | Fund | Approved |
| | | | Benefit To Local: | \$320,000 |
| | | | 402 | \$300,000 |
| | | | 406 | \$260,000 |
| | | | 410 | \$200,000 |
| | | | TOTAL: | \$760,000 |

Pedestrian & Bicycle Safety Programs

| | | | Total Funded \$70,000 | Total Benefit to Local: \$70,000 |
|-----------------|---------------|---------------|---|----------------------------------|
| Federal Project | WTSC Tracking | WTSC Manage | Project | |
| 157CP05-02 | 27 | Lynn Drake | [Benton-Franklin Substance Abuse Coalition] Design, construct, & implement a hands-on, interactive and educational traffic safety city called "Cooper's Corner" at Columbia Center Mall. Contractual services, equipment, good and services. | |
| | | | Fund | Approved |
| | | | Benefit To Local: | \$40,000 |
| | | | 402 | \$40,000 |
| K4PS07-01 | 55 | Lynn Drake | [WTSC] Continue Cooper Jones Advisory Board. Identify high-risk areas & support local communities & LE w/coordination, consultation, training, educational materials, and enforcement funding and utilize Target Cross Walk enforcement program. Travel and subsistence, contractual services, equipment, | |
| | | | Fund | Approved |
| | | | Benefit To Local: | \$15,000 |
| | | | 406 | \$15,000 |
| K4PS07-02 | 58 | Lynn Drake | [Lynnwood Police Department] 258 Hours of enforcement emphasis at the overtime rate projected one-year period. Dedicated enforcement on SR99 using 8 motorcycle officers. Provide high visibility police presence on corridor. Salaries and wages, employee benefits, travel and subsistence, contractual services. | |
| | | | Fund | Approved |
| | | | Benefit To Local: | \$15,000 |
| | | | 406 | \$15,000 |

Planning and Administration

| Federal Project | WTSC Tracking | WTSC Manage | Project | Total Funded | Total Benefit to Local: |
|-----------------|---------------|-------------|---|--------------------------|-------------------------|
| PA07-01 | 77 | Steve Lind | [WTSC] Entire salaries of accountant and office manager plus 20% of non-salary agency overhead costs. In FFY 2008, P&A will cover 1/2 of Director, Deputy, Accountant and Receptionist salaries plus about 90% of agency overhead costs IAW NHTSA recommendations. Salaries and wages, employee benefits, travel and subsistence, equipment, good and services. | \$250,000 | \$50,000 |
| | | | | Fund | Approved |
| | | | | 402 | \$250,000 |
| | | | | Benefit To Local: | \$50,000 |

Police Traffic Services Program

| Federal Project | WTSC Tracking | WTSC Manage | Project | Total Funded | Total Benefit to Local: |
|---------------------|---------------|-------------|---|--------------------------|-------------------------|
| PT07-02 | 3 | Penny Nerup | [Grays Harbor Co Sheriff's Office] Renew and enhance existing commercial vehicle enforcement grant. Reduce high number of traffic fatalities involving CMVs. Train member agencies in CMV inspection, enforcement, weighing. Salaries and wages, employee benefits. | \$1,305,000 | \$605,000 |
| | | | | Fund | Approved |
| | | | | 402 | \$25,000 |
| | | | | Benefit To Local: | \$25,000 |
| PT07-06 | 4 | Brian Jones | [Pasco Police Department] Create a dedicated traffic unit. Enforce common violations and aggressive driving violations. Create educational materials. Train officers in collision investigation. Salaries and wages, travel and subsistence, equipment. | | |
| | | | | Fund | Approved |
| | | | | 402 | \$70,000 |
| | | | | Benefit To Local: | \$70,000 |
| K806-01; PT07-01 | 38 | Brian Jones | [Washington State Patrol] Support Target Zero goals by providing funds to WSP districts for training, equipment, educational materials, and special emphasis patrols during holidays and events. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services. | | |
| | | | | Fund | Approved |
| | | | | 402 | \$410,000 |
| | | | | 410 | \$340,000 |
| | | | | TOTAL: | \$750,000 |

Police Traffic Services Program

| | | | | Total Funded | \$1,305,000 | Total Benefit to Local: | \$605,000 |
|-----------------|---------------|-------------|--|---------------|------------------|--------------------------|------------------|
| Federal Project | WTSC Tracking | WTSC Manage | Project | | | | |
| PT07-03 | 45 | Brian Jones | [WASPC] Provide law enforcement agencies with funding to purchase traffic equipment and printers, scanners, and computers for their agency's conversion to the E-trip program. Travel and subsistence, contractual services, equipment. | | | | |
| | | | | Fund | Approved | Benefit To Local: | \$400,000 |
| | | | | 402 | \$200,000 | | |
| | | | | 402CF | \$200,000 | | |
| | | | | TOTAL: | \$400,000 | | |
| 157PT05-01 | 69 | Brian Jones | [WTSC] Provide grants to local LE agencies statewide that have the greatest needs and/or the greatest traffic related problems. Grants may be used for training, traffic related equipment, and public education programs. Contractual services. | | | | |
| | | | | Fund | Approved | Benefit To Local: | \$60,000 |
| | | | | 157incCF | \$60,000 | | |

Public Information and Education (formal media buy plans will be submitted separately)

| | | | | Total Funded | \$1,000,000 | Total Benefit to Local: | \$255,000 |
|---------------------------------------|---------------|-------------|---|---------------|--------------------|--------------------------|------------------|
| Federal Project | WTSC Tracking | WTSC Manage | Project | | | | |
| K4PM07-01;MC07-01; K8PM06-01; K806-08 | 60 | MJ Haught | [WTSC] WTSC Communications Program budget. It reflects increases to add an anti-speeding campaign, a motorcycle education campaign and expand current impaired driving and occupant protection public information programs. Travel and subsistence, contractual services, equipment, good and services. | | | | |
| | | | | Fund | Approved | Benefit To Local: | \$255,000 |
| | | | | 402 | \$400,000 | | |
| | | | | 406 | \$200,000 | | |
| | | | | 410 | \$400,000 | | |
| | | | | TOTAL: | \$1,000,000 | | |

Racial Profiling

| | | | Total Funded \$643,613 | Total Benefit to Local: \$300,000 |
|-----------------|---------------|---------------|--|-----------------------------------|
| Federal Project | WTSC Tracking | WTSC Manage | Project | |
| K1007-01 | 90 | Lowell Porter | [WTSC] Coordinate programs with local police, sheriffs and State Patrol to prevent racial profiling in traffic law enforcement. Salaries and wages, employee. Benefits, travel and subsistence, contractual services, equipment, goods and services. | |
| | | | Fund | Approved |
| | | | 1906 | \$643,613 |
| | | | Benefit To Local: \$300,000 | |

Seat Belts and Child Safety Seats

| | | | Total Funded \$1,505,000 | Total Benefit to Local: \$945,000 |
|---------------------|---------------|--------------|---|-----------------------------------|
| Federal Project | WTSC Tracking | WTSC Manage | Project | |
| OP07-03 | 39 | Jonna VanDyk | [University of Washington - Harborview Injury Prevention and Research Center] Develop and implement a highly publicized law enforcement campaign. Help improve child passenger safety for Latino families. Evaluate intervention results using process measures and provide analytic support for statewide survey. Salaries and wages, travel and subsistence, contractual services, good and services. | |
| | | | Fund | Approved |
| | | | 402 | \$45,000 |
| | | | Benefit To Local: \$45,000 | |
| OP07-02; K207-01 | 47 | Jonna VanDyk | [Safety Restraint Coalition] Provide support, technical assistance, materials, and supplies to CPS advocates. Coordinate activities w/local groups. Train new technicians. Participate in 2007 Native American TS summit. Update curriculum. Have seat belt forum. Salaries and wages, employee benefits, travel and subsistence, equipment, good and services. | |
| | | | Fund | Approved |
| | | | 402CF | \$300,000 |
| | | | 405 | \$100,000 |
| | | | TOTAL: | \$400,000 |

Seat Belts and Child Safety Seats (a paid media plan for K2PM07-01 will be submitted separately)

| | | | | Total Funded \$1,505,000 | Total Benefit to Local: \$945,000 |
|--------------------|---------------|--------------|---|--------------------------|------------------------------------|
| Federal Project | WTSC Tracking | WTSC Manage | Project | | |
| K2PM07-01 | 51 | Jonna VanDyk | [WTSC] Educate public about the requirements of the new booster seat law, concentrating on parents and caregivers of children 4-8. Increase rate of use. Purchase substantial air buy, distribute printed materials. Address low use rates for high risk populations. Contractual services, good and services. | | |
| | | | | Fund | Approved |
| | | | | 405 | \$300,000 |
| | | | | | Benefit To Local: \$60,000 |
| K4CR07-01 | 52 | Jonna VanDyk | [WTSC] Increase SB use rate and child safety seat use rate. Provide mini-grants to local advocacy groups including law enforcement, community task forces, health/safety professionals, ethnic/cultural groups, and schools. Provide educational materials. Travel and subsistence, contractual services, good and | | |
| | | | | Fund | Approved |
| | | | | 406 | \$125,000 |
| | | | | | Benefit To Local: \$105,000 |
| K4PM07-02; K207-03 | 53 | Jonna VanDyk | [WTSC] Conduct 1-2 highly publicized seat belt emphasis patrols during the year to include LE overtime and paid media efforts. Contractual services, good and | | |
| | | | | Fund | Approved |
| | | | | 405 | \$243,000 |
| | | | | 406 | \$357,000 |
| | | | | TOTAL: | \$600,000 |
| CR07-01 | 100 | Jonna VanDyk | [HIPRC] Develop/Implement targeted educational programs for Latino families. Increase booster seat use, evaluate intervention results, disseminate project findings for parents, policy makers and academia. Conduct discussions & develop outreach programs. Salaries and wages, employee benefits, travel and subsistence, good and services. | | |
| | | | | Fund | Approved |
| | | | | 402 | \$35,000 |
| | | | | | Benefit To Local: \$35,000 |

Speeding And Other Driver Behaviors

| | | | Total Funded \$864,000 | Total Benefit to Local: \$414,000 |
|---------------------|---------------|-------------|---|------------------------------------|
| Federal Project | WTSC Tracking | WTSC Manage | Project | |
| PT07-05 | 18 | Penny Nerup | [Sunnyside Police Department] Conduct proactive traffic enforcement on weekends and during special community events using an airplane and unmarked patrol vehicles. Also, enforcement of street racing and graduated licenses during lunch and after school hours. Salaries and wages, travel and subsistence, good and services. | |
| | | | Fund | Approved |
| | | | 402 | \$24,000 |
| | | | | Benefit To Local: \$24,000 |
| SE07-05 | 42 | Penny Nerup | [SeaTac Police Services] Increase number of DUI arrests, speeding citations, and seat belt citations using an innovative and targeted enforcement method. Educate Drivers in the dangers of each area. Emphasis during peak DUI hours. Salaries and wages. | |
| | | | Fund | Approved |
| | | | 402 | \$20,000 |
| | | | | Benefit To Local: \$20,000 |
| K4PT07-03 | 59 | Penny Nerup | [Redmond Police Department] Develop a campaign modeled after Click It or Ticket. Selective Traffic Enforcement Unit (STEU). Re-energize public w/catchy campaign. Unit will address seat belts, aggressive driving, DUI, & young drivers during special emphasis. Media & education. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services. | |
| | | | Fund | Approved |
| | | | 406 | \$20,000 |
| | | | | Benefit To Local: \$20,000 |
| PM07-02; SE07-01 | 76 | Penny Nerup | [WTSC] Educate drivers about dangers of speeding through high-visibility intensive enforcement on those roads where there are significant number of speed-related collisions. Create education and media campaign. Identify high-risk areas. Identify LE agencies Salaries and wages, employee benefits, contractual services, good and services. | |
| | | | Fund | Approved |
| | | | 402 | \$800,000 |
| | | | | Benefit To Local: \$350,000 |

Traffic Courts

| Federal Project | WTSC Tracking | WTSC Manage | Project | Total Funded | Total Benefit to Local: |
|-----------------|---------------|-------------|---|--------------------------|-------------------------|
| K4TC07-01 | 62 | Angie Ward | [Spokane Co Traffic Safety Commission] Educational materials. Form a "DUI Intensive Supervision team" to provide intensive supervision and coordinate treatment. Goal is to resolve pending cases within 6 months and shorten time of new cases. Salaries and wages, employee benefits. | \$95,000 | \$95,000 |
| | | | | Fund | Approved |
| | | | | 406 | \$95,000 |
| | | | | Benefit To Local: | \$95,000 |

Traffic Records, Engineering, And Research

| Federal Project | WTSC Tracking | WTSC Manage | Project | Total Funded | Total Benefit to Local: |
|-------------------|---------------|--------------|--|--------------------------|-------------------------|
| EM07-01 | 14 | Chris Madill | [Dept of Health] Develop the infrastructure needed to receive EMS patient care information from the EMS agencies that currently hold that data in electronic format. Supplement current info on high-risk populations, behaviors, and crash locations. Travel and subsistence, contractual services, good and services. | \$1,687,120 | \$496,700 |
| | | | | Fund | Approved |
| | | | | 402 | \$253,387 |
| | | | | Benefit To Local: | \$126,700 |
| K4TR07-01;J805-02 | 66 | Chris Madill | [WTSC] Implement a system that will enable troopers to electronically create tickets, collision reports, and other forms in the field and transmit data to other users. Purchase enough systems (laptop, scanner & printer) to outfit about 75 patrol cars. Salaries and wages, employee benefits, contractual services, equipment, good and services. | | |
| | | | | Fund | Approved |
| | | | | 406 | \$420,000 |
| | | | | 410CF | \$80,000 |
| | | | | TOTAL: | \$500,000 |
| K4TR07-02 | 67 | Dick Doane | [WTSC] Conduct evaluation & policy analysis studies using TRDC databases and data analysis resources. Analyze survey & field data collected for special research studies. Upgrade TRDC computer applications to take advantage of current state-of-the-art IT. Travel and subsistence, contractual services, equipment, good and services. | | |
| | | | | Fund | Approved |
| | | | | 406 | \$170,000 |
| | | | | Benefit To Local: | \$45,000 |

Traffic Records, Engineering, And Research

| Federal Project | WTSC Tracking | WTSC Manage | Project | Total Funded | Total Benefit to Local: |
|-----------------|---------------|--------------|--|--------------|------------------------------------|
| K907-01 | 89 | Chris Madill | [WTSC] Specific proposal is contained within the State of Washington's grant application submitted to Pacific Northwest Division of the NHTSA on June 15, 2006. Specific funding recommendations also found in the WA Traffic Records Strategic Plan. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services. | \$1,687,120 | \$496,700 |
| | | | | Fund | Approved |
| | | | | 408 | \$763,733 |
| | | | | | Benefit To Local: \$325,000 |

Tribal Traffic Safety

| Federal Project | WTSC Tracking | WTSC Manage | Project | Total Funded | Total Benefit to Local: |
|-----------------|---------------|-------------|---|--------------|-----------------------------------|
| K4PT07-01 | 19 | Lynn Drake | [Swinomish Police/NATEO] Assist Tribal enforcement agencies in reducing number of serious and fatal traffic related collisions. Reduce number of property damage collisions within the Tribal Reservations in WA. Make funds available to Tribal LE. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services. | \$115,750 | \$115,750 |
| | | | | Fund | Approved |
| | | | | 406 | \$50,000 |
| | | | | | Benefit To Local: \$50,000 |
| CP07-08 | 46 | Lynn Drake | [WSDOT] Expand awareness of the tribal roads safety issue through the conference. Support costs for tribal participation at annual conference. Travel and subsistence. | | |
| | | | | Fund | Approved |
| | | | | 402 | \$5,000 |
| | | | | | Benefit To Local: \$5,000 |
| CP07-04 | 57 | Lynn Drake | [WTSC] Work w/Nations to provide educational materials, equipment and training to enhance local nations to reduce impaired driving and increase occupant protection, traffic safety youth programs, bike/ped projects and school zone safety Travel and subsistence, contractual services, equipment, good and services. | | |
| | | | | Fund | Approved |
| | | | | 402 | \$20,000 |
| | | | | | Benefit To Local: \$20,000 |

Tribal Traffic Safety

| | | | Total Funded | \$115,750 | Total Benefit to Local: | \$115,750 |
|-----------------|---------------|-------------|---|-----------------|--------------------------|-----------------|
| Federal Project | WTSC Tracking | WTSC Manage | Project | | | |
| K4SA07-03 | 63 | Lynn Drake | [Colville Tribes Road Department] Hire/Train Task Force coordinator; Conduct DUI emphasis patrols in each District of Reservation. Education & awareness materials. Conduct safety restraint usage surveys & emphasis patrols. Review data records & reporting protocol. Review SZ & CMV safety. Salaries and wages, employee benefits, travel and subsistence, contractual services, equipment, good and services. | | | |
| | | | Fund | Approved | Benefit To Local: | \$40,750 |
| | | | 406 | \$40,750 | | |

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

Technical Coordination

| | | | Total Funded | \$1,350,000 | Total Benefit to Local: | \$757,950 |
|---------------------|---------------|-------------|--|------------------|--------------------------|------------------|
| Federal Project | WTSC Tracking | WTSC Manage | Project | | | |
| AL07-01; K806-02 | 78 | Steve Lind | [WTSC] Support for Impaired Driving staff. Salaries and wages, employee benefits, travel and subsistence, equipment, good and services. | | | |
| | | | Fund | Approved | Benefit To Local: | \$35,000 |
| | | | 402 | \$76,000 | | |
| | | | 410 | \$30,500 | | |
| | | | TOTAL: | \$106,500 | | |
| CP07-01 | 79 | Steve | [WTSC] Support for community and corridor programs staff support. Salaries and wages, employee benefits, travel and subsistence, equipment, good and services. | | | |
| | | | Fund | Approved | Benefit To Local: | \$415,800 |
| | | | 402 | \$472,000 | | |
| OP07-01 | 80 | Steve Lind | [WTSC] Support for occupant protection staff. Salaries and wages, employee benefits, travel and subsistence, equipment, good and services. | | | |
| | | | Fund | Approved | Benefit To Local: | \$53,250 |
| | | | 402CF | \$106,500 | | |

Technical Coordination

| | | | Total Funded \$1,350,000 | Total Benefit to Local: \$757,950 |
|-----------------|---------------|---------------|---|-----------------------------------|
| Federal Project | WTSC Tracking | WTSC Manage | Project | |
| 163CP05-01 | 82 | Steve | [WTSC] Support for pedestrian and bicycle safety staff. Salaries and wages, employee benefits, travel and subsistence, equipment, good and services. | |
| | | | Fund | Approved |
| | | | 163CF | \$106,500 |
| | | | | Benefit To Local: \$90,000 |
| PT07-04 | 83 | Steve | [WTSC] Support for Police Traffic Services staff. Salaries and wages, employee benefits, travel and subsistence, equipment, good and services. | |
| | | | Fund | Approved |
| | | | 402CF | \$106,500 |
| | | | | Benefit To Local: \$63,900 |
| TR07-01 | 84 | Steve Lind | [WTSC] Support for Traffic Records & Research staff. Salaries and wages, employee benefits, travel and subsistence, equipment, good and services. | |
| | | | Fund | Approved |
| | | | 402 | \$345,500 |
| | | | | Benefit To Local: \$65,000 |
| SE07-04 | 101 | Steve Lind | [WTSC] Salary and benefits and other support costs for speed program manager. Salaries and wages, employee benefits, travel and subsistence, good and services. | |
| | | | Fund | Approved |
| | | | 402 | \$106,500 |
| | | | | Benefit To Local: \$35,000 |

Total for all Areas:

| Fund Source | Approved | Available | Difference |
|---------------|---------------------|---------------------|--------------------|
| 157incCF | \$90,000 | \$84,767 | (\$5,233) |
| 163CF | \$106,500 | \$100,000 | (\$6,500) |
| 1906 | \$643,613 | \$643,613 | \$0 |
| 2010 | \$118,102 | \$118,102 | \$0 |
| 402 | \$4,347,387 | \$4,203,000 | (\$144,387) |
| 402CF | \$713,000 | \$676,000 | (\$37,000) |
| 405 | \$643,000 | \$643,000 | \$0 |
| 406 | \$2,232,885 | \$2,231,437 | (\$1,448) |
| 408 | \$763,733 | \$763,733 | \$0 |
| 410 | \$2,165,500 | \$2,077,186 | (\$88,314) |
| 410CF | \$80,000 | \$0 | (\$80,000) |
| TOTAL: | \$11,903,720 | \$11,540,838 | (\$362,882) |

State Certifications

Revised 8/25/05

STATE CERTIFICATIONS AND ASSURANCES

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

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

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

Certifications and Assurances

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

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

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

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

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

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

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

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

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the

basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- k. 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;
- l. 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.
- m. 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).
- n. 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.

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

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

- 18. 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.

19. (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.
20. 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

21. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
22. 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.

23. 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.
24. 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.
25. 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.
26. 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.
27. 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.
28. 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.
29. 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.
30. 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

31. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
32. 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.

33. 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.
34. 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.
35. 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.
36. 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)
37. 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.
38. 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.
39. 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:

40. 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.
41. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

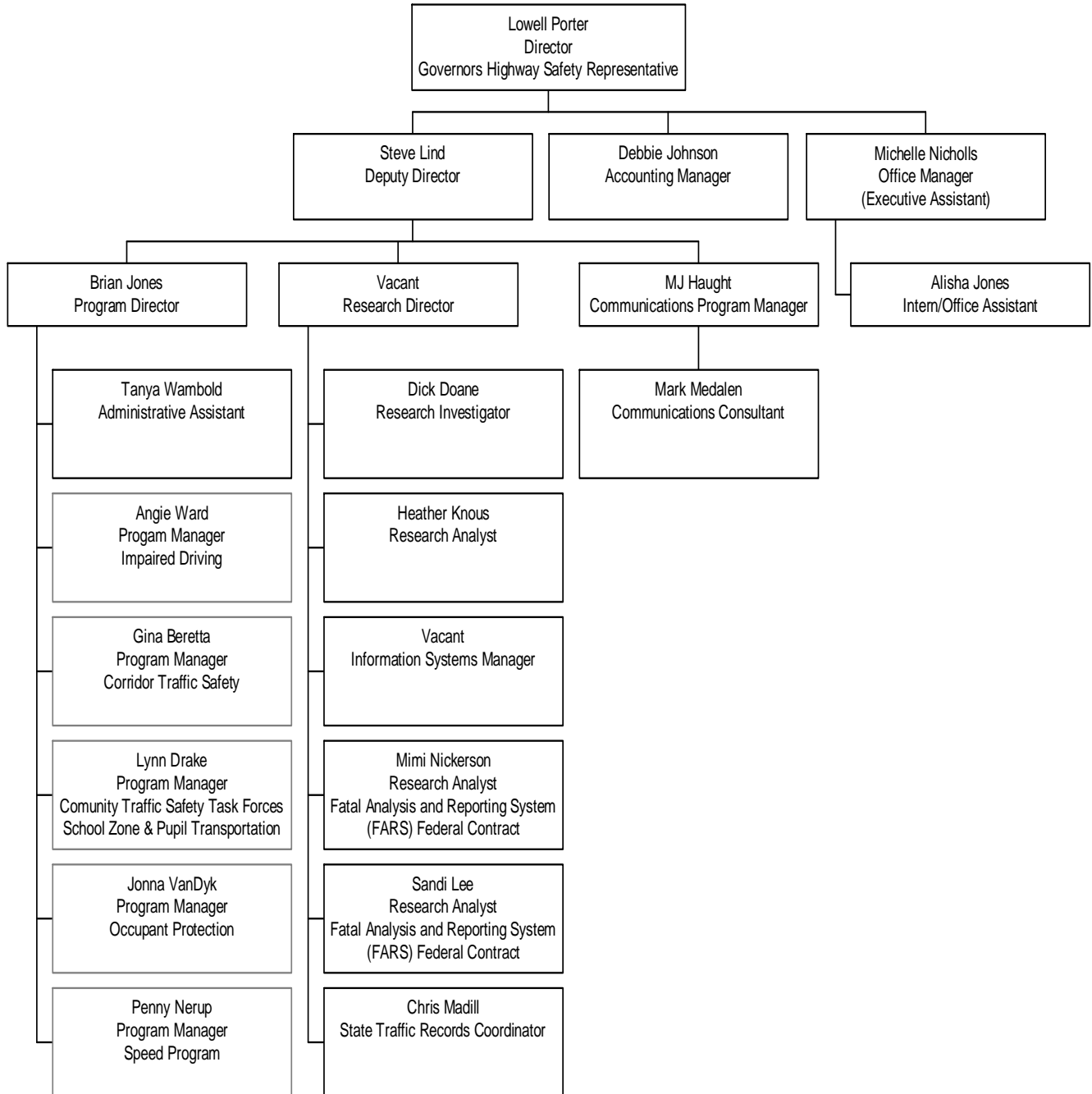
The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2007 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such 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

Date 8-31-06

Organization of the
Washington Traffic Safety Commission
Staff
(October 1, 2006: 19 FTEs Authorized)



WTSC PLANNING AND PROGRAMMING TIMELINES

1. January: Problem identification
2. January- February: Set state goals
3. March: Develop Performance Plan
4. April 1 through May 15: Solicit and receive grant applications
5. May 15 – May 30: Staff review of grant applications
6. June 1 – June 21: Staff and TAC evaluate and grade grant applications
7. July WTSC Commission meeting: Approve grant applications
8. July – August: HSPP preparation
9. August 30: Submit HSPP to NHTSA
10. October 1: Initial highway safety 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 closeout
13. December 30: Submit annual report



WASHINGTON
Traffic Safety
COMMISSION

Washington Traffic Safety Commission

1000 South Cherry Street

Olympia, WA 98504-0944

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