



# FFY 2025 Washington State Annual Grant Application

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## FFY 2025 Grant Funding Request

Washington is applying for the following:

Section	Yes/No	Location
Section 402/HSP	Yes	WA_FY25 AGA
405(b) Occupant Protection Grant — <b>High</b>	Yes	Appendix B to Part 1300, page 1; WA_FY25 AGA, Pages: <ul style="list-style-type: none"> <li>• 128-133, 134-139 (Addendum 1)</li> <li>• 33-34, 37-40, 48-50, 140-141 (Addendum 2)</li> <li>• 130-133, 142 (Addendum 3)</li> <li>• 130-133, 142 (Addendum 4)</li> </ul>
405(c) State Traffic Safety Information System Improvements	Yes	Appendix B to Part 1300, page 3; WA_FY25 AGA, pages 9-29, 175-177
405(d) Impaired Driving Countermeasures Grant — <b>Mid-Range</b>	Yes	Appendix B to Part 1300, pages 3-4
405(d) Ignition Interlock	Yes	Appendix B to Part 1300, page 5
405(d) 24-7 Sobriety Programs	Yes	Appendix B to Part 1300, page 7
405(e) Distracted Driving	Yes	Appendix B to Part 1300, pages 7-9, WA_FY25 AGA, page 66
405(f) Motorcyclist Safety Grant	Yes	Appendix B to Part 1300, Pages: <ul style="list-style-type: none"> <li>• 110 (Addendum 1)</li> <li>• 111-112 (Addendum 2)</li> <li>• 106-109, 113-114 (Addendum 3)</li> </ul>
405(g) Nonmotorized Safety Grant	Yes	Appendix B to Part 1300, pages 11-12; WA_FY25 AGA, pages 119-126, 127
405(h) Preventing Roadside Deaths	Yes	Appendix B to Part 1300, page 12; WA_FY25 AGA, pages 42,51-52,61-63
405 (i) Driver Education Safety Courses	No	
1906 Racial Profiling Data Collection	No	

## Chapter 1: Introduction

The Washington Traffic Safety Commission (WTSC) is proud to submit the 2025 Annual Grant Application to the National Highway Traffic Safety Administration.

The grant application contains updates to the 2024 Triennial Highway Safety Plan (3HSP), including agency updates, new data, and the performance plan for C-1, C-2, and C2 FFY 2025 and 2026 targets. For each program area, countermeasure strategy adjustments and justifications, and project and subrecipient information are provided. The 405 application information is contained within the program area sections.

In 2024, WTSC qualified for the first time for the 405 (h) preventing roadside deaths grant. The countermeasure strategy and the 405 application information for that grant is contained in the Community Traffic Services program.

### WTSC Agency Updates

Washington continued to see increasing traffic deaths in 2023, with 810 lives lost. This is a 9 percent increase over 743 deaths in 2022, which was a 10 percent increase over 674 deaths in 2021.

The WTSC is seeing hopeful signs that could reverse the upward trend since the pandemic. In 2024, legislators showed concern over the rising traffic death trend. In addition, law enforcement officers are exceeding budgets for WTSC-funded High Visibility Enforcement (HVE) patrols.

Legislators passed HB 1104, an omnibus impaired driving bill that:

- Improves access to treatment for Driving Under the Influence (DUI) offenders, both first time DUI offenders and first felony DUI offenders.
- Expands the DUI felony lookback period from 10 years to 15 years.
- Tightens ignition interlock restrictions addressing physical disability waivers, prior offenses, and self-employed drivers.

Legislators also passed expansions for the use of automated traffic safety enforcement cameras including use on state routes and highway work zones. HB 2384 also restricts the use of revenue generated by traffic cameras for traffic safety purposes.

Legislators added several provisos to the WTSC budget: \$300,000 to purchase traffic telematics data, \$750,000 to improve ignition interlock compliance, and \$1 million to enhance current WTSC traffic law enforcement efforts.

Over the last few years, law enforcement agencies have been unable to spend all of the WTSC campaign funding; now, participation in HVE efforts has increased to the point where extra

funding is needed to continue extra enforcement during the campaign-intensive summer months.

Washington’s traffic safety culture remains positive. A new statewide survey showed over 90 percent of people wear a seat belt and do not drive impaired by alcohol or cannabis. Two-thirds do not use cell phones while driving. The statewide traffic safety survey responses also showed strong support for enforcement of DUI, seat belt, and distracted driving violations. The “New Data” section below discusses the survey in more detail.

## New Data

Washington’s Target Zero plan represents a bold vision: zero deaths and serious injuries on Washington’s roadways. Unfortunately, data trends are heading in the wrong direction. Traffic deaths and serious injuries are at historic highs, and the rate at which death and injury are increasing year-over-year is unprecedented and is one of the highest rates in the nation. High risk behaviors like speeding, not using seat belts, and driving while impaired are increasing.

Traffic Fatalities in Washington State					
	2021	2022	% Change in 2022	2023	% Change in 2023
All Fatalities	674	743	10.2%	810	9.0%
Impaired Driver Involved	345	385	11.6%	400	3.9%
Speeding Involved	207	254	22.7%	251	-1.2%
Distracted Driver Involved	116	99	-14.7%	135	36.4%
Unrestrained Vehicle Occupants	152	155	2.0%	171	10.3%
Motorcyclists	92	133	44.6%	141	6.0%
Active Transportation Users	160	145	-9.4%	175	20.7%
Driver Ages 15-17 Involved	38	34	-10.5%	26	-23.5%
Driver Ages 18-20 Involved	65	51	-21.5%	95	86.3%
Driver Ages 21-24 Involved	106	100	-5.7%	129	29.0%
Driver Ages 70+ Involved	83	94	13.3%	90	-4.3%
Heavy Truck Involved	96	90	-6.3%	83	-7.8%
Traffic Serious Injuries	2,921	3,090	5.8%	3,411	10.4%

*Source: Washington Coded Fatal Crash (CFC) files; Washington State Department of Transportation (WSDOT) Crash Data Portal.*

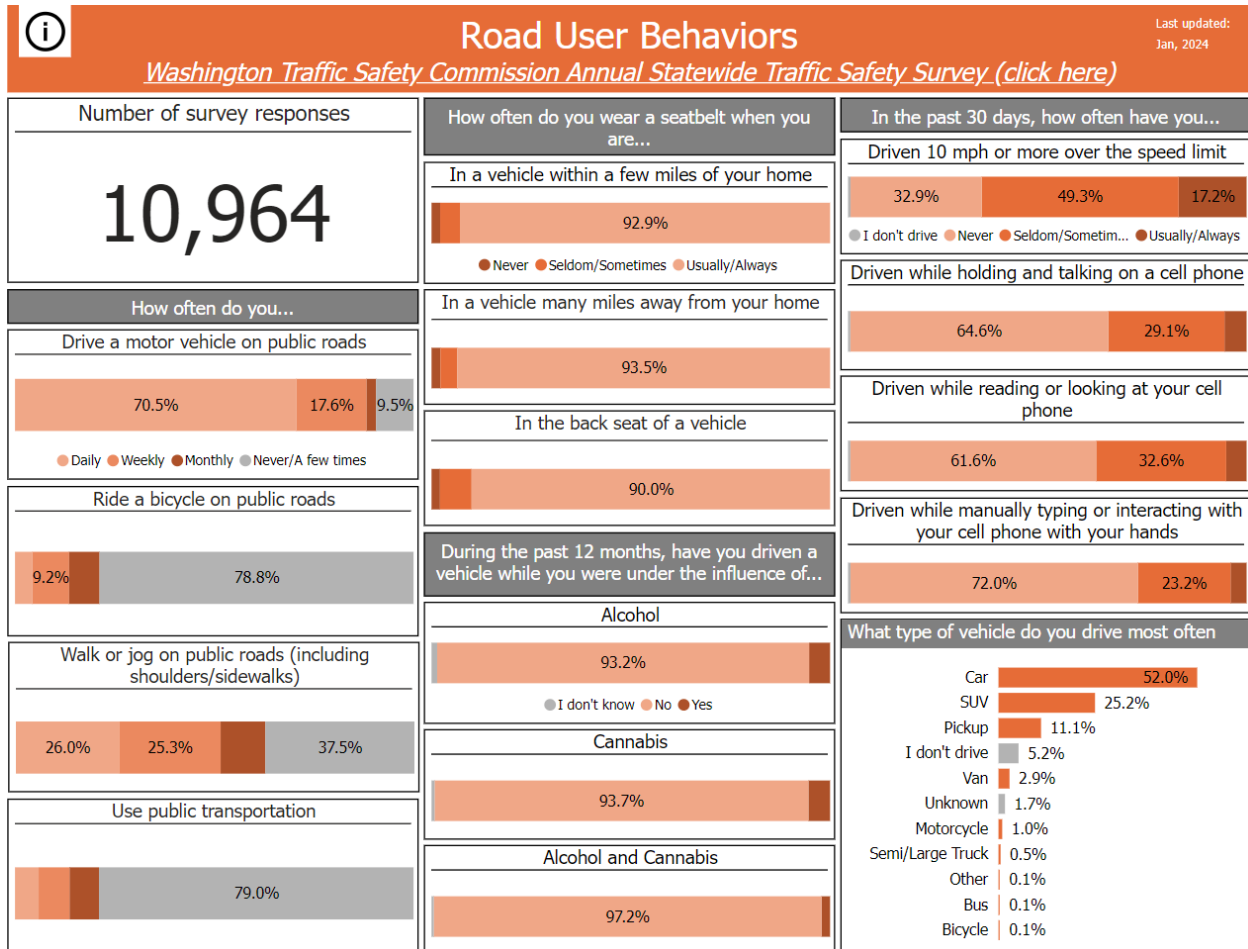
Fatalities have increased 51 percent in the last five years, the most rapid five-year increase recorded since data tracking began in 1968. So far in 2024, monthly fatalities are similar to the monthly counts in 2023, indicating little change to the trend in 2024.

In 2023, the WTSC conducted the first annual statewide traffic safety survey through a vendor contract with Market Decisions Research, LLC. All technical documentation, the survey

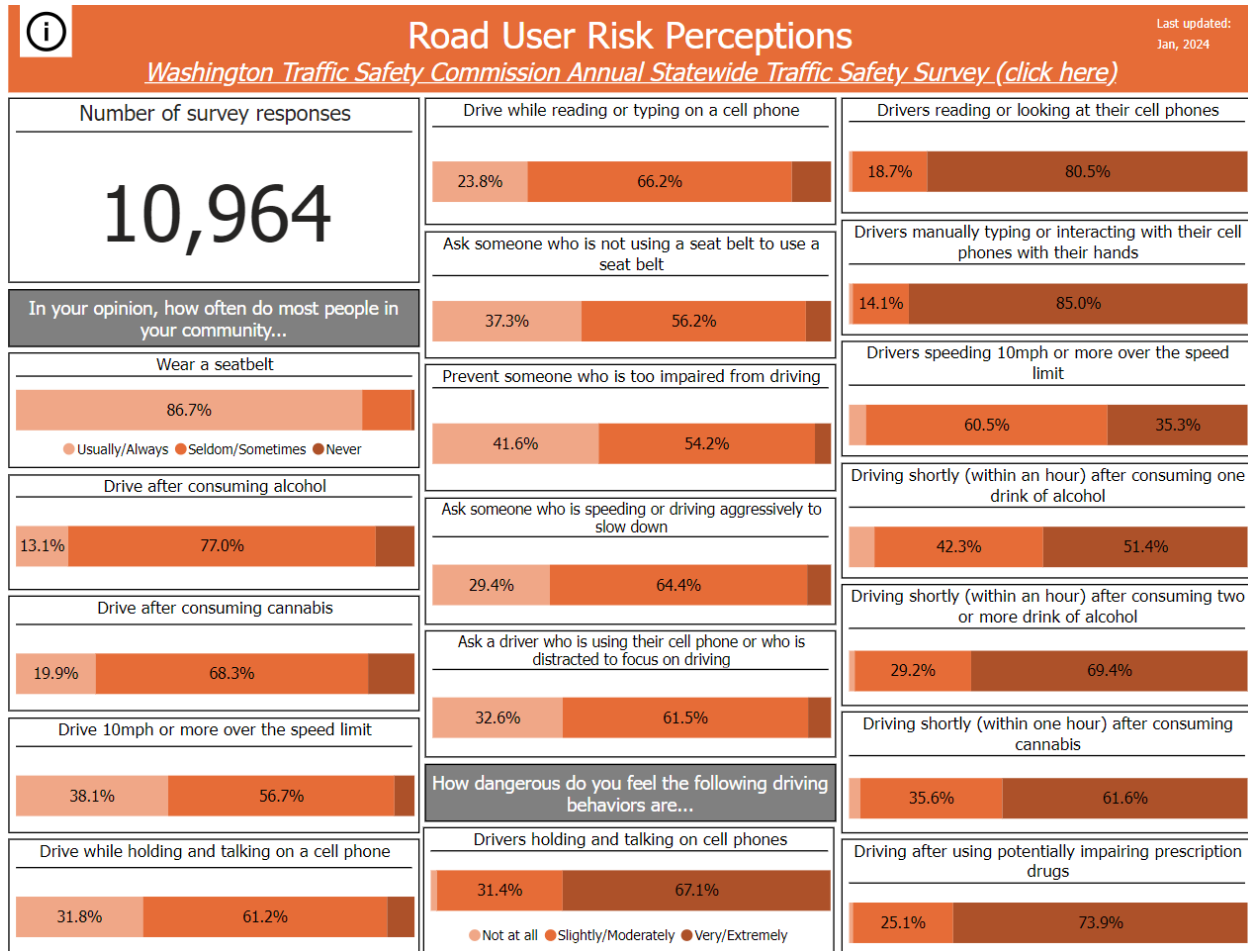


instrument, target zero region infographics, and survey dashboards are available on the WTSC website <https://wtsc.wa.gov/traffic-safety-reports/#statewidesurvey>. In 2023, 10,964 Washingtonians representing all 39 counties participated in the survey. The 2024 survey is currently underway.

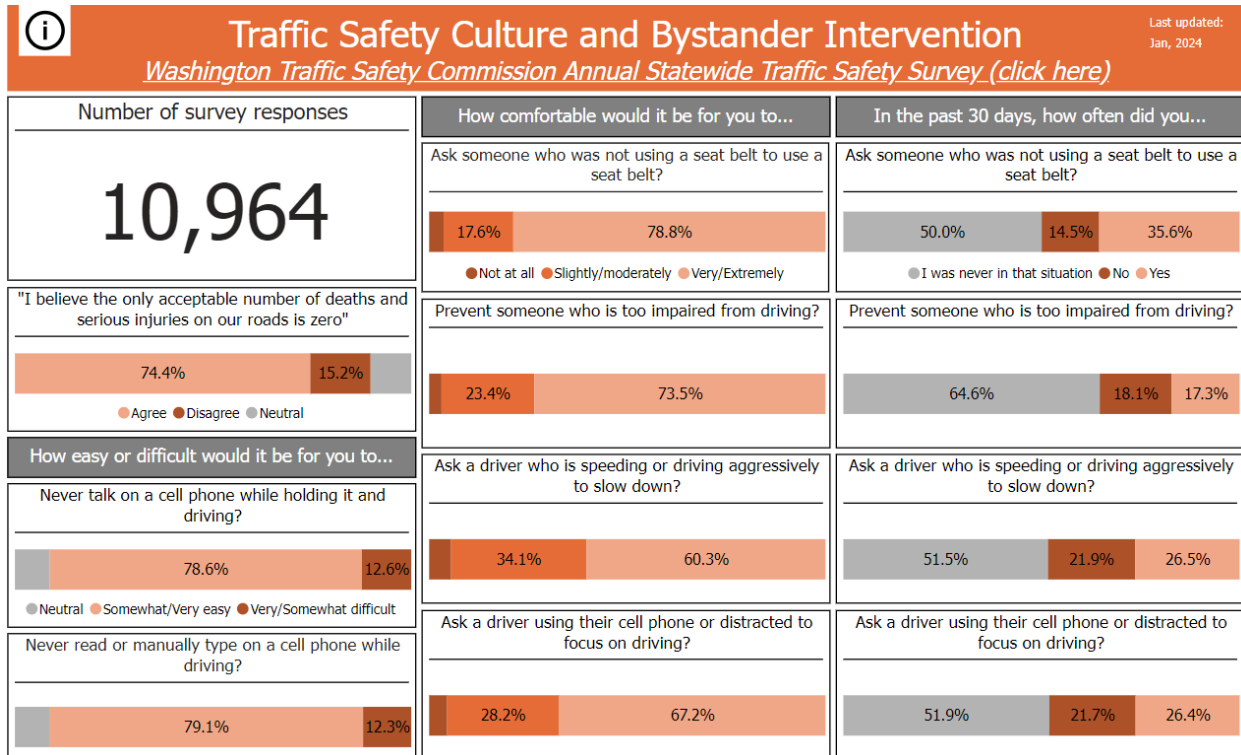
The survey dashboards are divided into pages showing responses for road user behavior, road user risk perceptions, traffic safety culture, traffic safety enforcement, and family/employer rules/expectations.



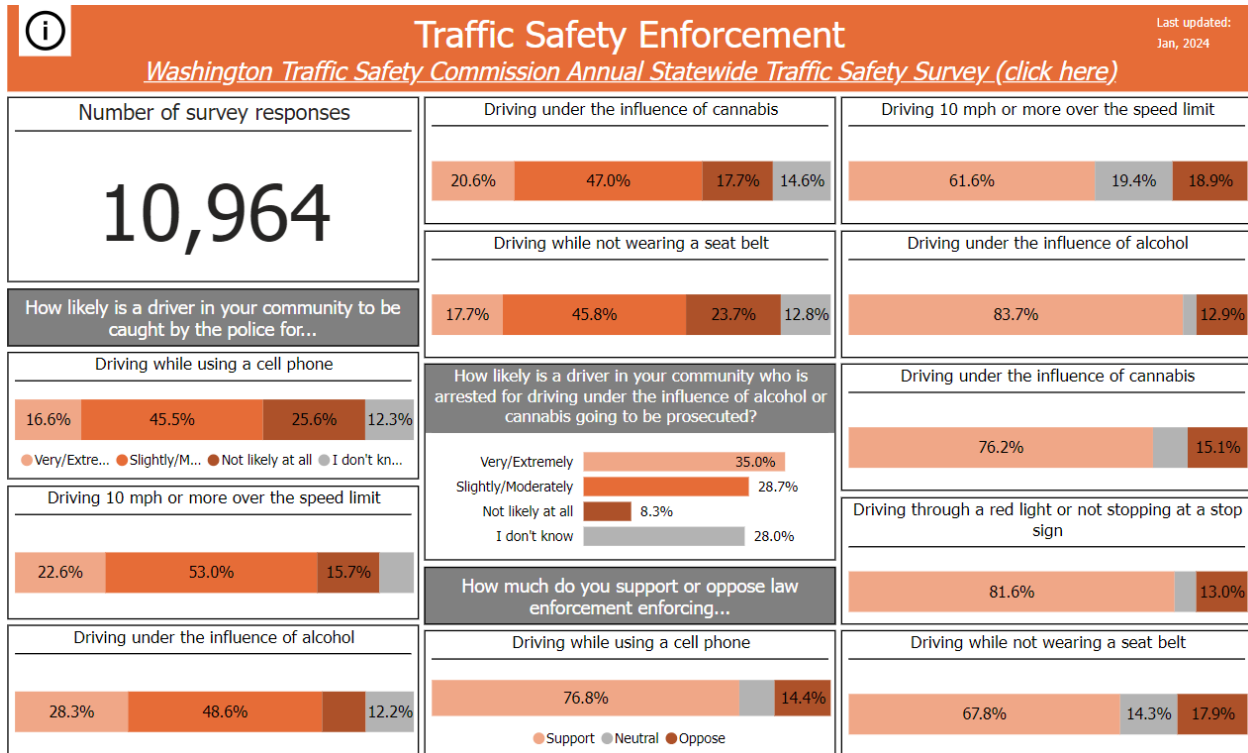
The road user behaviors dashboard shows that most Washingtonians (over 90 percent) usually or always wear their seat belt; however, back seat belt use is slightly lower. Most Washingtonians (over 90 percent) have not driven while under the influence of alcohol or cannabis, and about two-thirds of Washingtonians never use their cell phones while driving. Only one-third of Washingtonians say they never drive 10 mph or more above the posted speed limit.



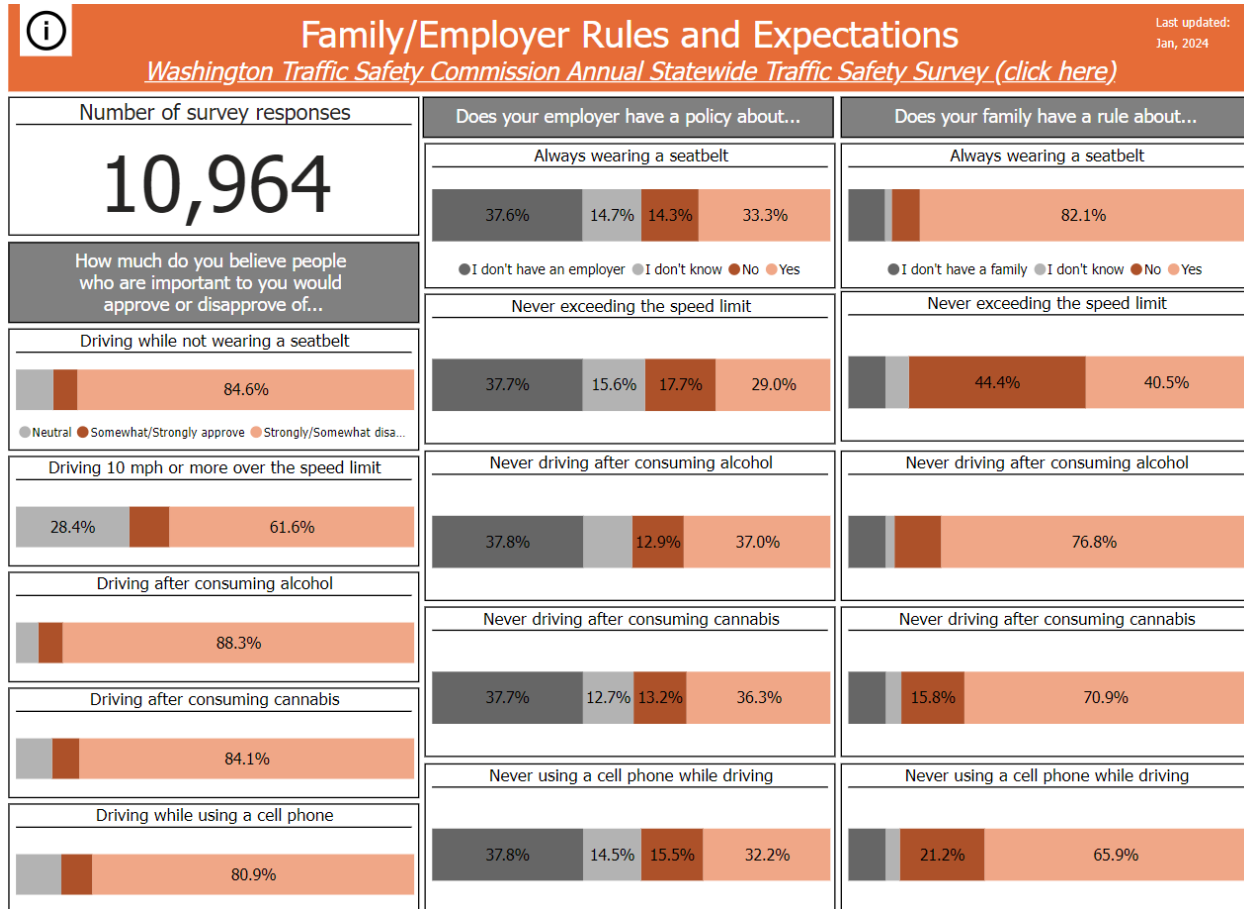
The road user risk perceptions dashboard shows that Washingtonians believe other drivers engage in DUI, speeding, and cell phone use at much higher rates than what drivers actually report. Washingtonians also believe that most people are only slightly/moderately or not at all likely to intervene with a driver engaging in a high-risk driver behavior. Most Washingtonians believe DUI and cell phone use while driving is very/extremely dangerous; however, only one in three believe speeding 10 mph or more over the posted limit is very/extremely dangerous.



Despite the belief that few people would intervene with a driver engaging in high-risk behavior, the traffic safety culture and bystander intervention dashboards show that three-quarters of Washingtonians believe it would be somewhat/very easy to intervene. In addition, more than half of Washingtonians who were in a situation to intervene in high risk driving behavior did intervene.



The traffic safety enforcement dashboard shows less than a quarter of Washingtonians believe it is very/extremely likely that a driver engaging in cell phone use, DUI, or speeding will be caught by police. Only one-third believe it is very/extremely likely for a DUI driver to be prosecuted. Despite the perception that drivers are unlikely to be caught by law enforcement, the majority of Washingtonians support proactive law enforcement of cell phone use, DUI, speeding, and not wearing seat belts.



The final survey dashboard shows responses about family and employer rules and expectations. Most Washingtonians believe that people important to them would disapprove of engaging in high-risk driver behaviors. About one-third of Washingtonians report that their employer has a policy about always wearing seat belts, never speeding, not using cell phones, and never driving under the influence. More than two-thirds of Washingtonians say they have a family rule about always wearing seat belts, not using cell phones, and never driving under the influence, but only 40 percent report having a family rule about never speeding.

In addition to the new statewide survey results, infographics, and dashboards, the WTSC has released new data products in 2023:

- [Unrestrained Motor Vehicle Occupant Fatalities](#)
- Updated [Impairment Dashboard](#) with new drug results
- Updated [Cannabis Brief](#) using new drug information
- [Re-evaluating the Prevalence of Drugged and Poly-Drug Driving in Washington State](#) and accompanying [Drug-Positive Driver Data Update](#) brief
- [Distracted Driver Observation Survey 2023](#) brief
- [Child Passenger Observation/Intercept Survey 2023](#) brief
- [Seat Belt Use in Washington State 2023](#)
- [Driver Speeding in School Zones 2023](#)

- [Public Attitudes Towards Traffic Safety Enforcement 2024](#) brief

The WTSC also prepared two reports for our Legislature:

- [Strategies and Technologies to Prevent and Respond to Wrong-Way Driving Crashes 2023](#)
- [Alcohol and Drug Impaired Driving: Report to the Legislature 2023](#)

Finally, the WTSC is forging partnerships to leverage telematics data in our traffic safety planning and evaluation efforts. We expect to have telematics data reports by fall 2023. The Washington Legislature also provided funding to the WTSC to work with telematics providers offering traffic safety analyses. We currently have two telematics projects underway.

The WTSC has contracted with Cambridge Mobile Telematics to produce a report using data from June 2022 and June 2023 capturing driver distraction, speeding, and abrupt maneuvers. This data will be provided at the state level, for all 39 Washington counties, and three metropolitan areas (such as Seattle, Vancouver, and Spokane). The data will be provided by posted speed limits, road type, time of day, day of week, etc., in a user-friendly, shareable, and easy to understand format. The WTSC is evaluating this data to determine the prevalence of driver speeding and distracted driving compared to the prevalence results of our observation surveys.

The WTSC was awarded a grant through the Governors Highway Safety Association (GHSA) to conduct a telematics data analysis with Michelin Mobility Intelligence (MMI). MMI will be conducting an interactive and reportable network analysis of South King and Yakima Counties. The WTSC will broadly share these results with the local communities and planners. In addition, the results will be used in public engagement efforts in these counties, and a comparison between locations identified as high risk by the telematics data versus locations identified as high risk by the communities will be performed.

## Chapter 2: Performance Plan and Report

The WTSC, Washington State Department of Transportation (WSDOT), Metropolitan Planning Organizations (MPOs), and Regional Transportation Planning Organizations (RTPOs) coordinate the development of targets C-1 Total Fatalities, C-2 Total Serious Injuries, and C-3 Fatality Rate. The C-1, C-2, and C-3 target zero lines are updated annually and set equal to the Target Zero line value – a straight line to zero in 2030 from the most recent available five-year rolling average. No targets set in the FFY 2024 3HSP have been revised.

### Certification

As revised here, the WTSC’s 3HSP performance targets are identical to WSDOT’s targets for common performance measures (C-1 Total Fatalities, C-2 Total Serious Injuries, and C-3 Fatality Rate) and will be reported in the Highway Safety Improvement Plan (HSIP) Annual Report, as coordinated through the Target Zero plan.

### Performance Metrics and Targets Summary

Performance Metric	Most Recent Available Data (2023 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-1 Number of Traffic Fatalities Five-Year Rolling Average	667.8 2019-2023 Avg	461.3 Target Zero	384.4 Target Zero	307.5 Target Zero
C-2 Number of Serious Injuries Five-Year Rolling Average	2,823.6 2019-2023 Avg	1,939.4 Target Zero	1,616.1 Target Zero	1,292.9 Target Zero
C-3 Fatality Rate per 100M VMT Five-Year Rolling Average	1.147 2019-2023 Avg	0.787 Target Zero	0.656 Target Zero	0.525 Target Zero
C-4 Unrestrained Occupant Fatalities Calendar Year (CY) Totals	171 2023 CY Total	154 Constant	149 -3%	145 -3%
C-5 Alcohol Impaired Driver Involved Fatalities [FARS Imputed] Calendar Year Totals	256 2022 FARS ARF	262 Constant	262 Constant	262 Constant
C-6 Speeding Related Fatalities Calendar Year Totals	251 2023 CY Total	251 Constant	243 -3%	236 -3%
C-7 Motorcyclist Fatalities Calendar Year Totals	141 2023 CY Total	112 -15%	99 -10%	92 -5%
C-8 Unhelmeted Motorcyclist Fatalities Calendar Year Totals	17 2023 CY Total	0 -100%	0 -100%	0 -100%

Performance Metric	Most Recent Available Data (2023 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-9 Number of Drivers Ages 20 or Younger Involved in Fatal Crashes Calendar Year Totals	103 2023 CY Total	87 Constant	84 -3%	82 -3%
C-10 Pedestrian Fatalities Calendar Year Totals	148 2023 CY Total	133 Constant	130 -2%	126 -3%
C-11 Bicyclist Fatalities Calendar Year Totals	18 2023 CY Total	11 Constant	11 Constant	10 -5%
APM-1 Distracted/Inattentive Driver Involved Fatalities Calendar Year Totals	135 2023 CY Total	98 -3%	95 -3%	92 -3%
APM-2 American Indian/Alaska Native Fatalities Calendar Year Totals	34 2023 CY Total	34 Constant	29 -15%	25 -15%
APM-3 Police Reported/Toxicology Confirmed Alcohol Impaired Driver Involved Fatalities Calendar Year Totals	239 2023 CY Total	192 Constant	186 -3%	181 -3%
APM-4 Number of Drivers Ages 21-25 Involved in Fatal Crashes Calendar Year Totals	129 2023 CY Total	115 Constant	115 Constant	115 Constant
B-1 Observed Seat Belt Use Calendar Year Rate Estimates	93.3% 2023 Estimate	95%	95%	95%

\*The FFY 2024-2026 targets were set based on the current safety level available at the time the target was set (2022 preliminary data). Constant means the target was set equal to the current safety level (2022 preliminary data) available when the target was set in the FFY 2024-2026 3HSP. Data for 2022 have been finalized and data for 2023 is preliminary.

Performance Target Metric	Program Areas Linked to Performance Target
C-1 Number of Traffic Fatalities	Chapter 3.1 - Communications
C-2 Number of Serious Injuries	Chapter 3.2 - Community Traffic Services
C-3 Fatality Rate per 100M VMT	Chapter 3.8 - Program Coordination Chapter 3.9 - Research and Data Chapter 3.11 - Traffic Records
C-4 Unrestrained Occupant Fatalities	Chapter 3.7 - Occupant Protection
C-5 Alcohol Impaired Driver Involved Fatalities [FARS Imputed]	Chapter 3.4 - Impaired Driving
C-6 Speeding Related Fatalities	Chapter 3.10 - Speed



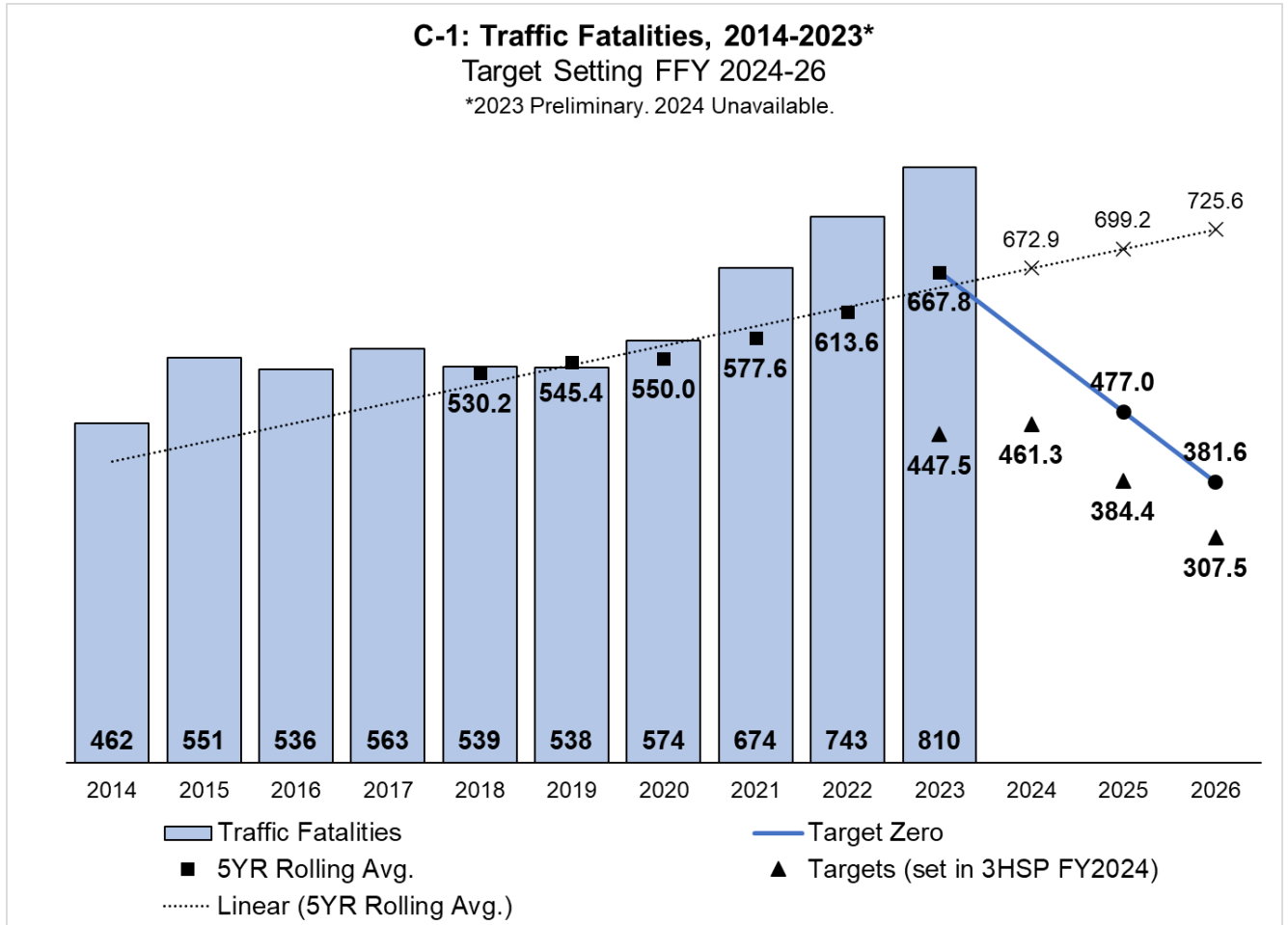
<b>Performance Target Metric</b>	<b>Program Areas Linked to Performance Target</b>
C-7 Motorcyclist Fatalities	Chapter 3.5 - Motorcycle Safety
C-8 Unhelmeted Motorcyclist Fatalities	
C-9 Number of Drivers Ages 20 or Younger Involved in Fatal Crashes	Chapter 3.13 - Young Drivers
C-10 Pedestrian Fatalities	Chapter 3.6 - Non-Motorized Services
C-11 Bicyclist Fatalities	
B-1 Observed Seat Belt Use Rate	Chapter 3.7 - Occupant Protection
APM-1 Distracted/Inattentive Driver Involved Fatalities	Chapter 3.3 - Distracted Driving
APM-2 American Indian/Alaska Native Fatalities	Chapter 3.12 - Tribal Traffic Safety
APM-3 Police Reported/Toxicology Confirmed Alcohol Impaired Driver Involved Fatalities	Chapter 3.4 - Impaired Driving
APM-4 Number of Drivers Ages 21-25 Involved in Fatal Crashes	Chapter 3.13 - Young Drivers

### **Target Justification for Common Performance Measures C-1, C-2, and C-3**

The HSP common performance measure targets are set for three years, whereas the HSIP common performance measure targets are set annually. Therefore, the three common performance measure targets matched in FFY 2024 but will not match in FFY 2025 or FFY 2026 due to HSIP targets being updated annually. In addition, when the 2023 data was added to update the FFY 2025-26 targets to the most recent target zero line, the targets for FFY 2025 would have been higher than what was reported in the FFY 2024 3HSP. Since quantifiable performance targets must show constant or improved performance, the C-1, C-2, and C-3 targets were kept the same as what was reported in last year's 3HSP. As a result, WTSC's common performance measure targets will not be identical to WSDOT's targets.

### C-1 Number of Traffic Fatalities

Performance Metric	Most Recent Available Data (2023 preliminary)	FFY 2024 Target		FFY 2025 Target	FFY 2026 Target
C-1 Number of Traffic Fatalities Five-Year Rolling Average	667.8 2019-2023 Avg	461.3 Target Zero	384.4 Target Zero	307.5 Target Zero	



Source: Washington Coded Fatal Crash (CFC) files.

### Performance Report

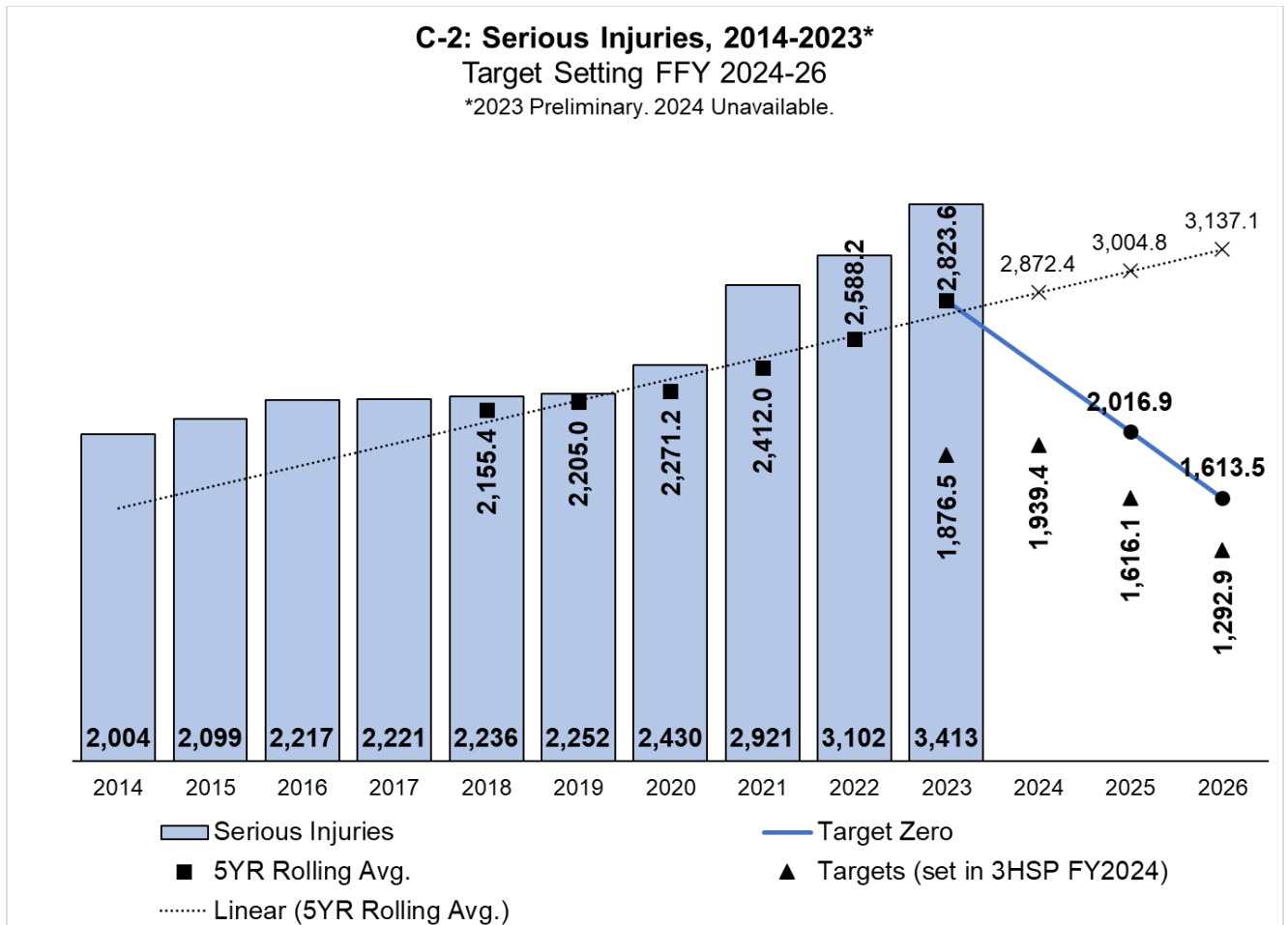
The Target Zero line on which C-1 targets are set is a straight line to zero in 2030 from the most recent available five-year rolling average at the time the target is set. Fatalities have been increasing steadily since 2020, therefore target zero targets will not be met.

FFY 2023 Performance Report: NOT MET

FFY 2024 Performance Report: NOT MET

## C-2 Number of Serious Injuries in Traffic Crashes

Performance Metric	Most Recent Available Data (2023 preliminary)	FFY 2024 Target		FFY 2025 Target	FFY 2026 Target
C-2 Number of Serious Injuries Five-Year Rolling Average	2,823.6 2019-2023 Avg	1,939.4 Target Zero	1,616.1 Target Zero	1,292.9 Target Zero	



Source: Washington Department of Transportation.

### Performance Report

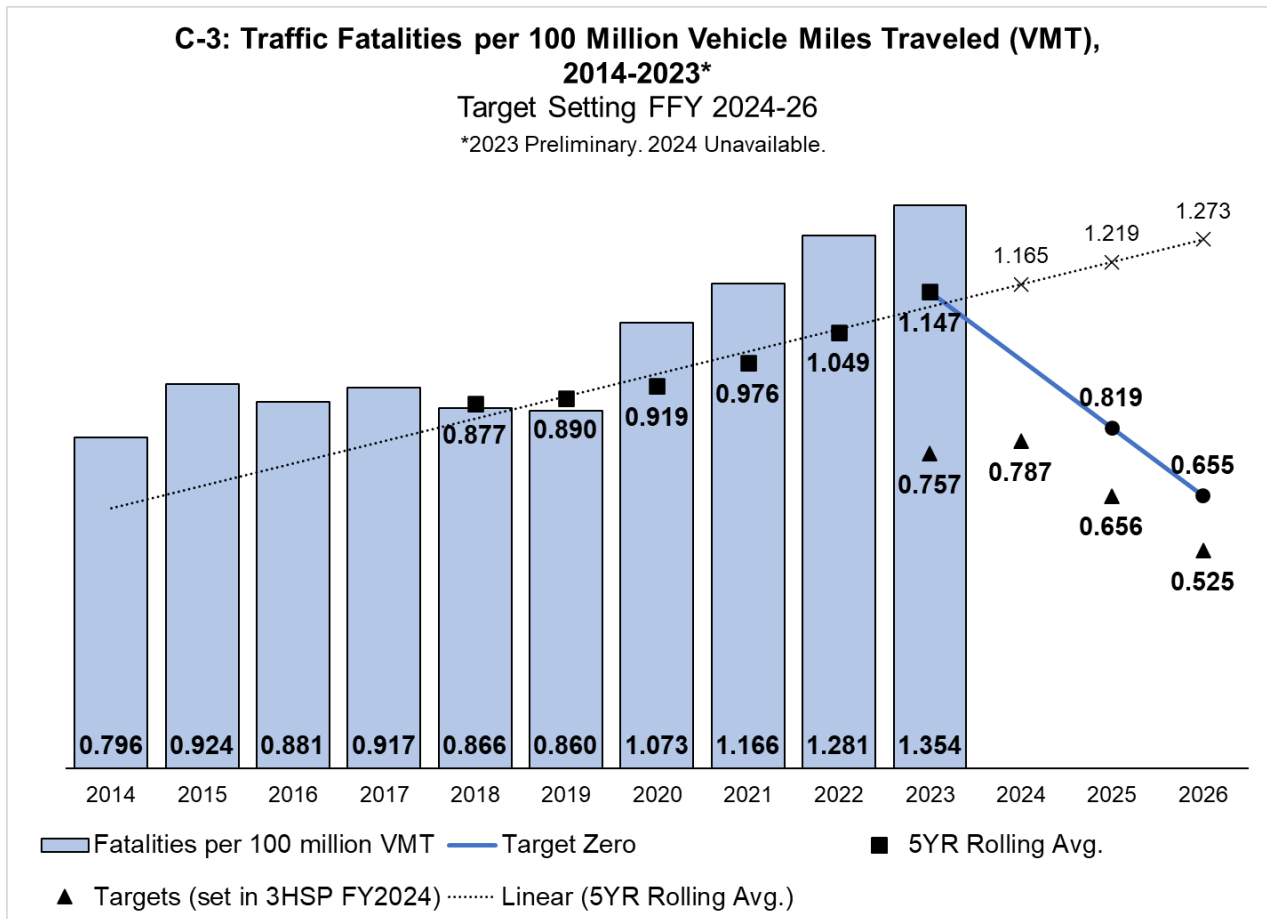
The Target Zero line on which C-2 targets are set is a straight line to zero in 2030 from the most recent available five-year rolling average at the time the target is set. Serious injuries have been increasing steadily since 2020, therefore target zero targets will not be met.

FFY 2023 Performance Report: NOT MET

FFY 2024 Performance Report: NOT MET

### C-3 Fatalities/VMT

Performance Metric	Most Recent Available Data (2023 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-3 Fatality Rate per 100M VMT Five-Year Rolling Average	1.147 2019-2032 Avg	0.787 Target Zero	0.656 Target Zero	0.525 Target Zero



Source: Washington Coded Fatal Crash (CFC) files; WSDOT/FHWA Highway Performance Monitoring System.

### Performance Report

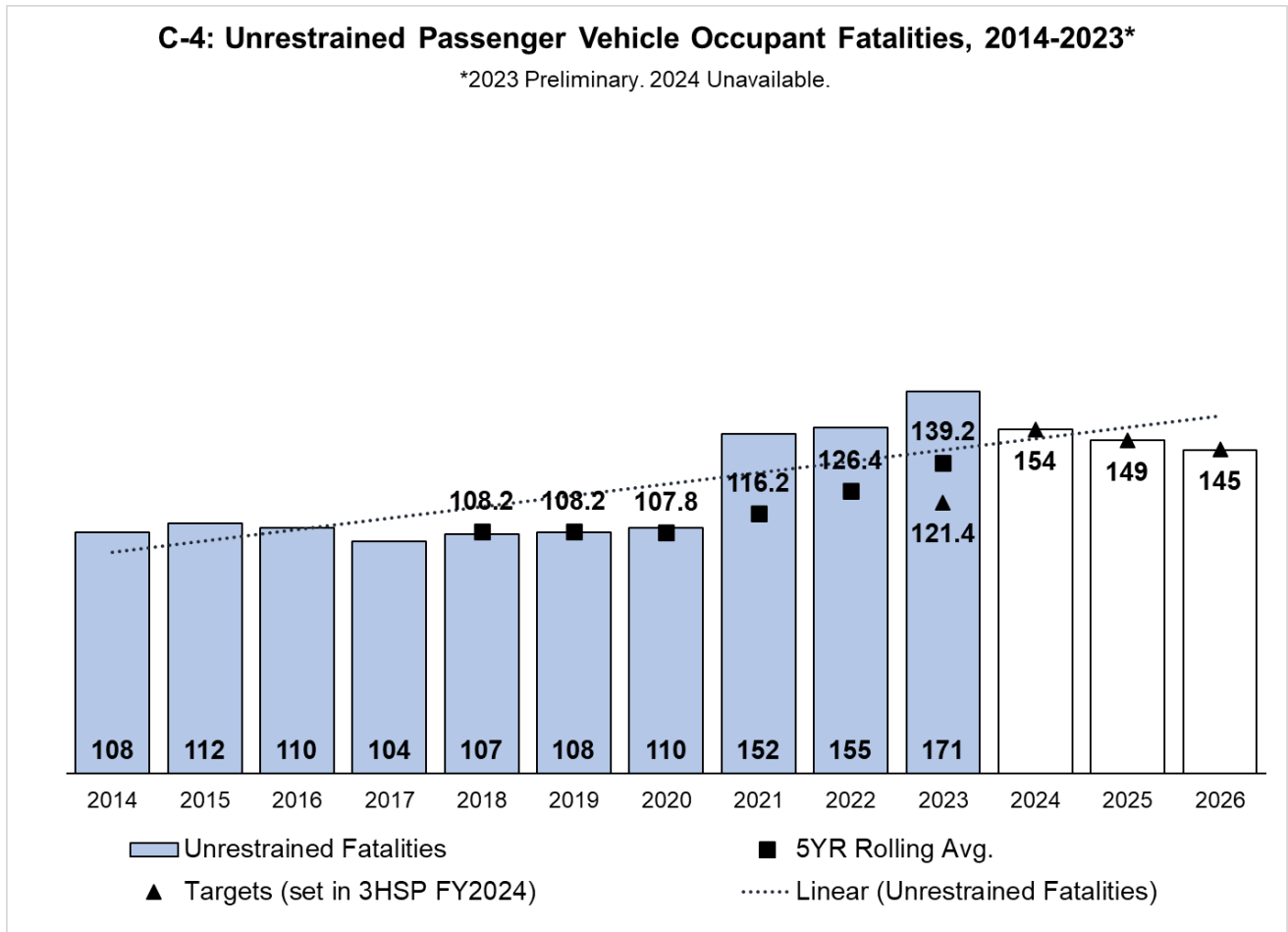
The Target Zero line on which C-3 targets are set is a straight line to zero in 2030 from the most recent available five-year rolling average at the time the target is set. Fatalities have been increasing steadily since 2020; therefore, target zero targets will not be met.

FFY 2023 Performance Report: NOT MET

FFY 2024 Performance Report: NOT MET

### C-4 Unrestrained Passenger Vehicle Occupant Fatalities

Performance Metric	Most Recent Available Data (2023 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-4 Unrestrained Occupant Fatalities	171 2023 CY Total	154 Constant	149 -3%	145 -3%



Source: Washington Coded Fatal Crash (CFC) files.

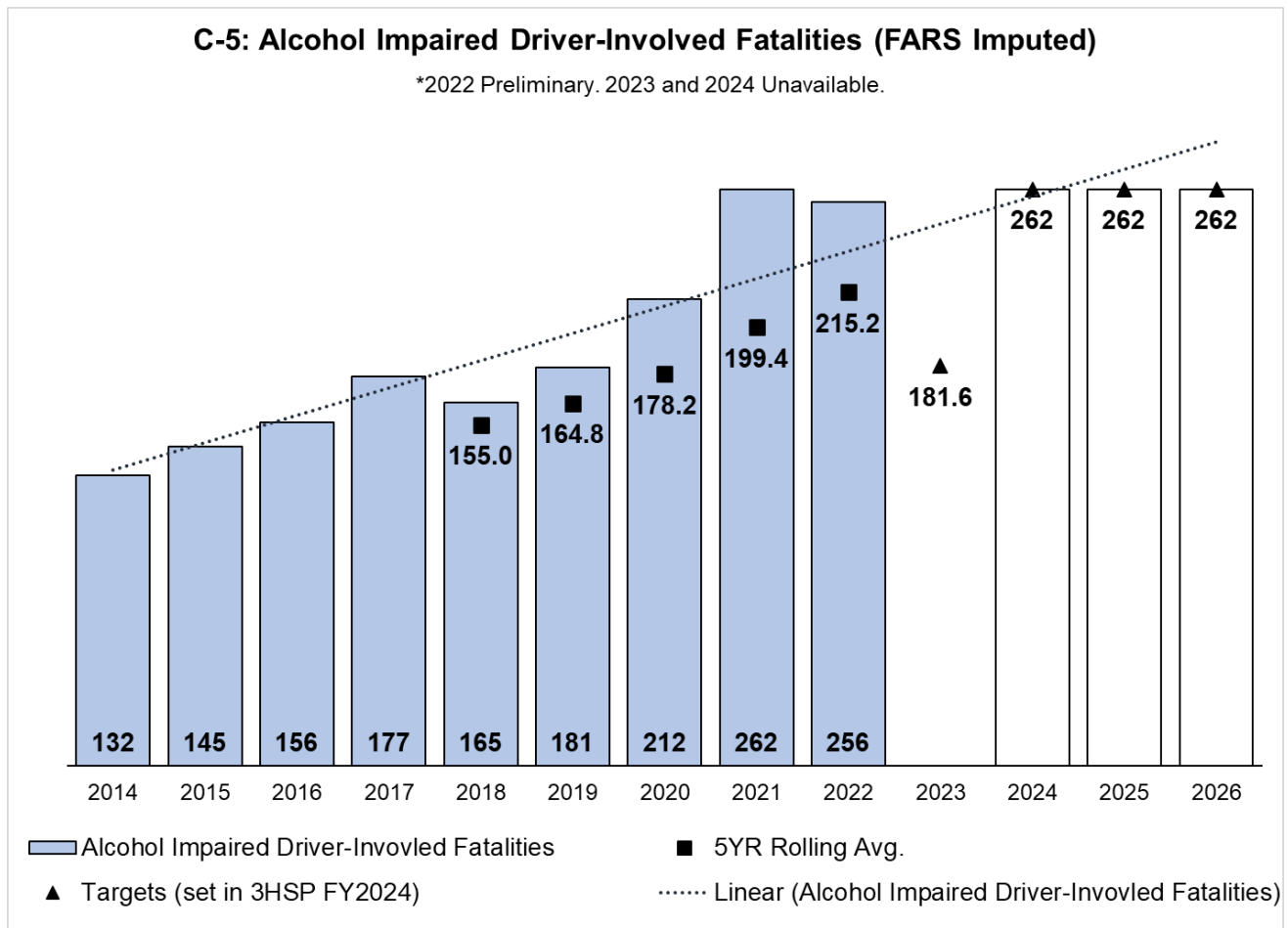
#### Performance Report

The FFY 2023 target for unrestrained fatalities is 121.4 (2019-2023 rolling average). After holding relatively constant from 2014-2020, unrestrained fatalities increased by 39 percent in 2021, reaching 152 fatalities and remained nearly unchanged in 2022 at 155. The five-year rolling average 2019-2023 is 139.2, missing the FFY 2023 target of 121.4. The 2014-2023 unrestrained fatalities trend line falls within the 2024 calendar year target of 154, therefore the FFY 2024 target remains in progress.

FFY 2023 Performance Report: NOT MET  
 FFY 2024 Performance Report: IN PROGRESS

### C-5 Alcohol Impaired Driver Involved Fatalities (FARS Imputed)

Performance Metric	Most Recent Available Data (2022 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-5 Alcohol Impaired Driver Involved Fatalities [FARS Imputed]	256 2022 FARS ARF	262 Constant	262 Constant	262 Constant



Source: NHTSA State Traffic Safety Information (STSI).

### Performance Report

The FFY 2023 target for alcohol impaired driver-involved fatalities (FARS imputed) was 181.6 (2019-2023 rolling average). It is not possible to provide a performance report for this measure, as currently the data available is insufficient. The imputation method is a statistical approach for estimating missing information, which results in this measure fluctuating based on data

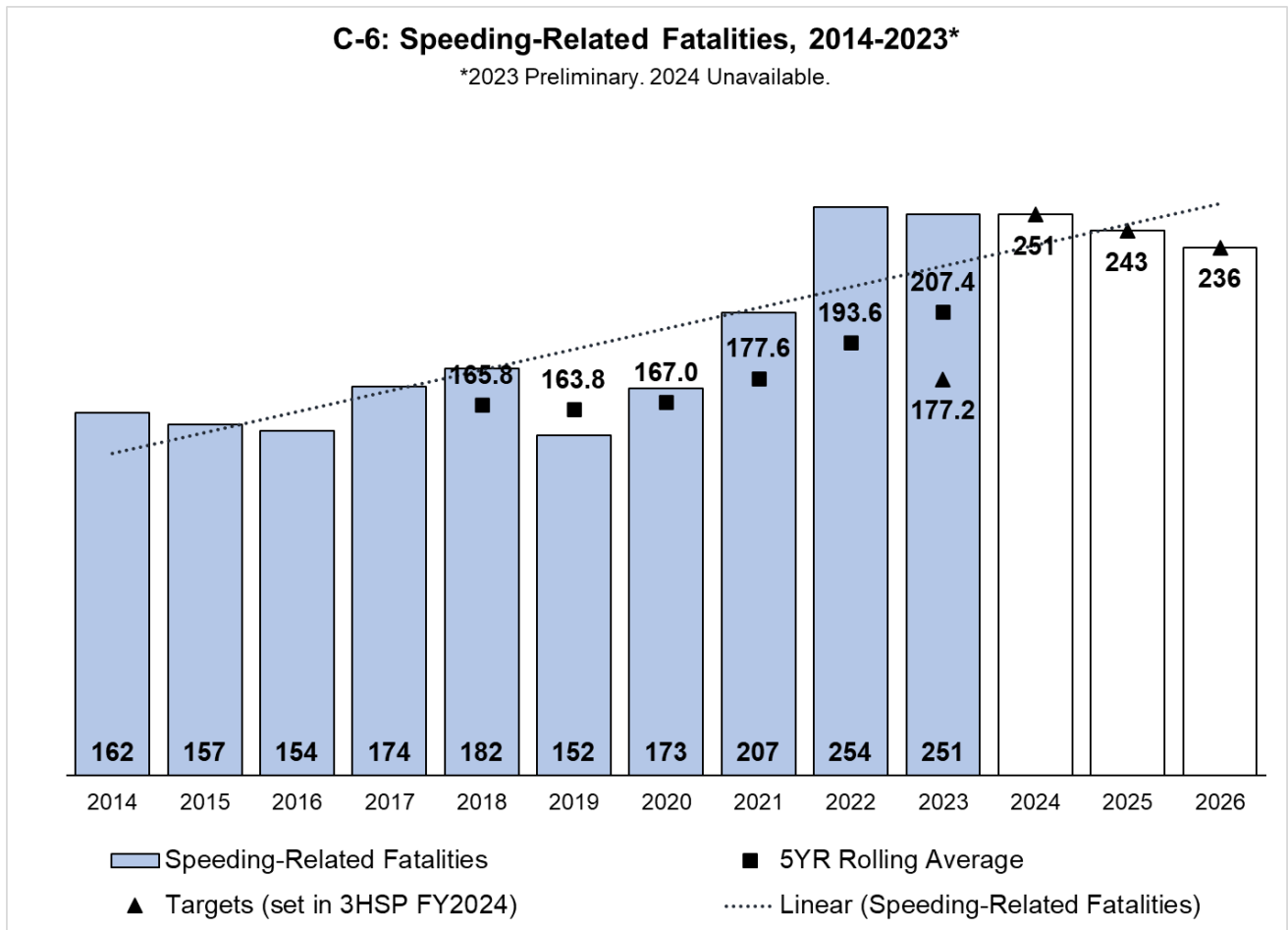
completeness and not impaired driving programming. There is no state data comparable to the imputed estimates to supplement this performance report. Imputed alcohol information is only used for required 3HSP target setting purposes and due to the lack of timeliness and linkage to programming this measure remains perpetually in progress.

FFY 2023 Performance Report: IN PROGRESS

FFY 2024 Performance Report: IN PROGRESS

### C-6 Speeding Related Fatalities

Performance Metric	Most Recent Available Data (2023 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-6 Speeding Related Fatalities	251 2023 CY Total	251 Constant	243 -3%	236 -3%



Source: Washington Coded Fatal Crash (CFC) files.

### Performance Report

The FFY 2023 target for speeding-related fatalities is 177.2 (2019-2023 rolling average). Speeding-related fatalities have been increasing year-over-year. Since 2019, speeding-related fatalities have increased by 65 percent, reaching a 10-year high of 251 in 2022, and remaining nearly unchanged in 2023 at 251. The 2019-2023 rolling average is 207.4, missing the FFY 2023 target of 177.2. The 2014-2023 speeding-related fatalities trend line is near the 2024 calendar year target of 151, and the target matches the preliminary 2023 speeding-related fatality count, therefore the FFY 2024 target remains in progress.

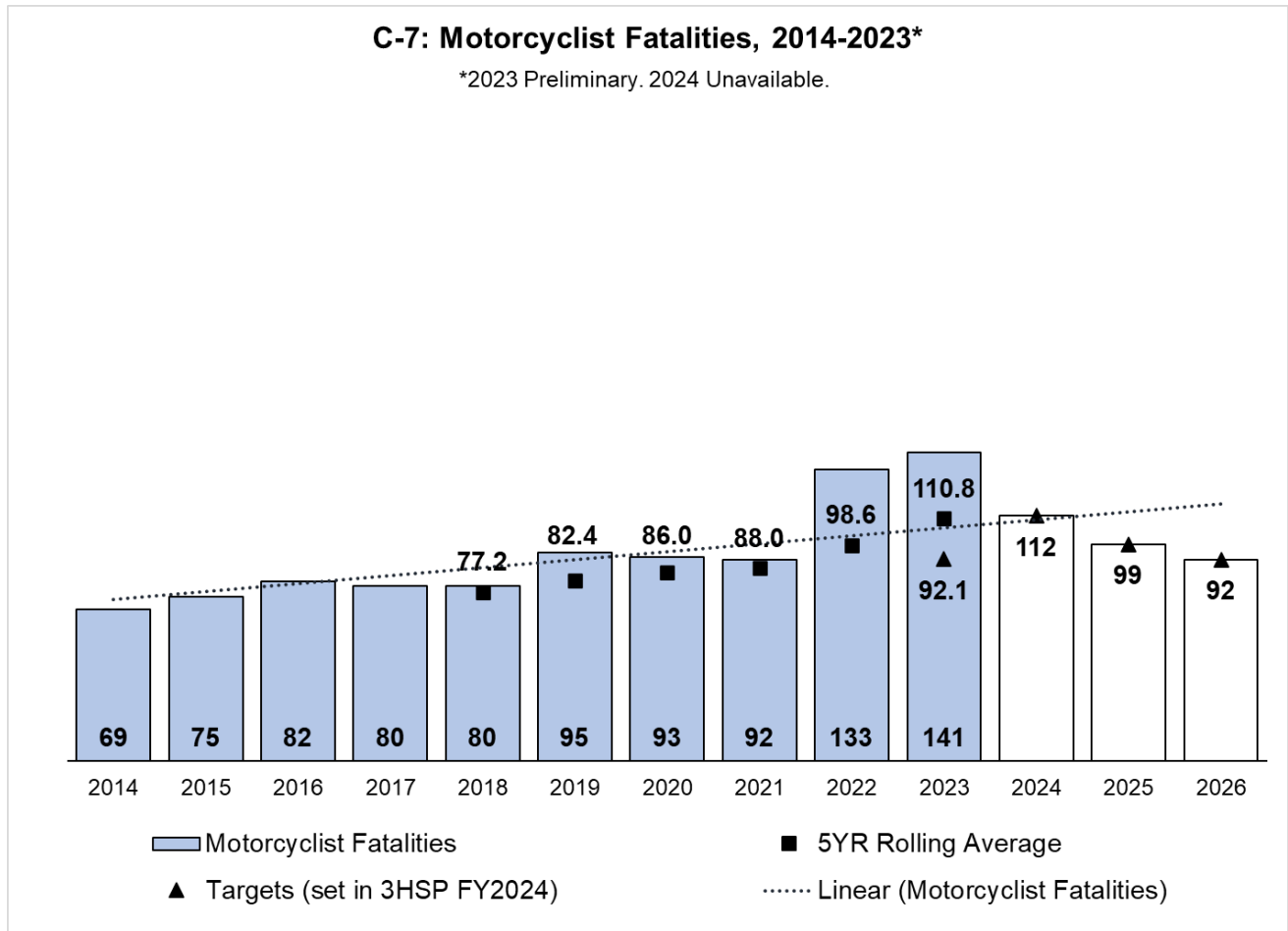
FFY 2023 Performance Report: NOT MET

FFY 2024 Performance Report: IN PROGRESS



### C-7 Motorcyclist Fatalities

Performance Metric	Most Recent Available Data (2023 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-7 Motorcyclist Fatalities	141 2023 CY Total	112 -15%	99 -10%	92 -5%



Source: Washington Coded Fatal Crash (CFC) files.

### Performance Report

The FFY 2023 target for motorcyclist fatalities is 92.1 (2019-2023 rolling average). After holding constant from 2019-2021, motorcyclist fatalities increased by 42 percent in 2022, and 6 percent in 2023 reaching a historic high of 141 fatalities. The 2019-2023 rolling average is 110.8, missing the FFY 2023 target of 92.1. The 2014-2023 motorcyclist fatalities trend line is near the 2024 calendar year target of 112, therefore the FFY 2024 target remains in progress.

FFY 2023 Performance Report: NOT MET

FFY 2024 Performance Report: IN PROGRESS

## C-8 Unhelmeted Motorcyclist Fatalities

Performance Metric	Most Recent Available Data (2023 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-8 Unhelmeted Motorcyclist Fatalities	17 2023 CY Total	0 -100%	0 -100%	0 -100%

	Unhelmeted Motorcyclist Fatalities	Total Motorcyclist Fatalities	Percent of Motorcyclist Fatalities Unhelmeted
2014	4	69	5.8%
2015	7	75	9.3%
2016	5	81	6.2%
2017	6	80	7.5%
2018	9	80	11.3%
2019	2	95	2.1%
2020	11	93	11.8%
2021	9	92	9.8%
2022	14	133	10.5%
2023	17	141	12.1%

Source: Washington Coded Fatal Crash (CFC) files.

### Performance Report

Unhelmeted motorcyclist fatalities have historically been relatively low (<10) but have increased since 2020. The FFY 2023 target of zero was not met and considering recent trends, the FFY 2024 target of zero unhelmeted motorcyclists will not be met.

FFY 2023 Performance Report: NOT MET

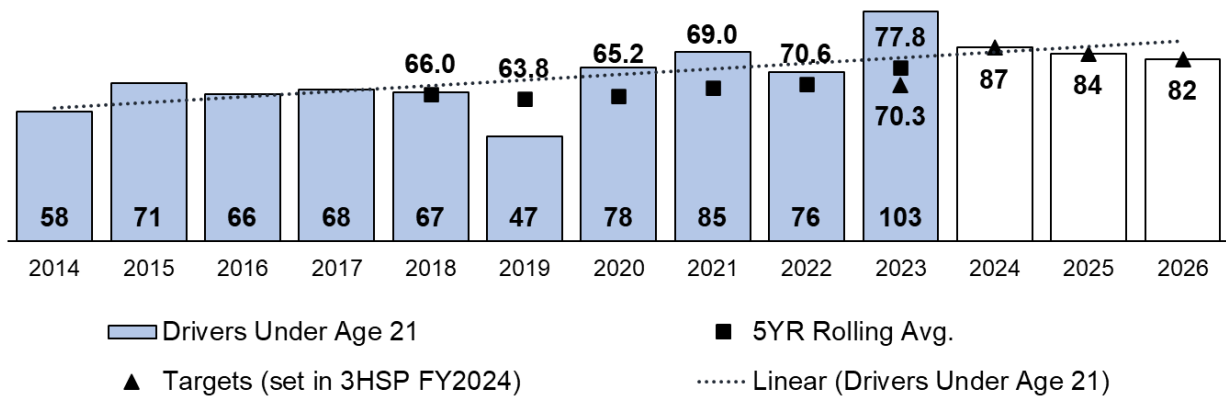
FFY 2024 Performance Report: NOT MET

### C-9 Number of Drivers Ages 20 or Younger Involved in Fatal Crashes

Performance Metric	Most Recent Available Data (2023 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-9 Number of Drivers Ages 20 or Younger Involved in Fatal Crashes	103 2023 CY Total	87 Constant	84 -3%	82 -3%

#### C-9: Number of Drivers Age 20 or Younger Involved in Fatal Crashes, 2014-2023\*

\*2023 Preliminary. 2024 Unavailable.



Source: Washington Coded Fatal Crash (CFC) files.

### Performance Report

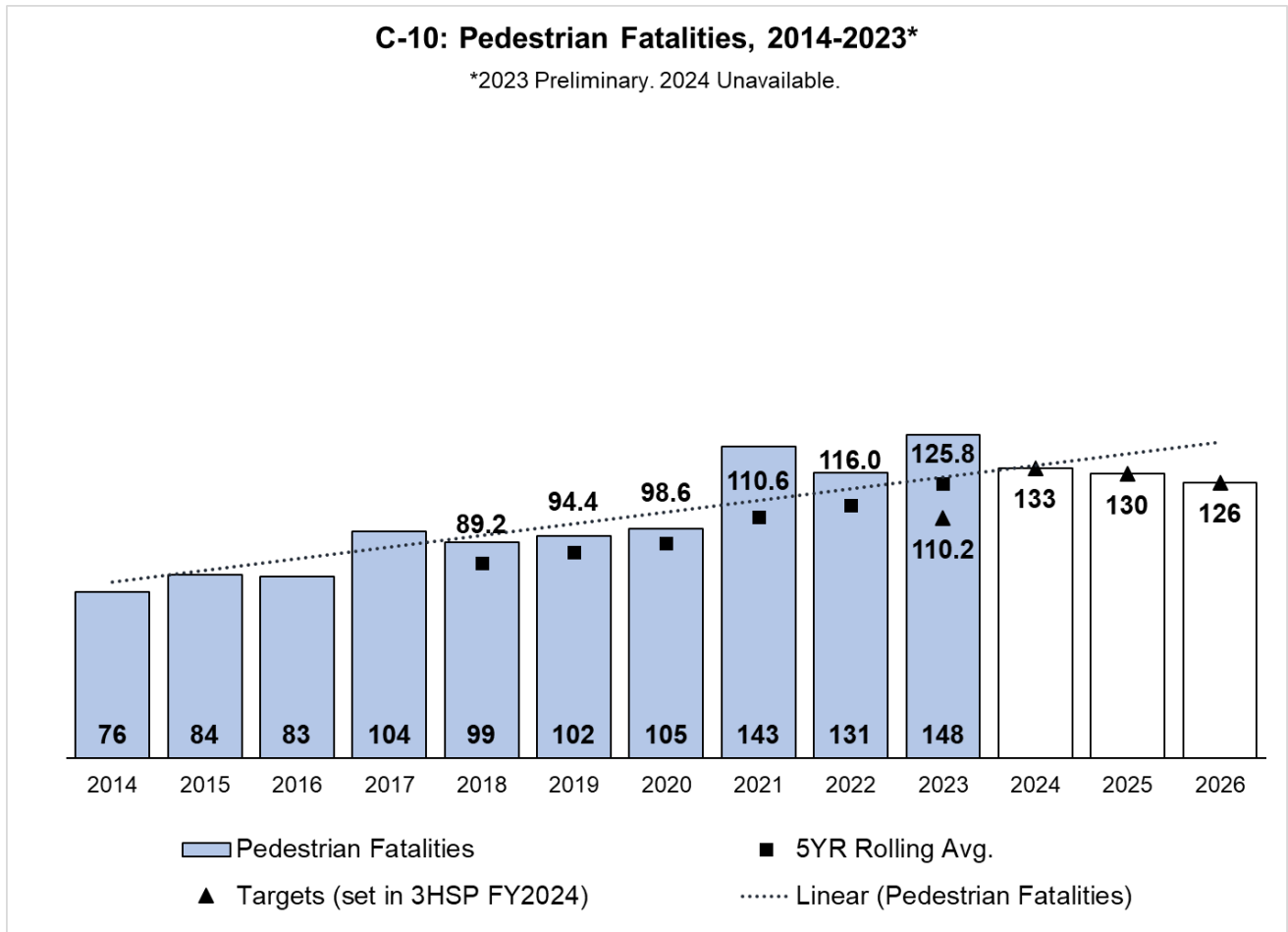
The FFY 2023 target for the number of drivers under age 21 involved in fatal crashes is 70.3 (2019-2023 rolling average). The number of drivers under age 21 involved in fatal crashes increased 36 percent in 2023. The 2019-2023 rolling average is 77.8, missing the FFY 2023 target of 70.3. The 2014-2023 number of drivers under age 21 involved in fatal crashes trend line is near the 2024 calendar year target of 87, therefore the FFY 2024 target remains in progress.

FFY 2023 Performance Report: NOT MET

FFY 2024 Performance Report: IN PROGRESS

### C-10 Pedestrian Fatalities

Performance Metric	Most Recent Available Data (2023 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-10 Pedestrian Fatalities Calendar Year Totals	148 2023 CY Total	133 Constant	130 -2%	126 -3%



Source: Washington Coded Fatal Crash (CFC) files. Does not include persons on personal conveyances.

### Performance Report

The FFY 2023 target for pedestrian fatalities is 110.2 (2019-2023 rolling average). The number of pedestrian fatalities increased by 36 percent to 143 in 2021, the highest number in Washington’s history. Pedestrian fatalities rose again in 2023 to 148. The 2019-2023 rolling average is 125.8, missing the FFY 2023 target of 110.2. The 2014-2023 number of pedestrian

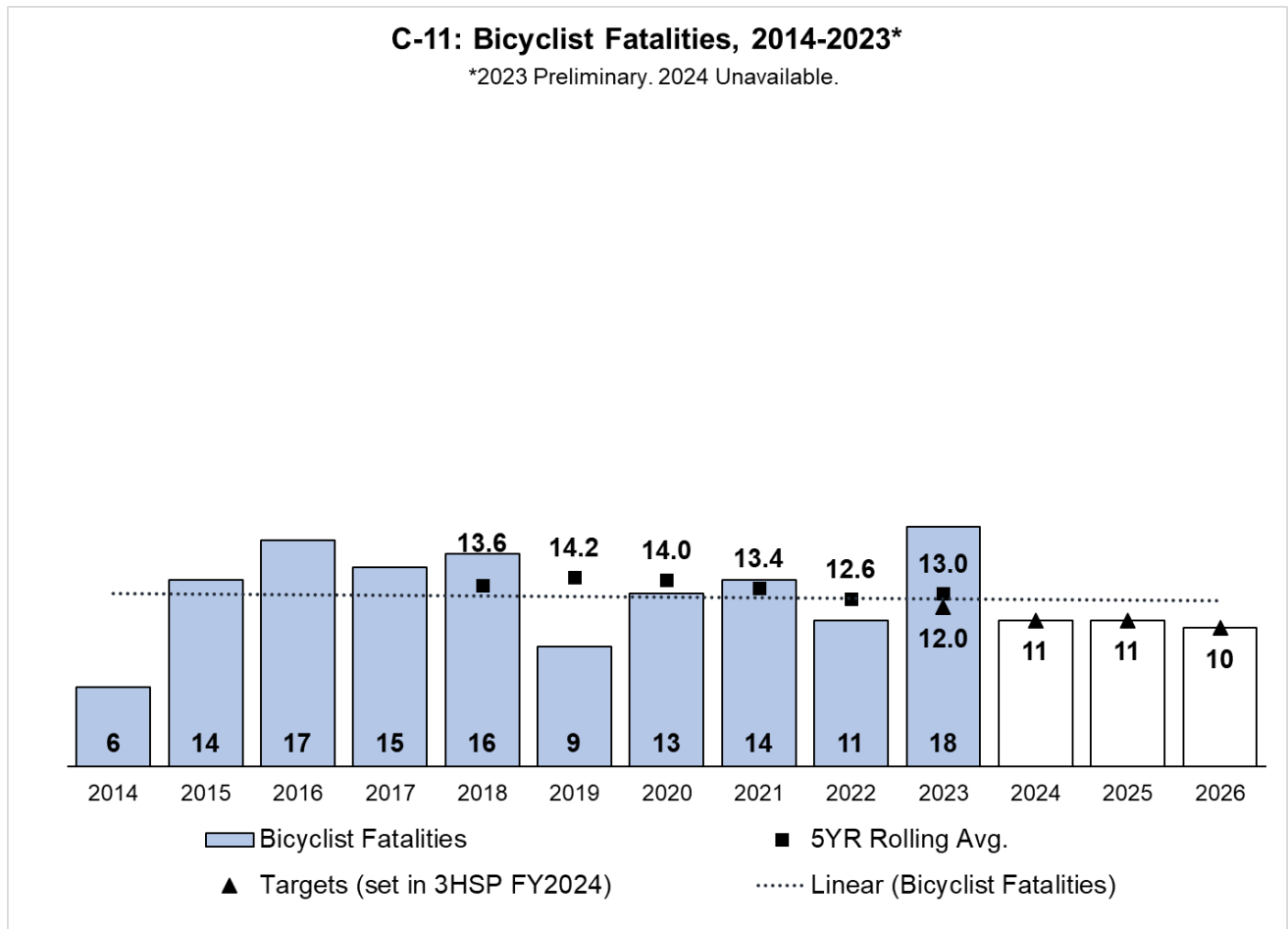
fatalities trend line is near the 2024 calendar year target of 133, therefore the FFY 2024 target remains in progress.

FFY 2023 Performance Report: NOT MET

FFY 2024 Performance Report: IN PROGRESS

### C-11 Bicyclist Fatalities

Performance Metric	Most Recent Available Data (2023 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-11 Bicyclist Fatalities Calendar Year Totals	18 2023 CY Total	11 Constant	11 Constant	10 -5%



Source: Washington Coded Fatal Crash (CFC) files.

### Performance Report

The FFY 2023 target for bicyclist fatalities is 12.0 (2019-2023 rolling average). Bicyclist fatalities remained constant through 2022; however, they reached a 10-year high in 2023 with 18

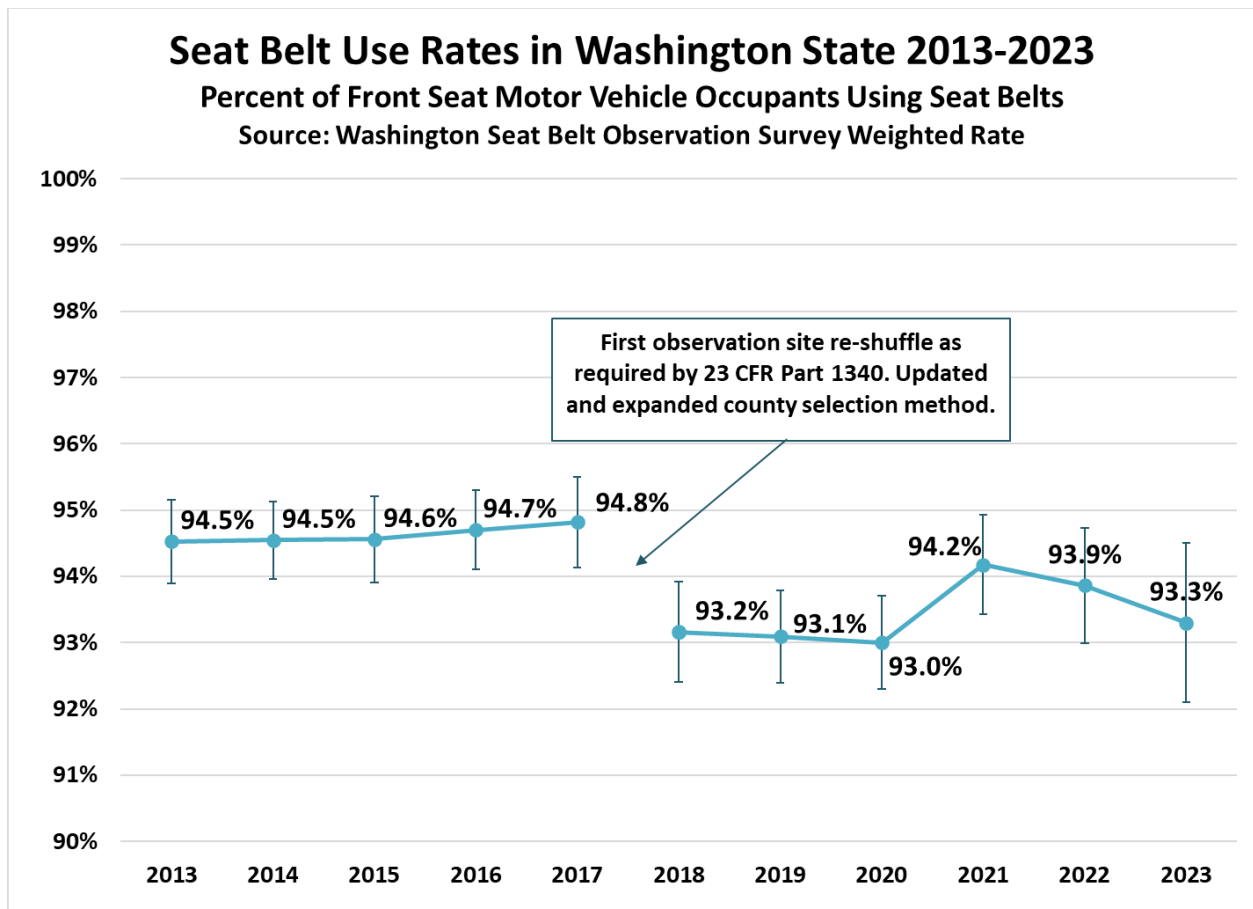
fatalities. The 2019-2023 rolling average is 13.0, missing the FFY 2023 target of 12.0. The 2014-2023 number of bicyclist fatalities trend line is near the 2024 calendar year target of 11, therefore the FFY 2024 target remains in progress.

FFY 2023 Performance Report: NOT MET

FFY 2024 Performance Report: IN PROGRESS

## B-1 Observed Seat Belt Use for Passenger Vehicles, All Seat Positions (Survey)

Performance Metric	Most Recent Available Data	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
B-1 Observed Seat Belt Use Calendar Year Rate Estimates	93.3% 2023 Estimate	95%	95%	95%



Source: WTSC Annual Seat Belt Observation Survey.

## Performance Report

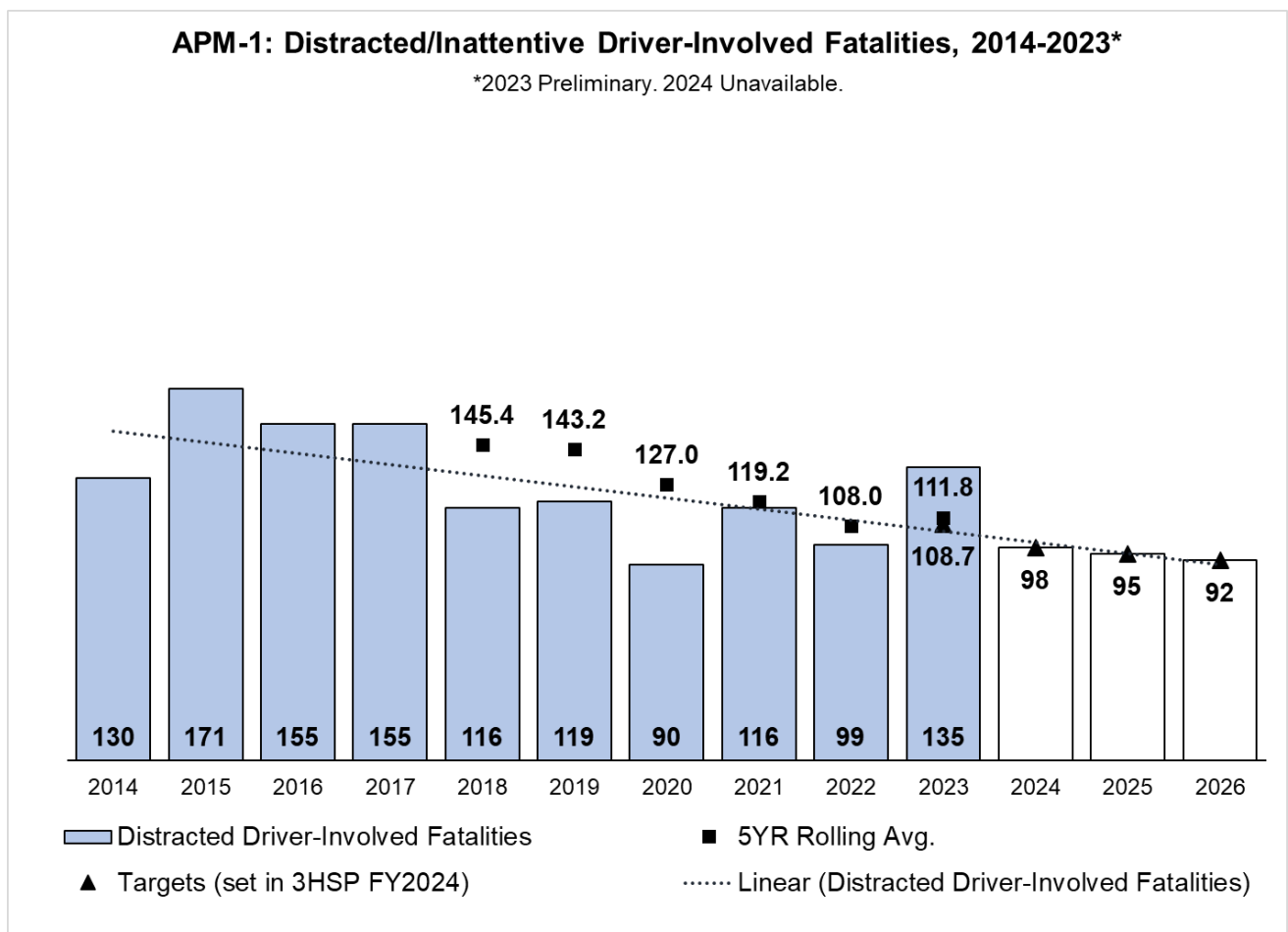
Seat belt observation surveys are conducted annually in June, so at the time of this report the 2024 estimate is not available. The FFY 2024 target remains in progress until the 2024 survey data becomes available.

FFY 2023 Performance Report: NOT MET

FFY 2024 Performance Report: IN PROGRESS

### APM-1: Distracted/Inattentive Driver-Involved Fatalities

Performance Metric	Most Recent Available Data (2023 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
APM-1 Distracted/Inattentive Driver Involved Fatalities Calendar Year Totals	135 2023 CY Total	98 -3%	95 -3%	92 -3%



Source: Washington Coded Fatal Crash (CFC) files.

### Performance Report

The FFY 2023 target for distracted/inattentive driver involved fatalities is 108.7 (2019-2023 rolling average). Distracted/inattentive driver involved fatalities declined after the Driving Under the Influence of Electronics (eDUI) law was enacted in 2018. In 2023, distracted/inattentive driver-involved fatalities increased to the highest number since 2017 prior to the eDUI law being enacted. The 2019-2023 rolling average is 111.8, missing the FFY 2023 target of 108.7. The 2014-2023 number of distracted/inattentive driver involved fatalities trend line is near the 2024 calendar year target of 98. Therefore, the FFY 2024 target remains in progress.

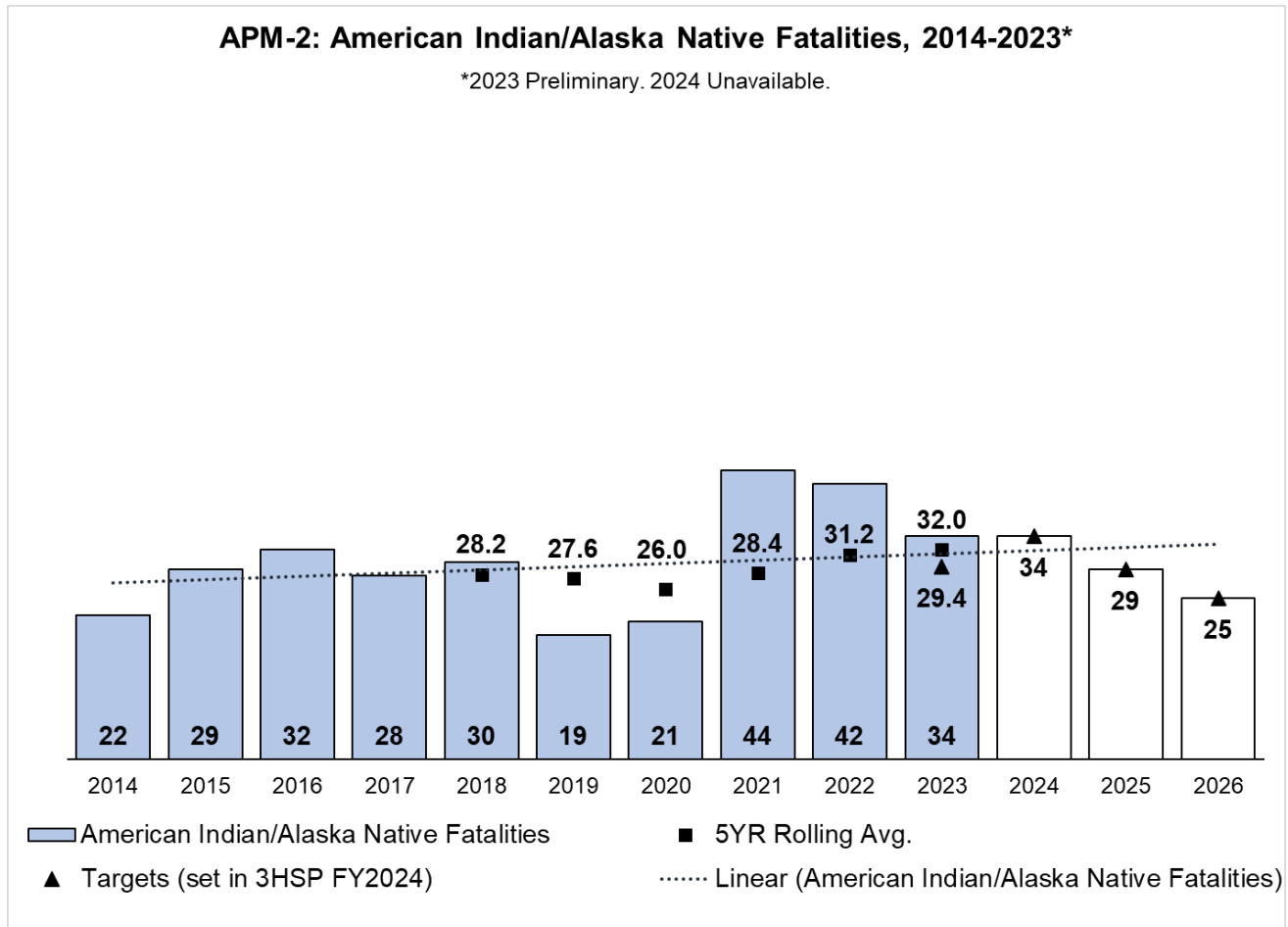
FFY 2023 Performance Report: NOT MET

FFY 2024 Performance Report: IN PROGRESS



## APM-2: American Indian/Alaska Native Fatalities

Performance Metric	Most Recent Available Data (2023 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
APM-2 American Indian/Alaska Native Fatalities Calendar Year Totals	34 2023 CY Total	34 Constant	29 -15%	25 -15%



Source: Washington Coded Fatal Crash (CFC) files.

### Performance Report

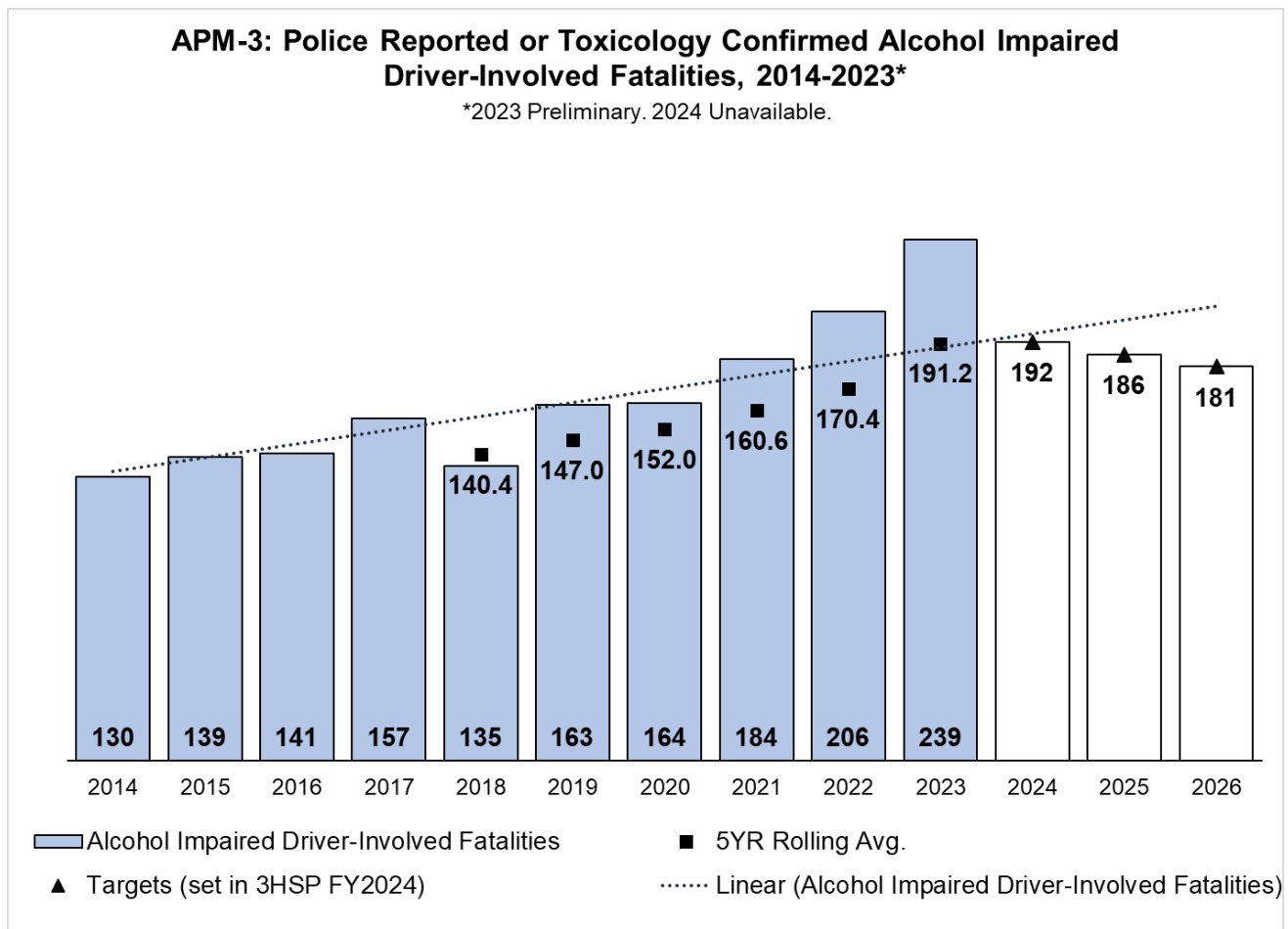
The FFY 2023 target for American Indian/Alaska Native (AI/AN) fatalities is 29.4 (2019-2023 rolling average). AI/AN fatalities more than doubled in 2021 and has remain elevated. The 2019-2023 rolling average is 32.0, missing the FFY 2023 target of 29.4. The 2014-2023 number of AI/AN fatalities trend line is near the 2024 calendar year target of 34, therefore the FFY 2024 target remains in progress.

FFY 2023 Performance Report: NOT MET

FFY 2024 Performance Report: IN PROGRESS

## APM-3: Police Reported or Toxicology Confirmed Alcohol Impaired Driver-Involved Fatalities

Performance Metric	Most Recent Available Data (2023 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
APM-3 Police Reported/Toxicology Confirmed Alcohol Impaired Driver-Involved Fatalities Calendar Year Totals	239 2023 CY Total	192 Constant	186 -3%	181 -3%



Source: Washington Coded Fatal Crash (CFC) files.

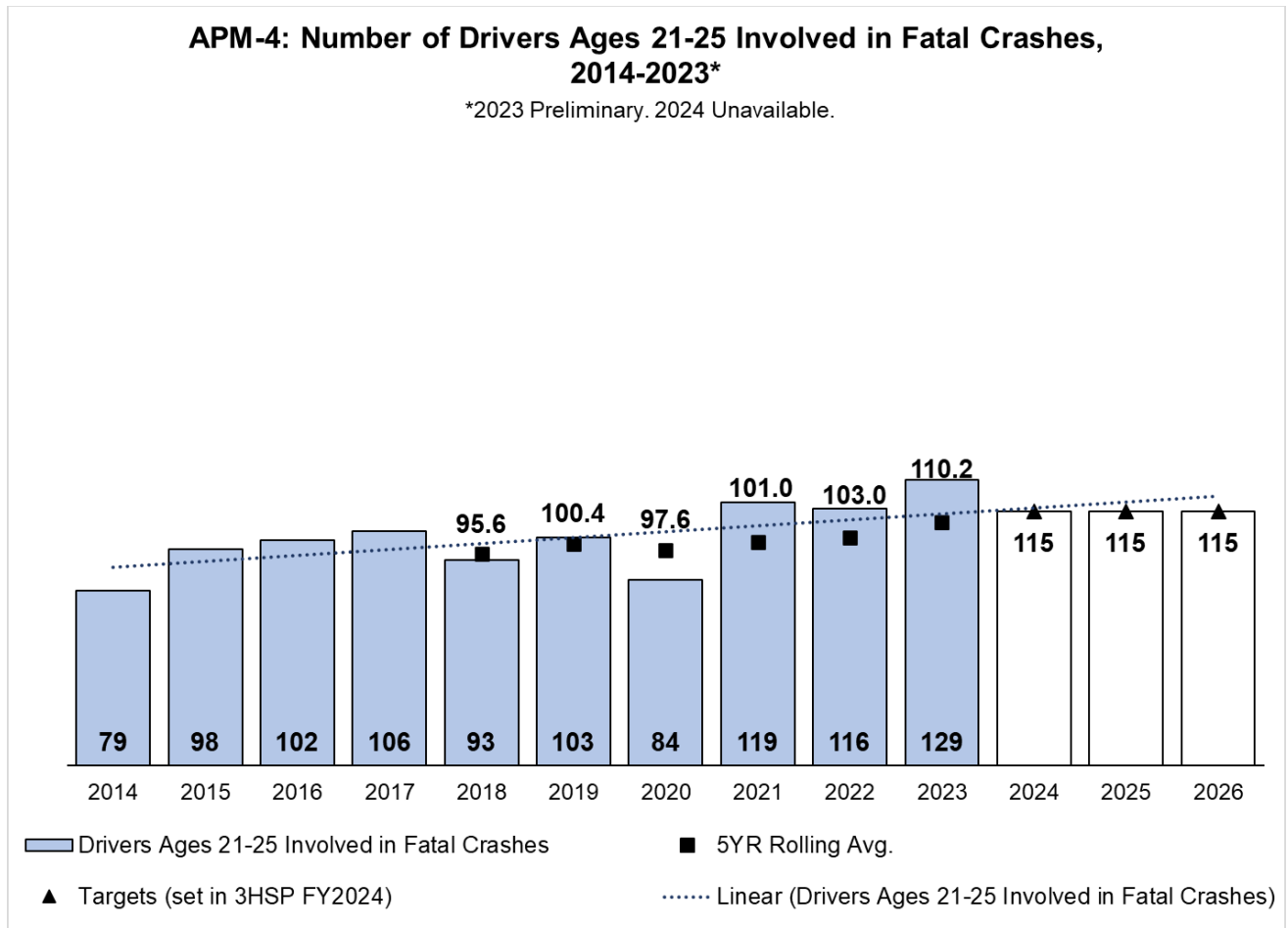
### Performance Report

APM-3 is a new performance measure added to the 3HSP and therefore did not have a target set for FFY 2023. The 2014-2023 number of alcohol impaired driver involved fatalities trend line is near the 2024 calendar year target of 192, therefore the FFY 2024 target remains in progress.

FFY 2024 Performance Report: IN PROGRESS

### APM-4: Number of Drivers Ages 21-25 Involved in Fatal Crashes

Performance Metric	Most Recent Available Data (2023 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
APM-4 Number of Drivers Ages 21-25 Involved in Fatal Crashes Calendar Year Totals	129 2023 CY Total	115 Constant	115 Constant	115 Constant



Source: Washington Coded Fatal Crash (CFC) files.

### Performance Report

APM-4 is a new performance measure added to the 3HSP and therefore did not have a target set for FFY 2023. The 2014-2023 number of drivers ages 21-25 involved in fatal crashes trend line is near the 2024 calendar year target of 115, therefore the FFY 2024 target remains in progress.

FFY 2024 Performance Report: IN PROGRESS

## Chapter 3: Program Countermeasure Strategy Updates and Projects

### 3.1: Communications

#### 3HSP Update: Communications

*This section details the adjustments to the following countermeasure strategies for Communications programming funds.*

- 3.1.1 Communications and Outreach
- 3.1.2 Growing a Positive Traffic Safety Culture

#### 3.1.1 Communications and Outreach

**Adjustment:**

Is the implementation of the *Communications and Outreach* countermeasure strategy being adjusted? **Yes**

**Description of why or why not:**

Communications and Outreach projects will be funded at similar levels as reported in the 2024 Triennial Highway Safety Plan (3HSP). However, a portion of communications funding previously included under the Non-Motorized program is shifted to the Communications program in FFY 2025. As a result, the Communication and Outreach countermeasure strategy is included in both the Communications and Non-Motorized Program Chapters. Each year, the WTSC works with contracted marketing firms to plan and execute paid media campaigns for the following programs:

- Holiday Impaired Driving
- Move Over, Slow Down
- Distracted Driving
- Seat Belts
- Motorcycles
- Walker/Roller
- Summer Impaired Driving

In addition, an adjustment for FFY 2025, is to further support heatstroke awareness messaging with a social media ad buy. Other traffic safety topics such as Older Driver Safety Awareness Week, Child Passenger Safety Week, and National Pedestrian Safety Month are distributed throughout the year on our social media, video channels, and websites. Our agency website provides an overview of the WTSC and its programs, and a data section with traffic fatality and serious injury data dashboards and traffic safety reports. In concert with the Growing a Positive Traffic Safety Culture countermeasure, the WTSC will expand our

*Together We Get There* branding and produce educational resources and messaging to use in these campaigns.

The statewide Walker/Roller campaign was designed with the input of focus groups made up of drivers and pedestrians from a variety of racial/ethnic, age, and socioeconomic statuses. The campaign seeks to use positive social norming and messaging to influence the knowledge, beliefs, and behavior of drivers, pedestrians, and bicyclists regarding a range of topics that include:

- Visibility or conspicuity in the traffic system.
- Correct use of facilities and accommodation.
- Proper street-crossing behavior.
- Safe practices near school buses, including loading and unloading practices.
- The nature and extent of traffic-related pedestrian and bicycle fatalities and injuries.
- Rules of the road.
- Proper selection, use, fit, and maintenance of bicycles and bicycle helmets.
- Skills training of bicyclists.
- Sharing the road safely among motorists and bicyclists.
- The dangers that aggressive driving, including speeding, pose for pedestrians and bicyclists.

The statewide campaign will strive to decrease pedestrian and bicyclist fatalities by targeting drivers in “hot spots” and who statistically pose the greatest risk by engaging in behaviors such as speeding, impaired driving, distracted driving, and reckless driving. Targeted demographics will receive positive community norms messaging that encourages them to be a part of the solution by following the law and practicing safe driving behaviors around pedestrians and pedalcyclists. Increasing the knowledge and beliefs around pedestrian and bicyclist safety should influence positive behavior changes among targeted populations which should result in a decrease in the number of crashes involving pedestrians and pedalcyclists.

Consistent with the requirements for public participation and engagement, the External Relations Division will grow its community engagement function, which includes community engagement and public participation in traffic safety behavioral program planning and implementation and facilitation of public and community input for traffic safety programs, including impaired driving, speed, active transportation, passenger protection, distracted driving, young drivers, motorcycles, rural communities, and Tribal programs.

Additionally, in FFY 2024, the Mass-Media Campaigns countermeasure was included in the Non-Motorized Services program chapter. Starting in FFY 2025, the Communications program will coordinate media funding and efforts for all programs. Consequently, this countermeasure is listed in the section below.

**Countermeasures:**

- Communications and Outreach

- Mass-Media Campaigns

### 3.1.2 Growing a Positive Traffic Safety Culture

**Adjustment:**

Is the implementation of the *Growing a Positive Traffic Safety Culture* countermeasure strategy being adjusted? **No**

**Description of why or why not:**

The implementation of the Growing a Positive Traffic Safety Culture countermeasure strategy will continue through projects centered around developing positive traffic culture messaging and educational campaigns and using local resources to broadcast and amplify those messages. Any adjustments made to the work completed in this countermeasure will be a normal part of this process, through feedback received while developing our *Together We Get There* campaigns via focus groups or listening sessions with community members. The focus groups and listening sessions will continue to take place in FFY 2025 and will help guide our approaches in Communications and Outreach as well. Each year, the Statewide Survey will help us to measure any progress and identify gaps and opportunities for where our messages should be targeted.

**Countermeasures:**

- Growing a Positive Traffic Safety Culture

### Communications Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
<b>2024 3HSP</b>	NHTSA 402 (bil/supl), 405b (bil/supl) Flex, 405d (bil/supl), 405d (bil/supl) Flex, 164 Transfer (bil)	\$7,500,000
<b>2025 3HSP Update</b>	NHTSA 402 (bil/supl), 405b (bil/supl) non-flex and flex, 405d (bil/supl) low flex, 405d (bil/supl) mid, 405e Awareness (bil/supl) flex, 405e Laws (bil/supl) flex, 405g (bil/supl), 405h (bil/supl) 24-26	\$17,250,000

The Communications *Estimated 3-Year Allocation* was reported incorrectly in the FFY 2024 3HSP. In addition, a portion of communication funds from the Non-motorized Program was moved to the Communications Program. WTSC is providing a corrected amount as part of the FFY 2025 3HSP update. The update also includes adjustments to federal funding sources.

## AGA: Communications Projects and Subrecipient

*This section includes project and subrecipient information relevant to the Communications Program area.*

### 3.1.1 Communications and Outreach

#### Project #1: 2024-FG-5015-WTSC Paid Media

<b>Countermeasure Strategy</b>	Communications and Outreach
<b>Countermeasure(s)</b>	Communications and Outreach
<b>Project Name</b>	WTSC Paid Media
<b>Project Description</b>	<p>This project covers paid media for the December Holiday DUI campaign, August/Labor Day DUI campaign, April Distracted Driving campaign, May Seat Belt campaign, and July Motorcycle Safety Awareness campaign. The Holiday DUI campaign targets men between 21 and 34 years of age and is designed to reach them at decision-making times, such as on their way to social gatherings, while out at a bar, at holiday parties, or sporting events. Prior to placing the media buy, the Communications team works closely with the Impaired Driving team to identify the media buys to fit their analysis.</p> <p>The August/Labor Day DUI campaign is targeted primarily at young male drivers between 21 and 34 years of age. Prior to placing the media buy, the Communications team works closely with the Impaired Driving team to identify the media buys to fit their analysis.</p> <p>The April Distracted Driving media campaign is designed to improve road safety and includes notification of additional patrols and an awareness campaign targeting Washington drivers.</p> <p>The May Seat Belt media campaign is designed to improve road safety and includes notification of additional patrols and an awareness campaign targeting roadway users in Washington during the national Click It or Ticket (CIOT) campaign. The project includes the purchase of advertising across the state.</p> <p>The July Motorcycle Safety paid media campaign is designed to let Washington roadway users know about extra enforcement focused on keeping motorcycle riders and drivers safe.</p>
<b>Project Location(s)</b>	Statewide

<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	M1HVE25-01, M1*PM25-01, M1*PM25-02, B5PEM25-01, B8APE25-01, B8LPE25-01, M12BPE25-01
<b>Amount of Federal Funds</b>	\$2,650,000
<b>Federal Funding Source(s)</b>	NHTSA 405b (bil/supl) non-flex, flex, 405d (bil/supl) mid, 405e Awareness (bil/supl) flex, 405e Laws (bil/supl) flex, 405h (bil/supl) 24-26
<b>Eligible Use of Funds</b>	Paid Advertising, Mid Media/ID Training/Enf Related Exp., Public Education
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### Project #2: 2024-FG-5025-News Media and Communications Support

<b>Countermeasure Strategy</b>	Communications and Outreach
<b>Countermeasure(s)</b>	Communications and Outreach
<b>Project Name</b>	News Media and Communications Support
<b>Project Description</b>	General communications support is needed for over-arching initiatives such as our web presence with various support subscriptions, as well as stakeholder and public education. In addition, news media, ancillary publicity efforts, and development of communications materials such as public service announcements (PSAs), print materials, videos, graphic design, etc. are instrumental in supporting high visibility enforcement (HVE) and traffic safety enforcement grants. These funds also support education on laws affecting traffic safety efforts such as <i>Move Over</i> , <i>Slow Down</i> and unsecured loads.
<b>Project Location(s)</b>	Statewide
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	FDL*PT25-01
<b>Amount of Federal Funds</b>	\$150,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) low flex



<b>Eligible Use of Funds</b>	Traffic Enforcement Services - Communications Program
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### Project #3: 2024-FG-5041-Website Maintenance and Support

<b>Countermeasure Strategy</b>	Communications and Outreach
<b>Countermeasure(s)</b>	Communications and Outreach
<b>Project Name</b>	Website Maintenance and Support
<b>Project Description</b>	The WTSC websites are tools to provide staff, partners, and citizens with information on traffic safety programs, media campaigns, grants, and data. WTSC communications utilize the expertise of our communications contractors to have websites in which the information is available in a clear, concise, and easy to find format. It is also important to maintain updated websites that are healthy and secure.
<b>Project Location(s)</b>	Statewide
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	FDL*CP25-05
<b>Amount of Federal Funds</b>	\$50,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) low flex
<b>Eligible Use of Funds</b>	Community Traffic Safety Programs
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### Project #4: 2025-FG-5403-Community Outreach and Engagement

<b>Countermeasure Strategy</b>	Communications and Outreach
<b>Countermeasure(s)</b>	Communications and Outreach
<b>Project Name</b>	Community Outreach and Engagement
<b>Project Description</b>	The WTSC will use this funding to contract with a firm that specializes in community engagement. WTSC and the contractor will identify and work with Community Based Organizations (CBOs) in Washington, with a focus on underinvested communities and those overrepresented in fatal and serious crashes. Over the longer term, developing relationships with CBOs and their constituents will help

	<p>WTSC to recruit advisory group members, form groups, and conduct outreach in communities most affected by traffic safety inequities.</p> <p>A contractor will be identified pending approval of the FFY 2025 AGA.</p>
<b>Project Location(s)</b>	King County and Yakima. Other locations are to be determined.
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	<p>The purpose of the project is to conduct meaningful community engagement with underinvested and overburdened communities. The contractor and contracted CBOs will help to identify and engage community members with lived experience who can provide input on the SHSP, 3HSP, programs, and potentially serve on agency advisory groups.</p>

<b>Project Agreement Number</b>	PA25-03
<b>Amount of Federal Funds</b>	\$150,000
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl), State Funds (50 percent)
<b>Eligible Use of Funds</b>	Planning & Administration
<b>Planning and Administration Costs</b>	Yes
<b>Project is a Promised Project</b>	No

### Project #5: 2024-FG-5018-“Together We Get There” Walker and Roller Campaign

<b>Countermeasure Strategy</b>	Communications and Outreach
<b>Countermeasure(s)</b>	Mass-Media Campaigns
<b>Project Name</b>	<i>Together We Get There</i> Walker and Roller Campaign
<b>Project Description</b>	<p>This is a multi-faceted outreach campaign that will use the <i>Together We Get There</i> positive messaging approach to convey the urgent need to practice safe driving behaviors and to humanize the walkers and rollers that share our streets and our roads. The campaign will include the following goals:</p> <ul style="list-style-type: none"> <li>• Increase driver knowledge and awareness of safe driving behaviors and laws related to pedestrian and bicyclist safety, such as yielding, distraction, and speed.</li> <li>• Increase in drivers demonstrating safe and legal driving behaviors that increase pedestrian and bicyclist safety in areas where high rates of bicyclist and pedestrian fatalities and serious injuries occurred between 2018 and 2023.</li> <li>• Implement statewide outreach campaign with focus on locations with large populations like cities, using Positive Community Norms</li> </ul>

	<p>(PCN) messaging consistent with WTSC’s traffic safety culture initiative, <i>Together We Get There</i>.</p> <ul style="list-style-type: none"> <li>• Communicate elevated risk of vulnerable road users and disproportionality of involvement in walker and/or roller crashes involving BIPOC populations, low-socioeconomic status populations, and individuals with vision, hearing, cognitive, and mobility disabilities.</li> <li>• Educate drivers about laws related to pedestrians and bicyclists and address common misconceptions through community organizations and local governments.</li> </ul>
<b>Project Location(s)</b>	Statewide, along the I-5 corridor, "hot spot" locations where FFY 2018-2023 data show the most significant prevalence of pedestrian and pedal cyclist fatalities and serious injuries.
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	<p>The need for this project was identified through outreach conducted through the Cooper Jones Active Transportation Safety Council. You can learn more about the members and their diverse set of community representation by visiting <a href="https://wtsc.wa.gov/programs-priorities/active-transportation-safety-council/">https://wtsc.wa.gov/programs-priorities/active-transportation-safety-council/</a>.</p> <p>FFY 2023 research was conducted by a communications contractor to inform campaign messaging and tone in the following areas: Consultation with in-house equity outreach strategists, bilingual focus groups, surveys focus-groups, testing WTSC data race, age, and gender-based feedback on campaign messaging, creative and thematic decisions.</p>

<b>Project Agreement Number</b>	BGPE25-03
<b>Amount of Federal Funds</b>	\$600,000
<b>Federal Funding Source(s)</b>	NHTSA 405g (bil/supl)
<b>Eligible Use of Funds</b>	Public Education
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### 3.1.2 Growing a Positive Traffic Safety Culture

#### Project #6: 2024-FG-5024-Together We Get There

<b>Countermeasure Strategy</b>	Growing a Positive Traffic Safety Culture
<b>Countermeasure(s)</b>	Growing a Positive Traffic Safety Culture

<b>Project Name</b>	Together We Get There
<b>Project Description</b>	WTSC will continue to develop and promote its proactive traffic safety culture initiative based on research conducted by the Center for Health and Safety Culture. This over-arching concept has been referred to as the <i>Umbrella Campaign</i> . The project includes an educational campaign to publish public service announcements (PSAs) and messaging based on proactive traffic safety work using concepts, visuals, and messaging developed in 2021. In 2024 and beyond, the WTSC will work with its contractors to develop creative assets for occupant protection under the <i>Together We Get There</i> brand. A two-week ad campaign will run to educate the public on the importance of wearing a seat belt and proper child restraints, and how to influence people in your life to buckle up. The project also includes funds for message testing of creative assets. WTSC will also conduct four two-week ad “flights” throughout the summer months with messaging on all traffic safety programs within the “umbrella.”
<b>Project Location(s)</b>	Statewide
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	B5PEM25-02, B5PEM25-03, B8APE25-02, B8APE25-03, B8LPE25-02, B8LPE25-03
<b>Amount of Federal Funds</b>	\$1,950,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) mid, 405e Awareness (bil/supl) flex, 405e Laws (bil/supl) flex
<b>Eligible Use of Funds</b>	Mid Media/ID Training/Enf Related exp., Public Education
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #7: 2024-FG-5026-TZM Communications Lead**

<b>Countermeasure Strategy</b>	Growing a Positive Traffic Safety Culture
<b>Countermeasure(s)</b>	Growing a Positive Traffic Safety Culture
<b>Project Name</b>	TZM Communications Lead
<b>Project Description</b>	<p>This project establishes the WTSC’s lead in providing strategic communication support and direction to the Target Zero Manager (TZM) program. This contractor will have three main responsibilities:</p> <ul style="list-style-type: none"> <li>• Lead WTSC’s effort to make communications a key component of the TZM program. This may include doing things like:           <ul style="list-style-type: none"> <li>o Developing or testing creative ways to engage with the public and act as a “testing lab” for innovative ideas.</li> <li>o Testing curricula used by the business community to establish positive driving policies.</li> <li>o Establishing best practices and how-to resources for TZMs to work with local media.</li> <li>o Supporting TZMs in developing regular communication channels with their local media network.</li> <li>o Conducting focus groups to test key messaging.</li> <li>o Providing technical assistance to TZMs throughout the state.</li> </ul> </li> <li>• Monitor TZM performance of communication efforts, provide communications training, and work with WTSC to ensure the program is meeting the needs of the state to reach the public.</li> <li>• Create social media posts using NHTSA’s unattended passenger and child heatstroke prevention resources and work with regional TZMs to post them throughout the summer months. Sub-recipient: WTSC sub-contractor will be selected for this contract.</li> </ul>
<b>Project Location(s)</b>	Statewide
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	FDL*CP25-07
<b>Amount of Federal Funds</b>	\$150,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) low flex
<b>Eligible Use of Funds</b>	Community Traffic Safety Programs
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #8: 2024-FG-5027-TZM PCN Media Mini-Grants**

<b>Countermeasure Strategy</b>	Growing a Positive Traffic Safety Culture
<b>Countermeasure(s)</b>	Growing a Positive Traffic Safety Culture
<b>Project Name</b>	TZM PCN Media Mini-Grants
<b>Project Description</b>	The WTSC will use this funding to support Target Zero Managers' (TZMs) work using Positive Community Norms (PCN) strategies in the field by covering community-based media projects with local advertising. TZMs will work with the TZM Communications Lead to develop PCN traffic safety messaging materials for this work. Messaging will focus on WTSC emphasis programs such as impaired driving, distracted driving, speeding, and occupant protection.
<b>Project Location(s)</b>	Statewide funding prioritized for counties and areas according to data analysis.
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	FDL*CP25-06
<b>Amount of Federal Funds</b>	\$250,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) low flex
<b>Eligible Use of Funds</b>	Community Traffic Safety Programs
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

## 3.2: Community Traffic Services

### 3HSP Update: Community Traffic Services

*This section details the adjustments to the following countermeasure strategies for Community Traffic Services programming funds.*

- 3.2.1 Emergency Medical Services, Human Resources and Training
- 3.2.2 High Visibility Enforcement (HVE)
- 3.2.3 Non-Commercial Driver Licensing
- 3.2.4 Preventing Roadside Deaths – Digital Alerting
- 3.2.5 Regional Traffic Safety Coordination
- 3.2.6 Traffic Enforcement and Professional Development
- Positive Community Norm – moved to Impaired Driving Program section

#### 3.2.1 Emergency Medical Services, Human Resources and Training

**Adjustment:**

Is the implementation of the *Emergency Medical Services, Human Resources and Training* countermeasure strategy being adjusted? **No**

**Description of why or why not:**

This countermeasure strategy continues to work to maximize the number of education offerings to rural communities in balance with physician and nurse educator capacity. The WTSC will continue to expand education opportunities and to track the efficacy of training through pre and post course competency evaluations.

**Countermeasures:**

- Rural Post-Crash Care, Clinical Provider Support

#### 3.2.2 High Visibility Enforcement (HVE)

**Adjustment:**

Is the implementation of the *High Visibility Enforcement (HVE)* countermeasure strategy being adjusted? **Yes**

**Description of why or why not:**

The implementation of this countermeasure strategy will remain consistent with current practices. However, changes will come from additional guidance/restrictions around public education and engagement that WTSC will align requirements for public education and engagement to be consistent with NHTSA's guidelines.

**Countermeasures:**

- Impaired Driving: Enforcement
- Seat Belt Law Enforcement

- Speeding Enforcement
- Distracted Driving Enforcement
- Motorcycle Alcohol Impairment

### 3.2.3 Non-Commercial Driver Licensing

**Adjustment:**

Is the implementation of the *Non-Commercial Driver Licensing* countermeasure strategy being adjusted? **No**

**Description of why or why not:**

The WTSC is very early in implementing this countermeasure strategy, so we feel it is not appropriate to adjust it at this time.

**Countermeasures:**

- Program Management

### 3.2.4 Preventing Roadside Deaths – Digital Alerting

**Adjustment:**

Is the implementation of the *Preventing Roadside Deaths – Digital Alerting* countermeasure strategy being adjusted? **No**

**Description of why or why not:**

The implementation of this countermeasure strategy is not changing because we are still undergoing the formal Request for Proposal process to contract with a vendor to deploy digital alert technology with state first responder partners. While this is ongoing, we have identified several fire service and law enforcement partners to deploy with once we have a contract with a selected vendor.

**Countermeasures:**

- Preventing Roadside Deaths – Digital Alerting

### 3.2.5 Regional Traffic Safety Coordination

**Adjustment:**

Is the implementation of the *Regional Traffic Safety Coordination* countermeasure strategy being adjusted? **Yes**

**Description of why or why not:**

Target Zero Managers (TZMs) are being trained to utilize the Safe System Approach. They will be trained to use Washington's *2024 Strategic Highway Safety Plan: Target Zero* to guide their investments. The WTSC will be training and implementing the second phase of a new scope of work for TZMs. We expect an increase in coalition-driven programming as this countermeasure strategy will increase the coordination among WTSC program managers and TZMs to support emerging projects and needs that result from problem identification and



annual Community Assessments. As an example, the King County TZMs have worked with local municipalities to develop a Corridor Traffic Safety Project: A 10.5-mile stretch of road is 140th Ave SE/132nd Ave SE beginning at the intersection with SR 169 (north point), passing SR 516 (mid-point) and terminates just before SR 18 interchange. WTSC anticipates funding this project in 2025.

**Countermeasures:**

- Target Zero Managers
- Traffic Safety Corridor Support – **New** (See details below)

**3.2.5.1 Traffic Safety Corridor Support – (New)**

**NOTE:** This new countermeasure surfaced as an outcome of community input to elevate and expand traffic safety prevention and the 2024-FG-5077-King County Distracted Driving Prevention Campaign.

**Problem ID**

Across Washington, the WTSC is seeing a number of instances where roads were designed in rural areas that became urbanized over time. In many areas, the land use along these roads is inconsistent with the road design, which has created hazardous conditions that lead to a high incidence of crashes. WTSC is adding this countermeasure to its 3HSP to address these situations.

The specific example that has prompted this amendment is 140th Ave SE/132nd Ave SE between Renton, Unincorporated King County, Kent, and Auburn (WTSC fatalities dashboard). In this corridor, between 2015-2022, there have been six crashes with eight fatalities. In 2023, WSDOT reported four additional crashes involving a total of 13 people: two with serious injuries and two with fatalities.

**Problem/Focus Areas and Populations:**

Local leaders, local agencies, local traffic safety activists, and local organizations.

Traffic safety professionals throughout the state, including:

- Target Zero Task Force representatives
- Regional Coalitions
- Local law enforcement leadership
- Washington State Patrol District Leadership
- Community coalitions that share similar goals and provide mutually supportive efforts
- Medical professionals in rural communities

Countermeasure Strategy: Link to specific problem ID	Countermeasure
<p><b>Regional Traffic Safety Coordination</b></p> <p>Countermeasure description of how Washington will implement: The King County Target Zero Managers (TZM) will identify a municipal or community-based subrecipient to assume responsibility for project development and implementation from the political subdivisions of Renton, Unincorporated King County, Kent, and Auburn.</p> <p>Justification for the change: The countermeasure strategy is not changing.</p>	<p><b>Traffic Safety Corridor Support (New)</b></p> <p>Reflective of the new emphasis on utilizing the Safe System Approach to reduce risk and improve traffic safety outcomes, the King County TZMs have worked with local municipalities to develop a <i>Corridor Traffic Safety Project</i>. This project will address the ‘safer people, safer roads, and safer speeds’ components of the safe system approach. A high-interest opportunity exists to coordinate and leverage multiple agencies, municipalities, and community organizations to identify and address behavioral and infrastructure concerns on this roadway.</p> <p><b>Note:</b> The WTSC provides assurance that no NHTSA funds will be spent on infrastructure. Rather, through discussions with the community and local traffic safety leaders, we feel that it is likely that other solutions may surface during the engagement. WTSC will focus on potential projects related to non-infrastructure solutions. This countermeasure functions across multiple program areas and is driven by community interest and participation efforts.</p> <p>Corridor projects have been utilized in the past by the WTSC for treatment of high injury networks or in response to community appeals for traffic safety risk mitigation.</p>

### Countermeasure Strategy Link to Performance Targets

#### Regional Traffic Safety Coordination

This countermeasure strategy influences the behavior of focus populations by providing resources to key groups. This countermeasure strategy provides resources and opportunities for local community leaders and organizations to prioritize traffic safety within their communities. It also provides tools, training, and technical assistance for how they can

engage with the public to increase awareness of traffic safety issues. For traffic safety professionals, this countermeasure provides the resources necessary to conduct traffic safety activities. It also provides them with opportunities to learn about current traffic safety issues in the state and nation and solutions created to address them. The countermeasure also provides tools to better reach and hear from the entire public in each community, regardless of the language they speak.

Finally, this countermeasure provides support and guidance in traffic laws and best practice enforcement models to law enforcement officers in the state. Washington is known for strong state and local partnerships in traffic safety efforts. For over 30 years, our state has invested in a coordinated network of local traffic safety professionals known as Target Zero Managers. TZMs guide local traffic safety task forces and coordinate local traffic safety efforts. This countermeasure strategy supports the performance targets of C1, C2, and C3 by empowering individuals and organizations with the tools and resources they need to grow a traffic safety culture within their communities.

### Considerations Used to Select Projects

Considerations for project selection will include:

- Results from 2024-FG-5077-King County Distracted Driving Prevention Campaign data collection
- Data from WTSC Data Dashboards
- Statewide Observation Survey data
- Public requests for materials and training
- Potential for collaborative deployment of multiple countermeasures to improve traffic safety culture
- Within the Safe System Approach as a “safer people” countermeasure to engage employers
- In accordance with the NHTSA’s Uniform Guidelines for State Highway Safety Programs, Codes and Laws, the selected countermeasure reinforces and aligns with the RCW 46.61.672 and 46.61.673.

### 3.2.6 Traffic Enforcement and Professional Development

**Adjustment:**

Is the implementation of the *Traffic Enforcement and Professional Development* countermeasure strategy being adjusted? **Yes**

**Description of why or why not:**

In the FFY 2024 3HSP, this countermeasure strategy was titled *Traffic Enforcement Skills and Professional Competency of Law Enforcement Officers*. The modification to the title reflects the countermeasure strategy expansion from focusing solely on law enforcement professionals to also include traffic safety professionals from other related sectors, such as prosecution, engineering, administration, and coalition leadership.

**Countermeasures:**

- Traffic Enforcement and Professional Development<sup>1</sup>

### Positive Community Norm

The current primary focus of the Positive Community Norm countermeasure strategy targets impaired driving messaging. As a result, the countermeasure strategy is being removed from the Community Traffic Services Program. However, it remains a focus in the Impaired Driving Program section, where the description of any adjustments to the countermeasure strategy is included.

### Community Traffic Services Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
<b>2024 3HSP</b>	NHTSA 402 (bil/supl), 405d (bil/supl), 405d (bil/supl) Flex, 405d 24/7 (bil), 405h (bil) 2024 funds	\$11,526,502
<b>2025 3HSP Update</b>	NHTSA 402 (bil/supl), 405b (bil/supl) flex, 405d (bil/supl) low flex, 405d (bil/supl) mid, 405d 24/7 (bil/supl) flex, 405h (bil/supl) 24-26	\$18,779,858

The change in the Estimated 3-Year Allocation is due to adjusted funding in several projects and the addition of a new King County Traffic Safety Corridor project. The update also includes adjustments to federal funding sources.

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<sup>1</sup> Updated Countermeasure title from Law Enforcement Support and Professional Development to Traffic Enforcement and Professional Development.

## AGA: Community Traffic Services Projects and Subrecipient

*This section includes project and subrecipient information relevant to the Community Traffic Services program area.*

### 3.2.1 Emergency Medical Services, Human Resources and Training

#### Project #9: 2025-FG-5349-Rural Trauma Team Development Course

<b>Countermeasure Strategy</b>	Emergency Medical Services, Human Resources and Training
<b>Countermeasure(s)</b>	Rural Post-Crash Care, Clinical Provider Support
<b>Project Name</b>	Rural Trauma Team Development Course
<b>Project Description</b>	<p>This project will fund Rural Trauma Team Development Courses (RTTDC) across the state. The RTTDC was created to improve the quality of care in rural communities by developing a timely, organized, and systemic response to the care of the trauma patient. The course emphasizes a team approach to address common problems in the initial assessment and stabilization of the injured. The course also helps to build communication and to define the relationship between rural trauma resources and the regional trauma system. Several studies have demonstrated the efficacy of the course, specifically with reducing transport times and increasing collaboration and communication in regional systems of trauma care (Bauman, et al., 2020) (Malekpour, et al., 2017) (Dennis, et al., 2016) (Kappel, et al., 2011).</p> <p>The focus of this project is to ensure RTTDC participation from communities with disproportionate crash fatality rates. The course will be hosted either by a rural hospital or larger tertiary care facility. Courses will be attended by clinical staff that represent the rural hospital trauma leadership, rural EMS representatives, and tertiary care hospital clinical trauma leadership within the regional continuum of care.</p>
<b>Project Location(s)</b>	Statewide
<b>Subrecipient(s)</b>	American College of Surgeons - Washington State Committee on Trauma
<b>Organization Type</b>	Non-profit
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	EM25-01
<b>Amount of Federal Funds</b>	\$50,000
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl)
<b>Eligible Use of Funds</b>	Emergency Medical Services
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### 3.2.2 High Visibility Enforcement (HVE)

#### Project #10: 2025-FG-5400-Local HVE - Administration, Enforcement, and Resources

<b>Countermeasure Strategy</b>	High Visibility Enforcement (HVE)
<b>Countermeasure(s)</b>	HVE: Impaired Driving Enforcement; Seat Belt Law Enforcement; Speeding Enforcement; Distracted Driving Enforcement; Motorcycle Alcohol Impairment
<b>Project Name</b>	Local HVE - Administration, Enforcement, and Resources
<b>Project Description</b>	<p>This project will provide funding to local law enforcement agencies to conduct HVE in the areas of Impaired Driving Enforcement; Seat Belt Law Enforcement; Speeding Enforcement; Distracted Driving Enforcement; Motorcycle Alcohol Impairment.</p> <p>Funding for enforcement activities will be awarded to local law enforcement agencies following an application process using data to support funding decisions. WTSC will work closely with a contractor to monitor performance for HVE activities throughout the state. This will include providing oversight and review of digital activity logs and invoices, as well as providing feedback to participating agencies and task forces. Program decisions will be made at the local level by regional traffic safety task forces. These task forces will use local data to determine enforcement priorities for their jurisdictions and will schedule and plan enforcement and outreach activities. At minimum, participation in the following campaigns is mandatory:</p> <ul style="list-style-type: none"> <li>• Impaired driving enforcement during the Holiday DUI campaign in December.</li> <li>• Distracted driving enforcement during the Distracted Driving campaign in April.</li> <li>• Seat belt enforcement during the Click It or Ticket campaign in May.</li> <li>• Impaired driving enforcement during the Summer DUI campaign in August.</li> </ul>

	Sub-subrecipients will include law enforcement agencies throughout the state. <i>See Attachment A: Law Enforcement Agencies</i>
<b>Project Location(s)</b>	Statewide funding prioritized for counties and areas according to data analysis.
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	PT25-01, FDLHVE25-01
<b>Amount of Federal Funds</b>	\$2,100,000
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl), 405d (bil/supl) mid
<b>Eligible Use of Funds</b>	Traffic Enforcement Services - Traffic Law Enforcement, Low High Visibility Enforcement To include emphasis in: Motorcycle Safety; Safety Belts; Speed Management; Distracted Driving; and Impaired Driving
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### Project #11: 2025-FG-5401-WSP HVE

<b>Countermeasure Strategy</b>	High Visibility Enforcement (HVE)
<b>Countermeasure(s)</b>	HVE: Impaired Driving Enforcement; Seat Belt Law Enforcement; Speeding Enforcement; Distracted Driving Enforcement; Motorcycle Alcohol Impairment
<b>Project Name</b>	WSP HVE
<b>Project Description</b>	<p>This project will fund traffic safety enforcement in the areas of impaired driving, speeding, distracted driving, seat belt use, and motorcycle safety. Funding will be awarded to the Washington State Patrol (WSP).</p> <p>Program decisions will be made at the WSP headquarters in collaboration with the leadership of each WSP district. WSP district leaders will use local data to determine enforcement priorities for their region and will schedule and plan enforcement and outreach activities. While the funding may be used to conduct a range of different emphasis areas, participation in the following campaigns is mandatory:</p> <ul style="list-style-type: none"> <li>Impaired driving enforcement during the Holiday DUI campaign in December 2023.</li> </ul>

	<ul style="list-style-type: none"> <li>• Distracted driving enforcement during the Distracted Driving campaign in April 2024.</li> <li>• Seat belt enforcement during the Click It or Ticket campaign in May 2024.</li> <li>• Impaired driving enforcement during the Summer DUI campaign in August 2024.</li> </ul>
<b>Project Location(s)</b>	Statewide
<b>Recipient</b>	Washington State Patrol
<b>Organization Type</b>	Law Enforcement – State
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	PT25-04
<b>Amount of Federal Funds</b>	\$950,000
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl)
<b>Eligible Use of Funds</b>	Traffic Enforcement Services - Traffic Law Enforcement To include emphasis in: Motorcycle Safety; Safety Belts; Speed Management; Distracted Driving; and Impaired Driving
<b>Planning and Administration Costs</b>	Yes
<b>Project is a Promised Project</b>	No

### 3.2.3 Non-Commercial Driver Licensing

#### Project #12: 2025-FG-5378-DOL Traffic Safety Specialist

<b>Countermeasure Strategy</b>	Non-Commercial Driver Licensing
<b>Countermeasure(s)</b>	Program Management
<b>Project Name</b>	DOL Traffic Safety Specialist
<b>Project Description</b>	<p>This project will fund the activities within the DOL’s Licensing Endorsements and Traffic Safety Unit. Activities include advancing traffic safety initiatives within DOL by managing the Target Zero Core Working Group to execute identified short- and long-term strategies and plans to support Target Zero efforts. The group will implement programs informed by existing research specific to DOL’s scope of authority. Representatives from multiple divisions within the agency, including RAO - Research and Analytics Office, LETS - Licensing Endorsements and Traffic Safety Unit, Communication and Outreach, Office of Equity, Customer Relations, Policy, and Legislative Unit ensure diversity of interventions.</p>



	External traffic safety agencies and community partners will also be identified to participate in the work group. The group will find ways to implement programs from existing research that are specific to DOL’s scope of authority. These may include activities reflective of multiple WTSC programs like young drivers, distracted driving, motorcycle, speed management, occupant protection, and enforcement. This group is charged with examining all possible initiatives and policy gaps and then prioritizing which are the most important for advancing traffic safety to reduce serious injury and fatal crashes.
<b>Project Location(s)</b>	Statewide
<b>Subrecipient(s)</b>	Department of Licensing
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	Public engagement was not a part of the development of this project but will be a feature in future work.

<b>Project Agreement Number</b>	FDL*DL25-01
<b>Amount of Federal Funds</b>	\$132,611
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) low flex
<b>Eligible Use of Funds</b>	Non-Commercial Driver Licensing
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### 3.2.4 Preventing Roadside Deaths – Digital Alerting

#### Project #13: 2025-FG-5354-Preventing Roadside Deaths - Digital Alert Technology

<b>Countermeasure Strategy</b>	Preventing Roadside Deaths – Digital Alerting
<b>Countermeasure(s)</b>	Preventing Roadside Deaths – Digital Alerting
<b>Project Name</b>	Preventing Roadside Deaths - Digital Alert Technology
<b>Project Description</b>	WTSC intends to go through a request for proposal process to find a single vendor to work through for the implementation of this project. This grant will fund Law enforcement, Fire, Emergency Medical Services, Tow, and other incident response partners to deploy digital alerting technology as a software service to these first responders in locations where there are high numbers of serious injury and fatal crashes, as well as areas with the highest number of secondary crashes involving a disabled vehicle and secondary crashes involving first responders. Equipping first responders’ vehicles with the ability to send digital alerts to approaching vehicles will provide advance notice to drivers operating vehicles within the first responding

	vehicle. Digital alerting technology differs from all past methods utilized to notify a driver of an approaching hazard by bringing the alert within the vehicle to gain the driver's attention. This increased awareness of roadside hazards can help to reduce serious injury and fatal collisions.
<b>Project Location(s)</b>	Statewide
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	M12BDAT25-01
<b>Amount of Federal Funds</b>	\$100,000
<b>Federal Funding Source(s)</b>	NHTSA 405h (bil/supl) 24-26
<b>Eligible Use of Funds</b>	Digital Alert Technology
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### 3.2.5 Regional Traffic Safety Coordination

#### Project #14: 2025-FG-5407-TZM Professional Development and Support

<b>Countermeasure Strategy</b>	Regional Traffic Safety Coordination
<b>Countermeasure(s)</b>	Target Zero Managers
<b>Project Name</b>	TZM Professional Development and Support
<b>Project Description</b>	Target Zero Managers (TZM) carry out WTSC programs and individual projects to support our Target Zero Strategic Highway Safety Plan. This project provides funding to TZMs statewide for travel and mini grants to enhance their program delivery.
<b>Project Location(s)</b>	17 TZM regions. See <i>Attachment C: Target Zero Manager Region Map</i>
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	Target Zero Managers (TZMs) lead regional traffic safety coalitions that engage with their community members and are experts in traffic safety issues in their area. WTSC's mission of improving traffic safety and reducing crashes relies on the connection to, and commitment of local communities. Public engagement occurs regularly at the regional level with TZMs working with their community groups and coalitions to determine traffic safety needs. In 2022, the WTSC Program Director and several Program Managers conducted site

	<p>visits statewide to meet with TZMs to learn of their community issues, data, project needs, and other traffic safety concerns. WTSC brought this information back and worked with Montana State University's Center for Health and Safety Culture to refresh the TZM program and write a new Scope of Work and contract language to best meet the various needs of the communities statewide. The new Scope is based on the 7-Step Planning Process of the Positive Culture Framework. The first two steps in this planning process involve assessing culture and public engagement. The TZMs will follow these steps through project design, implementation, refining, and evaluation. TZMs will also use the 2023 Statewide Traffic Safety Survey results to guide their work.</p>
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<b>Project Agreement Number</b>	M1*CP25-01
<b>Amount of Federal Funds</b>	\$75,000
<b>Federal Funding Source(s)</b>	NHTSA 405b (bil/supl) flex
<b>Eligible Use of Funds</b>	Community Traffic Safety Programs
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### Project #15: 2025-FG-5410-TZM Contracts and Grants

<b>Countermeasure Strategy</b>	Regional Traffic Safety Coordination
<b>Countermeasure(s)</b>	Target Zero Managers
<b>Project Name</b>	TZM Contracts and Grants
<b>Project Description</b>	<p>This project provides funding for Target Zero Managers (TZM) throughout the state who carry out WTSC-directed programs and individual projects to support our Target Zero Strategic Highway Safety Plan. State sources augment these federal funds in support of this program. Regional TZM activities include establishing and maintaining coalitions, recruiting stakeholders, conducting traffic safety needs assessments, raising awareness of traffic safety data and priorities, community and stakeholder engagement, developing logic models and plans, using Positive Community Norms messaging for outreach and education, and reporting. A complete scope of work is included in the regional sub-grants.</p>
<b>Project Location(s)</b>	17 TZM regions. See <i>Attachment C: Target Zero Manager Region Map</i>
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	WTSC's mission of improving traffic safety and reducing crashes relies on the connection to, and commitment of local communities. TZMs

	<p>help WTSC realize this mission at the local community level. Public engagement occurs regularly at the regional level with TZMs working with their community groups and coalitions to determine traffic safety needs. WTSC engaged the TZMs around the state in May and June of 2022 during a listening tour. This helped identify needs for the new scopes of work for the regional TZM contracts. Based on that engagement, a new scope of work was written in FFY2024 to support the TZM Program refresh.</p>
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<b>Project Agreement Number</b>	CP25-03
<b>Amount of Federal Funds</b>	\$2,043,000
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl)
<b>Eligible Use of Funds</b>	Community Traffic Safety Programs
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### Project #16: 2025-FG-5322-King County Traffic Safety Corridor Support

<b>Countermeasure Strategy</b>	Regional Traffic Safety Coordination
<b>Countermeasure(s)</b>	Traffic Safety Corridor Support
<b>Project Name</b>	King County Traffic Safety Corridor Support
<b>Project Description</b>	<p>King County Target Zero Managers have worked with local municipalities to develop a Corridor Traffic Safety Project: A 10.5-mile stretch of road is 140th Ave SE/132nd Ave SE beginning at the intersection with SR 169 (north point), passing SR 516 (mid-point) and terminates just before SR 18 interchange.</p> <p>To increase understanding and perception of risk from speeding, funding will be used to develop and deploy education campaign materials, including posters, flyers, yard sign media, etc. The materials will engage and educate community members about speeding danger and risk mitigating choices for all types of road users.</p> <p>Project funds will pay for implementation costs for the Teen Target Zero program at two area high schools including printing support materials, travel, time, and other expenses for the training of first responders to implement the program.</p> <p>Using telematic, fatal crash, and serious injury data, this project will convene public works representatives from the King County, Kent, and Auburn local jurisdictions to develop and deploy engineering</p>

	<p>solutions to reduce speed, injuries, and death along the corridor. Funding may be used to provide or attend training, workshops, or conference opportunities, or to purchase road signage.</p> <p>Throughout the project, funds will be used to conduct:</p> <ol style="list-style-type: none"> <li>a. Media and messaging campaign about speeding in support of high visibility enforcement and other high risk driver behaviors (i.e., distraction, impairment, seat belt use). Leverage existing media partnerships to educate and increase awareness of the importance for slowing speeds.</li> <li>b. Monthly highly publicized high visibility speed enforcement activities engaging multiple law enforcement agencies from Renton, Unincorporated King County, Kent, and Auburn communities.</li> </ol>
<b>Project Location(s)</b>	Renton, Unincorporated King County, Kent, and Auburn communities. The 10.5-mile stretch of road is 140th Ave SE/132nd Ave SE beginning at the intersection with SR 169 (north point), passing SR 516 (mid-point) and terminates just before SR 18 interchange.
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	This project was developed in response to widespread public engagement following a tragic high speed fatal crash resulting in the death of 4 people. Multiple municipalities indicated a need for and commitment to engage in focused traffic safety work along the identified corridor.

<b>Project Agreement Number</b>	RS25-01
<b>Amount of Federal Funds</b>	\$125,000
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl)
<b>Eligible Use of Funds</b>	Roadway Safety
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### 3.2.6 Traffic Enforcement and Professional Development

#### Project #17: 2024-FG-5202-Wenatchee PD Dedicated Traffic Enforcement

<b>Countermeasure Strategy</b>	Traffic Enforcement and Professional Development
<b>Countermeasure(s)</b>	Traffic Enforcement and Professional Development
<b>Project Name</b>	Wenatchee PD Dedicated Traffic Enforcement

<b>Project Description</b>	<p>This project will establish a traffic enforcement team at Wenatchee Police Department. Traffic Officers will be responsible for traffic collision investigation and emphasis patrols for collision prevention, distracted driving, and DUI enforcement. Officers will be scheduled relative to high collision and DUI times, particularly Friday evenings when high risk behaviors, like street racing, are occurring. The Traffic Sergeant will supervise the Traffic Officers and spend 25-50% of their hours in direct support of their assigned Traffic Officers.</p> <p>The primary work of the Traffic Unit will be traffic enforcement and collision investigation with an emphasis on coordination with the Washington State Patrol, Washington State Liquor and Cannabis Board, City of Wenatchee Engineering Department, public education, and Drug Recognition Experts. The department operates a set of repositionable speed measuring devices in the form of trailers and pole-mounted systems. These systems are routinely deployed in response to citizen complaints to analyze driving behavior in conjunction with requests from the engineering department to assess whether there are possible engineering solutions to reported problems. Monthly public education events will be aimed at a variety of populations including students at or near driving age, educators, employers, and any other group requesting presentations. Two key educational events currently offered by the Department that will be continued are Drug Impairment Training for the Education Professional (DITEP) and Employee/Employer Drug Impairment Training (EDIT). City of Wenatchee will agree to fully fund the Traffic Unit at a minimum of two additional years beyond the expiration of the agreement.</p>
<b>Project Location(s)</b>	Jurisdiction of the City of Wenatchee Police Department / Chelan County.
<b>Subrecipient(s)</b>	Wenatchee Police Department
<b>Organization Type</b>	Law Enforcement - City
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	PT25-03
<b>Amount of Federal Funds</b>	\$445,016
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl)
<b>Eligible Use of Funds</b>	Traffic Enforcement Services
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #18: 2025-FG-5395-Statewide and Local LEL Program**

<b>Countermeasure Strategy</b>	Traffic Enforcement and Professional Development
<b>Countermeasure(s)</b>	Traffic Enforcement and Professional Development
<b>Project Name</b>	Statewide and Local LEL Program
<b>Project Description</b>	<p>The Law Enforcement Liaison (LEL) program supports the implementation of statewide initiatives focusing on traffic safety education and law enforcement. The frequency of contact with local police executives is important to help facilitate cooperation in achieving the WTSC’s mission to empower and equip people and communities with knowledge, tools, and resources to build a positive traffic safety culture. The local LELs work closely with Target Zero Managers to address traffic safety needs. LELs help promote and enhance state and national highway safety programs, initiatives, and campaigns, and perform a myriad of functions, including but not limited to planning, organizing, networking, promoting, recruiting, implementing, reporting, and evaluating law enforcement’s role in traffic safety projects, activities, and achievements.</p> <p>The program is comprised of one statewide LEL and a network of regional LEL subrecipients. The statewide LEL provides a direct connection between local law enforcement and WTSC. In addition to providing guidance, the statewide LEL also supports the network of LELs representing local communities throughout the state.</p> <p>This project also provides funding for local, regional, and national professional development trainings. The statewide and local LELs are eligible to attend training, as well as other law enforcement officers who have been recommended by their local LEL. These officers must have a strong interest in traffic enforcement and departments that support their work. Trainings will focus on traffic safety practices and current trends as well as support increasing support for traffic safety within law enforcement agencies through training in leadership development.</p>
<b>Project Location(s)</b>	Statewide. See Attachment B: <i>Law Enforcement Liaison Region Map</i>
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	Yes. Representatives for WASPC provided input for this program.



<b>Project Agreement Number</b>	PT25-02
<b>Amount of Federal Funds</b>	\$200,000
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl)
<b>Eligible Use of Funds</b>	Traffic Enforcement Services - Training
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### Project #19: 2025-FG-5398-Training Support for Traffic Safety Professionals

<b>Countermeasure Strategy</b>	Traffic Enforcement and Professional Development
<b>Countermeasure(s)</b>	Traffic Enforcement and Professional Development
<b>Project Name</b>	Training Support for Traffic Safety Professionals
<b>Project Description</b>	<p>Provide training and development opportunities for traffic safety professionals to increase their capacity to work effectively in their roles and develop as leaders in their community.</p> <p>Sub-subrecipients will include law enforcement agencies and officers and Target Zero Managers throughout the state. <i>See Attachment A: Law Enforcement Agencies and Attachment C: Target Zero Manager Regional Map</i></p>
<b>Project Location(s)</b>	Statewide
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	Representatives from the WA Association of Sheriffs and Police Chiefs (WASPC) and WTSC designated local and state law enforcement liaisons were engaged with to identify priorities for this project. Law Enforcement Liaisons and Target Zero Managers will be included in the planning process for the development of agendas for the core training events.

<b>Project Agreement Number</b>	FDL*CP25-02
<b>Amount of Federal Funds</b>	\$300,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) low flex
<b>Eligible Use of Funds</b>	Community Traffic Safety Programs
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### Project #20: 2025-FG-5399-EI Protector Program

<b>Countermeasure Strategy</b>	Traffic Enforcement and Professional Development
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<b>Countermeasure(s)</b>	Traffic Enforcement and Professional Development
<b>Project Name</b>	El Protector Program
<b>Project Description</b>	<p>This project provides traffic safety education and grows positive traffic safety culture through engagement with the program's intended audience: Spanish-speaking residents and migrant workers. Many of these individuals are not accustomed to driving norms in Washington and the United States and are historically people who are not reached by education efforts. This project meets them where they work and live in a non-confrontational way.</p> <p>The project includes the expansion of El Protector resources by revamping the program's audience engagement tools and will increase the number of officers who are trained in the program and can deliver the program in targeted counties.</p>
<b>Project Location(s)</b>	Yakima, Benton, and Franklin County
<b>Subrecipient(s)</b>	Washington State Patrol
<b>Organization Type</b>	Law Enforcement – State
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	F24*PT25-01
<b>Amount of Federal Funds</b>	\$25,000
<b>Federal Funding Source(s)</b>	NHTSA 405d 24/7 (bil/supl) flex
<b>Eligible Use of Funds</b>	Traffic Enforcement Services - Communication Program
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### Project #21: 2025-FG-5408-LE Culture Change

<b>Countermeasure Strategy</b>	Traffic Enforcement and Professional Development
<b>Countermeasure(s)</b>	Traffic Enforcement and Professional Development
<b>Project Name</b>	LE Culture Change
<b>Project Description</b>	<p>This project is intended to provide funding for a vendor contract with the Montana State University Center for Health and Safety Culture to fund the development and evaluation of non-enforcement-based approaches that law enforcement agencies can use to grow traffic safety culture in their communities.</p>
<b>Project Location(s)</b>	Statewide
<b>Recipient</b>	Washington Traffic Safety Commission

<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	Some involvement. Feedback was provided to WTSC at the Traffic Safety Champions meeting in Fall 2023 that a project like this would be beneficial for local law enforcement agencies.

<b>Project Agreement Number</b>	FDL*CP25-04
<b>Amount of Federal Funds</b>	\$125,000
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl)
<b>Eligible Use of Funds</b>	Traffic Enforcement Services - Communications Program
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

## Appendix B, Part 9: 405(h) Preventing Roadside Deaths

### PREVENTING ROADSIDE DEATHS GRANT ADDENDUM 1:

#### *Description of WTSC's plan for using the 405 (h) grant funds.*

WTSC will ramp up its efforts to implement a preventing roadside death project. In this innovative effort, we will use 405(h) funds to deploy cutting-edge digital alerting technology as a software service to first responders in locations where there are high numbers of serious injury and fatal crashes as well as areas with the highest number of secondary crashes involving a disabled vehicle and secondary crashes involving first responders. Equipping first responders' vehicles with the ability to send digital alerts to approaching vehicles will provide advance notice to drivers operating vehicles within a certain distance of first-responding vehicles. This groundbreaking digital alerting technology, unlike all past methods utilized to notify a driver of an approaching hazard, brings the alert within the vehicle to gain the driver's attention. This increased awareness of roadside hazards can help to reduce serious injury and fatal collisions.

In 2024, the WTSC has been going through the formal request for proposals (RFP) process to contract with a vendor to deploy the digital alert technology. We anticipate this process completed and a contract awarded by the end of August 2024. While navigating the RFP process, we continue to build relationships and interest with first responder agencies to deploy digital alert technology once the vendor contract is in place. The Washington State Patrol, Seattle Fire, Tacoma Fire, Snoqualmie Fire, Kittitas Fire District #7, and Vancouver Fire area are all strongly interested in participating. These agencies are strategically located along the I5 and I90 corridors, which are high crash areas overrepresented in crash and secondary crash locations.

In addition, emphasis patrols conducted throughout the state focused on educating drivers on the importance of RCW 46.61.212 – a law that requires motorists to move over or slow down when approaching emergency or work zones will also continue in FFY 2025. First responders – including law enforcement, Emergency Medical Services (EMS), Fire, Tow, and Department of Transportation partners – risk being struck by passing vehicles as they respond to roadside incidents. *Move Over, Slow Down* laws exist to protect our first responders and roadside pedestrians and improve highway safety. It is still not clear to what extent *Move Over, Slow Down* violations are occurring or to what extent violations of these laws are impacting secondary crashes. While educating drivers about the state's *Move Over, Slow Down* law is important in reducing secondary crashes involving first responders, there must also be a concerted effort to maximize scene safety for those responding to roadside incidents. The U.S. Department of Transportation reports that up to 20 percent of crashes are estimated to be secondary in nature, meaning that they occur as the result of an earlier incident. (National Roadway Safety Strategy, 2022). In addition, the Federal Highway Administration estimates that the likelihood of a secondary crash occurring increases by 2.8 percent for every minute a

primary crash obstructs a travel lane or poses another type of hazard. From 2018-2022, Washington state has had five fatalities involving emergency and incident responders.

The countermeasure strategy we are applying for this incentive grant is part of a larger program, *Community Traffic Services* (see pages 92-100 of the FFY 2024 3HSP and Chapter 3.2 of the FFY 2025 AGA). The Community Traffic Services program problem ID, performance measures and targets, countermeasure strategies (including the preventing roadside deaths countermeasure), and linkage of the individual countermeasure strategies to performance measures are all included in the FFY 2024 3HSP as required by the referenced sections 1300.11(b)(1), (3), (4).

Specific roadside death safety problems and performance measures and targets specific to preventing roadside deaths.

Until a formal federal definition is provided, for purposes of problem identification for FY2025, we are defining ‘roadside deaths’ as any traffic fatality that meets the following criteria: Traffic fatalities that occurred in a work zone (can involve a crash in a work zone; not necessarily a worker on the side of the road); Non-motorist fatalities involving a disabled vehicle (working on, pushing, leaving/approaching); Non-motorist fatalities involving entering/exiting parked or stopped vehicles, and; Traffic fatalities where a crash-related factor indicated a stalled or disabled vehicle.

From 2019-2023 there were 132 traffic fatalities that met one or more of these criteria. These criteria are not mutually exclusive. For example, a non-motorist could be killed while pushing their stalled vehicle through a work zone. Of these roadside deaths, 62.1 percent occurred on an interstate, 14.4 percent occurred on a state route, 8.3 percent occurred on a city street, 5.3 percent occurred on a U.S. highway, and 8.3 percent occurred on a county road.

WTSC’s performance measure for the 405(h) Preventing Roadside Deaths grant will be the number of digital alert technology-equipped vehicles with a target goal of equipping 75 vehicles with this technology in the first year. We are working to finalize a Request for Proposal to secure a vendor to deploy digital alert technology with state first responder partners in 2024. For this reason, 2025 will be a baseline year, and our focus will be to build relationships with Emergency Medical Services (EMS), fire, tow, or Department of Transportation partners and continue with our law enforcement partnerships to deploy the digital alert technology and to support the subscription and maintenance costs of this technology throughout the grant year.

**Performance Measure:** Number of vehicles equipped with digital alert technology.

**Current Safety Level:** 0 vehicles equipped with digital alert technology.

**FFY 2025 Target Goal:** 75 vehicles by September 30, 2025.

**Target Justification:** The WTSC intends to use these grant funds to equip first responder vehicles with digital alert technology. The WTSC selected a process measure rather than an outcome measure due to the lack of a standardized definition of “roadside deaths”. The

process measure selected is data-driven in that it complements the eligible use of grant funds we intend to exercise which is purchasing and deploying digital alert technology.

Additional performance measures to prevent roadside deaths may be considered in the future as the grant evolves.

## 3.3: Distracted Driving

### 3HSP Update: Distracted Driving

*This section details the adjustments to the following countermeasure strategies for Distracted Driving programming funds.*

- *3.3.1 Distracted Driving Policy Development Toolkit*
- *High Visibility Cell Phone and Text Messaging Enforcement - Discontinued*

#### 3.3.1 Distracted Driving Policy Development Toolkit

**Adjustment:**

Is the implementation of the *Distracted Driving Policy Development Toolkit* countermeasure strategy being adjusted? **Yes**

**Description of why or why not:**

Further research into the commercial trucking industry indicated that most have existing distracted driving prevention policies in place. New for FFY 2025, the toolkit will be marketed to employers that have drivers whose vehicle size does not require a commercial driver license. The toolkit's utility as both a policy development tool and as a policy compliance assessment and revision tool will be underscored to meet the needs or interests of both employer types. Data gathered from another project - the utilization of the triple traffic safety threat data collection of speeding, distraction, and seat belt use compliance - will also support targeted marketing to businesses to reduce the risk of their employee engaging in multiple high-risk driving behaviors.

King County has chosen not to replicate its current distracted driving project in lieu of the development of a new corridor project. Their decision was also informed by the intention to use the FFY 2024 data and countermeasure deployment outcome results to identify and collaborate with local stakeholders for data-driven decision-making about local traffic concerns. This work will be included in their normal Target Zero Manager scope of work.

**Countermeasures:**

- Employer Programs

#### High Visibility Cell Phone and Text Messaging Enforcement - Discontinued

**Adjustment:**

Is the implementation of the *High Visibility Cell Phone and Text Messaging Enforcement countermeasure* strategy being adjusted? **Yes**

**Description of why or why not:**

This countermeasure was being implemented by the King County Target Zero Managers' Distracted Driving Project, which will be discontinued in 2025. However, the region task

forces where the “triple threat<sup>2</sup> data” was collected (namely Spokane, Pierce County, and King County) will be able to utilize it in the course of their high visibility enforcement (HVE) patrols – particularly the back-to-school speed HVE emphasis in August and September. The new messaging will be utilized with the high visibility enforcement emphasis in school zones during the annual April Distracted Driving Awareness Month and as part of a back-to-school speed HVE emphasis in August and September. The speed management education campaign will also include content reflecting the risks of distracted driving and how the combination of both high-risk behaviors endangers everyone who uses the roadway. Funding to support message development and deployment is included in the Communications and Outreach countermeasure strategy.

**Countermeasures:**

- High Visibility Cell Phone and Text Messaging Enforcement

### Training, Research, and Education for Driving Safely Training - Discontinued

**Adjustment:**

Is the implementation of the *Training, Research, and Education for Driving Safely Training* countermeasure strategy being adjusted? **Yes**

**Description of why or why not:**

The Transportation Research and Education for Driving Safety (TREDS) countermeasure will not continue in FFY 2025 because it relied solely on the resources and funding from the TREDS project. With the project's conclusion, these elements are no longer available, making it infeasible to sustain the countermeasure strategy independently at this time.

**Countermeasures:**

- Employer Programs – The countermeasure will continue under the Distracted Driving Policy Development Toolkit countermeasure strategy.

### Distracted Driving Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
<b>2024 3HSP</b>	(bil/supl) 405e Distracted Driving, 405b (bil/supl) Flex, 405d 24/7 (bil)	\$660,000
<b>2025 3HSP Update</b>	NHTSA 405d 24/7 (bil/supl) flex	\$290,000

The reduction in the *Estimated 3-Year Allocation* is a result of media campaign development and deployment funding being moved under the Communications program and the discontinuation of the TREDS Training project in FFY 2025. The update also includes adjustments to federal funding sources.

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<sup>2</sup> Speeding, distraction, and seat belt.

## AGA: Distracted Driving Projects and Subrecipient

*This section includes project and subrecipient information relevant to the Distracted Driving program area.*

### 3.3.1 Distracted Driving Policy Development Toolkit

#### Project #22: 2025-FG-5379-Employer Toolkit Promotion

<b>Countermeasure Strategy</b>	Distracted Driving Policy Development Toolkit
<b>Countermeasure(s)</b>	Employer Programs
<b>Project Name</b>	Employer Toolkit Promotion
<b>Project Description</b>	The Employer Toolkit targets engaging employers and employees to develop and adopt workplace distracted driving policies to promote focused driving which can influence norms around focused driving and reduce crashes caused by distraction. We will market the toolkit to businesses, economic development partners, and state agencies. The objective is to proactively reduce the number of deaths and injuries from risky driving behaviors, reduce employer liability, and reinforce focused driving safety habits.
<b>Project Location(s)</b>	Statewide
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	Survey respondents indicated that less than 30 percent of those who were employed had a workplace policy that discouraged distracted driving which prompted the development of the employer distracted driving policy toolkit.

<b>Project Agreement Number</b>	F24*DD25-01
<b>Amount of Federal Funds</b>	\$10,000
<b>Federal Funding Source(s)</b>	NHTSA 405d 24/7 (bil/supl) flex
<b>Eligible Use of Funds</b>	Distracted Driving
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No



## Appendix B, Part 6: 405(e) Distracted Driving Awareness Grant

### DISTRACTED DRIVING AWARENESS GRANT ADDENDUM 1:

*Sample distracted driving questions from the State's driver's license examination are provided below..*

Washington Department of Licensing State Examination questions relating to Distracted Driving:

- Q1: The single biggest contributor to collisions is \_\_\_\_\_?
- Q2: Parker was driving when he noticed emergency vehicles on the side of the road. There had been a traffic collision. What should Parker do to travel past the collision safely?
- Q3: Which of the following is NOT a possible distraction while driving?
- Q5: Intentional blindness is also known as “\_\_\_\_\_”.
- Q8: While some distracted driving activities may not be against the law, they may cause you to \_\_\_\_\_.
- Q17: What age group has the highest rates of collisions, speeding, and impaired or distracted driving in Washington state?
- Q21: The most common contributing factor in fatal or serious injury run-off-the-road collisions is \_\_\_\_\_.

Subject	Language	Question Number	Question	Answer 1	Answer 2	Answer 3	Answer 4	Media Associated
DistractedDrv	English	1	The single biggest contributor to collisions is _____?	not wearing a seatbelt	listening to the radio	failing to see what is happening	talking to another person in the car	False
DistractedDrv	English	2	Parker was driving when he noticed emergency vehicles on the side of the road. There had been a traffic collision. What should Parker do to travel past the collision safely?	Call 9-1-1 on his cell phone.	Slow down and keep his eyes on the road.	Speed up to get past the collision quickly.	Pull over until the collision is clear.	False
DistractedDrv	English	3	Which of the following is NOT a possible distraction while driving?	Passengers in the car	Eating or drinking	Not wearing your seatbelt	Listening to the radio	False
DistractedDrv	English	5	Inattention blindness is also known as “_____”.	deficient central vision	lack of peripheral vision	distracted driving	a type of color blindness	False
DistractedDrv	English	8	While some distracted driving activities may not be against the law, they may cause you to _____.	not use your parking brake	forget to check your washer fluid	violate other traffic laws	run out of gas	False
TargetZero	English	17	What age group has the highest rate of collisions, speeding, and impaired or distracted driving in Washington state?	16- to 25-year olds	36- to 45-year olds	26- to 35-year-olds	50- to 60-year-olds	False
TargetZero	English	21	The most common contributing factor in fatal or serious injury run-off-the-road collisions is _____.	speeding	distracted driving	improper lane change	unrestrained occupants	False

## 3.4: Impaired Driving

### 3HSP Update: Impaired Driving

*This section details the adjustments to the following countermeasure strategies for Impaired Driving programming funds.*

- 3.4.1 Enforcement
- 3.4.2 Intervention
- 3.4.3 Prevention
- 3.4.4 Prosecution

**Adjustment:**

Is the implementation of the countermeasure strategy being adjusted? **Yes**

**Description of why or why not:**

The WTSC is adjusting the countermeasure strategies. The change is focused on a recombination and renaming of the countermeasure strategies and the reorganization of existing countermeasures contained in the Impaired Driving Program. This section explains the new countermeasure strategy titles that are being proposed by recombining or renaming countermeasure strategies contained in the WTSC 2024 Triennial Highway Safety Plan.

**Justification:** This reorganization both simplifies and provides a more logical strategic framework of the countermeasures and projects that will work to implement each of the four countermeasure strategies contained in the program. Also, the Impaired Driving Program Managers, working in consultation with staff from the Center for Health and Safety Culture at Montana State University created Theories of Change for these new Countermeasure Strategies. Theories of Change are instruments used to state how we think a strategy will impact a focus population and how it will impact crashes. In the case of the “Prevention” countermeasure strategy, the new title provides a broader placeholder for future countermeasures and projects. In each case, the table below explains the new countermeasure strategy title that is being proposed as well as what titles from the original 3HSP are being grouped or renamed. Note that at this time, the changes are confined to a reorganization or renaming of the countermeasure strategies which will necessarily lead to a reorganization of the countermeasures, but WTSC is not proposing changing the titles of the countermeasures.

**Problem ID**

In 2023, Washington experienced the deadliest year on our roads since 1990. After years of declining serious crashes, in 2015 traffic fatalities increased 19.3 percent in a single year—the largest single year increase in fatalities since data collection began in 1968. Following this unprecedented increase, traffic fatalities remained stable from 2015 to 2019. In 2020, like many other states during the pandemic, Washington fatalities increased from 538 fatalities in

2019 to 574 fatalities in 2020, a 6.7 percent increase. This was despite large decreases in vehicle miles traveled and non-severe crashes, as well as the closure of schools and businesses. In 2021, Washington once again experienced an unprecedented single year fatality increase, from 574 deaths in 2020 to 674 deaths, a 15 percent increase. In 2022, Washington continued to see an increase in traffic fatalities with 743 deaths, an increase of 9.8 percent from 2021. Another increase in 2023 to 810 will make 2023 the deadliest year since 1990. The five-year increase in fatalities from 2019-2023 is 51 percent which is the most rapid increase in traffic fatalities ever recorded in Washington.

Impairment due to alcohol and other drug use continues to be the number one risk factor involved in fatal crashes - approximately 50 percent of all fatal crashes annually. Drivers ages 21-30 make up one-third of impaired drivers in fatal crashes and another 21 percent are ages 31-40. Combined, these age groups (21-40) make up more than half of impaired drivers involved in fatal crashes. Of these drivers, four in five impaired drivers in fatal crashes are male. From 2013 through 2022, there were 1,686 alcohol positive drivers involved in fatal crashes. Overall, alcohol (alone or in combination with other drugs) continues to be the most prevalent impairing substance found among drivers in fatal crashes. Blood Alcohol Content (BAC) averages remain high at 0.155 in 2022 and remains steady at 0.154 in 2023.

While Washington has a legal per se blood alcohol concentration limit of 0.08, there is evidence to suggest that impairment begins well before .08. Crash risk doubles before a person reaches 0.07 percent BAC. From 2020-2022, 15 percent of alcohol positive drivers involved in fatal crashes had a BAC of less than 0.08. Laboratory and test track research shows the majority of drivers, even those who typically reach BACs of 0.15 or greater, are impaired at 0.05 BAC and higher concerning critical driving tasks.

Trends show fatal crashes involving drivers testing positive for delta-9 THC have remained mostly stable since an increase in 2014 following the launch of the recreational marijuana market. However, 2020 had the highest number in the history of drivers in fatal crashes positive for delta-9 THC. Approximately 45 percent of drivers were tested for drugs in both 2019 and 2020. Of those that tested positive for delta-9 THC:

- Nearly 80 percent were also positive for alcohol or other drugs.
- They exhibited other high-risk behaviors, such as speeding (43 percent), not wearing a seat belt (30 percent), and being distracted (18 percent).
- More than one-third were between the ages of 16 and 25.
- The majority (80 percent) were male.

Disparities in cannabis use and driving exist between urban and rural Washington youth. A 2022 Washington Healthy Youth Survey report has identified that rural Washington youth are statistically more likely than their urban peers to use cannabis and ride in a car with someone who has been using cannabis. Rural youth who reported having best friends who use cannabis also had a 33 times higher rate of current cannabis use. Rural Washington youth are also more likely to binge drink and use THC vape products than their urban peers.

In 2012, the poly-drug impaired driver (a driver under the influence of two or more substances) became the most common type of impaired driver involved in fatal crashes, surpassing alcohol-only and one drug only impaired drivers. Since that time, the number of poly-drug drivers in fatal crashes has increased nearly every year and has been increasing at an accelerated rate in recent years. Out of 389 total impaired driving fatalities in 2022, poly impaired drivers were involved in 181 of those fatal crashes; this represents a 43 percent increase in poly impairment related fatal crashes since 2020. Cannabis and alcohol have been and continue to be the most common combination of poly-drugs involved in fatal crashes.

The large increase in impaired driving-related serious injury and fatal crashes has led to an increased burden on the state's toxicology lab and court systems. The Washington State Patrol's Toxicology Lab (Tox Lab) has experienced a 45 percent increase in suspected drugged driving cases in the past ten years. The Tox Lab experienced a substantial increase in suspected impaired driving cases over the last six years. The Tox Lab received around 15,000 cases in 2022, with over 10,000 of those involving impaired drivers. In 2023, the Tox Lab experienced an 18 percent increase in case submissions from 2022, with a total case volume of over 17,000. Due to these large increases, the Tox Lab has not been able to efficiently intake/process submitted evidence and screen to confirm alcohol and/or drugs. Subsequently, the backlog of DUI cases grew significantly, as did the turnaround time to complete testing in DUI cases. Over the last ten years, the turnaround time has increased from under 90 days to over 365 days. With this backlog of blood test cases taking 12 months to obtain results, drivers arrested for DUI are out on the streets awaiting evidence, charges, court cases, etc. There is a risk that people who are arrested for DUI will continue driving impaired for several months until their case is heard. This may have an impact on the perception of deterrence as it pertains to DUI enforcement and arrest.

While Toxicology caseloads have increased, Washington has seen the number of officers and DUI arrests decrease. In 2021, the national average number of officers per 1,000 people was 2.33. Washington's reported rate of officers per 1,000 people in 2021 was 1.38, which was the lowest rate in the country. From 2018-2021, there has been a 21 percent decrease in DUI arrests. While Washington has seen a steep decline in the number of officers and DUI arrests, Washington residents overwhelmingly support law enforcement enforcing DUI laws. Per our Statewide survey data, 83.7 percent somewhat or strongly support enforcement of driving under the influence of alcohol and 72.6 percent of respondents somewhat or strongly support enforcement of driving under the influence of cannabis. Despite this support of law enforcement, only 35 percent of state survey respondents believe that a driver in their community who is arrested for driving under the influence is very/extremely likely to be prosecuted.

### **Problem/Focus Areas and Populations:**

While impaired driving impacts the entire state, there are specific counties that are overrepresented in impairment-related traffic fatality data. While Yakima County is only the eighth largest county by population, the county has experienced a traffic fatality rate that is more than triple the rate of the most populated county in the state – King County. From 2017-2021, 36 percent of Yakima’s fatal crashes involved an alcohol-positive driver. This represents the highest rate of alcohol impaired driver-related fatal crashes across the eight most populated counties in the state.

Trends show the traffic death rate per 100,000 population consistently runs three to four times higher for American Indian and Alaska Native (AI/AN) people, even if the actual number of traffic deaths varies from year to year. Nearly one-third of AI/AN traffic deaths occurred in Yakima County, versus six percent of all other races. Nearly three of every four (72 percent) AI/AN traffic deaths involved impairment. AI/AN people are also involved in other high-risk driving behaviors at a higher rate than all other races. From 2018-2022, 32 percent of AI/AN traffic deaths occurred on county roads or reservation lands, versus 25 percent of all other races.

In King County, the number of impaired drivers involved in fatal crashes has increased from 44 in 2020 to 73 in 2022 – a 65 percent increase. From 2020-2022, the number of non-alcohol-involved poly-drug impaired drivers has increased 340 percent from five to 22. Furthermore, almost a third (27 percent) of drivers involved in fatal crashes in King County who tested positive for drugs and/or alcohol had been involved in a prior crash. Of those drivers, 45 percent were involved in fatal crashes and speeding. South King County specifically has driven this large increase in the number of confirmed impaired drivers involved in fatal crashes. Cumulatively, the cities in South King County have seen an increase of 147 percent in the number of confirmed positive impaired drivers involved in fatal crashes, while the city of Seattle has seen a decrease.

One of the most significant populations experiencing traffic fatality increases are pedestrians (active transportation users). From 2013 to 2022, Washington has seen a 134 percent increase in active transportation user fatalities. Impairment plays a significant role in active transportation user fatalities. In 2022, 46 percent of active transportation user fatalities involved an impaired active transportation user and 18 percent of fatalities involved an impaired driver. When we look at specific demographic groups, this disparity is larger. Sixty-six percent of AI/AN active transportation user fatalities involved an impaired active transportation user.

### **Summary of Behaviors and Beliefs from the Statewide Survey:**

2023 WTSC Statewide Survey results show that five percent and four percent of respondents reported driving under the influence of alcohol and cannabis, respectively. Although the overwhelming majority of drivers do not drive under the influence, more than 60 percent of

respondents believe that driving after consuming alcohol or cannabis is a high-risk driving behavior in their community that is happening “sometimes” or more frequently. Furthermore, while most respondents in the state believe that driving after consuming alcohol or cannabis in their communities is common, the majority of respondents also believe that someone driving under the influence of alcohol or cannabis is only slightly or moderately likely to be pulled over by law enforcement.

According to WTSC Statewide Survey data, young drivers aged 18-24 self-report driving under the influence of alcohol and cannabis at higher rates. 6.8 percent reported driving under the influence of alcohol in the last 12 months, while 10.4 percent reported driving under the influence of cannabis in the last 12 months. This is higher than the aggregate self-reported rates of driving under the influence of alcohol (5.41 percent) and cannabis (5.58 percent) across all age groups. This increased prevalence of self-reported driving under the influence of alcohol and cannabis worsens with the inclusion of drivers aged 25-34, where we see 7.8 percent of drivers aged 18-34 self-reported driving under the influence of alcohol and 10.9 percent reported driving under the influence of cannabis. The self-reported rates of driving under the influence of cannabis and alcohol for those aged 18-34 is more than double of drivers aged 35-85+ (4.89 percent and 4.5 percent, respectively).

Furthermore, there are higher self-reported rates of driving under the influence of cannabis in young black individuals and higher rates of both self-reported driving under the influence of alcohol and cannabis for multiracial and AI/AN individuals.

### Focus Populations and Communities

**Yakima County** stands out with disproportionately high rates of impairment-related traffic fatalities, despite being the eighth largest county by population in the state. Between 2017 and 2021, 36 percent of fatal crashes in Yakima involved a driver under the influence of alcohol, marking it the highest rate among the state's most populous counties. Additionally, trends highlight the alarming overrepresentation of American Indian and Alaska Native (AI/AN) individuals in traffic fatalities, particularly in Yakima County. Although AI/AN people comprise a smaller proportion of the population, they experience three to four times higher traffic death rates per 100,000 population, with nearly a third of AI/AN traffic deaths occurring in Yakima County. Furthermore, AI/AN individuals are involved in high-risk driving behaviors at disproportionately higher rates compared to other racial groups, with a significant portion of fatalities involving impairment and occurring on county roads or reservation lands.

**King County** exhibits concerning trends as well, with a notable increase in impaired drivers involved in fatal crashes, particularly South King County. Between 2020 and 2022, the number of impaired drivers in fatal crashes rose significantly, with a particularly alarming surge in poly-drug impaired drivers. Moreover, a significant portion of drivers involved in fatal crashes had prior crash involvements, indicating a recurring issue. The rise in confirmed impaired drivers in South King County contrasts with a decrease in Seattle, highlighting regional

disparities. Additionally, pedestrians, as active transportation users, face heightened risks with a substantial increase in fatalities observed between 2013 and 2022.

**Safe Road Users:** The majority of individuals utilizing roadways adhere to safe driving practices, refraining from engaging in risky behaviors. Safe road users possess the potential to exert influence upon the minority of drivers who exhibit impaired judgment and engage in risky driving behaviors. Through consistent safe driving norms and behaviors, responsible road users may serve as positive role models, potentially mitigating risky behaviors among impaired drivers by setting a standard of responsible conduct on the roadways.

**Impaired Road Users:** Impaired drivers and road users encompass a broad spectrum of individuals whose ability to safely walk, roll, or operate a vehicle safely is compromised due to various forms of impairment. This includes drivers who are under the influence of alcohol alone, those impaired by drugs, as well as those who engage in poly-drug use while driving.

<b>Countermeasure Strategy: Link to specific problem ID</b>	<b>Countermeasure</b>
<p><b>Enforcement (New)</b></p> <p><b>(Previously)</b> A combination of countermeasures previously found under two prior countermeasure strategies 1) Drug Impaired Driving, and 2) Sustained Enforcement</p> <p><b>Description of how Washington will implement:</b> WTSC will support the city of Seattle and WSP, the stewards of Washington’s impaired driving training program by supporting Law Enforcement’s Washington Drug Recognition Evaluation (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training programs.</p> <p>Deploy law enforcement officers who dedicated their time to DUI enforcement.</p> <p>This will be implemented by funding full-time DUI enforcement officers in communities with high rates of impaired driving fatalities.</p>	<p><b>Enforcement of Drug-Impaired Driving – CTW 3 stars citation (not change)</b></p> <p><b>High Visibility Saturation Patrols – CTW 4 stars citation (no change)</b></p> <p><b>Integrated Enforcement – CTW 3 stars citation (no change)</b></p> <p><b>Program Evaluation and Data (New) – Uniform Guideline 8, VI, Program Evaluation and Data.</b></p>



<p><b>Is the implementation of this countermeasure strategy being adjusted?</b> Yes</p> <p><b>Justification for the change:</b> This countermeasure strategy pulls together/combines all of the countermeasure strategies focused on impaired driving enforcement into a single countermeasure strategy which is a more logical organization of the countermeasures and projects that will work in concert to implement this countermeasure strategy.</p>	
<p><b>Intervention (New)</b></p> <p><b>(Previously)</b> This is a combination of countermeasures previously found under three countermeasure strategies 1) Deterrence: Prosecution and Adjudication, 2) Deterrence: Driving While Intoxicated (DWI) Offender Treatment, Monitoring and Control, and 3) Driver Alcohol Detection</p> <p><b>Description of how Washington will implement:</b> WTSC will fund two existing DUI Courts while also expanding the number of DUI Courts across the state.</p> <p>WTSC will support court monitoring by funding a project with MADD Washington that enhances transparency and accountability within the justice system reducing the likelihood of repeat DUI offenses by conducting court monitoring in a minimum of two jurisdictions.</p> <p>WTSC will support DWI offender monitoring by removing financial barriers to obtain electronic home monitoring device (EHMD) services for clients who are unable to pay for services based on limited financial means and to keep them</p>	<p><b>Court Monitoring</b> – CTW 3 stars citation (no change)</p> <p><b>DWI Courts</b> - CTW 4 stars citation (no change)</p> <p><b>DWI Offender Monitoring</b> – CTW 4 stars citation (no change)</p> <p><b>Passive Alcohol Sensors</b> – CTW 4 stars citation (no change)</p>



<p>in compliance with the monitoring conditions of the court.</p> <p>Support driver alcohol detection systems.</p> <p>WTSC intends to fund the Automotive Collision for Traffic Safety Organization to install passive alcohol breath sensor technology in vehicles in Washington to collect needed data to support the advancement of this technology.</p> <p><b>Is the implementation of this countermeasure strategy being adjusted?</b> Yes</p> <p><b>Justification for the change:</b> Although the countermeasures contained in this countermeasure strategy are all implemented by the judicial system, they are distinct from the prosecution countermeasure strategy because it combines all of the countermeasures focused on the work of treating the <u>root causes</u> of high-risk impaired drivers with a history of impaired driving arrests, substance abuse disorders, mental illness, or both. This is a more logical organization of the countermeasures and projects that will work in concert to implement this countermeasure strategy.</p>	
<p><b>Prevention (New)</b></p> <p><b>Previously:</b> Positive Community Norms</p> <p><b>Description of how Washington will implement:</b> This will be implemented by supporting partners in the continued development of positive community norms messaging campaigns in the most populated counties to reduce cannabis-impaired driving in young drivers and specifically, young drivers of color, who</p>	<p><b>Positive Community Norms (no change)</b></p> <p>National Academies of Sciences, Engineering, and Medicine. 2018. <i>A Strategic Approach to Transforming Traffic Safety Culture to Reduce Deaths and Injuries</i>. Washington, DC: The National Academies Press.  <a href="https://www.nap.edu/catalog/25286/a-strategic-approach-to-transforming-traffic-safety-culture-to-reduce-deaths-and-injuries">https://www.nap.edu/catalog/25286/a-strategic-approach-to-transforming-traffic-safety-culture-to-reduce-deaths-and-injuries</a></p> <p>Ward, N.J., Schell, W., Kelley-Baker, T., Otto, J., &amp; Finley, K. (2018). Developing a theoretical</p>

<p>are overrepresented in impaired driving fatalities.</p> <p><b>Is the implementation of this countermeasure strategy being adjusted?</b> Yes</p> <p><b>Justification for the change:</b> This title is broader and provides room for additional countermeasures and projects focused on preventing impaired driving from occurring in the future.</p>	<p>foundation to change road user behavior and improve traffic safety: Driving under the influence of cannabis (DUIC). Traffic Injury Prevention.  <a href="https://doi.org/10.1080/15389588.2018.1425548">https://doi.org/10.1080/15389588.2018.1425548</a></p> <p><b>Screening, Brief Intervention, and Referral to Treatment (New)</b></p> <p><a href="#">Using SBIRT (Screen, Brief Intervention, and Referral Treatment) Training to Reduce the Stigmatization of Substance Use Disorders Among Students and Practitioners - PMC (nih.gov)</a></p>
<p><b>Prosecution (New)</b></p> <p><b>(Previously)</b> This is a combination of countermeasures previously found under two countermeasure strategies: 1) Deterrence: Driving While Intoxicated (DWI) Offender Treatment, Monitoring, and Control and 2) Deterrence: Prosecution and Adjudication</p> <p><b>Description of how Washington will implement:</b> WTSC will fund three Traffic Safety Resource Prosecutors (TSRP) to ensure local prosecutors and law enforcement officers have support and training by the TSRP.</p> <p>WTSC will provide funding for the State Toxicology Laboratory to support the processing of forensic blood evidence for DUI court cases.</p> <p>WTSC will support the Washington Ignition Interlock Program managed by the WSP, by supporting Law Enforcement’s work to monitor ignition interlock usage and compliance across the state.</p>	<p><b>Alcohol Ignition Interlocks</b> – CTW 5 stars citation (no change)</p> <p><b>Toxicology Testing Support (no change)</b></p> <p>Uniform Guidelines for State Highway Safety Programs, Guideline No. 8: Impaired Driving Section III. Criminal Justice System. According to this section, "Each State should use the various components of its criminal justice system—laws, enforcement, prosecution, adjudication, criminal and administrative sanctions and communications—to achieve both specific and general deterrence. Specific deterrence focuses on individual offenders and seeks to ensure that impaired drivers will be detected, arrested, prosecuted, and subject to swift, sure, and appropriate sanctions. Using these measures, the criminal justice system seeks to reduce recidivism. General deterrence seeks to increase the public perception that impaired drivers will face severe consequences, discouraging individuals from driving impaired.</p> <p>A multidisciplinary approach and close coordination among all components of the criminal justice system are needed to make the</p>

<p><b>Is the implementation of this countermeasure strategy being adjusted?</b> Yes</p> <p><b>Justification for the change:</b> This countermeasure strategy title is simplified and combines all of the countermeasure strategies focused on the processes that occur post arrest of an impaired driver into a single title. This is a more logical organization of the countermeasures and projects that will work in concert to implement this countermeasure strategy.</p>	<p>system work effectively. In addition, coordination is needed among law enforcement agencies at the State, county, municipal, and tribal levels to create and sustain both specific and general deterrence."</p> <p>A troubling and persistent problem in Washington state has been the backlog of toxicology tests which interferes with swift trial requirements.</p> <p>Traffic Safety Resource Prosecutors (no change) <i>Uniform Guidelines for State Highway Safety Programs</i>, Guideline No. 8: Impaired Driving. Section III.D Prosecution.</p> <p><b>Adjudication (New)</b> <i>Uniform Guidelines for State Highway Safety Programs</i>, Guideline No. 8: Impaired Driving. Section III.E Adjudication.</p>
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## Countermeasure Strategy Link to Performance Targets

### 3.4.1 Enforcement

This countermeasure strategy supports the performance target **APM-3 and C-5** Alcohol Impaired Driver Involved Fatalities remaining constant (not increasing) by reducing the number of impaired drivers on the road, thus reducing impaired driving related crashes.

In Washington, over 50 percent of fatal traffic collisions involved impairment, yet not all officers have the training or proficiency to identify, arrest, investigate, and process a driver that is suspected of driving under the influence. Despite the high need for impaired driving enforcement, DUI arrests are down to levels similar to 2015. This countermeasure strategy supports the impaired driving system in Washington through providing training for officers to increase their competence and confidence in making successful DUI arrests.

This countermeasure strategy targets impaired drivers by providing funding for sustained DUI law enforcement in locations with a high need and a demonstrated high level of officer proficiency at detecting and arresting impaired drivers. This will increase the capacity for Law Enforcement partners to enforce impaired driving thereby addressing the high-risk behaviors of drivers responsible for the highest percentage of fatalities and the second highest percentage of serious injuries.

### 3.4.2 Intervention

This strategy supports the performance target **C-5 Alcohol Impaired Driver Involved Fatalities**, which remain constant (not increasing). This countermeasure has been shown to decrease recidivism rates greater than enforcement alone. This countermeasure strategy is designed to prevent high-risk impaired drivers from reoffending by addressing root cause behaviors that contribute to high-risk impaired driving. Often, these are related to mental health issues, including addiction. Treatment and monitoring allow the legal and medical system to identify the DUI offender early in the process to encourage treatment. This countermeasure strategy includes the intervention of DUI courts and offender monitoring practices.

Additionally, this countermeasure strategy supports the performance target **APM-3 and C-5 Alcohol Impaired Driver Involved Fatalities**, which remains constant (not increasing). It reduces the number of impaired drivers on the road, thus reducing impaired driving related crashes. This countermeasure strategy addresses impaired drivers by supporting national efforts to advance passive alcohol detection systems in vehicle manufacturing. This will be accomplished by piloting passive alcohol detection systems in fleet vehicles and educating the public on the benefits of this technology. This will help to build support for the national effort by the Automotive Coalition for Traffic Safety and NHTSA to see passive alcohol detection technology implemented in all new automobiles manufactured.

### 3.4.3 Prevention

This countermeasure strategy supports the performance targets of **C1, C2, C3, and C5** by identifying cultural misperceptions in communities that are a root for risky behaviors and promoting public awareness of positive norms for safe driving behaviors, which will reduce the number of impaired drivers and ultimately reduce serious injury and fatal collisions involving an impaired driver.

This countermeasure strategy targets young drivers to grow positive traffic safety culture to decrease impaired driving. There is strong research to support using a culture change approach to grow positive behaviors. We know that most road users make safe choices. We can leverage this large group of people making safe choices by integrating efforts to grow our traffic safety culture into existing programs and influence the smaller group of Washingtonians who engage in risky road user behaviors. Young and Impaired drivers are often disproportionately represented in fatality crash data.

### 3.4.4 Prosecution

This countermeasure strategy supports the performance target **APM-3 and C-5** Alcohol Impaired Driver Involved Fatalities which are remaining constant (not increasing). This countermeasure strategy implements a comprehensive program to prosecute impaired drivers visibly, aggressively, and effectively. It also ensures impaired-driving-related efforts will be publicized to increase awareness of the consequences of being arrested for a DUI.

The efficient adjudication of DUI laws helps reinforce the deterrence of DUI. This includes the use of a Judicial Outreach Liaison and experienced prosecutors (e.g., traffic safety resource prosecutors), to help coordinate and deliver training and technical assistance to prosecutors handling impaired driving cases throughout the State.

### Considerations Used to Select Projects

**Prevention** (previously was: Positive Community Norms)

- Center for Health and Safety Culture (CHSC) in the Western Transportation Institute of Montana State University-Driving Under the Influence of Cannabis and Alcohol (DUI-CA) survey results
- Washington Healthy Youth Survey
- WTSC data dashboards
- FARS data on impaired driving fatalities

**Enforcement** (a combination of four prior countermeasures found under four prior countermeasure strategies 1) Enforcement of Drug Impaired Driving, 2) Integrated Enforcement, 3) HVE, and 4) Sustained Enforcement)

- FARS data
- Engagement with DUI courts and partner/stakeholder input
- Highway Safety Program Guideline No. 15, Section 3 Training - Traffic Enforcement Services
- Engagement from law enforcement community to increase access to training to enhance efficiency and competency around DUI enforcement

**Prosecution** (a combination of countermeasures previously found under four previous countermeasure strategy titles 1) Deterrence: Driving While Intoxicated (DWI) 2) Offender Treatment 3) Monitoring, and Control 4) Deterrence: Prosecution and Adjudication

- FARS data
- Highway Safety Program Guideline No. 8, Section 3 Criminal Justice System

**Intervention** (a combination of countermeasures previously found under three countermeasure strategies 1) Deterrence: Prosecution and Adjudication, 2) Deterrence: Driving While Intoxicated (DWI) Offender Treatment, Monitoring and Control, and 3) Driver Alcohol Detection

- FARS data
- Engagement with DUI courts and partner/stakeholder input
- Washington state agency partners interested in piloting passive alcohol detection technology
- Highway Safety Program Guideline No. 8, Section 5 Alcohol and Other Drug Misuse
- Highway Safety Program Guideline No. 8, Section 3 Criminal Justice System

### Impaired Driving Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
<b>2024 3HSP</b>	NHTSA 402 (bil/supl), 405d (bil/supl) Regular & Flex, FAST Act 164, 164 Transfer (bil)	\$15,044,351
<b>2025 3HSP Update</b>	164 Transfer (bil), 402 (bil/supl), 405d (bil/supl) low, 405d (bil/supl) low flex, 405d (bil/supl) mid 405e Awareness (bil/supl) flex, 405e Laws (bil/supl) flex	\$16,112,899

The change in the Estimated 3-Year Allocation is due to adjusted funding in several projects and the addition of a new projects for FFY 2025. The update also includes adjustments to federal funding sources.

## AGA: Impaired Driving Projects and Subrecipient

*This section includes project and subrecipient information relevant to the Impaired Driving program area.*

### 3.4.1 Enforcement

#### Project #23: 2024-FG-5065-WSP Impaired Driving Project-DRE Program

<b>Countermeasure Strategy</b>	Enforcement
<b>Countermeasure(s)</b>	Enforcement of Drug-Impaired Driving
<b>Project Name</b>	WSP Impaired Driving Project-DRE Program
<b>Project Description</b>	<p>This project supports the Washington State Drug Evaluation and Classification Program (DEC) which oversee Drug Recognition Experts (DRE) who are police officers trained to recognize impairment in drivers under the influence of drugs other than, or in addition to, alcohol. Our state is seeing an alarming increase in poly-drugged drivers. The program also oversees the training of all law enforcement officers in regard to basic and advanced standardized field sobriety tests. Washington's DRE State Coordinator and support staff are employed by the Washington State Patrol and oversee the DRE Regional Coordinators and nearly 125 DREs around the state.</p> <p>Supporting Washington's DEC program ensures that this network of skilled officers will be available to support impaired driving enforcement statewide. By supporting the state DEC program, we hope to be able to detect and arrest drug-impaired drivers, reduce crashes, and eliminate traffic fatalities involving an impaired driver. This project uses the countermeasure strategy of enforcement . The DEC program and use of DREs is a proven strategy endorsed by International Association of Chiefs of Police (IACP) and NHTSA. In December 2018, IACP conducted a review of Washington's DEC program and provided priority recommendations to our state. This project supports and aligns with these IACP priority recommendations.</p>
<b>Project Location(s)</b>	Statewide
<b>Subrecipient(s)</b>	Washington State Patrol
<b>Organization Type</b>	Law Enforcement – State
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	LET_DG25-01
<b>Amount of Federal Funds</b>	\$743,516
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) low, 164 Transfer (bil)
<b>Eligible Use of Funds</b>	Media/ID Training/Enforcement Related Exp. Drug Law Enforcement Training
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

#### Project #24: 2025-FG-5368-Seattle Police Department Impaired Driving Training

<b>Countermeasure Strategy</b>	Enforcement
<b>Countermeasure(s)</b>	Enforcement of Drug-Impaired Driving
<b>Project Name</b>	Seattle Police Department Impaired Driving Training
<b>Project Description</b>	The goal of this grant is to continue to support the activities of the Seattle Police Department's Impaired Driving Training Coordinator (SPD IDTC). The SPD IDTC will continue to support and facilitate the enthusiastic enforcement of traffic laws with an emphasis on impaired driving and speeding motorists. The SPD IDTC will continue to collaborate with local, county, and state law enforcement officers to include the WSP Impaired Driving Section, Criminal Justice Training Center, and local Traffic Safety Resource Prosecutors (TSRPs).
<b>Project Location(s)</b>	City of Seattle
<b>Subrecipient(s)</b>	Seattle Police Department
<b>Organization Type</b>	Law Enforcement - City
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	AL25-02
<b>Amount of Federal Funds</b>	\$65,000
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl)
<b>Eligible Use of Funds</b>	Impaired Driving
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

#### Project #25: 2025-FG-5384-Spokane Police Department Outreach and Training Program

<b>Countermeasure Strategy</b>	Enforcement
<b>Countermeasure(s)</b>	Enforcement of Drug-Impaired Driving
<b>Project Name</b>	Spokane Police Department Outreach and Training Program



<b>Project Description</b>	The goal of this project is to support the activity of one Spokane Police Department Officer to conduct impaired driving training and outreach with local partners and the community. The Spokane Police Department Outreach and Training Program will collaborate with local, county, and state law enforcement officers to include the WSP Impaired Driving Section, Criminal Justice Training Center, and TSRPs.
<b>Project Location(s)</b>	This project will primarily focus efforts in and around the greater Spokane area.
<b>Subrecipient(s)</b>	Spokane Police Department
<b>Organization Type</b>	Law Enforcement - City
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	M5HVE25-01
<b>Amount of Federal Funds</b>	\$215,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) mid
<b>Eligible Use of Funds</b>	Mid High Visibility Enforcement
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

#### **Project #26: 2025-FG-5385-#1 Dedicated DUI Enforcement**

<b>Countermeasure Strategy</b>	Enforcement
<b>Countermeasure(s)</b>	Enforcement of Drug-Impaired Driving
<b>Project Name</b>	#1 Dedicated DUI Enforcement
<b>Project Description</b>	<p>This project will fund the activities of one full-time officer who will focus on addressing impaired driving offenses. The officer's primary duties will include identifying and processing impaired drivers, conducting community outreach, and educating the public on the dangers of impaired driving. The project funds travel and training for the officer and the purchase of a patrol vehicle to support the officer's enforcement and outreach activities. Outreach and education efforts will target local schools, businesses, and community organizations to raise awareness and promote public safety regarding impaired driving.</p> <p><i>A formal equipment request letter for the patrol vehicle will be submitted after the AGA is approved.</i></p> <p>The grant subrecipient will be determined at a later date.</p>
<b>Project Location(s)</b>	Location will be based on data, and department capacity.

<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	Law Enforcement - Local
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	ENF_AL25-02, ENF_DG25-02
<b>Amount of Federal Funds</b>	\$280,000
<b>Federal Funding Source(s)</b>	NHTSA 164 Transfer (bil)
<b>Eligible Use of Funds</b>	Alcohol Enforcement, Drug Enforcement
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### Project #27: 2025-FG-5386-#2 Dedicated DUI Enforcement

<b>Countermeasure Strategy</b>	Enforcement
<b>Countermeasure(s)</b>	Enforcement of Drug-Impaired Driving
<b>Project Name</b>	#2 Dedicated DUI Enforcement
<b>Project Description</b>	<p>This project will fund the activities of one full-time officer who will focus on addressing impaired driving offenses. The officer's primary duties will include identifying and processing impaired drivers, conducting community outreach, and educating the public on the dangers of impaired driving. The project will also fund travel and training for the officer and the purchase of a patrol vehicle to support the officer's enforcement and outreach activities. Outreach and education efforts will target local schools, businesses, and community organizations to raise awareness and promote public safety regarding impaired driving.</p> <p><i>A formal equipment request letter for the patrol vehicle will be submitted after the AGA is approved.</i></p> <p>The grant subrecipient will be determined at a later date.</p>
<b>Project Location(s)</b>	Location will be based on data, and department capacity.
<b>Subrecipient(s)</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	Law Enforcement - Local
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	ENF_AL25-03, ENF_DG25-03
<b>Amount of Federal Funds</b>	\$280,000

<b>Federal Funding Source(s)</b>	NHTSA 164 Transfer (bil)
<b>Eligible Use of Funds</b>	Alcohol Enforcement, Drug Enforcement
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #28: 2024-FG-5064-WSP Impaired Driving Project - MIDU**

<b>Countermeasure Strategy</b>	Enforcement
<b>Countermeasure(s)</b>	Enforcement of Drug-Impaired Driving; Integrated Enforcement
<b>Project Name</b>	WSP Impaired Driving Project - MIDU
<b>Project Description</b>	<p>This project provides overtime funding and other support for the Washington State Patrol (WSP) to operate the Mobile Impaired Driving Unit (MIDU). The MIDU supports impaired driving patrols including High-Visibility Enforcement (HVE) by expediting the DUI arrest times. The MIDU is a motorhome set up as a mobile DUI processing center. With wrapped graphics and flashing lights, it also serves as a billboard for DUI patrols and the presence of law enforcement. This serves as a deterrent to potential impaired drivers. Law enforcement officers from WSP staff the MIDU to provide post-arrest processing of drivers suspected of DUI. This allows the arresting officer to get back on the road and conduct additional DUI enforcement while the arrested driver is processed by MIDU staff. The MIDU is requested by allied agencies and Target Zero Task Forces statewide to support DUI emphasis patrols at fairs, festivals, concerts, and other public gatherings where many DUI arrests are expected.</p>
<b>Project Location(s)</b>	Impaired Driving Emphasis patrols around the state.
<b>Subrecipient(s)</b>	Washington State Patrol
<b>Organization Type</b>	Law Enforcement - State
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	ENF_AL25-01, ENF_DG25-01
<b>Amount of Federal Funds</b>	\$174,998
<b>Federal Funding Source(s)</b>	NHTSA 164 Transfer (bil)
<b>Eligible Use of Funds</b>	High-Visibility Enforcement, Alcohol Enforcement, Drug Enforcement
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #29: 2025-FG-5352-Make It Home Safe Yakima**

<b>Countermeasure Strategy</b>	Enforcement
<b>Countermeasure(s)</b>	High-Visibility Saturation Patrols
<b>Project Name</b>	Make It Home Safe Yakima
<b>Project Description</b>	Through this project continuation, the Yakima Police Department will continue to implement a dedicated DUI Enforcement Officer project in which WTSC will fund approximately 2,080 hours of officer activities that will be focused on impaired driving enforcement and conducting outreach and educating the community on the dangers of impaired driving. Yakima Police Department will provide in-kind an additional full-time DUI enforcement Officer and vehicle. These officers' primary duties will be to identify and process impaired drivers in the City of Yakima. Equipment may be purchased with some of the project funds.
<b>Project Location(s)</b>	City of Yakima
<b>Subrecipient(s)</b>	City of Yakima
<b>Organization Type</b>	Law Enforcement - City
<b>Public and Community Engagement /Participation</b>	Yakima Police Department gave a presentation at the September 2022 City Council meeting on traffic issues in the city. This council meeting and public discussion partially resulted in the Yakima Police Department reaching out to WTSC to develop this dedicated DUI enforcement project.

<b>Project Agreement Number</b>	M5NVE25-02
<b>Amount of Federal Funds</b>	\$165,465
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) mid
<b>Eligible Use of Funds</b>	Mid High Visibility Enforcement
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #30: 2025-FG-5353-Dedicated DUI Enforcement - Yakima County**

<b>Countermeasure Strategy</b>	Enforcement
<b>Countermeasure(s)</b>	High-Visibility Saturation Patrols
<b>Project Name</b>	Dedicated DUI Enforcement - Yakima County
<b>Project Description</b>	This project will fund the activities of one full-time officer that will focus on impaired driving offenses, conducting outreach, and educating the community on the dangers of impaired driving. The

	officer's primary duties are to identify and process impaired drivers in Yakima County.
<b>Project Location(s)</b>	Yakima County
<b>Subrecipient(s)</b>	Yakima County Sheriff's Office
<b>Organization Type</b>	Law Enforcement – County
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	M5HVE25-03
<b>Amount of Federal Funds</b>	\$144,220
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) mid
<b>Eligible Use of Funds</b>	Mid High Visibility Enforcement
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### Project #31: 2025-FG-5387-Traffic Crash Response Teams

<b>Countermeasure Strategy</b>	Enforcement
<b>Countermeasure(s)</b>	High-Visibility Saturation Patrols
<b>Project Name</b>	Traffic Crash Response Teams
<b>Project Description</b>	<p>This project aims to support the thorough and well-executed investigation of fatal traffic crashes by highly trained professionals. It seeks to enhance the understanding of traffic crash dynamics and assist in the adjudication process. The project will improve the timely and accurate reporting to Federal, State, and local databases of crash information for Yakima County, potentially including tribal crash reporting.</p> <p>Funding will be used to equip, train, and deploy a multijurisdictional crash team of law enforcement professionals, working overtime to respond to fatal crashes in Yakima County. Equipment may include crash investigation tools such as a FARO Focus Laser Scanner and its support modules, training and travel support, other materials such as a computer and other supplies. The team will focus on investigating fatal traffic crashes at the highest level, supporting the adjudication process, and collecting fatality data efficiently and skillfully for timely and accurate reporting.</p>
<b>Project Location(s)</b>	Yakima County and cities
<b>Subrecipient(s)</b>	Yakima Police Department

<b>Organization Type</b>	Law Enforcement - Local
<b>Public and Community Engagement /Participation</b>	No
<b>Project Agreement Number</b>	B5DR25-02
<b>Amount of Federal Funds</b>	\$200,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) Mid
<b>Eligible Use of Funds</b>	Impaired Driving Data Reporting
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### 3.4.2 Intervention

#### Project #32: 2025-FG-5348-Spokane Municipal DUI Court

<b>Countermeasure Strategy</b>	Intervention
<b>Countermeasure(s)</b>	DWI Courts
<b>Project Name</b>	Spokane Municipal DUI Court
<b>Project Description</b>	This project supports the Spokane Municipal DUI Court by providing funding to pay for drug/alcohol testing, monitoring, and transportation for participants of the court who are indigent. This project also provides funding support for the Spokane Municipal Court for community engagement to expand public knowledge and gain support for the DUI Court program.
<b>Project Location(s)</b>	City of Spokane
<b>Subrecipient(s)</b>	Spokane Municipal Court
<b>Organization Type</b>	Court - City
<b>Public and Community Engagement /Participation</b>	The Spokane Municipal Court holds an annual open public town hall meeting in December to educate the general public about the DWI court. This townhall includes education on the DWI court program and includes program graduates and victim advocate speakers.

<b>Project Agreement Number</b>	B5TST25-01
<b>Amount of Federal Funds</b>	\$180,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) mid
<b>Eligible Use of Funds</b>	Mid Testing and Implementing Technology for ID programs
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #33: 2025-FG-5393-Administrative Office of the Courts DUI/Treatment Court Support**

<b>Countermeasure Strategy</b>	Intervention
<b>Countermeasure(s)</b>	DWI Courts
<b>Project Name</b>	Administrative Office of the Courts DUI/Treatment Court Support
<b>Project Description</b>	The Administrative Office of the Courts (AOC) DUI/Treatment Court programs aim to support training, operations, and sustained engagement of DUI Courts so they can provide supervision, treatment, and monitoring to individuals engaging in high-risk impaired driving (HRID) to prevent them from driving impaired. This is done by treating the root cause of their behavior: substance use disorder, mental illness and/or co-occurring/co-morbidity factors. This project also supports the AOC to develop a DUI Court program which will serve as a long-term resource for the Courts to expand the DUI treatment court model.
<b>Project Location(s)</b>	Location will be based on data, and court's capacity.
<b>Subrecipient(s)</b>	Administrative Office of the Courts
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	FDLCS25-01
<b>Amount of Federal Funds</b>	\$220,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) low
<b>Eligible Use of Funds</b>	Low Court Support
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #34: 2025-FG-5371-EHM for Indigent DUI Offenders-Clark County District Court**

<b>Countermeasure Strategy</b>	Intervention
<b>Countermeasure(s)</b>	DWI Offender Monitoring
<b>Project Name</b>	EHM for Indigent DUI Offenders-Clark County District Court
<b>Project Description</b>	The purpose of this project is to provide funding to Clark County District Court for electronic home monitoring (EHM) services to DUI and physical control offenders who are indigent and thus cannot afford to pay for these services on their own. These services are beneficial to DUI and physical control offenders because they have been shown to reduce alcohol use and impaired driving and because

	<p>it allows the offender to remain out of jail and maintain the ability to work, attend treatment services, maintain family and positive relationships, etc.</p> <p>WTSC will ensure that the Clark County District Court is following the National Center for DWI Courts' (NCDC) 10 guiding principles to demonstrate reduced DUI recidivism. Participants in DUI court programs that closely follow the 10 guiding principles have been shown to have a significant reduction in recidivism, with one study from Michigan showing that participants of DUI courts are 19 times less likely to reoffend than offenders processed through a traditional court (National Center for DWI Courts).</p> <p>Per the tenth edition of Countermeasures That Work, DUI and physical control offender monitoring with electronic monitoring has been evaluated and shows “substantial reductions in DWI recidivism”. The effectiveness rating for this strategy is four stars, with a citation that the strategy is “proven for reducing recidivism”.</p>
<b>Project Location(s)</b>	Clark County
<b>Subrecipient(s)</b>	Clark County District Court
<b>Organization Type</b>	Court - County
<b>Public and Community Engagement /Participation</b>	Public engagement activities continue to part of this grant deliverables.

<b>Project Agreement Number</b>	DUI_AL25-01
<b>Amount of Federal Funds</b>	\$425,000
<b>Federal Funding Source(s)</b>	NHTSA 164 Transfer (bil)
<b>Eligible Use of Funds</b>	DUI Courts and Support
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### Project #35: 2025-FG-5372-Clark County DUI Court EHM

<b>Countermeasure Strategy</b>	Intervention
<b>Countermeasure(s)</b>	DWI Offender Monitoring
<b>Project Name</b>	Clark County DUI Court EHM
<b>Project Description</b>	The purpose of this project is to provide electronic monitoring services to DUI Court or other Therapeutic Specialty Court participants of Clark County Washington who are indigent and thus cannot afford to pay for these services on their own. These services are beneficial to the DUI or Physical Control offender because they



	<p>have been shown to reduce alcohol use and impaired driving, and also because it allows the offender to remain out of jail and maintain the ability to work, attend treatment services, maintain family and positive relationships, etc.</p> <p>Per page 1-49 in the eleventh edition of Countermeasures That Work, DUI offender monitoring with electronic monitoring has been evaluated and shows “substantial reductions in DWI recidivism.” The effectiveness rating for this strategy is four stars, with a citation that the strategy is “proven for reducing recidivism.”</p>
<b>Project Location(s)</b>	Clark County
<b>Subrecipient(s)</b>	Clark County District Court
<b>Organization Type</b>	Court - County
<b>Public and Community Engagement /Participation</b>	<p>The DUI Court coordinator attended Target Zero Task Force meetings 02/15/2024 and 03/21/2024. The DUI Court team judge and coordinator originally connected at Night of 1000 Stars with CCSO Deputy Bethany Lau. She observed DUI Court on 01/09/2024. We met again via Zoom 03/14/2024 to discuss the role of law enforcement on the team. The DUI Court team judge and coordinator, along with representatives from Superior Court therapeutic specialty courts, met with Clark County Sheriff’s Office administrators on 03/27/2024 to further discuss ways to partner in the future. Community engagement/participation continues to be an ongoing process with this grantee and is an expected deliverable of this grant.</p>

<b>Project Agreement Number</b>	AL25-03
<b>Amount of Federal Funds</b>	\$63,000
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl)
<b>Eligible Use of Funds</b>	Impaired Driving
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #36: 2024-FG-5086-Driver Alcohol Detection System for Safety**

<b>Countermeasure Strategy</b>	Intervention
<b>Countermeasure(s)</b>	Passive Alcohol Sensors
<b>Project Name</b>	Driver Alcohol Detection System for Safety
<b>Project Description</b>	<p>This countermeasure targets the public and impaired drivers by supporting national efforts to advance passive alcohol detection systems in vehicle manufacturing. This will be accomplished by</p>

	<p>piloting passive alcohol detection systems in Washington State's fleet vehicles and educating the public on the benefits of this technology. This will help to build support for the national effort by the Automotive Coalition for Traffic Safety and the National Highway Traffic Safety Administrations to see passive alcohol detection technology implemented in all new automobiles manufactured. This countermeasure supports the performance target AMP-3 and C-5 Alcohol Impaired Driver Involved Fatalities remaining constant (not increasing) by reducing the number of impaired drivers on the road, thus reducing impaired driving related crashes.</p>
<b>Project Location(s)</b>	To be determined
<b>Subrecipient(s)</b>	Automotive Coalition for Traffic Safety, Inc.
<b>Organization Type</b>	Non-profit
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	II_AL25-02
<b>Amount of Federal Funds</b>	\$441,616
<b>Federal Funding Source(s)</b>	NHTSA 164 Transfer (bil)
<b>Eligible Use of Funds</b>	Ignition Interlock
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### 3.4.3 Prevention

#### Project #37: 2025-FG-5350-Neighborhood House - Most Steer Clear Project

<b>Countermeasure Strategy</b>	Prevention
<b>Countermeasure(s)</b>	Positive Community Norms
<b>Project Name</b>	Neighborhood House - Most Steer Clear Project
<b>Project Description</b>	<p>This project will continue the <i>Most Steer Clear</i> positive norms campaign that was launched in 2017 with support from the Washington Traffic Safety Commission to decrease the rates of youth driving under the influence of marijuana and alcohol in King, Pierce, and Snohomish Counties. As the creator of the Most Steer Clear project, Neighborhood House will lead this effort to expand the project to continue to reach the most populated counties in the Puget Sound (King, Pierce, and Snohomish Counties). They will partner with other organizations to support local implementation of the project, while ensuring that the expanded programming meets the standards set by the original <i>Most Steer Clear</i> project. This project will expand the current website, posters, and social media ads to grow our reach through all three counties and utilize Peer Health Educators on and off college campuses to reach young adults, particularly youth of color and immigrant youth. Materials and website will use Washington State positive norms data so that the campaign can also be promoted by any group in Washington State, as needed and able we will advise other counties with <i>Most Steer Clear</i> campaign promotion in their area.</p>
<b>Project Location(s)</b>	King, Pierce, and Snohomish Counties
<b>Subrecipient(s)</b>	Neighborhood House
<b>Organization Type</b>	Non-profit
<b>Public and Community Engagement /Participation</b>	<p>This project has been guided heavily by focus groups of young adults since its beginning. The project also utilizes the work of peer educators who engage target youth in the project communities to develop messaging that resonates with them. This is also accomplished through focus groups within the project communities.</p>

<b>Project Agreement Number</b>	B8A*AL25-01, B8L*AL25-01
<b>Amount of Federal Funds</b>	\$280,000
<b>Federal Funding Source(s)</b>	NHTSA 405e Awareness (bil/supl) flex, 405e Laws (bil/supl) flex
<b>Eligible Use of Funds</b>	Impaired Driving
<b>Planning and Administration Costs</b>	No

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**Project is a Promised Project**      No
 

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**Project #38: 2025-FG-5355-Rural PCN Messaging**

<b>Countermeasure Strategy</b>	Prevention
<b>Countermeasure(s)</b>	Positive Community Norms
<b>Project Name</b>	Rural PCN Messaging
<b>Project Description</b>	This project will develop and disseminate impaired driving messaging using Positive Community Norms (PCN) to rural communities. We will provide the developed messaging to rural partners, including but not limited to rural Community Prevention and Wellness Initiative (CPWI) coordinators, school districts, or other community partners, to run local PCN campaigns in rural communities that are identified as high-risk for youth substance abuse through CPWI rural risk assessment, Washington Healthy Youth Survey, and Washington Traffic Safety Commission data.
<b>Project Location(s)</b>	Statewide
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

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**Project Agreement Number**      FDL\*AL25-01
 

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**Amount of Federal Funds**      \$150,000
 

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**Federal Funding Source(s)**      NHTSA 405d (bil/supl) low flex
 

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**Eligible Use of Funds**      Impaired Driving - Prevention
 

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**Planning and Administration Costs**      No
 

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**Project is a Promised Project**      No
 

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**Project #39: 2025-FG-5402-SBIRT Training and Outreach**

<b>Countermeasure Strategy</b>	Prevention
<b>Countermeasure(s)</b>	Screening, Brief Intervention, and Referral to Treatment (SBIRT)
<b>Project Name</b>	SBIRT Training and Outreach
<b>Project Description</b>	Screening, Brief Intervention, and Referral to Treatment (SBIRT) is a comprehensive, integrated public health approach designed to provide early intervention and treatment services for individuals with substance use disorders and those at risk of developing these disorders. This process involves:

	<ul style="list-style-type: none"> <li>• <b>Screening:</b> Utilizing standardized tools to identify patients who may have substance use issues.</li> <li>• <b>Brief Intervention:</b> Engaging patients exhibiting risky substance use behaviors in a short conversation, providing feedback and advice.</li> <li>• <b>Referral to Treatment:</b> Connecting patients who require more extensive treatment to appropriate services.</li> </ul> <p>By implementing SBIRT in settings such as primary care centers, emergency departments, and schools, this approach aims to identify at-risk individuals and intervene early, thereby reducing the incidence of impaired driving.</p> <p>The project will use funds to support training, travel, print and other materials, computers, and indirect costs, ensuring that the necessary resources are available to effectively implement and expand SBIRT in addressing impaired driving.</p> <p>The intended subrecipient is UW, but working out details on who the authorizing official will be.</p>
<b>Project Location(s)</b>	Statewide, this may change as the project develops.
<b>Subrecipient(s)</b>	University of Washington
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	M5TR25-01
<b>Amount of Federal Funds</b>	\$ 250,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) mid
<b>Eligible Use of Funds</b>	Mid Training
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### 3.4.4 Prosecution

#### Project #40: 2025-FG-5389-Judicial Outreach Liaison

<b>Countermeasure Strategy</b>	Prosecution
<b>Countermeasure(s)</b>	Adjudication
<b>Project Name</b>	Judicial Outreach Liaison
<b>Project Description</b>	A Judicial Outreach Liaison (JOL) connects the judiciary with the community, educating judges and the public on specific legal issues,

	promoting best practices, and enhancing public safety through training and community partnerships.
<b>Project Location(s)</b>	Statewide
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	FDLCS25-02
<b>Amount of Federal Funds</b>	\$120,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) low
<b>Eligible Use of Funds</b>	Low Court Support
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

#### Project #41: 2024-FG-5066-WSP Impaired Driving Project - Ignition Interlock Program

<b>Countermeasure Strategy</b>	Prosecution
<b>Countermeasure(s)</b>	Alcohol Ignition Interlock
<b>Project Name</b>	WSP Impaired Driving Project - Ignition Interlock Program
<b>Project Description</b>	Washington's Ignition Interlock Program (IIP) is managed by the Washington State Patrol (WSP). This project supports Washington's IIP with funding for personnel overtime and contract services for compliance checks, education, and oversight. The IIP works with people convicted of DUI, post-conviction, to increase interlock installation compliance and oversight through active education and enforcement.
<b>Project Location(s)</b>	Statewide
<b>Subrecipient(s)</b>	Washington State Patrol
<b>Organization Type</b>	Law Enforcement - State
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	II_AL25-01
<b>Amount of Federal Funds</b>	\$200,294
<b>Federal Funding Source(s)</b>	NHTSA 164 Transfer (bil)
<b>Eligible Use of Funds</b>	Ignition Interlock
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #42: 2025-FG-5388-MADD Washington Court Monitoring Program**

<b>Countermeasure Strategy</b>	Prosecution
<b>Countermeasure(s)</b>	Court Monitoring
<b>Project Name</b>	MADD Washington Court Monitoring Program
<b>Project Description</b>	This project seeks to address the increase in impaired driving related fatalities and align with WTSC's strategic goals and objectives to develop collaborative and effective programs and services. Court monitoring enhances transparency and accountability within the justice system reducing the likelihood of repeat DUI offenses.
<b>Project Location(s)</b>	King and Yakima County
<b>Subrecipient(s)</b>	Mothers Against Drunk Driving (MADD) Washington
<b>Organization Type</b>	Non-profit
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	B5CS25-04
<b>Amount of Federal Funds</b>	\$135,895
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) mid
<b>Eligible Use of Funds</b>	Mid Court Support
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #43: 2025-FG-5351-WSP Tox Lab Support**

<b>Countermeasure Strategy</b>	Prosecution
<b>Countermeasure(s)</b>	Toxicology Testing Support
<b>Project Name</b>	WSP Tox Lab Support
<b>Project Description</b>	The Washington State Patrol Toxicology Laboratory requests continuation of grant funding to aid in the reduction of backlogged DUI casework and the corresponding lengthy turnaround times to complete toxicology testing of both DUI and traffic fatality cases. Following a five-year period of significant annual increases in suspected impaired driving cases submissions, the number of case submissions continues to remain high. The overall turnaround time to complete comprehensive testing on all cases increased from 20 days to currently over 300 days. Additionally, a backlog of cases began in 2017 and is currently at 10,000 cases.

	This project will help to address the DUI case backlog by providing funding for DUI blood evidence kits and supplies, overtime for lab staff activities, funding to support the activities of a forensic scientist, and drug-testing outsourcing when necessary for both the existing toxicology lab location as well as a new second lab location. The second toxicology lab location, which opened in December 2023, will process only DUI forensic evidence for the first 12-18 months.
<b>Project Location(s)</b>	Statewide
<b>Subrecipient(s)</b>	Washington State Patrol
<b>Organization Type</b>	Law Enforcement – State
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	TOX_AL25-01, TOX_DG25-01
<b>Amount of Federal Funds</b>	\$400,000
<b>Federal Funding Source(s)</b>	NHTSA 164 Transfer (bil)
<b>Eligible Use of Funds</b>	BAC Testing/Reporting, Alcohol Toxicology Support, Drug Toxicology Support
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

#### Project #44: 2025-FG-5377-TSRP Support

<b>Countermeasure Strategy</b>	Prosecution
<b>Countermeasure(s)</b>	Traffic Safety Resource Prosecutors
<b>Project Name</b>	TSRP Support
<b>Project Description</b>	<p>The State Traffic Safety Resource Prosecutor (TSRP) is a continuing project aimed at reducing impaired driving in Washington state. The State TSRP trains and educates prosecutors, law enforcement, judges, probation staff, legislators, and hearing examiners on topics crucial to impaired driving enforcement. The State TSRP provides experienced litigation assistance in the courtroom, legal memoranda, research assistance, and online assistance via the State TSRP website and newsletter.</p> <p>This project supports the TSRP program with activities to include but not limited to updates to the TSRP website, printing costs, subscription services, online resources, electronic storage services, conference and training support, and other expenses to support the TSRP program.</p>
<b>Project Location(s)</b>	Statewide



<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	FDL*PRT25-01
<b>Amount of Federal Funds</b>	\$70,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) low flex
<b>Eligible Use of Funds</b>	Prosecutor Training
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

#### Project #45: 2025-FG-5390-TSRP - Seattle Prosecuting Attorneys Office

<b>Countermeasure Strategy</b>	Prosecution
<b>Countermeasure(s)</b>	Traffic Safety Resource Prosecutors
<b>Project Name</b>	TSRP - Seattle Prosecuting Attorneys Office
<b>Project Description</b>	The State Traffic Safety Resource Prosecutor (TSRP) is a continuing project aimed at reducing impaired driving and related issues in Washington state. The State TSRP trains and educates prosecutors, law enforcement, judges, probation staff, legislators, and hearing examiners on topics crucial to impaired driving enforcement. The State TSRP provides experienced litigation assistance in the courtroom, legal memoranda, research assistance, and online assistance via the State TSRP website and newsletter.
<b>Project Location(s)</b>	City of Seattle and Statewide
<b>Subrecipient(s)</b>	Seattle City Attorney's Office
<b>Organization Type</b>	City
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	B5CS25-02
<b>Amount of Federal Funds</b>	\$231,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) mid
<b>Eligible Use of Funds</b>	Mid Court Support
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #46: 2025-FG-5391-TSRP #1**

<b>Countermeasure Strategy</b>	Prosecution
<b>Countermeasure(s)</b>	Traffic Safety Resource Prosecutors
<b>Project Name</b>	TSRP #1
<b>Project Description</b>	<p>The Traffic Safety Resource Prosecutor (TSRP) program provides specialized training, support, and resources to prosecutors handling traffic-related cases. TSRPs offer expertise in areas such as impaired driving, vehicular homicide, and traffic law enforcement, helping to improve prosecution effectiveness, enhance public safety, and promote uniform application of traffic laws through workshops, technical assistance, and legal resources.</p> <p>The grant subrecipient will be determined at a later date.</p>
<b>Project Location(s)</b>	Statewide and local, TBD
<b>Subrecipient(s)</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	Court - City
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	B5CS25-01
<b>Amount of Federal Funds</b>	\$230,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) mid
<b>Eligible Use of Funds</b>	Mid Court Support
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #47: 2025-FG-5392-TSRP #2**

<b>Countermeasure Strategy</b>	Prosecution
<b>Countermeasure(s)</b>	Traffic Safety Resource Prosecutors
<b>Project Name</b>	TSRP #2
<b>Project Description</b>	<p>The Traffic Safety Resource Prosecutor (TSRP) program provides specialized training, support, and resources to prosecutors handling traffic-related cases. TSRPs offer expertise in areas such as impaired driving, vehicular homicide, and traffic law enforcement, helping to improve prosecution effectiveness, enhance public safety, and promote uniform application of traffic laws through workshops, technical assistance, and legal resources.</p>

	The grant subrecipient will be determined at a later date.
<b>Project Location(s)</b>	Statewide
<b>Subrecipient(s)</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	Court - County
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	B5CS25-03
<b>Amount of Federal Funds</b>	\$230,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) mid
<b>Eligible Use of Funds</b>	Mid Court Support
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

## 3.5: Motorcycle Safety

### 3HSP Update: Motorcycle Safety

*This section details the adjustments to the following countermeasure strategies for Motorcycle Safety programming funds.*

- 3.5.1 Motorcycle Safety

#### 3.5.1 Motorcycle Safety

**Adjustment:**

Is the implementation of the *Motorcycle Safety* countermeasure strategy being adjusted?

**Yes**

**Description of why or why not:**

We are planning specific projects or activities to address speeding and impaired riding issues and finding new ways to increase the number of riders who are endorsed and complete beginner and advanced training. We are participating in the writing of Washington's 2024 Strategic Highway Safety Plan: Target Zero and anticipate incorporating the recommended strategies for reducing motorcyclist fatalities and serious injuries from this plan. Washington is also participating on the writing team to update NHTSA's National Agenda for Motorcycle Safety (NAMS) and will utilize these recommendations when that document is released in September. Lastly, we are using the information we've learned from partners and stakeholder participation listed in this section above.

**Countermeasures:**

- Communication Program
- Law Enforcement – **New** (See details below)
- Motorcycle Operation Under the Influence of Alcohol or Other Drugs
- Motorcycle Operator Licensing
- Motorcycle Personal Protective Equipment
- Motorcycle Rider Conspicuity and Motorist Awareness Programs
- Motorcycle Rider Education and Training
- Program Evaluation and Data

##### 3.5.1.1 Law Enforcement – (New)

**NOTE:** In the FFY 2024 3HSP, the Law Enforcement countermeasure was identified in other program areas. While Law Enforcement efforts were part of the Motorcycle Safety Program, it was not specifically identified as a countermeasure. In FFY 2025, the countermeasure is intentionally included.

### Problem ID

Motorcycle riders are vulnerable road users and over-represented in crashes resulting in serious injuries and fatalities. A motorcycle offers the rider virtually no protection in a crash compared to other types of vehicles. In a five-year period from 2018 through 2022, motorcycles made up just 3 percent of the registered vehicles on Washington’s roads but accounted for 16 percent of all traffic fatalities (493 of 3,076). In 2022 alone, there were 133 motorcycle rider fatalities in Washington, the most in a single year in our state’s history. This was a 43 percent increase over 2021.

In 2022 on Washington’s roads, motorcyclist serious injuries increased 15.3 percent over 2021. This is the highest number of motorcyclist serious injuries in decades.

Motorcycle crashes are preventable. WTSC’s Motorcycle Safety Program Plan is a vision for reducing roadway fatalities and serious injuries by training and empowering motorcycle riders, partners, and grantees to use the framework of the Safe System Approach and principles of Diversity, Equity, and Inclusion (DEI) to create a safe traffic safety culture. Safe System Approach says safety is proactive, responsibility is shared, humans are vulnerable, humans make mistakes, deaths and serious injuries are unacceptable, and redundancy is crucial.

### Problem/Focus Areas and Populations:

We are focusing on all motor vehicle operators to include motorcycle riders and all other motorists. We will focus messages to all riders promoting beginner and advanced training, safe speeds, sober riding, and protective gear. We will also focus messages on increasing motorist awareness so all other drivers learn to watch out for motorcycles and safely share the road with motorcycles.

For riders, a high priority audience is young men 18-35 years old that ride/operate sport-style motorcycles. In the last 10 years (2013-2022) in Washington, sport bikes were involved in both serious injury and fatal crashes at a significantly higher rate than all other motorcycle types. This population is at highest risk when they drive at excessive speeds.

There is also an older population of riders 51-70 who primarily ride/operate larger cruiser motorcycles. In that same 10-year period (2013-2022), 1/3 of motorcyclist fatalities were from this age group. Often these people may have ridden a motorcycle when they were younger. They stopped riding for many years to concentrate on their careers and raising families. Then later in life they purchase another motorcycle. Or some people decide to purchase a motorcycle and start riding for the first time at age 40+. We are conducting outreach and education to those riders around the importance of beginner and advanced rider training.

<b>Countermeasure Strategy: Link to specific problem ID</b>	<b>Countermeasure</b>
<b>Motorcycle Safety</b>  Trained and licensed riders are involved in fewer serious injury and fatal crashes. This	<b>Law Enforcement (New)</b>  Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions. (3 stars)

<p>countermeasure strategy supports an internal WTSC motorcycle safety grant and a separate grant with Department of Licensing. WTSC will use funding to promote motorist awareness of motorcycles, and outreach and education to motorcycle riders regarding the importance of training and sober riding, safety gear, safe speeds, and other crash prevention tools. WTSC will also provide funding to DOL’s Motorcycle Safety Program. DOL provides oversight statewide for the motorcycle training schools and license endorsement testing. WTSC and DOL work closely through the state motorcycle safety work group to coordinate efforts.</p>	<p>High-Visibility Enforcement. (4 stars) Source: Countermeasures That Work – 11th Edition, 2023).</p> <p>Each State should ensure that State and community motorcycle safety programs include a law enforcement component. Each State should emphasize strongly the role played by law enforcement personnel in motorcycle safety. Essential components of that role include:</p> <ul style="list-style-type: none"> <li>• Developing knowledge of motorcycle crash situations, investigating crashes, and maintaining a reporting system that documents crash activity and supports problem identification and evaluation activities;</li> <li>• Providing communication and education support;</li> <li>• Providing training to law enforcement personnel in motorcycle safety, including how to identify impaired motorcycle operators and helmets that do not meet FMVSS 218; and</li> <li>• Establishing agency goals to support motorcycle safety.</li> </ul> <p>Uniform Guidelines for State Highway Safety Programs – Highway Safety Program Guideline No. 3 - Motorcycle Safety</p>
<p>Justification for the change: Not previously included.</p>	

### Countermeasure Strategy Link to Performance Targets

#### Law Enforcement

The selected countermeasure targets increasing the perceived risk of receiving a citation for speeding, impaired riding, and other illegal and dangerous behaviors. Paid and earned media will educate the public about community norms, risks associated with illegal and dangerous driving behaviors, and the purpose of increased enforcement activities. The selected countermeasure reflects the FFY 2024-2026 performance targets that were set as calendar year targets. These targets were set to improve performance, with a 15 percent decrease in 2024, a 10 percent decrease in 2025, and a 5 percent decrease in 2026.

#### Considerations Used to Select Projects

Motorcyclist fatalities reached an unprecedented and abnormal high in 2022. Historically, Washington has experienced 80-90 motorcyclist fatalities each year since 2016. We reached an all-time high of 133 motorcyclist fatalities in 2022. Impairment and speeding are leading causes

of these crashes. Law enforcement is a proven deterrent and listed in Countermeasures that Work and the Uniform Guidelines for State Highway Safety Programs.

### Motorcycle Safety Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
<b>2024 3HSP</b>	NHTSA 402 (bil/supl), 405f (bil/supl), 405d (bil/supl) Flex, 405d 24/7 (bil/supl)	\$2,700,000
<b>2025 3HSP Update</b>	NHTSA 405f (bil/supl) non-flex & flex	\$750,000

The *Estimated 3-Year Allocation* reduction is due to media campaign development and deployment funding being moved under the *Communications Program*. In addition, state and local High Visibility Enforcement (HVE) funding included in the FFY 2024 Motorcycle Program funding description is moved to the *Community Traffic Services Program* area in FFY 2025 under the HVE Countermeasure Strategy. The update also includes adjustments to federal funding sources.

## AGA: Motorcycle Safety Projects and Subrecipient

*This section includes project and subrecipient information relevant to the Motorcycle Safety program area.*

### 3.5.1 Motorcycle Safety

#### Project #48: 2025-FG-5405-DOL's Motorcycle Safety Program

<b>Countermeasure Strategy</b>	Motorcycle Safety
<b>Countermeasure(s)</b>	Motorcycle Operator Licensing; Motorcycle Rider Education and Training; Motorist Awareness Programs
<b>Project Name</b>	DOL's Motorcycle Safety Program
<b>Project Description</b>	<p>This grant with the Department of Licensing's Washington Motorcycle Safety Program (WMSP) will provide funding to improve and expand motorcycle rider training, rider endorsements, and motorist awareness programs.</p> <p>The project will focus on the:</p> <ul style="list-style-type: none"> <li>• Creation and distribution of visual and print media</li> <li>• Outreach materials for effective public communication</li> </ul> <p>WMSP's outreach events aim to educate the public on the importance of motorcycle safety, continuing knowledge development and skills training, and appropriate decision-making skills. Information will be shared with training schools, instructors, and riders around Washington.</p>
<b>Project Location(s)</b>	Statewide
<b>Subrecipient(s)</b>	Department of Licensing
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	<p>DOL's Motorcycle Safety Program oversees the Motorcycle Safety Advisory Board. This Board was created by RCW 46.20.520 to help develop motorcycle rider training programs, outreach, and education around motorcycle safety issues. Quarterly meetings are open to the public and seek input from Board members and general public on motorcycle safety, training, and licensing issues as well as related legislation. DOL's commitment to rider engagement extends beyond annual events. DOL actively partners with training schools including riders and instructors across Washington and collaborates with the State Motorcycle Safety Association (SMSA). DOL representatives are present at numerous rider-focused gatherings throughout the year,</p>



	<p>including the Spokane Motorcycle Show and other events, club runs, the state truck driving competition, and various local and regional community gatherings. These interactions allow DOL to directly connect with riders, answer questions, and share important motorcycle safety information. DOL utilizes WTSC media contractor C+C to help engage the public through surveys, social media, and other outreach to learn about knowledge and awareness of motorcycle safety issues. Understanding rider needs and perspectives is crucial. They actively gather data through surveys, like the 2023 Washington Statewide Motorcycle Safety Survey, to analyze beliefs and behaviors related to motorcycle safety. They monitor social media pages and website comments on blog posts, social media feeds, and YouTube videos to gauge rider sentiment.</p>
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<b>Project Agreement Number</b>	M9MP25-01
<b>Amount of Federal Funds</b>	\$100,000
<b>Federal Funding Source(s)</b>	NHTSA 405f (bil/supl) non-flex
<b>Eligible Use of Funds</b>	Motorcycle Programs
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

#### Project #49: 2025-FG-5406-WTSC's Motorcycle Safety Program

<b>Countermeasure Strategy</b>	Motorcycle Safety
<b>Countermeasure(s)</b>	Motorcycle Personal Protective Equipment, Motorcycle Operator Licensing, Motorcycle Rider Education and Training, Motorcycle Operation Under the Influence of Alcohol or Other Drugs, Motorcycle Rider Conspicuity and Motorist Awareness Programs, Communication Program, Program Evaluation and Data
<b>Project Name</b>	WTSC's Motorcycle Safety Program
<b>Project Description</b>	This project supports effective programs statewide to reduce the number of single and multi-vehicle crashes involving motorcyclists. To enhance motorist awareness of the presence of motorcyclists on or near roadways and safe driving practices that avoid injuries to motorcyclists, public awareness, public service announcements, and other outreach programs will be used to enhance driver awareness of motorcyclists.
<b>Project Location(s)</b>	Statewide
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency

<p><b>Public and Community Engagement /Participation</b></p>	<p>WTSC fosters a collaborative environment for motorcycle safety in Washington. We work closely with the Department of Licensing (DOL) to not only ensure training schools meet high standards but also to identify key areas for improvement. This partnership allows us to directly address issues raised by the motorcycle riding community.</p> <p><b>Engaging with Riders Statewide:</b> Our commitment to rider engagement extends beyond annual events. We actively partner with training providers across Washington and collaborate with the State Motorcycle Safety Association (SMSA). DOL representatives are present at numerous rider-focused gatherings throughout the year, including not just the Spokane Motorcycle Show, but also other events, club runs, the state truck driving competition, and various local and regional community gatherings. These interactions allow us to directly connect with riders, answer questions, and share important motorcycle safety information. Additionally, the Washington State Motorcycle Safety Education Advisory Board, which meets quarterly, provides valuable insights from a diverse group of stakeholders on motorcycle safety, training, and licensing issues as well as legislation.</p> <p><b>Collaboration Beyond Washington Borders:</b> WTSC champions Washington's voice in national motorcycle safety discussions. We actively participate in NHTSA Region 10's monthly/quarterly motorcycle program meetings, fostering information exchange with other states. Additionally, our presence at the national Community of Practice (CoP) meetings contributes to the development of the 2024 National Agenda on Motorcycle Safety (NAMS). This participation allows us to learn from motorcycle safety experts across the country, share successful strategies from Washington, and identify countermeasures to address common challenges.</p> <p><b>Listening to the Rider Community:</b> Understanding rider needs and perspectives is crucial. We actively gather data through surveys, like the 2023 Washington Statewide Motorcycle Safety Survey, to analyze beliefs and behaviors related to motorcycle safety. We also closely monitor social media pages and website comments on blog posts, social media feeds, and YouTube videos to gauge rider sentiment. Our media contractor C+C continues seeking public participation and engagement around the rebrand of the Ride Safe, Ride On motorcycle safety program including online surveys, website testing, social media posts, and other outreach.</p> <p><b>Empowering Local Action Through Regional Partnerships:</b> WTSC leverages a network of Target Zero Managers and Law Enforcement Liaisons in 17 regions across Washington. We equip them with motorcycle safety knowledge and resources, empowering them to</p>
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	<p>educate their local coalitions and stakeholders. These regional representatives participate in planning meetings, sharing specific motorcycle safety concerns from their areas. This collaborative approach allows us to tailor enforcement and educational media campaigns to address high-risk areas with increased motorcycle activity and events.</p>
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<b>Project Agreement Number</b>	M9MA25-01, FF*Mc25-01
<b>Amount of Federal Funds</b>	\$150,000
<b>Federal Funding Source(s)</b>	NHTSA 405f (bil/supl) non-flex & flex
<b>Eligible Use of Funds</b>	Motorcycle Awareness, Motorcycle Safety
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

## Appendix B, Part 7: 405(f) Motorcyclist Safety Grant

### MOTORCYCLIST SAFETY GRANTS ADDENDUM 1:

*List of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.*

Locations where motorcycle rider training courses will be conducted.

County or Political Subdivision	Number of registered motorcycles
Asotin	741
Benton	5,978
Clark	11,926
Douglas	1,516
Grant	2,738
King	35,974
Kitsap	10,353
Pierce	22,330
Skagit	4,763
Snohomish	22,711
Spokane	14,605
Thurston	9,041
Whatcom	6,758
Yakima	4,805
<b>Total</b>	<b>154,239</b>

Total number of registered motorcycles in State \*232,500

Training in the counties above account for 66 percent of the total of Washington's registered motorcycles.

\*Based on state fiscal year data from DOL as of June 30, 2023.

## MOTORCYCLE SAFETY GRANTS ADDENDUM 2:

*Performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.*

### Performance Measures and Targets

The Motorcycle Safety Program is linked to the following Performance Measures and Targets.

#### C-7 Motorcyclist Fatalities

##### Current Safety Level and Targets

The safety level is defined as the most recent calendar year data available, which was 132 motorcyclist fatalities in 2022. Targets demonstrating constant or improved performance are compared to this baseline.

Performance Metric	Current Safety Level/Baseline	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-7 Motorcyclist Fatalities Calendar Year Totals	132 2022 CY Total	112 -15%	99 -10%	92 -5%

##### Target Justification

The FFY 2024-2026 performance targets were set as calendar year targets. The FFY 2024-2026 targets were set to improving performance, with a 15 percent decrease in 2024, a 10 percent decrease in 2025, and a five percent decrease in 2026.

Motorcyclist fatalities reached an unprecedented and abnormal high in 2022. Historically, Washington has experienced 80-90 motorcyclist fatalities each year since 2016. The motorcycle safety campaign was rebranded to 'Ride On, Ride Safe' and aligns more closely with the *Together We Get There* campaign. Following declines during COVID, we also expect motorcycle safety classes to have increased attendance as life increasingly returns to normal functions post-COVID.

##### Performance Report

The FFY 2023 target for motorcyclist fatalities was 92.1 (2019-2023 rolling average value). After holding constant from 2019-2021, motorcyclist fatalities increased by 42 percent in 2022, reaching a historic high of 132 fatalities. The number of motorcyclist fatalities in 2023 to meet the five-year rolling average FFY 2023 target would need to be 46, which is unlikely after the historically high year of motorcyclist fatalities.

## C-8 Unhelmeted Motorcyclist Fatalities

### Current Safety Level and Targets

The safety level is defined as the most recent calendar year data available, which was 14 unhelmeted motorcyclist fatalities in 2022. Targets demonstrating constant or improved performance are compared to this baseline.

Performance Metric	Current Safety Level/Baseline	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-8 Unhelmeted Motorcyclist Fatalities Calendar Year Totals	14 2022 CY Total	0 -100%	0 -100%	0 -100%

	Unhelmeted Motorcyclist Fatalities	Total Motorcyclist Fatalities	Percent of Motorcyclist Fatalities Unhelmeted
2013	8	73	11.0%
2014	4	69	5.8%
2015	7	73	9.6%
2016	5	81	6.2%
2017	6	77	7.8%
2018	9	80	11.3%
2019	2	95	2.1%
2020	11	93	11.8%
2021	9	92	9.8%
2022	14	132	10.6%

### Target Justification

The FFY 2024-2026 performance targets were set as calendar year targets. The FFY 2024-2026 targets were set to improving performance, with a target of zero unhelmeted motorcyclist fatalities in 2024, 2025, and 2026. Washington has a law that requires any operator or passenger of a motorcycle, motor-driven cycle, or moped to wear a helmet. For this reason, the target for unhelmeted motorcyclist fatalities will continue to be zero.

### Performance Report

Unhelmeted motorcyclist fatalities have historically been relatively low (<10). However, there were 14 unhelmeted motorcyclist fatalities in 2022. With the recent rise in unhelmeted motorcyclist fatalities, it is unlikely that the FFY 2023 target of zero will be met.

### **MOTORCYCLE ADDENDUM 3:**

***Counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.***

<b>2023 Fatal, Injury, and PDO Crashes</b>	
<b>County or Political Subdivision</b>	<b># of MCC (2023) involving another motor vehicle</b>
King	334
Pierce	211
Snohomish	152
Spokane	115
Clark	77
Thurston	57
Kitsap	55
Skagit	36
Benton	35
Yakima	33
Whatcom	29
Cowlitz	19
Mason	17
Lewis	16
Franklin	15
Grant	15
Stevens	10
Chelan	9
Kittitas	9
Douglas	8
Jefferson	8
Walla Walla	8
Grays Harbor	7
Clallam	6
Asotin	5
Island	5
Okanogan	5
Whitman	5
Adams	2
Ferry	2
Garfield	2
Klickitat	2
Skamania	2
Pacific	1
<b>TOTAL</b>	<b>1,312</b>

*Provided: May 3, 2024*

While the Motorcycle Safety projects are statewide, WTSC will provide High Visibility Enforcement (HVE) motorcycle safety funding to counties where motorcycle crashes are the highest (including crashes involving a motorcycle and another motor vehicle). These counties conducting HVE include King, Pierce, Snohomish, Spokane, Clark, Thurston, Kitsap, Skagit, Benton, and Yakima (Top 10). However, there are other counties that have high crashes in the state and will also receive motorcycle safety HVE funding.

***Total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.***

Total # of MCC crashes involving another motor vehicle: 2023 = 1,312

*Source: Washington State Department of Transportation Multi-Row Flat Files (MRFF) (statewide crash data)*



## 3.6: Non-Motorized Services

### 3HSP Update: Non-Motorized Services

*This section details the adjustments to the following countermeasure strategies for Non-Motorized Services programming funds.*

- 3.6.1 Communications and Outreach
- 3.6.2 Educating School-Age Children
- 3.6.3 Enforcement Strategies
- 3.6.4 Pedestrian and Bicycle Safety
- 3.6.5 Pedestrian Safety

#### 3.6.1 Communications and Outreach

**Adjustment:**

Is the implementation of the *Communications and Outreach* countermeasure strategy being adjusted? **Yes**

**Description of why or why not:**

Implementation of the statewide campaign will continue in FFY 2025.

In FFY 2025, a portion of the non-motorized communication funds is transferred to the Communication Program in an effort to streamline communication efforts. The change is reflected in the *Non-motorized Federal Funds Description Update* section. A smaller balance of non-motorized communication funds will continue to be utilized in a multimedia statewide campaign designed to decrease pedestrian and bicyclist fatalities by raising driver awareness and knowledge of pedalcyclists, pedestrians, and related safety laws. The campaign will achieve this through strategically crafted and disseminated education about traffic safety laws. Targeted communities and the general public will receive educational, positive community norms (PCN) messaging that does not scare or shame the driver but encourages them to be a part of the solution by following the law and practicing safe driving behaviors around pedestrians and bicyclists.

**Countermeasures:**

- Mass Media Campaign

#### 3.6.2 Educating School-Age Children

**Adjustment:**

Is the implementation of the *Educating School-Age Children* countermeasure strategy being adjusted? **No**

**Description of why or why not:**

This countermeasure is not being adjusted because all local-level projects that employ school-age child education experienced success in the first phase of implementation. Successful activities include efforts to establish rapport with school administrators, district leaders, educators, and communities. This phase is especially critical in post-COVID environments where schools are being called on for a wider variety of services and a narrower set of teaching requirements. Finding time to add child traffic safety modules may be difficult and ultimately rejected without established buy-in from integral partners. Educators, especially those who serve marginalized student communities, are key to organized and informed implementation of student education programming.

Additional time is needed to engage target schools and educators, review the curriculum, integrate it into the school's existing timeline, and train instructors. As indicated by the above research, once these steps are complete, the training needs to be repeatedly implemented to sustain effectiveness.

**Countermeasures:**

- Elementary-Age Child Pedestrian Training
- Safe Routes to School and Walking School Buses

### 3.6.3 Enforcement Strategies

**Adjustment:**

Is the implementation of the *Enforcement Strategies* countermeasure strategy being adjusted? **No**

**Description of why or why not:**

As Enforcement Strategies remain a well-supported countermeasure, rated at three stars for effectiveness, nonmotorized projects will continue to employ enforcement as a countermeasure to deter driver behaviors that pose risk to the safety of pedestrians and pedalcyclists as a method of promoting positive behavior and community norms and awareness of active transportation user safety laws to decrease the prevalence of serious and fatal injuries.

Statewide data (WTSC, 2023) reveal that driver speed, distraction, and impairment are persistent key risk factors in fatal and serious pedalcyclist and pedestrian crashes. WTSC will address this trend by continuing implementation of this countermeasure through local-level project partnerships with law enforcement in FFY 2025. Funding for this countermeasure supports every FFY 2025 local-level project under the Nonmotorized program and is key to project manager success.

**Countermeasure**

- Mass Media Campaign
- Enforcement Strategies

### 3.6.4 Pedestrian and Bicycle Safety

**Adjustment:**

Is the implementation of the *Pedestrian and Bicycle Safety* countermeasure strategy being adjusted? **No**

**Description of why or why not:**

Statewide data (WTSC, 2023) reveal that driver speed, distraction, and impairment are persistent key risk factors in fatal and serious pedalcyclist and pedestrian crashes. WTSC will address this trend by continuing the implementation of this countermeasure through local-level project partnerships with law enforcement in FFY 2025.

Through project activities aligned with the Uniform Guidelines for State Highway Safety Program (NHTSA, 2014) guidelines, project managers will continue to coordinate activity at the local level to reach vulnerable populations and the general public through multidisciplinary partnerships that allow for robust education and outreach efforts designed to decrease the prevalence of pedestrian and bicyclist serious injuries and fatalities in Washington state. Funding for this countermeasure supports every FFY 2025 local-level project under the Nonmotorized program and is key to project manager success.

**Countermeasures:**

- Elementary-Age Child Pedestrian Training
- Safe Routes to School and Walking School Buses
- Multidisciplinary Involvement

### 3.6.5 Pedestrian Safety

**Adjustment:**

Is the implementation of the *Pedestrian Safety* countermeasure strategy being adjusted? **Yes**

**Description of why or why not:**

This countermeasure is not being pursued in 2025 and will be considered “inactive” during this fiscal year. Once WTSC analytics contractors are able to provide longitudinal data measuring the impact of the speed reduction, it may enable project partners or management to reactivate this countermeasure and replicate this effort in other areas of the City of Tacoma.

**Countermeasures:**

- Reduce and Enforce Speed Limits

### Non-Motorized Services Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
<b>2024 3HSP</b>	NHTSA 405h (FY22-23) (bil/supl) 405g (bil/supl)	\$5,100,000
<b>2025 3HSP Update</b>	NHTSA 405h (bil/supl), 405g (bil/supl),	\$2,396,898

While the Non-Motorized FFY 2025 projects increased in funding, the discontinuation of the Lewis and Cowlitz County Walker Roller Socioeconomic Standing (SES) Equity Project contributed to the 2025 estimated 3-year allocation reduction. The grant project manager retired, and without their specific networks and set of local relationships, it was not feasible to continue the project.

**AGA: Non-Motorized Services Projects and Subrecipient**

*This section includes project and subrecipient information relevant to the Non-Motorized Services program area.*

### 3.6.1 Communications and Outreach

#### Project #50: 2025-FG-5339-Region 10 Walker Roller Safety Zone Grant

<b>Countermeasure Strategy</b>	Communications and Outreach
<b>Countermeasure(s)</b>	Mass-Media Campaigns
<b>Project Name</b>	Walker Roller Safety Zone Grant
<b>Project Description</b>	<p>The project aims to reduce risk of serious injury or fatality to walkers and rollers in Snohomish County, empower communities to seek out grant funding for walker/roller safety infrastructure from other sources, and encourage community members to safely utilize and drive in the vicinity of new public transit systems.</p> <p><u>Prong 1:</u> Declare pedestrian safety corridors in locations where data show high risk to walkers and rollers, empowering these communities to seek grant funding for infrastructure from other sources. The Snohomish County Target Zero Task Force will work with local jurisdictions and coalitions to encourage declarations from their councils. Regardless of success, the remaining two prongs will continue.</p> <p><u>Prong 2:</u> Develop a Walker Roller Safety Educational Campaign: Develop multi-language messaging specific to new public transit system for audience of drivers, the community at large, and walkers and rollers. Advertise time/space to deliver traffic safety educational messaging through multiple channels, including radio spots, billboards, bus ads, social media, streaming, and gas toppers.</p> <p><u>Prong 3:</u> Walker and Roller Safety High Visibility Emphasis Patrols. Enforce traffic safety laws related to walker/roller safety in areas affected by new systems by Region 10 Snohomish County DUI &amp; Target Zero Task Force. Scheduled quarterly as a deterrent for driving and walker/roller behaviors that are high risk. Officers will have discretion on citation issuance or educational stops to encourage improved behavior. Participate in community education. This includes presentations, events, meetings, coalition work, activities</p>

	related to prong 1, foot patrols, and development and distribution of educational rack cards.
<b>Project Location(s)</b>	Snohomish County, specifically near areas where Sound Transit expanded to include stops in Snohomish County for the first time. In 2024, Sound Transit expanded light rail service into Snohomish County to include stops in Mountlake Terrace and Lynnwood. The new routes and light rail affect multiple areas in Snohomish County including Mountlake Terrace, Lynnwood, Edmonds, Unincorporated Snohomish County and eventually Everett. The new Community Transit Rapid Orange line bus service that supplements the Sound Transit Light rail project went online in April 2024 and services Mill Creek Town Center, Lynnwood Transit Center and Alderwood Mall, Edmonds College, along with the McCollum Park and Ride in unincorporated Snohomish County.
<b>Subrecipient(s)</b>	Snohomish County Sheriff's Office
<b>Organization Type</b>	Law Enforcement – County
<b>Public and Community Engagement /Participation</b>	Region 10 Target Zero outreach through task force partners

<b>Project Agreement Number</b>	BGPE25-04, BGLE25-01
<b>Amount of Federal Funds</b>	\$100,000
<b>Federal Funding Source(s)</b>	NHTSA 405g (bil/supl)
<b>Eligible Use of Funds</b>	Public Education, Law Enforcement
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### 3.6.2 Educating School-Age Children

#### Project #51: 2024-FG-5023-Let's Go! Edmonds

<b>Countermeasure Strategy</b>	Educating School-Age Children
<b>Countermeasure(s)</b>	Elementary-Age Child Pedestrian Training
<b>Project Name</b>	Let's Go! Edmonds
<b>Project Description</b>	The Let's Go Edmonds program aims to reduce the number of injuries and/or deaths of walkers and rollers by implementing a curriculum for physical education teachers that gives them the knowledge and resources needed to implement an in-school bicycle and pedestrian safety program for students in grades three through eight. Walking, rolling, and biking remain common modes of transportation for youth to get to school navigating their neighborhoods and the built environments.

	<p>The Let's Go program focuses on the skills and knowledge necessary to prevent the most common causes of collisions and errors of the upper-elementary and middle school age group as they become independent commuters and start to navigate the built environment. The curriculum uses differentiated lessons that provide educators with the opportunity to meet students at their skill level, while inviting them to be active and healthy in their daily lives. Program partners include Edmonds School District physical education teachers in 24 elementary and middle schools and Region 10 Target Zero. Grant funding supports Cascade Bicycle Club activities including implementing curriculum at schools, training teachers to deliver curriculum and maintaining and transporting 100 elementary and 35 middle school youth bicycles to support teachers. Project partners include Outdoors for All, Snohomish County Target Zero, 24 Snohomish County elementary schools.</p> <p>Region 10 Target Zero will support this program by facilitating expansion in Snohomish County by facilitating networking among program staff and potential school partners in Tribal and underserved areas.</p>
<b>Project Location(s)</b>	FY25 Schools for Edmonds project (all located in Edmonds): Elementary • Martha Lake • Lynnwood • Oak Heights • Cedar Valley • Hazelwood • Chase Lake • Terrace Park • Brier • Hilltop • Cedar Way • Mountlake Terrace • Madrona K8 • Beverly • Seaview • Meadowdale • Edmonds • Lynndale • Spruce • Westgate • Sherwood • College Place Middle Schools • Alderwood • Madrona K8 • College Place • Brier Terrace
<b>Subrecipient(s)</b>	Cascade Bicycle Club
<b>Organization Type</b>	Non-profit
<b>Public and Community Engagement /Participation</b>	Yes, this project included the following PPE: Feedback from Region 10 Target Zero Task Force Outreach to public schools, including those who serve high rates of free and reduced school lunch; Outreach to Community Based Organizations in Edmonds and Seattle Feedback and reports from Cooper Jones Active Transportation Safety Council Outreach to tribal schools; Outreach to adaptive and therapeutic recreation for children and adults with disabilities (Outdoors for All)

<b>Project Agreement Number</b>	FHPE25-01, BGPE25-01
<b>Amount of Federal Funds</b>	\$186,566
<b>Federal Funding Source(s)</b>	NHTSA 405h (bil/supl), 405g (bil/supl)
<b>Eligible Use of Funds</b>	Public Education

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**Planning and Administration Costs** No
 

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**Project is a Promised Project** No
 

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The projects are covered under one or more of the following Countermeasure Strategies:

**3.6.2 Educating School-Age Children**

**3.6.3 Enforcement Strategies**

**3.6.4 Pedestrian and Bicycle Safety**

**3.6.5 Pedestrian Safety**

**Project #52: 2024-FG-5003-Tacoma Neighborhood Education**

<b>Countermeasure Strategy</b>	Educating School-Age Children; Pedestrian and Bicycle Safety; Communication and Outreach
<b>Countermeasure(s)</b>	Elementary-Age Child Pedestrian Training; Safe Routes to School and Walking School Buses; Multidisciplinary Involvement
<b>Project Name</b>	Tacoma Neighborhood Education
<b>Project Description</b>	Project activities include increasing walker roller safety in project focus locations throughout the City of Tacoma. Funding will be allocated to several initiatives: develop and roll-out public education campaigns designed to increase community member knowledge about reduced speed limits achieved by this project in FFY 2023; conduct Road Safety Assessments for two High Injury Network corridors (a process which includes supporting the convening of a community action group of diverse stakeholders to identify risk factors and potential solutions); and support the educational efforts of elementary-aged students by implementing and expanding year three of a Safe Routes to School walker roller safety programming in marginalized Tacoma elementary and middle schools.
<b>Project Location(s)</b>	The City of Tacoma schools: Whitman Elementary, Edison Elementary, Manitou Park Elementary, Stafford Elementary, Boze Elementary, Mary Lyon Elementary, Stewart Middle School, and Baker Middle School.
<b>Subrecipient(s)</b>	City of Tacoma
<b>Organization Type</b>	City
<b>Public and Community Engagement /Participation</b>	Tacoma school staff, community members, and student input collected at various City and Vision Zero sponsored events. The development of the 2017 Safe Routes to School Action Plan included school staff and school families' guidance on what they want to see to educate youth on and encourage safe walking and rolling in Tacoma. These included walk & roll to school days to build



	<p>momentum, bike camp programs for youth, and other walking, biking, scooting, and skating education efforts. The City of Tacoma received public feedback on the need to identify safety improvements in the following ways: 1) Vision Zero citywide survey and events they heard from hundreds of community members about how they feel unsafe walking, biking, and sometimes driving on arterial streets in Tacoma and 2) Transportation Commission meetings, the 11-member Council-appointed Commission brings forward community concerns regarding traffic safety; toad safety audits identified needed safety improvements for the city’s high-risk corridors as identified in the Vision Zero Action Plan. Additional details are available upon request.</p>
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<b>Project Agreement Number</b>	FHPE25-03
<b>Amount of Federal Funds</b>	\$285,000
<b>Federal Funding Source(s)</b>	NHTSA 405h (bil/supl)
<b>Eligible Use of Funds</b>	Public Education
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #53: 2024-FG-5022-Seattle Neighborhood Greenways**

<b>Countermeasure Strategy</b>	Pedestrian and Bicycle Safety
<b>Countermeasure(s)</b>	Multidisciplinary Involvement
<b>Project Name</b>	Seattle Neighborhood Greenways
<b>Project Description</b>	<p>Funding for this project will support Seattle Neighborhood Greenways completing the following activities:</p> <p>Engage and educate community members and organizations about the laws and best practices related to bicyclist and pedestrian safety through outreach efforts including community meetings, one-on-one engagement, door knocking in communities most impacted by pedestrian fatalities and injuries in South Seattle.</p> <p>Host organizing committee meetings, stakeholder committee meetings and community listening sessions to guide education activities, build community support for proven safety countermeasures and hear from community members who are most impacted to determine community goals for Martin Luther King Jr Way South.</p>

	Following community education and engagement activities, develop and present a traffic safety recommendation plan to the Seattle City Council, WSDOT, King County Planning Commission, channels through which the changes proposed could potentially be enacted.
<b>Project Location(s)</b>	Martin Luther King Jr. Way South Corridor in Southeast Seattle
<b>Subrecipient(s)</b>	Seattle Neighborhood Greenways
<b>Organization Type</b>	Non-profit
<b>Public and Community Engagement /Participation</b>	This project was proposed by Seattle Neighborhood Greenways, a small nonprofit organization that leads a coalition of 16 volunteer-led chapters. Their proposal was informed by feedback from the Rainier Beach Action Coalition, Bethany Church, Front and Centered, the Black Prisoners Caucus, Black Rose Collective, Whose Streets? Our Streets!, the University of Washington, Sound Transit, the Seattle Department of Transportation and the Rainier Vista Boys and Girls Club. Several partnerships are imperative to project development success, including Sound Transit board member and King County Councilmember Girmay Zahilay’s Office as well as the Seattle Housing Authority (SHA). SHA personnel provides translators from the community for project meetings at no cost and East African Community Services provides participation stipends for 45 youth who live in the project focus area. his project was proposed by Seattle Neighborhood Greenways, a small nonprofit organization that leads a coalition of 16 volunteer-led chapters. Their proposal was informed by feedback from the Rainier Beach Action Coalition, Bethany Church, Front and Centered, and the Rainier Vista Boys and Girls Club.

<b>Project Agreement Number</b>	BGPE25-02
<b>Amount of Federal Funds</b>	\$258,500
<b>Federal Funding Source(s)</b>	NHTSA 405g (bil/supl)
<b>Eligible Use of Funds</b>	Public Education
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #54: 2024-FG-5017-Pacific Highway (SR 99) South Walker and Roller Safety Program**

<b>Countermeasure Strategy</b>	Pedestrian and Bicycle Safety; Communication and Outreach; Enforcement Strategies
<b>Countermeasure(s)</b>	Multidisciplinary Involvement; Law Enforcement; Mass-Media Campaigns; Enforcement Strategies
<b>Project Name</b>	Pacific Highway (SR 99) South Walker and Roller Safety Program

<b>Project Description</b>	<p>This project seeks to reduce the number of serious injury and deaths of walkers and rollers on Pacific Highway South in King County, WA. This project is focused on a portion of Pacific Highway South that runs through King County from Federal Way to Tukwila, between mile posts 6.15 and 24.17.</p> <p>The project will fund:</p> <ol style="list-style-type: none"> <li>1. Local outreach and education with community city and county leaders to influence them to declare walker/roller safety corridors in project focus zones.</li> <li>2. Walker and roller-specific Safety High Visibility Emphasis Patrols in the project focus area, targeting the driving behaviors most likely to cause harm to pedestrians based on regional data and the community outreach and education associated with HVEs.</li> <li>3. Law enforcement participation in community educational outreach, including presentations, events, meetings, activities, foot patrols, meet and greets, distributing rack cards.</li> <li>4. The activity to assess regional data to determine where new public transit features are most likely to increase foot and wheel traffic. Review “problem spots” that may experience an increase in traffic as a result of the new public transportation feature and collaborate with public transit community engagement groups and lite rail public participation representatives to determine geo-targeting for campaign messaging.</li> <li>5. Public education campaign materials including digitally fenced radio, billboard, bus ad and gas topper, social media and streamed advertising. Creation of materials in multiple languages, translation services, printing and design of creative, posters/rack cards etc.</li> </ol>
<b>Project Location(s)</b>	King County and (eventually) expansion into Pierce County.
<b>Subrecipient(s)</b>	Kent Police Department
<b>Organization Type</b>	City
<b>Public and Community Engagement /Participation</b>	<p>This project seeks to reduce the number of serious injury and deaths of walkers and rollers on Pacific Highway South in King County, WA. This project is focused on a portion of Pacific Highway South that runs through King County from Federal Way to Tukwila, between mile posts 6.15 and 24.17. Project Goals: 1: Decrease the percent of drivers with unsafe behavior concerning walkers and rollers by 10 percent through driver education and increased signage by September 30, 2025. 2: Increase public knowledge and awareness of walker and roller safety issues and ways to increase personal safety while walking and rolling through public outreach and education efforts from law enforcement, community agencies, and others by 10</p>

	percent by September 30, 2025. 3: Decrease unsafe interactions between walker and rollers by 10 percent in King County through the implementation of locally identified and implemented walker and roller safety programs, by September 30, 2025 4: Increase public knowledge and awareness of King County drivers of walker and roller safety by 5 percent with the creation and expanding the King County Target Zero website, with specific focus on walker and roller in multiple languages, by September 30, 2025.
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<b>Project Agreement Number</b>	FHPE25-02
<b>Amount of Federal Funds</b>	\$235,000
<b>Federal Funding Source(s)</b>	NHTSA 405h (bil/supl)
<b>Eligible Use of Funds</b>	Public Education
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Appendix B, Part 8: 405(g) Nonmotorized Safety Grant**

**ASSURANCE:** NHTSA has identified the State as eligible because the State's annual combined non-motorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.

National Highway Traffic Safety Administration  
Regional Operations and Program Delivery  
Office of Grants Management and Operations

FY 2025 Nonmotorized Safety Grants Eligibility (23 CFR 1300.26)

MOTOR VEHICLE TRAFFIC FATALITIES, PEDESTRIAN & BICYCLIST FATALITIES AND PERCENT OF TOTAL,  
BY STATE  
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2021 FINAL

State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
North Dakota	101	13	12.87%	Ineligible
Ohio	1,354	211	15.58%	Eligible
Utah	332	53	15.96%	Eligible
Vermont	74	9	12.16%	Ineligible
Virginia	273	140	51.28%	Eligible
Washington	674	166	24.63%	Eligible
West Virginia	282	45	15.96%	Eligible
Wisconsin	620	76	12.26%	Ineligible
Wyoming	110	12	10.91%	Ineligible

## 3.7: Occupant Protection

### 3HSP Update: Occupant Protection

*This section details the adjustments to the following countermeasure strategies for Occupant Protection programming funds.*

- 3.7.1 Communications and Outreach
- 3.7.2 Other Strategies

#### 3.7.1 Communications and Outreach

**Adjustment:**

Is the implementation of the *Communications and Outreach* countermeasure strategy being adjusted? **Yes**

**Description of why or why not:**

We plan to fund Tribal Child Passenger Safety Technician (CPST) training from the Child Passenger Safety (CPS) Program Training budget which utilizes 405(b) funds. This will help us ensure that no less than 10 percent of grant funds are spent to carry out activities that serve low-income or underserved populations. To support the success of Tribal CPST training efforts, we will also be providing mentoring, local continuing education unit (CEU) opportunities, and bringing in CPST instructors/technician proxies to their car seat check events to perform seat signoffs. These types of services will also be provided to areas throughout the state to help address the barriers of recertification, helping us to maintain services in rural areas where there aren't CPST instructors. We will also add language in the FFY 2025 mini-grant applications to help prioritize spending at least 10 percent of our funding to serve low-income families. We also plan to fund training for child passenger safety instructor candidates and emergency personnel to include reimbursement of expenses incurred

**Countermeasures:**

- Strategies for Older Children
- Strategies for Child Restraint Use and Booster Seat Laws

#### 3.7.2 Other Strategies

**Adjustment:**

Is the implementation of the *Other Strategies* countermeasure strategy being adjusted? **Yes**

**Description of why or why not:**

We will support the re-introduction of the [Safest Ride Program](#) in elementary schools to address the fact that only 61 percent of children aged 10 to 12 were observed riding in the correct seating position with many moving from booster seats and into the front seat much

too soon. The program would be updated with culturally relatable educational materials in both English and Spanish.

**Countermeasures:**

- School-Based Programs
- Inspection Stations

**Occupant Protection Federal Fund Description Update**

	Federal Funding Source	Estimated 3-Year Allocation
<b>2024 3HSP</b>	NHTSA 402 (bil/supl), 405b (bil/supl) reg & flex	\$2,850,000
<b>2025 3HSP Update</b>	NHTSA 402 (bil/supl), 405b (bil/supl), 405b (bil/supl) flex	\$2,214,500

The Occupant Protection Estimated 3-Year Allocation was reported incorrectly in the FFY 2024 3HSP. WTSC is providing the correct Estimated 3-Year Allocation amount as part of the 3HSP update within the FFY 2025 AGA.

## AGA: Occupant Protection Projects and Subrecipient

*This section includes project and subrecipient information relevant to the Occupant Protection program area.*

The projects are covered under both Countermeasure Strategies.

**3.7.1 Communications and Outreach**

**3.7.2 Other Strategies**

### Project #55: 2024-FG-4998-Washington CPS Program Delivery

<b>Countermeasure Strategy</b>	Communications and Outreach; Other Strategies
<b>Countermeasure(s)</b>	Strategies for Older Children; Strategies for Child Restraint Use and Booster Seat Laws; Inspection Stations
<b>Project Name</b>	Washington CPS Program Delivery
<b>Project Description</b>	<p>This project will support statewide efforts to provide child passenger safety education, inspections, and seat checks to parents, guardians, grandparents, and others who transport children. This project coordinates and delivers statewide CPS services as required by NHTSA. The statewide CPS program consists of approximately 400 trained CPSTs who provide car seat checks to individuals at car seat check events and appointments. Each county in the state has at least one location that delivers child safety seat checks. Additionally, there are CPST training classes and other services provided through a series of mini grants to regional providers (through a separate WTSC grant). The SUB-RECIPIENT, City of Bonney Lake, will use some funding to deliver culturally appropriate Child Passenger Safety education, resources, and training to families in Washington with limited English proficiency.</p> <p>In addition to program operations, this project will fund the creation of and distribution of CPS educational tools, such as flyers, handouts, educational coloring books, etc.; training supplies for CPST courses such as training seats; and tools needed for CPSTs to conduct car seat checks, such as tablets to collect and submit data.</p> <p>At car seat inspections and seat check events, CPSTs will use the opportunity to inform/educate families about additional safety issues such as vehicle recalls and the danger of heatstroke for unattended passengers.</p>



	A portion of the federal funds used for this project will contribute to the minimum 10 percent of funding used to implement child occupant protection programs for low-income and underserved populations.
<b>Project Location(s)</b>	Statewide
<b>Subrecipient(s)</b>	City of Bonney Lake
<b>Organization Type</b>	City
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	CR25-02
<b>Amount of Federal Funds</b>	\$321,500
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl)
<b>Eligible Use of Funds</b>	Child Restraint, Occupant Protection - Occupant Protection for Children Program
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #56: 2025-FG-5357-CPS Program Training**

<b>Countermeasure Strategy</b>	Communications and Outreach; Other Strategies
<b>Countermeasure(s)</b>	Strategies for Older Children; Strategies for Child Restraint Use and Booster Seat Laws; Inspection Stations
<b>Project Name</b>	CPS Program Training
<b>Project Description</b>	<p>Washington’s Child Passenger Safety (CPS) Program relies on a network of Child Passenger Safety Technicians (CPSTs) who are trained in up-to-date practices related to child passenger safety. This project will support bringing CPSTs and instructors together to receive training, obtain continuing education units (CEUs) for recertification, provide an opportunity to network, provide exposure to various child restraints and manufacturers, create and make available training materials, and recognize individuals and teams showing exceptional work.</p> <p>Tribal CPST courses will provide training to increase the network of tribal technicians who support tribal families. Funding will cover service fees for instructors, registration fees, and child restraints. Expenses for mentoring of tribal technicians will include service fees with travel to provide assistance with community events, CEU classes, and seat sign-offs following CPST courses.</p>

	<p>This project may pay for experienced technicians, technician proxies, or instructors to work with a local CPS team to provide mentoring, CEU sessions, or seat sign-offs. Enrichment training for current technicians may be offered for children with special health care needs. The project may cover expenses for emergency service personnel to obtain national certification.</p> <p>This project may support the creation of resources and informational materials to inform potential child passenger safety technicians about the complexity and expectations of becoming a technician. It may also fund the creation of resources and informational materials to educate caregivers about what to expect at a car seat event or appointment and how to come prepared.</p> <p>Funding will support and sustain CPST Instructors and may include a service fee for current Instructors to act as Mentor Instructors for instructor candidates or for the instructor candidate to be a Technician Assistant in a CPST course (prerequisite to becoming an instructor).</p> <p>A portion of the federal funds used for this project will contribute to the minimum 10 percent of funding used to implement child occupant protection programs for low-income and underserved populations.</p>
<b>Project Location(s)</b>	Statewide
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	M1*CR25-01, B1CPS_US25-01
<b>Amount of Federal Funds</b>	\$175,000
<b>Federal Funding Source(s)</b>	NHTSA 405b (bil/supl) flex, non-flex
<b>Eligible Use of Funds</b>	Child Restraint; Underserved CPS Programs
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #57: 2025-FG-5356-CPS Program Mini-Grants**

<b>Countermeasure Strategy</b>	Communications and Outreach; Other Strategies
<b>Countermeasure(s)</b>	Strategies for Older Children; Strategies for Child Restraint Use and Booster Seat Laws; School-Based Programs; Inspection Stations
<b>Project Name</b>	CPS Program Mini-Grants
<b>Project Description</b>	<p>The goals of this project are to increase the number of trained CPS technicians and to provide resources to communities so that they can operate a successful CPS program. Funding will be used to provide training services for CPS technician training and purchasing supplies to support car seat check events.</p> <p>The CPS Coordinator will provide oversight of the CPS mini-grant project and provide pass-through mini-grants to local schools, government agencies, or non-profit agencies with a demonstrated capability to provide CPS services (car seat checks, training, seat distribution).</p> <p>Additional Subrecipient information: The Bonney Lake Police Department will provide oversight of the CPS mini-grant project and provide pass-through mini-grants to local non-profit agencies and individuals with a demonstrated capability to provide CPS service (car seat checks, training, seat distribution).</p> <p>A portion of the federal funds used for this project will contribute to the minimum 10 percent of funding used to implement child occupant protection programs for low-income and underserved populations.</p>
<b>Project Location(s)</b>	Statewide
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	M1CPS25-01, B1CPS_US25-01
<b>Amount of Federal Funds</b>	\$250,000
<b>Federal Funding Source(s)</b>	NHTSA 405b (bil/supl)
<b>Eligible Use of Funds</b>	Community CPS Services; Training, Public Education; Underserved CPS Programs
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

## Appendix B, Part 1: 405(b) Occupant Protection Grant —High

### OCCUPANT PROTECTION ADDENDUM 1:

*Washington’s occupant protection program area plan for the upcoming fiscal year.*

WTSC’s Occupant Protection Program plan includes the Occupant Protection 3HSP update and list of FFY 2025 projects. The program area plan also includes the following supplemental information.

### Problem and/or Opportunity Identification

#### Summary of Crash and Other Consequences Data

Washington has one of the highest seat belt use rates in the country at 93.3 percent, according to our 2023 Seat Belt Use Observation Survey. Despite a sustained high seat belt use rate for many consecutive years, the number of unrestrained fatalities and serious injuries have increased to the highest number since prior to 2010. Since 2019, unrestrained fatalities have increased over 30 percent and serious injuries increased 58 percent. In 2022, unrestrained motor vehicle drivers and occupants represented 33 percent of traffic fatalities in the state. According to NHTSA, people who buckle up in the front seat of a passenger car can reduce the risk of fatal injury by 45 percent and moderate to critical injury by 50 percent. Wearing a seat belt in a light truck can reduce the risk of fatal injury by 60 percent and moderate to critical injury by 65 percent.

#### Key Issues include:

**Some Populations are Less Likely to use Seat Belts:** Currently, we know—based on seat belt citation and FARS data, as well as other research—that some populations are less likely to use seat belts. There is a variety of solid and anecdotal evidence that demonstrates that Hispanic males, AI/AN males, males aged 55 and older, and younger drivers aged 16-25 are at higher risk of not wearing seat belts while driving. According to the WTSC’s Research and Data Division’s 2024 brief on AI/AN traffic deaths, one-third of AI/AN deaths were unrestrained vehicle occupants, versus less than 20 percent of all other races.

**Unrestrained Occupants Tend to Correlate with Other High-risk Behaviors:** Individuals who do not use their seat belts closely correlate with other high-risk driving behaviors like speeding or aggressive driving, and impaired driving. For example, the correlation between impaired driving and lack of seat belt use is extremely high. From 2018-2022, about 42 percent of unrestrained deaths involved an alcohol impaired driver, and 53 percent involved a drug impaired driver. In addition, 20 percent of unrestrained fatalities involved distraction, and 42 percent involved speeding.

**Younger Drivers are More Likely to be Unrestrained:** Only 40 percent of 16-25-year-old vehicle occupants killed in crashes between 2018-2022 were properly restrained. Sixty-six

percent of unrestrained vehicle occupants in this age group killed in crashes during this period were male.

**Child Passenger Safety:** Motor vehicle crashes remain one of the leading causes of death for young children. It is consistently the most or second most common factor in death for children aged 1-14 (CDC – National Center for Health Statistics [https://www.cdc.gov/transportationsafety/child\\_passenger\\_safety/cps-factsheet.html](https://www.cdc.gov/transportationsafety/child_passenger_safety/cps-factsheet.html)).

Between 2018-2022, there were 30 unrestrained vehicle occupant fatalities among children ages 0-15 in Washington state. From 2018-2022, five percent of all unrestrained passenger fatalities were children ages 0-15. Using the right sized child seat that is correctly installed can reduce the risk of fatal injury by 71 percent.

**Knowledge of Child Passenger Restraint Use and State Law:** Child restraint systems can be very complicated, and many are installed incorrectly. Many parents and caregivers know how complicated these systems can be: rear facing, forward facing, booster seats, harnesses, different cars have different anchor points, seats are different, and more. Data collected from Washington state car seat checks in FFY 2023 shows nearly 70 percent misuse of child restraints. Misuse was most often found with children one to three years old and most often occurred with forward-facing harness and lap/shoulder belt use. Much of the observed misuse involved the harness or seat belt being too loose or not being used correctly with the harness slot or lower anchors.

Washington’s primary seat belt law RCW 46.61.688 states that all passengers under the age of 16 years must either wear a seat belt or use an approved child restraint device.

The child restraint system law RCW 46.61.687 states that children up to age two must ride in a rear-facing child restraint; children two to four years old must ride in a harness child restraint; children four years and older must ride in a car or booster seat, until 4’9” tall; and children up to age 13 must ride in the back seat when practical. The most common mistakes observed in Washington:

- No restraint used.
- Children aged 12 and under are illegally seated in the front seat.
- Premature graduation from the booster seat to a seat belt.
- Child restraint not installed in vehicle properly.
- Harness is not correctly fitted.

### Summary of Behaviors and Beliefs from the Statewide Survey

#### Behaviors:

The 2023 Washington Statewide Survey revealed that the self-reported seat belt use rate was very high and consistent with the 2023 observed seat belt use rate. It is interesting to see a nearly 10 percent difference between seat belt use in the front versus back seat.

- 90 percent always wear a seat belt within a few miles of their home.
- 93 percent always wear a seat belt many miles from their home.

- 83 percent always wear a seat belt in the back seat of a vehicle.

**Beliefs:**

Despite such a high percentage of people reporting that they always wear a seat belt, only 26 percent of respondents believe that most people in their community always wear a seat belt. This is a significant gap in perceived norms.

Many respondents in the state (68 percent) believe that it is not all likely or only slightly likely someone in their community would get caught by police for driving while not wearing a seat belt.

**Family Rules / Workplace Policies:**

A very high percentage of respondents (92 percent) reported having a family rule about always wearing a seat belt (among those with a family). Less than half of respondents (47 percent) said they have a workplace policy about always using a seat belt (among those with a workplace).

**Proactive Traffic Safety:**

Most people are willing to speak up or step in when someone in the vehicle is not buckled up. However, there is a gap in perceived norms because most respondents don't believe others would ask someone to use a seat belt.

- 73 percent asked someone in the past 30 days to use a seat belt (among those in a situation to ask)
- 60 believe people important to them would strongly approve of asking someone to use a seat belt.
- 37 percent believe most people in their community would often or always ask someone to use a seat belt.
- 52 percent are extremely comfortable asking someone to use a seat belt.

**Thoughts/Questions:**

- There seems to be more than just the law that is influencing people to wear seat belts because so few perceive they will get caught, but use is high. It seems many people are influenced by family and other people important to them.
- Most people seem to think that their own seat belt use is not the norm but seem comfortable asking others to buckle up. Does that mean they are personally experiencing other people not buckling up?
- It would be helpful if we could ask people why they do or don't buckle up. What is their motivation either way and what could change their mind?

**Summary of Behaviors and Beliefs from the 2023 Child Passenger Safety Observational/ Intercept Survey**

- Proper restraint use and correct seat position decreases with child's age.
- A significant number of children are riding in the front seat before age 13.
- Booster seat use needs to be increased and extended through child's age.

- Caregivers are generally unaware of when a child is ready for a seat belt.
- Very few families had met previously with a child passenger safety technician.
- Most families require child restraint use on every ride.

### Opportunities and Gaps

- Ride Share – Countermeasures that Work Edition 11 identifies that as ride share services become more widely used, additional focus is needed to address the use of seat belts and child restraints in these vehicles.
- Workplaces – the Statewide Survey showed that only 47 percent of those with a workplace have a workplace policy about always using a seat belt.
- Back seat – the Statewide Survey showed that up to 10 percent fewer people always wear a seat belt in the back seat of a vehicle.
- Grade school aged children – the 2023 CPS Observational/Intercept Survey shows that compliance with proper restraints and seating positions decreases with age. Compliance decreases nearly 20 percent during the grade school years (84 percent for ages 2-4, 65 percent for ages 10-13). We are exploring bringing back the Safest Ride Program to educate grade school staff, students, and parents about the importance of riding buckled up in the back seat.
- New data – Pilot projects in King and Pierce County using SmartSign technology will help us collect (front) seat belt use data that may help us identify new opportunities for projects that may also include speed and distraction as a “triple threat” strategy.

### Focus Populations and Communities

Child Passenger Safety Technician Network – This group needs to know the laws regarding child passenger safety, but also needs to know where they can get appropriate resources, training, and direction so they can provide the necessary education to Washington families. They are required to complete a recertification process every two years to remain active.

Parents/Guardians/Caregivers who drive with children in their vehicles - This group of people need to know the laws regarding child passenger safety, but also needs to know where they can get appropriate resources and direction, if needed. Beyond that, they need to understand the importance of being good seat belt-using role models for children riding in their vehicles.

Young Drivers - As a demographic, young drivers are more likely to engage in higher-risk behaviors, such as not wearing a seat belt. Establishing strong positive behaviors in drivers in this group can have lifelong results.

Safe Road Users – Most road users do not engage in risky driving behaviors. These safe road users could influence the behaviors of the smaller group of drivers engaging in risky behaviors, such as not wearing their seat belt.

### Partners and Stakeholder Participation

An occupant protection-focused workgroup was established in early 2024 with the intention of meeting to have a dialogue about the current data available including the 2023 Statewide



Survey, 2023 Seat Belt Observation Survey, 2023 Child Passenger Safety Observation/Intercept Survey, and current fatality data for unrestrained vehicle occupants. Members for this workgroup were recruited from the 2024 Technical Advisory Committee, Child Passenger Safety Network, Target Zero Manager Network, and other efforts to reach a broad representation of people interested in or with specific expertise or experience in Occupant Protection, for both seat belt use and child passenger safety.

A meeting was held on March 4, 2024, and 20 attendees joined the virtual meeting. Invitations were sent to representatives from the following organizations: Washington Health Care Authority, Office of Superintendent of Public Instruction, Moses Lake Police Department, Association of Washington Business, Washington State Department of Transportation, Department of Licensing, Snohomish County, Office of Financial Management, National Highway Traffic Safety Administration, Washington Target Zero Manager Network, Washington Child Passenger Safety Network, Northwest Insurance, Child Restraint Manufacturers, Skagit County Sheriff's Office, Washington State Patrol, King County Public Health, and South Whatcom Regional Fire Authority.

At the meeting, data was presented and the group was asked to give feedback about what they are seeing, what are the most urgent areas to address, what efforts are already in place, and new opportunities we should consider. Some people gave feedback verbally and others used the chat feature. Attendees were also sent an online feedback form where they could submit additional feedback after the meeting. Some examples of feedback received:

- We should educate the public on the importance of reading the user manual regarding proper installation of child restraints.
- There should be more of an effort to reach families of young children in ECEAP and Head Start programs.
- Back seat passengers are less likely to wear a seat belt. There needs to be more research done about whether ride share services like Uber/Lyft/etc. are contributing to lower back seat belt or child restraint use.
- People driving in the city appear to be busier or more distracted which may lead them to forget or skip putting their seat belt on when they are in a hurry.
- We should bring back the Safest Ride Program to address seat belt use at the grade school level.
- There is a big gap between actual seat belt use and perceived seat belt use in the community.
- There should be more education around the fact that air bags are not effective alone in preventing fatalities and serious injuries. They need to work with seat belts to be effective.
- Proactive traffic safety should start early. Kids and young drivers can be taught to speak up for their own safety.
- Some attendees were surprised at the low percentage of respondents that reported having a workplace policy. It is possible that some employers don't enact a policy since it is the law and people are expected to follow it. There was also some discussion about



how respondents interpreted the question. They may be unaware that their workplace has a seat belt use policy if they do not drive a company vehicle as part of their job.

- There should be more of an emphasis on the importance of wearing a seat belt to save your life, not to avoid a ticket.
- For those that are less likely to wear a seat belt close to home, the physics of a crash does not change based on distance traveled.
- More focus should be placed on creating educational materials in top languages.

#### **Performance Report:**

- C-4 Unrestrained Passenger Vehicle Occupant Fatalities. See Chapter 2, page 16
- B-1 Observed Seat Belt Use for Passenger Vehicles, All Seat Positions (Survey). See Chapter 2, page 25

#### **FFY 2025 Occupant Protection projects supporting the plan:**

- **Communications**
  - Project #1: 2024-FG-5015-WTSC Paid Media, page 34-35
  - Project #2: 2024-FG-5025-News Media and Communications Support, page 35-36
  - Project #6: 2024-FG-5024-Together We Get There, page 38-39
  - Project #7: 2024-FG-5026-TZM Communications Lead, page 39-40
  - Project #8: 2024-FG-5027-TZM PCN Media Mini-Grants, page 40
- **High Visibility Enforcement**
  - Project #10: 2025-FG-5400-Local HVE - Administration, Enforcement, and Resources, page 48-49
  - Project #11: 2025-FG-5401-WSP HVE, page 49-50
- **Child Passenger Safety**
  - Project #55: 2024-FG-4998-Washington CPS Program Delivery, page 124-125
  - Project #56: 2025-FG-5357-CPS Program Training, page 125-126
  - Project #57: 2025-FG-5356-CPS Program Mini-Grants, page 126-127

## OCCUPANT PROTECTION ADDENDUM 2:

***The State's planned participation in the Click it or Ticket national mobilization in the fiscal year of the grant.***

WTSC will participate in the National Click It or Ticket mobilization in May 2025. WTSC will provide funding to local law enforcement agencies and the Washington State Patrol (WSP) to conduct targeted seat belt enforcement statewide during the national campaign period. These enforcement efforts will provide high exposure to the campaign for most Washingtonians throughout the state. In addition, WSP will utilize their public information team to garner earned media to let the public know about this extra enforcement and encourage the majority of Washingtonians who do wear seat belts to intervene when in a situation to do so. As we have done before, we will partner with WSDOT to display CIOT messaging on their statewide network of variable message boards.

### **FFY 2025 Occupant Protection projects supporting the Click it or Ticket national mobilization:**

- **Communications**
  - Project #1: 2024-FG-5015-WTSC Paid Media, page 34-35
  - Project #2: 2024-FG-5025-News Media and Communications Support, page 35-36
  - Project #6: 2024-FG-5024-Together We Get There, page 38-39
  - Project #7: 2024-FG-5026-TZM Communications Lead, page 39-40
  - Project #8: 2024-FG-5027-TZM PCN Media Mini-Grants, page 40
- **High Visibility Enforcement**
  - Project #10: 2025-FG-5400-Local HVE - Administration, Enforcement, and Resources, page 48-49
  - Project #11: 2025-FG-5401-WSP HVE, page 49-50

### **Washington: Agencies planning to participate in CIOT**

Aberdeen PD	Adams CSO	Airway Heights PD	Algona PD
Anacortes PD	Arlington PD	Auburn PD	Battleground PD
Bellevue PD	Bellingham PD	Benton CSO	Black Diamond PD
Bonney Lake PD	Bothell PD	Bremerton PD	Brewster PD
Buckley PD	Burien PD	Castle Rock PD	Central WA Univ PD
Centralia PD	Chelan CSO	City of Bainbridge Island	City of Lake Stevens PD
City of Mill Creek PD	City of Milton PD	City of Port Orchard	City of Prosser
City of Sunnyside PD	City of Yakima	Clallam CSO	Clark CSO
Clark Regional Emergency Services Agency (CRESA)	College Place PD	Colville PD	Cosmopolis PD

Covington PD	Des Moines PD	Douglas CSO	Dupont PD
Duvall	East Wenatchee	Edmunds PD	Ellensburg PD
Elma	Enumclaw PD	Ephrata PD	Everett
Everson PD	Federal Way PD	Ferndale	Fife PD
Fircrest PD	Franklin CSO	Garfield PD	Gig Harbor PD
Fircrest PD	Franklin CSO	Garfield PD	Gig Harbor PD
Grant CSO	Grays Harbor CSO	Grays Harbor Com Center	Hoquiam PD
Island CSO	Issaquah PD	Jefferson CSO	Kalama PD
Kenmore PD	Kennewick PD	Kent PD	Kirkland PD
Kitsap 911	Kitsap CSO	Kittitas CSO	Klickitat CSO
Lake Forest Park PD	Lakewood PD	Lewis CSO	Liberty Lake PD
Lincoln CSO	Longview PD	Lynden PD	Lynnwood PD
Maple Valley PD	Marysville PD	McCleary PD	Mercer Island PD
Monroe	Montesano PD	Moses Lake PD	Mountlake Terrace
Moxee PD	Mt. Vernon PD	Mukilteo PD	Napavine PD
Newcastle PD	Normandy Park PD	Oak Harbor PD	Ocean Shores PD
Okanogan CSO	Olympia PD	Orting PD	Pacific CSO
Pacific PD	Pasco PD	Pend Oreille Sheriff's Office	Pierce CSO
Port Angeles PD	Port Townsend PD	Poulsbo PD	Pullman PD
Puyallup PD	Quincy PD	Raymond PD	Redmond PD
Renton	Richland PD	Ridgefield PD	Roy
Ruston PD	Sammamish PD	San Juan CSO	SeaTac PD
Seattle PD	Selah PD	Sequim PD	Shelton PD
Skagit CSO	Skagit County 911	Snohomish Co 911	Snohomish CSO
Snoqualmie PD	Soap Lake PD	South Bend PD	Spokane CSO
Spokane PD	Steilacoom PD	Stevens CSO	Sumner PD
Sumner PD	Suquamish PD	Thurston CSO	Toppenish PD
Union Gap PD	Vancouver	Walla Walla C CSO	Walla Walla PD
Warden PD	Wenatchee PD	West Richland PD	Western WA Univ. PD
Westport	Whatcom CSO	Whitman CSO	Woodland PD
Yakima CSO	Zillah PD		

*PD: Police Department*

*CSO: County Sherrif Office*

### **OCCUPANT PROTECTION ADDENDUM 3:**

***Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application. Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk.***

**Projects:**

- #56: 2025-FG-5357-CPS Program Training
  - #57: 2025-FG-5356-CPS Program Mini-Grants
1. Within the child passenger safety projects, the total number of planned inspection stations and/or events in the State.  
Planned inspection stations and/or events = 120
  2. Estimated number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.  
Population Served- urban = 120  
Population Served- rural = 120  
Population Served- at risk = 120

**CERTIFICATION:** The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

### **OCCUPANT PROTECTION ADDENDUM 4:**

***Projects, as provided in the annual grant application that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.***

**Projects:**

- #56: 2025-FG-5357-CPS Program Training
- #57: 2025-FG-5356-CPS Program Mini-Grants

Estimated total number of classes and estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

- Estimated total number of classes = 13
- Estimated number of technicians = 130

## 3.8: Program Coordination

### 3HSP Update: Program Coordination

*This section details the adjustments to the following countermeasure strategies for Program Coordination programming funds.*

- 3.8.1 Program Coordination
- 3.8.2 Strategic Highway Safety Planning
- 3.8.3 Traffic Safety Program Support –Leadership
- 3.8.4 WTSC Grant Management System (WEMS)
- 3.8.5 WTSC Staff Professional Development

#### 3.8.1 Program Coordination

**Adjustment:**

Is the implementation of the *Program Coordination* countermeasure strategy being adjusted?

**No**

**Description of why or why not:**

The implementation of this countermeasure strategy will continue to support WTSC in meeting the following federal requirements: 23 CFR § 1300.4(b)(1-7) and 23 CFR § 1300.4(c)(1-12).

**Countermeasure(s):**

- Program Coordination

#### 3.8.2 Strategic Highway Safety Planning

**Adjustment:**

Is the implementation of the *Strategic Highway Safety Planning* countermeasure strategy being adjusted? **Yes**

**Description of why or why not:**

The Strategic Highway Safety Plan (SHSP) will go through final review and revisions in the fall of 2024 and will be submitted to the Federal Highway Administration no later than December 2024. WTSC will continue to contract with the vendor to develop an implementation plan with specific priorities for action, including goals and projected timelines. This will help to ensure that the SHSP, Washington's *Target Zero Plan*, is a living document that will guide the collective efforts of multiple state agencies to implement a Safe System Approach and reverse the trend of traffic fatalities that Washington has experienced since 2019.

**Countermeasure(s):**

- Strategic Highway Safety Planning

### 3.8.3 Traffic Safety Program Support –Leadership

**Adjustment:**

Is the implementation of the *Traffic Safety Program Support –Leadership* countermeasure strategy being adjusted? **Yes**

**Description of why or why not:**

In FFY 2025, the WTSC will continue to implement this countermeasure strategy largely unchanged. Marginal changes could include small evolutions of process including accommodating projects surfaced by Target Zero Managers as they operationalize their efforts under their new scope of work.

**Countermeasure(s):**

- Planning and Administration

### 3.8.4 WTSC Grant Management System (WEMS)

**Adjustment:**

Is the implementation of the *WTSC Grant Management System (WEMS)* countermeasure strategy being adjusted? **No**

**Description of why or why not:**

WTSC's grants management system, WEMS, will continue to be utilized. Marginal improvements will be made to the system in FFY 2025 so that it reflects evolving processes and user needs.

**Countermeasure(s):**

- WTSC Grant Management System (WEMS)

### 3.8.5 WTSC Staff Professional Development

**Adjustment:**

Is the implementation of the *WTSC Staff Professional Development* countermeasure strategy being adjusted? **Yes**

**Description of why or why not:**

New in FFY 2025, WTSC anticipates hosting or co-hosting a traffic safety conference with the Washington State Department of Transportation to develop new partnerships and improve our ability to work within a Safe System Approach. In other efforts, WTSC will continue to implement this countermeasure strategy to increase the skills, knowledge, and competence of its staff to more effectively manage traffic safety programming through training and technical assistance around operationalizing a positive culture framework.

**Countermeasure(s):**

- Positive Traffic Safety Culture Training and Technical Support
- Traffic Safety Conference (**New**)

### Traffic Safety Conference – (New)

**NOTE:** WTSC is adding a “Traffic Safety Conference” countermeasure under the *Program Coordination Program Countermeasure Strategy* so that the agency can pursue a project in 2025 focused on providing a Traffic Safety Conference for a wide variety of partners and stakeholders. In talks with the Washington State Department of Transportation (WSDOT), leaders from both agencies believe hosting a Traffic Safety Conference will 1) encourage more and new partners to become involved in the work of making our transportation system safer, 2) educate state and local elected leaders about the importance of implementing a safe system approach, and 3) help all partners see their role in implementing Washington’s Strategic Highway Safety Plan – Target Zero, 2024 Edition.

### Problem ID

Since the COVID-19 pandemic, fatalities on Washington roadways have been increasing at unprecedented rates and are currently on track to reach highs not seen since the early 1990s. High-risk driving behaviors have increased, and it seems decades of building a positive traffic safety culture have been undermined by the unprecedented effects of the COVID-19 pandemic. But we have a solid foundation upon which to rebuild. A comprehensive Safe System Approach (SSA) involves using all available tools and accessing all available sectors of society to advance these ideas. Not all partners are aware of the Safe System Approach toward establishing a safer transportation system. In our outreach we have learned that it is also critical that elected leaders understand the importance of traffic safety and the role of the safe system approach. When they do, they are more likely to approve budgets, change policies, and support projects that advance the safe system in their communities. If they do not understand the Safe System Approach, they may become barriers to its successful implementation or simply declare that they are already “doing it” when they are not. These leaders need clear examples and processes to follow to make the adoption of the Safe System in their communities real and effective. They need data, connections to experts and information, and moral support to lead their communities toward the adoption of the SSA. The goals and actions of our Strategic Highway Safety Plan must also be understood and adopted by critical sectors of society including engineers, planners, and elected leaders. If they are not aware of the plan, then they cannot work to help advance it.

### Problem/Focus Areas and Populations:

This countermeasure will focus on sectors that have the most immediate impact on traffic safety and have an outsized role in the adoption of the Safe System approach. It will also focus on areas that focus on implementing actionable traffic safety elements from our Strategic Highway Safety Plan. WTSC will target municipal planners and engineers – especially those engaged in implementing Safe Streets for All projects, as well as state and local elected leaders. WTSC will also target law enforcement agencies, traffic safety partners, and community-based organizations that have a nexus with traffic safety.

Countermeasure Strategy: Link to specific problem ID	Countermeasure
<p><b>WTSC Staff Professional Development</b></p> <p><b>Countermeasure description of how Washington will implement:</b> This countermeasure strategy will support activities intended to increase the professional development, training, and technical capacity of WTSC staff and traffic safety partners around the SSA and public health practices while increasing diversity, equity, and inclusion of traffic safety interventions. Washington is facing an unprecedented rise in fatal and serious injury traffic crashes. This crisis requires us to adapt our approach. This countermeasure will help WTSC and partners coordinate efforts around concepts and plans that will help address new challenges. It will also help comply with the new requirements of the Bipartisan Infrastructure Law, work toward widespread adoption of the Safe System Approach, and increase the diversity, equity, and inclusion of traffic safety interventions.</p> <p>Justification for the change: N/A</p>	<p><b>Traffic Safety Conference</b></p> <p>It is widely believed that the SSA provides the best hope to address the increasing number of traffic fatalities on our nation's roads. The effective adoption of the safe system approach requires stakeholders from key sectors to be involved. For this to happen, these sectors need to have a solid understanding of how the safe system approach can be implemented. WTSC believes that by holding a conference focused on traffic safety and direct connection to the SSA, we can pull together the key stakeholders and sectors that must have a solid understanding for successful implementation into a single venue for the exchange of information and ideas.</p>

### Countermeasure Strategy Link to Performance Targets

This countermeasure strategy will support the elements and coordination of one or more events intended to increase the professional development, training, and technical capacity of WTSC staff and partners. The SSA is anticipated to be a key focus of this work. Events are intended to pull together professionals from a wide variety of fields, including municipal planners, public works engineers, county and city elected officials, law enforcement leaders and officers, and other traffic safety professionals so that we increase the ability of these stakeholders and partners in successfully implementing the SSA in Washington state. WTSC anticipates at least one large event that it will plan and execute with the close participation of the Washington State Department of Transportation, but possibly other regional events may also be pursued in FFY 2025 or beyond. WTSC believes that the SSA offers the best path to achieving the goal of Target Zero but perceives an uneven understanding of the SSA across partners, fields, and geography. WTSC will use professional development events to share information and data, grow familiarity across sectors, and encourage SSA's successful implementation across Washington. As it has the potential to grow the engagement and



effectiveness of a variety of interventions, this countermeasure supports the C-1, C-2, and C-3 performance targets.

### Considerations Used to Select Projects

- National emphasis on the Safe System Approach from USDOT, NHTSA, and FHWA.
- Conversations with Target Zero Managers and the planners/lead engineers of Safe Streets for All grant projects from Kent, Bellevue, Seattle, and Yakima Valley Council of Governments.
- April 2024 WTSC meeting with WSDOT Assistant Secretary Marshall Elizer and Deputy Kerri Woehler, who expressed interest and requested the organization of a conference.
- Engage and network with partners, community members, and stakeholders to create a strategic plan that also facilitates the creation of a safe system in Washington state
- NHTSA’s Uniform Guidelines for State Highway Safety Programs, Guideline No. 21: Roadway Safety
- WTSC data dashboards showing a continued increase in fatality numbers.
- FARS data on impaired driving fatalities.

### Program Coordination Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
<b>2024 3HSP</b>	NHTSA 402 (bil/supl)	\$11,526,502
<b>2025 3HSP Update</b>	NHTSA 402 (bil/supl), 405d (bil/supl) low flex	\$11,459,635

## AGA: Program Coordination Projects and Subrecipient

*This section includes project and subrecipient information relevant to the Program Coordination program area.*

### 3.8.1 Program Coordination

#### Project #58: 2025-FG-5363-Program Coordination

<b>Countermeasure Strategy</b>	Program Coordination
<b>Countermeasure(s)</b>	Program Coordination
<b>Project Name</b>	Program Coordination
<b>Project Description</b>	This project is to fund Washington Traffic Safety Commission (WTSC) staff for the coordination and monitoring of grants of Washington's various Traffic Safety Programs, in furtherance of the goals of the state's Target Zero Strategic Highway Safety Plan.
<b>Project Location(s)</b>	Statewide
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	AL25-01, CP25-01, CR25-01, DD25-01, MC25-01, SC25-01, TR25-01
<b>Amount of Federal Funds</b>	\$2,559,756
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl)
<b>Eligible Use of Funds</b>	Impaired Driving, Distracted Driving, Motorcycle Safety, Safety Belts, Pedestrian/Bicycle Safety, Community Traffic Safety Programs, Speed Management, Traffic Records.
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### 3.8.2 Strategic Highway Safety Planning

#### Project #59: 2025-FG-5404-Target Zero Update

<b>Countermeasure Strategy</b>	Strategic Highway Safety Planning
<b>Countermeasure(s)</b>	Strategic Highway Safety Planning
<b>Project Name</b>	Target Zero Update

<b>Project Description</b>	<p>Funds awarded to WTSC will be combined with funds from WSDOT to contract with a team led by DKS Associates to coordinate and write the updated Strategic Highway Safety Plan (SHSP), also known as the Target Zero Plan (TZP). The contract was signed in April 2023, and work began in FFY 2023. Additional funds are required in FFY 2024 to complete the project. Expected completion of the project and submission of the TZP is expected to be by October 31, 2024. Once the SHSP is successfully completed, WTSC will negotiate a contract extension with DKS to shift to implementation planning for the emphasis areas and strategies outlined in the SHSP.</p> <p>WTSC has contracted with a team led by DKS Associates to coordinate and write the updated Strategic Highway Safety Plan (SHSP), also known as the Target Zero Plan (TZP). The contract started in April 2023 and work began then. Additional funds are required in FFY 2024 to work towards completion of this project. Completion and submission of the TZP is expected to be by October 21, 2024. Washington Department of Transportation will be providing 50 percent matching funds for this project.</p> <p>Sub-recipient: The vendor contract with DKS Associates established in FFY 2023 will continue in FFY 2024 and FFY 2025.</p>
<b>Project Location(s)</b>	Statewide
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	The contract with DKS includes a subcontract with PRR to conduct public engagement activities.

<b>Project Agreement Number</b>	PA25-02
<b>Amount of Federal Funds</b>	\$110,000
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl), State (50/50 split)
<b>Eligible Use of Funds</b>	Planning & Administration
<b>Planning and Administration Costs</b>	Yes
<b>Project is a Promised Project</b>	No

### 3.8.3 Traffic Safety Program Support –Leadership

#### Project #60: 2025-FG-5362-Planning and Administration

<b>Countermeasure Strategy</b>	Strategic Highway Safety Planning
<b>Countermeasure(s)</b>	Planning and Administration
<b>Project Name</b>	Planning and Administration
<b>Project Description</b>	This project is for the WTSC to assign federal traffic safety funds in furtherance of the goals of the Target Zero Strategic Highway Safety Plan, specifically for Planning and Administration.
<b>Project Location(s)</b>	Statewide
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	PA25-01
<b>Amount of Federal Funds</b>	\$790,551
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl)
<b>Eligible Use of Funds</b>	Planning and Administration
<b>Planning and Administration Costs</b>	Yes
<b>Project is a Promised Project</b>	No

### 3.8.4 WTSC Grant Management System (WEMS)

#### Project #61: 2025-FG-5325-WEMS Maintenance, Upgrades, and Support

<b>Countermeasure Strategy</b>	WTSC Grant Management System (WEMS)
<b>Countermeasure(s)</b>	WTSC Grant Management System (WEMS)
<b>Project Name</b>	WEMS Maintenance, Upgrades, and Support
<b>Project Description</b>	This project will fund maintenance, upgrades, and support to WEMS, WTSC's on-line grants management system. Specifically, WTSC will explore enhancements to the system, so it better reflects WTSC's current and future processes. This system allows grantees to submit invoices and quarterly reports in a more efficient manner. It also enables NHTSA online access to all grant information for file and invoice review.
<b>Project Location(s)</b>	Management of statewide projects
<b>Recipient</b>	Washington Traffic Safety Commission

<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	CP25-02
<b>Amount of Federal Funds</b>	\$130,000
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl)
<b>Eligible Use of Funds</b>	Community Traffic Safety Programs
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### 3.8.5 WTSC Staff Professional Development

#### Project #62: 2025-FG-5369-Positive Traffic Safety Culture Training and Technical Support

<b>Countermeasure Strategy</b>	WTSC Staff Professional Development
<b>Countermeasure(s)</b>	Positive Traffic Safety Culture Training and Technical Support
<b>Project Name</b>	Positive Traffic Safety Culture Training and Technical Support
<b>Project Description</b>	This project is intended to provide funding for a vendor to provide training and technical assistance on the application of the positive culture framework to traffic safety work for WTSC staff and TZMs.
<b>Project Location(s)</b>	Statewide
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	The TZM refresh project involved interviews with all the Target Zero Managers and a number of external stakeholders. In the interviews, input was gathered on how the TZM program could evolve to better help WTSC achieve the goal of Target Zero.

<b>Project Agreement Number</b>	FDL*CP25-03
<b>Amount of Federal Funds</b>	\$155,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) low flex
<b>Eligible Use of Funds</b>	Community Traffic Safety Programs
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #63: 2025-FG-5411-Traffic Safety Conference**

<b>Countermeasure Strategy</b>	WTSC Staff Professional Development
<b>Countermeasure(s)</b>	Traffic Safety Conference
<b>Project Name</b>	Traffic Safety Conference
<b>Project Description</b>	WTSC has conducted traffic safety conferences in the past with regularity. This will be the first we have pursued since the Covid-19 pandemic. WTSC anticipates executing this conference in partnership with the Washington State Department of Transportation. Conversations are ongoing to decide the theme; however, it is highly likely that it will be focused on advancing the Safe System Approach in Washington. WTSC anticipates drawing representatives across many sectors including elected municipal leaders.
<b>Project Location(s)</b>	The location of the conference is to be determined but the benefit should extend statewide.
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	WTSC has done traffic safety conferences in the past fairly regularly. This is the first we will pursue in the past 4 years. However, the need for a symposium to gather traffic safety professionals has been a recurring request among partners in the community engagement WTSC has conducted in the spring of 2024. In conversations with Safe Streets for All managers, as well as community-based organizations in King County and Yakima County, there is a recognition that it would be a good to bring stakeholders together to talk about the SSA and how it can work in the Evergreen State.

<b>Project Agreement Number</b>	FDL*CP25-01
<b>Amount of Federal Funds</b>	\$200,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) low flex
<b>Eligible Use of Funds</b>	Community Traffic Safety Programs
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

## 3.9: Research and Data

### 3HSP Update: Research and Data

This section details the adjustments to the following countermeasure strategies for Research and Data programming funds.

- 3.9.1 Conduct Research and Analysis

#### 3.9.1 Conduct Research and Analysis

**Adjustment:**

Is the implementation of the *Conduct Research and Analysis* countermeasure strategy being adjusted? **No**

**Description of why not:**

This countermeasure strategy is not being adjusted. The projects working to implement this countermeasure strategy are working adequately and will continue in FFY 2025, so no adjustments are necessary.

**Countermeasure(s):**

- Collect and Analyze Survey Data
- Research and Analysis of Traffic Records Data

#### Research and Data Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
<b>2024 3HSP</b>	NHTSA 402 (bil/supl), 405d (bil/supl)	\$1,000,000
<b>2025 3HSP Update</b>	NHTSA 402(bil/supl), 405d (bil/supl) mid, 405e Awareness (bil/supl) flex, 405e Laws (bil/supl) flex	\$2,682,655

The increase in the *Estimated 3-Year Allocation* is due to a typo in the FFY 2024 3HSP, which reflected only a one-year estimate of funding. The FFY 2025 estimated 3-year allocation is adjusted based on planned projects for the three-year period. The update also includes adjustments to federal funding sources.

## AGA: Research and Data Projects and Subrecipient

*This section includes project and subrecipient information relevant to the Research and Data program area.*

### 3.9.1 Conduct Research and Analysis

#### Project #64: 2025-FG-5381-Vendor Survey Services

<b>Countermeasure Strategy</b>	Conduct Research and Analysis
<b>Countermeasure(s)</b>	Collect and Analyze Survey Data
<b>Project Name</b>	Vendor Survey Services
<b>Project Description</b>	<p>Conduct various surveys of traffic safety attitudes, knowledge, and behaviors for measuring and monitoring traffic safety cultures. This internal grant will be used to award the following Vendor contracts:</p> <ul style="list-style-type: none"> <li>• Market Decisions Research, LLC - Statewide Traffic Safety Survey 2025</li> <li>• Almeida Consulting and Training, LLC - Observation Surveys</li> </ul>
<b>Project Location(s)</b>	Statewide
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	B5DR25-01, B8L*TR25-01
<b>Amount of Federal Funds</b>	\$450,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) mid, 405e Laws (bil/supl) flex
<b>Eligible Use of Funds</b>	Mid Impaired Driving Data Reporting, Traffic Records
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

#### Project #65: 2025-FG-5382-RADD Support

<b>Countermeasure Strategy</b>	Conduct Research and Analysis
<b>Countermeasure(s)</b>	Research and Analysis of Traffic Records Data
<b>Project Name</b>	RADD Support
<b>Project Description</b>	This project will support the WTSC's Research and Data Division in purchasing the necessary software licenses, data products, journal article purchases, and other items or accessories needed to conduct



	research. Some pre-planned data products and services for FFY 2025 include purchasing death data through the Department of Health, software licenses purchased through the state master contract, purchase of research articles, and data services fees from other agencies, such as Administrative Office of the Courts and the Washington State Institutional Review Board.
<b>Project Location(s)</b>	Statewide
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	TR25-02
<b>Amount of Federal Funds</b>	\$20,000
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl)
<b>Eligible Use of Funds</b>	Traffic Records
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### Project #66: 2025-FG-5383-Research Grant Program

<b>Countermeasure Strategy</b>	Conduct Research and Analysis
<b>Countermeasure(s)</b>	Research and Analysis of Traffic Records Data
<b>Project Name</b>	Research Grant Program
<b>Project Description</b>	<p>The Research Grant Program will fund the following sub-grants in FFY 2025:</p> <ul style="list-style-type: none"> <li>• Aggressive Driving in Washington - identification and definition of aggressive driving and analysis of relationship between aggressive driving traffic citations and crash outcomes.</li> <li>• Language Barriers in Traffic Stops - analysis of Spanish language barriers in traffic stops to inform solutions and policy recommendations to reduce barriers and challenges.</li> <li>• Advanced Roadside Impaired Driving Enforcement (ARIDE) in Washington - research of outcomes in impairment-related traffic stops with ARIDE-trained officers.</li> <li>• Impaired Driving Graduate Student Research – identification/evaluation of impaired driving countermeasures.</li> </ul> <p>Subrecipient(s): University of Washington, Washington State University</p>

<b>Project Location(s)</b>	Statewide (3); Pasco (1)
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	B5IDM25-01, B8A*TR25-01
<b>Amount of Federal Funds</b>	\$420,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) mid, 405e Awareness (bil/supl) flex
<b>Eligible Use of Funds</b>	Mid Reporting and Impaired Driving Measures, Traffic Records
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

## 3.10: Speed

### 3HSP Update: Speed

*This section details the adjustments to the following countermeasure strategies for Speed programming funds.*

- *3.10.1 Speed Management Program Development*

#### 3.10.1 Speed Management Program Development

**Adjustment:**

Is the implementation of the *Speed Management Program Development* countermeasure strategy being adjusted? **Yes**

**Description of why or why not:**

This countermeasure strategy will be implemented through school zone-based projects. Working with school districts in Pierce, Spokane, Yakima, and Chelan Counties, the WTSC will collect speed, distraction, and seat belt use data in school zones and walk routes to inform the development of school district traffic safety plans as part of the larger community's traffic safety plan or Vision Zero Plan (where adopted). The projects will serve as a catalyst to connect school district personnel, learning community families and students, elected leaders, and community members to work cooperatively to improve traffic safety at the local level. The implementation of this countermeasure strategy will become more robust. The scope of the Speed Management Advisory Cooperative (SMAC) will expand to include the identification, selection, and deployment of additional countermeasures as part of the statewide speed management plan. WTSC also anticipates the strategic design and deployment of a myriad of countermeasures to address locally identified problems related to speed management and other high-risk behaviors. Community involvement and input will be key factors in traffic plan development and implementation.

Also, in 2025, WTSC will not be continue the following two projects:

- "Speed Management Program Readiness and GHSA Consultation."
- "TREDS Training"

Work to advance the countermeasure strategy will continue through the project "Speed Management Program."

**Countermeasure(s):**

- Speed Management Program Development

## Speed Program Communications Support – Transferred and now covered under Communications

### Adjustment:

Is the implementation of the *Speed Program Communications Support* countermeasure strategy being adjusted? **Yes**

### Description of why or why not:

In FFY 2025, rather than having a standalone Speed Program Communications Support countermeasure strategy, these efforts will be included in the Communications Program, specifically under the Communications and Outreach countermeasure strategy.

### Countermeasure:

- Communications and Outreach

## Speed Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
<b>2024 3HSP</b>	NHTSA 402 (bil/supl)	\$665,000
<b>2025 3HSP Update</b>	NHTSA 402 (bil/supl)	\$1,760,000

The change in the Estimated 3-Year Allocation is due to increased speeding funding in school zone support projects.

## AGA: Speed Projects and Subrecipient

*This section includes project and subrecipient information relevant to the Speed program area.*

### 3.10.1 Speed Management Program Development

#### Project #67: 2025-FG-5334-Speed Management Program

<b>Countermeasure Strategy</b>	Speed Management Program Development
<b>Countermeasure(s)</b>	Speed Management Program Development
<b>Project Name</b>	Speed Management Program
<b>Project Description</b>	<p>With the assistance of a diverse cohort of stakeholders, WTSC is developing a first year statewide strategic plan for speed management reflective of the safe system approach. As the strategic plan is finalized, activities may include the development and deployment of an educational and media campaign to change attitudes about speeding, increase high visibility speed enforcement, develop court-ordered interventions for habitual speeding offenders, develop recommendations for stricter penalties and accountability for habitual and high-speed offenders, or deploying activities designed for at-risk populations (i.e., young drivers, older drivers, motorcycles, commercial vehicles, and overrepresented populations in fatal crash data).</p> <p>Funding may also be used to host, plan, and support speed program partners and stakeholder attendance of regional, state, and national workshops, training, conferences, town meetings, or other related forums for the purpose of:</p> <ul style="list-style-type: none"> <li>• Supporting the utilization of WTSC and other data resources to identify local speed management priorities that complement the objectives of the statewide speed management plan.</li> <li>• Increasing the understanding and knowledge of the complex problem of speed management.</li> <li>• Supporting a municipality project in Wenatchee or other municipalities partnering with local school districts as identified.</li> </ul> <p>Funding is also included to support local educational and media campaigns, enforcement activities, and speed, distraction, and seat belt use compliance data collection.</p>
<b>Project Location(s)</b>	Two different school districts have expressed interest in developing a coordinated traffic safety plan to curb speeding with their host municipality (city and/or county). They are Wenatchee School District

	and Yakima School District. Each requested technical assistance and funding from the WA Traffic Safety Commission to accomplish the work.
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	The identified school districts and their municipality (city and/or county) have requested technical assistance and funding support for the traffic safety work. Membership of the Speed Management Advisory Cooperative is reflective of the diverse sectors that comprise communities throughout the state.

<b>Project Agreement Number</b>	SC25-03
<b>Amount of Federal Funds</b>	\$430,000
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl)
<b>Eligible Use of Funds</b>	Speed Management
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### Project #68: 2025-FG-5380-Speeding in School Zone Support

<b>Countermeasure Strategy</b>	Speed Management Program Development
<b>Countermeasure(s)</b>	Speed Management Program Development
<b>Project Name</b>	Speeding in School Zone Support
<b>Project Description</b>	<p>This is intended to fund two projects that will support cooperative vision building and community engagement led by city, county, and school district leadership in Pierce and Spokane Counties to improve school zone and walk route safety.</p> <p>This may include funding for costs associated with holding forums, town hall meetings, training, planning summits, or workshops and costs for using participatory community engagement methods like road safety audits, surveys, focus groups, interviews, translator costs, etc. Funding may pay for local educational and media campaigns, enforcement activities, and speed, distraction, and seat belt use compliance data collection. Additional activities may be developed driven by data outcomes (i.e., purchasing signage, automated enforcement cameras, etc.).</p>
<b>Project Location(s)</b>	Two different school districts have expressed interest in developing a coordinated traffic safety plan to curb speeding with their host municipality (city and/or county). They are Spokane Public Schools

	and Puyallup School District. Each requested technical assistance and funding from WTSC to accomplish the work.
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	This project was started when the contractor that conducts WTSC's annual speed observation study noticed that an alarming number of vehicles were speeding within a school zone. They brought their concerns to WTSC which decided to launch this project by reaching out to schools to inquire if they would be interested in participating in a school zone speed study. All participants in the study had to opt-in to be included in the study. School districts and their local community will determine what strategies and resources will best meet their needs to utilize their study results to educate the general public, increase care and concern to support slower speeds, and engage decision-makers at all levels of the community to take action to reduce traffic safety risks. Technical assistance may include training in the Safe System Approach, the Positive Culture Framework, and grant application development.

<b>Project Agreement Number</b>	SC25-04
<b>Amount of Federal Funds</b>	\$380,000
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl)
<b>Eligible Use of Funds</b>	Speed Management
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

## 3.11: Traffic Records

### 3HSP Update: Traffic Records

This section details the adjustments to the following countermeasure strategies for Traffic Records programming funds.

- 3.11.1 Traffic Data Systems Improvement

#### 3.11.1 Traffic Data Systems Improvement

**Adjustment:**

Is the implementation of the *Traffic Data Systems Improvement* countermeasure strategy being adjusted? **No**

**Description of why or why not:**

The WTSC will continue implementing this countermeasure strategy as it is working to accomplish the mission of the Traffic Records program, which is to enhance transportation safety through coordinated projects to provide more timely, accurate, complete, uniform, integrated, and accessible traffic records data.

**Countermeasure(s):**

- Traffic Data Systems Improvement

#### Traffic Records Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
<b>2024 3HSP</b>	NHTSA 405c (bil/supl)	\$3,139,848
<b>2025 3HSP Update</b>	NHTSA 405c (bil/supl), 405d (bil/supl) mid	\$5,586,942

The increase in the *Estimated 3-Year Allocation* is because the original estimate was based on known planned projects for the three-year period. Every year, the traffic records program conducts an open call for proposals. This process for FFY 2025, along with identifying projects for the State Electronic Data Collection grant that we ultimately decided not to apply for, resulted in several new projects planned for FFY 2025 and FFY 2026. Therefore, the *Estimated 3-Year Allocation* for the FFY 2025 3HSP update is adjusted based on new planned projects. The update also includes adjustments to federal funding sources.



## AGA: Traffic Records Projects and Subrecipient

*This section includes project and subrecipient information relevant to the Traffic Records program area.*

### 3.11.1 Traffic Data Systems Improvement

#### Project #69: 2025-TR-5332-CRAB ESRI Licenses

<b>Countermeasure Strategy</b>	Traffic Data Systems Improvement
<b>Countermeasure(s)</b>	Traffic Data Systems Improvement
<b>Project Name</b>	CRAB ESRI Licenses
<b>Project Description</b>	<p>This project will allow the County Road Administration Board (CRAB) to provide additional licenses for Environmental Systems Research Institute (ESRI) Roads and Highways to the counties. ESRI Roads and Highways is the geographic information system (GIS) core of the GIS Mobility (GIS-Mo) system. GIS-Mo is a GIS based road inventory system developed by CRAB for use by all thirty-nine Washington counties for reporting the various road inventory items to CRAB. The GIS-Mo system is in place to ensure county compliance with the Model Inventory of Roadway Elements Fundamental Data Elements (MIRE FDE) requirements.</p> <p>Currently CRAB provides one license per county. However, a number of counties have requested more than one license to enable their various staff to submit new records or provide updates to existing records. This grant will fund the purchase of two licenses per county. If a county does not need the second license, that license will be made available to another county that requests more than the base two licenses provided. This project will address the requirement to improve Traffic Records data quality attributes by improving the uniformity of roadway data.</p>
<b>Project Location(s)</b>	Statewide
<b>Subrecipient(s)</b>	Washington State County Road Administration Board
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	M3DA25-01
<b>Amount of Federal Funds</b>	\$19,000
<b>Federal Funding Source(s)</b>	NHTSA 405c (bil/supl)

<b>Eligible Use of Funds</b>	Data Program
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #70: 2025-TR-5335-DOH RHINO**

<b>Countermeasure Strategy</b>	Traffic Data Systems Improvement
<b>Countermeasure(s)</b>	Traffic Data Systems Improvement
<b>Project Name</b>	DOH RHINO
<b>Project Description</b>	<p>The Department of Health (DOH) will explore the feasibility of calculating and incorporating standard injury severity indicators into the Rapid Health Information NetwOrk (RHINO) dataset. Additionally, DOH will investigate supplementing the RHINO data with hospital charge information by joining RHINO data with the WA hospital discharge dataset, the Comprehensive Hospital Abstract Reporting System (CHARS). CHARS contains charge information for observation and inpatient visits.</p> <p>The RHINO program will continue to onboard and maintain emergency department data while continually working toward a goal of collecting 100 percent of non-federal emergency department visits. Additionally, we will work toward improving completeness of our data by establishing a data quality management process.</p> <p>DOH will continue to work with the Office of Financial Management (OFM) to integrate RHINO data with other traffic injury surveillance datasets through the Traffic Records Integration Program (TRIP). This will include establishing a data sharing agreement, establishing a data governance framework and process, and provisioning of RHINO datasets for the project. This will improve integration of emergency department data with crash records and other dataset relevant to traffic injuries. This work will remove barriers to data sharing, enhance data quality assurance, increase timeliness of data analyses, and increase the number of traffic injury questions that can be answered than would be possible with the RHINO dataset alone.</p> <p>This project will address the requirement to improve Traffic Records data quality attributes by improving the completeness and integration of injury surveillance data.</p>
<b>Project Location(s)</b>	Statewide
<b>Subrecipient(s)</b>	Department of Health
<b>Organization Type</b>	State Agency

<b>Public and Community Engagement /Participation</b>	No
<b>Project Agreement Number</b>	M3DA25-02
<b>Amount of Federal Funds</b>	\$181,499
<b>Federal Funding Source(s)</b>	NHTSA 405c (bil/supl)
<b>Eligible Use of Funds</b>	Data Program
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #71: 2025-TR-5336-DOH WEMSIS**

<b>Countermeasure Strategy</b>	Traffic Data Systems Improvement
<b>Countermeasure(s)</b>	Traffic Data Systems Improvement
<b>Project Name</b>	DOH WEMSIS
<b>Project Description</b>	<p>Continuing their work on motor vehicle crash (MVC) surveillance, the DOH Washington Emergency Medical Services Information System (WEMSIS) program plans to continue current efforts with customized data quality reports for local emergency medical service (EMS) Services, Medical Program Directors, and Regional EMS Councils. The program proposes to increase the depth and impact of reporting to stakeholders, while improving the quality and completeness of data used to support and guide injury surveillance throughout the state. This work will include a comprehensive overhaul of existing reporting processes and products, improving collaboration and input with the wider EMS/injury surveillance community and enhancing routine reporting and data integration with other systems.</p> <p>This project will address the requirement to improve Traffic Records data quality attributes by improving the completeness of injury surveillance data.</p>
<b>Project Location(s)</b>	Statewide
<b>Subrecipient(s)</b>	Department of Health
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	M3DA25-03
<b>Amount of Federal Funds</b>	\$363,795
<b>Federal Funding Source(s)</b>	NHTSA 405c (bil/supl)

<b>Eligible Use of Funds</b>	Data Program
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #72: 2025-TR-5337-DOL Data Catalog**

<b>Countermeasure Strategy</b>	Traffic Data Systems Improvement
<b>Countermeasure(s)</b>	Traffic Data Systems Improvement
<b>Project Name</b>	DOL Data Catalog
<b>Project Description</b>	<p>The Department of Licensing (DOL) Data Stewardship Team desires to purchase a data catalog to improve the accuracy of vehicle and driver data. Improvement of data quality will result in enhanced traffic safety research and operations for all those who rely upon DOL data. Driver and vehicle data are critical elements in the larger ecosystem of traffic safety data in Washington.</p> <p>Being able to effectively combine data elements with crash datasets from other agencies (such as WSDOT and WTSC) is essential for being able to fully analyze and assess traffic safety issues. As of October 2021, DOL has a fully staffed team of Data Stewards tasked with the goal of bringing DOL data to a governed state. However, the team is constrained by not having funds to purchase a data catalog and therefore, currently rely upon numerous less-effective tools to organize and store data. With a data catalog, the team could continue classifying business data elements, their metadata, and practice more effective vocabulary management within a platform built specifically for this purpose. Further, a data catalog would allow DOL to better monitor, assess, and record data quality dimension metrics and work towards resolution of issues. As DOL's data quality improves, so do the contributions to traffic safety through reporting and open data, benefiting organizations and individuals of Washington state and beyond.</p> <p>This project will address the requirement to improve Traffic Records data quality attributes by improving the accuracy of driver and vehicle data.</p>
<b>Project Location(s)</b>	Statewide
<b>Subrecipient(s)</b>	Department of Licensing
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	M3DA25-04
<b>Amount of Federal Funds</b>	\$86,000
<b>Federal Funding Source(s)</b>	NHTSA 405c (bil/supl)
<b>Eligible Use of Funds</b>	Data Program
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #73: 2025-TR-5340-DOT Traffic Count Collection**

<b>Countermeasure Strategy</b>	Traffic Data Systems Improvement
<b>Countermeasure(s)</b>	Traffic Data Systems Improvement
<b>Project Name</b>	DOT Traffic Count Collection
<b>Project Description</b>	The Washington State Department of Transportation maintains a traffic monitoring program to meet internal needs and federal reporting requirements. This includes temporary traffic counts at approximately 1,000 mainline state highway and 800 ramp stations per year. Due to staffing shortages and other constraints, the Department has in recent years failed to perform enough data collection to remain compliant with federal guidelines. This project is to provide traffic counting services to address the current backlog in data collection. This project will address the requirement to improve Traffic Records data quality attributes by improving the timeliness of roadway data.
<b>Project Location(s)</b>	Statewide
<b>Subrecipient(s)</b>	Washington State Department of Transportation
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	M3DA25-05
<b>Amount of Federal Funds</b>	\$100,000
<b>Federal Funding Source(s)</b>	NHTSA 405c (bil/supl)
<b>Eligible Use of Funds</b>	Data Program
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #74: 2025-TR-5341-DOT Crash Data Backlog**

<b>Countermeasure Strategy</b>	Traffic Data Systems Improvement
<b>Countermeasure(s)</b>	Traffic Data Systems Improvement
<b>Project Name</b>	DOT Crash Data Backlog
<b>Project Description</b>	WSDOT has a backlog of data that needs to be addressed. The purpose of this project is to fund the activities of a project Crash Data Processing employee to assist in the 117-day crash report processing backlog, process 7,700 reports to obtain and unique intersection ID to be added to the crash record and eliminate the backlog for the Crash Report Sampling System (CRSS) backlog. This project will address the requirement to improve Traffic Records data quality attributes by improving the timeliness of crash data.
<b>Project Location(s)</b>	Statewide
<b>Subrecipient(s)</b>	Washington State Department of Transportation
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	B5DR25-02
<b>Amount of Federal Funds</b>	\$100,000
<b>Federal Funding Source(s)</b>	NHTSA 405d (bil/supl) mid
<b>Eligible Use of Funds</b>	Impaired Driving Data Reporting
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #75: 2025-TR-5342-OFM TRIP**

<b>Countermeasure Strategy</b>	Traffic Data Systems Improvement
<b>Countermeasure(s)</b>	Traffic Data Systems Improvement
<b>Project Name</b>	OFM TRIP
<b>Project Description</b>	The Office of Financial Management (OFM) manages the state's Traffic Records Integration Program (TRIP) due to the knowledge, experience, and resources demonstrated in developing and managing complex integrated state data systems. This project will address the requirement to improve Traffic Records data quality attributes by improving the integration of crash data. Funds will be used to pay for the activities through salaries and benefits of two Research Scientist positions in the OFM Forecasting and Research Division.
<b>Project Location(s)</b>	Statewide

<b>Subrecipient(s)</b>	Washington State Office of Financial Management
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	M3DA25-06
<b>Amount of Federal Funds</b>	\$347,781
<b>Federal Funding Source(s)</b>	NHTSA 405c (bil/supl)
<b>Eligible Use of Funds</b>	Data Program
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### Project #76: 2025-TR-5358-WaTech JINDEX Resourcing

<b>Countermeasure Strategy</b>	Traffic Data Systems Improvement
<b>Countermeasure(s)</b>	Traffic Data Systems Improvement
<b>Project Name</b>	WaTech JINDEX Resourcing
<b>Project Description</b>	<p>The Justice Information Network Data Exchange (JINDEX) is a message brokering service created by the Washington Integrated Justice Information Board (WIJIB) that provides the means by which Justice related agencies in the state share key information and business processes. The WIJIB has established the JINDEX as the foundation for justice information sharing projects within the State enterprise. It will be designed to serve the diverse justice requirements of state and local government entities as well as appropriate federal and quasi-governmental entities operating in the State of Washington. Washington Technology Solutions (WaTech) provides Infrastructure &amp; Connectivity support for the Electronic Traffic Information Processing (eTRIP) Programs and Business Processes. These hardware and software components together make up what is referred to as JINDEX Support Services.</p> <p>The WaTech JINDEX Support Services are provided by a highly skilled team dedicated to providing world-class application support to Washington State Patrol (WSP) and the eTRIP Committee. The JINDEX Support Team is responsible for maintenance and operations of the system. This team ensures electronic traffic citations and collision tickets are exchanged with eTrip partner agencies and back to the local Law Enforcement Agency which created the ticket. The purpose of this project is to recruit, train, and maintain a secondary JINDEX/MS BizTalk Administrator.</p>

	This project will address the requirement to improve Traffic Records data quality attributes by improving the timeliness of citation and adjudication data.
<b>Project Location(s)</b>	Statewide.
<b>Subrecipient(s)</b>	Washington Technology Solutions (WaTech)
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	M3DA25-12
<b>Amount of Federal Funds</b>	\$140,000
<b>Federal Funding Source(s)</b>	NHTSA 405c (bil/supl)
<b>Eligible Use of Funds</b>	Data Program
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

#### Project #77: 2025-TR-5359-WSP SECTOR 24x7 Support

<b>Countermeasure Strategy</b>	Traffic Data Systems Improvement
<b>Countermeasure(s)</b>	Traffic Data Systems Improvement
<b>Project Name</b>	WSP SECTOR 24x7 Support
<b>Project Description</b>	<p>The project will put in place processes to provide 24x7 coverage for the Statewide Electronic Collision &amp; Tickets Online Records (SECTOR) application in the event of a total interruption in service. This project will address the requirement to improve Traffic Records data quality attributes by improving the timeliness of crash and citation/adjudication data.</p> <p>In FFY2025, the project will maintain the needed levels of system support response times it has previously established; 15-minute response time in the evenings and 30-minute response time on the weekends. This project is set to conclude at the end of FFY2025.</p>
<b>Project Location(s)</b>	Statewide.
<b>Subrecipient(s)</b>	Washington State Patrol
<b>Organization Type</b>	Law Enforcement - State
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	M3DA25-08
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<b>Amount of Federal Funds</b>	\$16,557
<b>Federal Funding Source(s)</b>	NHTSA 405c (bil/supl)
<b>Eligible Use of Funds</b>	Data Program
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #78: 2025-TR-5364-WSP TraCS OCM**

<b>Countermeasure Strategy</b>	Traffic Data Systems Improvement
<b>Countermeasure(s)</b>	Traffic Data Systems Improvement
<b>Project Name</b>	WSP TraCS OCM
<b>Project Description</b>	<p>The goal of this project is to manage the changes that will stem from implementing a new traffic safety information system. An Organizational Change Management (OCM) Specialist will assist in OCM planning and activities, preparing and disseminating communications, and assisting in onboarding agencies that will use the new system.</p> <p>WSP intends to contract with the Iowa Department of Transportation (IDOT) and Technology Enterprise Group, Inc. (TEG), who maintains the core Traffic and Criminal Software (TraCS) application for assistance in implementing and configuring the application to support the Washington Traffic Safety Commission (WTSC) Traffic Records Program (TRP) business needs.</p> <p>The purpose of this project is to effectively plan and transition the stakeholder organizations and personnel to the desired future state, using TraCS. This will be done by:</p> <ul style="list-style-type: none"> <li>• Assessing the project’s impact on the stakeholder organizations,</li> <li>• Collaborating with the traffic records community stakeholders to manage the change introduced by this project,</li> <li>• Assessing the readiness of the user organizations and individual users to accept changes to the new TraCS working environments,</li> <li>• Identifying, describing, and planning for necessary actions to facilitate those changes,</li> <li>• Reducing resistance to change using various communication tools,</li> <li>• And reducing the overall impact on stakeholder operations.</li> </ul> <p>This project will address the requirement to improve Traffic Records data quality attributes by improving the uniformity of crash data.</p>
<b>Project Location(s)</b>	Statewide
<b>Subrecipient(s)</b>	Washington State Patrol
<b>Organization Type</b>	Law Enforcement - State

<b>Public and Community Engagement /Participation</b>	No
<b>Project Agreement Number</b>	M3DA25-09
<b>Amount of Federal Funds</b>	\$334,356
<b>Federal Funding Source(s)</b>	NHTSA 405c (bil/supl)
<b>Eligible Use of Funds</b>	Data Program
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #79: 2025-TR-5365-WSP TraCS Trainer**

<b>Countermeasure Strategy</b>	Traffic Data Systems Improvement
<b>Countermeasure(s)</b>	Traffic Data Systems Improvement
<b>Project Name</b>	WSP TraCS Trainer
<b>Project Description</b>	Recruit and maintain a trainer to facilitate education, trainings, and coordination among Washington State Patrol (WSP) end users of the new traffic reporting system, TraCS (Traffic and Criminal Software). This project will address the requirement to improve Traffic Records data quality attributes by improving the accessibility of crash and citation/adjudication data.
<b>Project Location(s)</b>	Statewide
<b>Subrecipient(s)</b>	Washington State Patrol
<b>Organization Type</b>	Law Enforcement - State
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	M3DA25-10
<b>Amount of Federal Funds</b>	\$100,000
<b>Federal Funding Source(s)</b>	NHTSA 405c (bil/supl)
<b>Eligible Use of Funds</b>	Data Program
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

**Project #80: 2025-TR-5366-WTSC Training and Coordination**

<b>Countermeasure Strategy</b>	Traffic Data Systems Improvement
<b>Countermeasure(s)</b>	Traffic Data Systems Improvement
<b>Project Name</b>	WTSC Training and Coordination

<b>Project Description</b>	This project will provide for training needs and tools for coordination by the Traffic Records Governance Council (TRGC) and its committees, including attendance at the Traffic Records related trainings for TRGC and committee members, and maintenance and improvement of collaboration tools for the TRGC and its committees. This project will address the requirement to improve Traffic Records data quality attributes by improving the accessibility of crash data.
<b>Project Location</b>	Statewide
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	B3SP25-01
<b>Amount of Federal Funds</b>	\$40,000
<b>Federal Funding Source(s)</b>	NHTSA 405c (bil/supl)
<b>Eligible Use of Funds</b>	Supporting Professionals
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

#### Project #81: 2025-TR-5367-WASPC TraCS Trainer

<b>Countermeasure Strategy</b>	Traffic Data Systems Improvement
<b>Countermeasure(s)</b>	Traffic Data Systems Improvement
<b>Project Name</b>	WASPC TraCS Trainer
<b>Project Description</b>	Contract with the Washington Association of Sheriffs and Police Chiefs (WASPC) to recruit and maintain a trainer to provide coordination, education, and trainings for the end users of the TraCS system (Traffic and Criminal Software). This project will address the requirement to improve Traffic Records data quality attributes by improving the accessibility of crash and citation/adjudication data.
<b>Project Location(s)</b>	Statewide
<b>Subrecipient(s)</b>	WASPC
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

<b>Project Agreement Number</b>	M3DA25-11
<b>Amount of Federal Funds</b>	\$160,000
<b>Federal Funding Source(s)</b>	NHTSA 405c (bil/supl)



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<b>Eligible Use of Funds</b>	Data Program
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

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## Appendix B, Part 2: 405(c) State Traffic Safety Information System Improvements Grants

### 405(C) ADDENDUM 1: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS

*Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes.*

Injury Surveillance – Completeness	Baseline	Current
	April 1, 2022 – March 31, 2023 Average	April 1, 2023 – March 31, 2024 Average
<b>Total EMS Providers Reporting to WEMSIS</b>	61%	65%
<p><b>Written Description of Performance Measure –</b>            The Washington EMS Information System, WEMSIS, is the state's prehospital data repository for electronic patient care records. Electronic prehospital data collection assists service, county, region and state efforts to monitor, evaluate and assess field experiences, patient care and the EMS system as a whole. WEMSIS is a Web-based program. The DOH may provide access to an EMS/fire service account to begin collecting data electronically. Other services using an agency's own NEMSIS Gold-compliant vendor laterally submit data to WEMSIS.</p> <p>The definition of this measure changed since the last reporting period. The previous measure was the percent of EMS providers <i>ready</i> to report to WEMSIS, whereas the current measure is the percent of EMS providers actually transmitting data to WEMSIS. Because the definition was changed, we have provided the updated baseline monthly percents (April 1, 2022 – March 31, 2023) in addition to the most recent contiguous twelve months (April 1, 2023 – March 31, 2024).</p> <p>Due to a vendor consolidation and non-compliance with NEMSIS v3.5 some agencies that were reporting are no longer reporting. This measure will improve – beginning July 2024, EMS providers in Washington will be required to transmit data to WEMSIS. The DOH will provide a grace period for onboarding expected to last through 2024, after which the focus will be on enforcement and compliance with the reporting mandate.</p>		
<p><b>Calculation Method –</b>            An estimated total licensed EMS services providers transmitting data to WEMSIS.</p>		

**Supporting Documentation –**

Month (Baseline)	Percent of EMS service providers reporting to WEMSIS	Month (Most recent 12 months)	Percent of EMS service providers reporting to WEMSIS
Apr-22	60%	Apr-23	64%
May-22	60%	May-23	63%
Jun-22	60%	Jun-23	64%
Jul-22	61%	Jul-23	65%
Aug-22	61%	Aug-23	65%
Sep-22	61%	Sep-23	65%
Oct-22	61%	Oct-23	65%
Nov-22	61%	Nov-23	66%
Dec-22	62%	Dec-23	66%
Jan-23	64%	Jan-24	68%
Feb-23	63%	Feb-24	68%
Mar-23	62%	Mar-24	66%

Injury Surveillance – Completeness	Baseline	Current
	April 1, 2022 – March 31, 2023 Average	April 1, 2022 – March 31, 2023 Average
Total EMS Response Volume Captured in WEMSIS (estimated percent of total EMS records)	93%	93%

**Written Description of Performance Measure –**

The Washington EMS Information System, WEMSIS, is the state's prehospital data repository for electronic patient care records. Electronic prehospital data collection assists service, county, region and state efforts to monitor, evaluate and assess field experiences, patient care and the EMS system as a whole. WEMSIS is a Web-based program. The DOH may provide access to an EMS/fire service account to begin collecting data electronically. Other services using an agency's own NEMSIS Gold-compliant vendor laterally submit data to WEMSIS. While the average volume captured has not changed, WEMSIS reporting becomes mandatory statewide July 2024 with anticipated full implementation by the end of 2024. The transition to mandatory reporting will increase the total volume of EMS records captured in WEMSIS.

**Calculation Method –**

An estimated total response volume percent captured in WEMSIS.

**Supporting Documentation –**

Month	Estimated Total Response Volume Captured in WEMIS
Apr-23	93%
May-23	93%
Jun-23	94%
Jul-23	94%
Aug-23	94%
Sep-23	94%
Oct-23	93%
Nov-23	93%
Dec-23	93%
Jan-24	93%
Feb-24	93%
Mar-24	92%

## 3.12: Tribal Traffic Safety

### 3HSP Update: Tribal Traffic Safety

This section details the adjustments to the following countermeasure strategies for Tribal Traffic Safety programming funds.

- 3.12.1 Other Strategies – **New** (See details below)
- 3.12.2 Tribal Traffic Safety

#### 3.12.1 Other Strategies – (New)

**Adjustment:**

Is the implementation of the *Other Strategies* countermeasure strategy being adjusted? **Yes**

**Description of why or why not:**

This is a new countermeasure strategy and countermeasure to begin in FFY 2025.

#### Problem ID

Washington state is home to 29 federally recognized Native Nations, each with their own governments. Washington Native Nations are comprised of strong communities rooted in family, culture, and tradition. Native Nations were more vulnerable to COVID-19 and faced devastating impacts on health, Native Nation government, and business enterprises, forcing a critical cut-off of revenue to Native Nation communities. Because of this, Native Nation resources were diverted away from traffic safety toward more pressing public health efforts. American Indian/Alaska Natives (AI/AN) traffic death rates per 100,000 population reveal substantial disparities in risk leading to traffic deaths. An AI/AN active transportation user (walker or roller) is five times more likely to be a traffic death victim compared to all other races. AI/AN people are also involved in high-risk driving behaviors at a higher rate than all other races, particularly impaired driving and not wearing seat belts. In addition to high proportions of AI/AN traffic deaths being unrestrained, seat belt observation surveys consistently show much lower seat belt use rates on Indian Lands versus statewide seat belt use estimates.

Traffic safety behavior change is currently not part of Native Nation government infrastructure and there are limited opportunities to understand and share information about traffic safety issues on Indian land.

The motivation and capability to change is an internal process of each individual. To try and understand the problem and share information about traffic safety issues with others on Indian land is not an easy task. Also, creating a culture of traffic safety on Indian Land can be very difficult.



Native Nation leaders are more receptive to making decisions for change when those changes are based on Indigenous Knowledge. Indigenous Knowledge, which is guided by respect for the sovereignty and self-determination of Tribal Nations, must be considered in our project partnerships versus typical countermeasures that are implemented off Tribal land. Indigenous Knowledge is often unique and specific to a Native Nation; therefore, it is quite critical that there is a collaborative approach that values Indigenous Knowledge and experience when developing effective countermeasures.

These findings underscore the critical need for targeted interventions and a collaborative approach to tackle the underlying factors contributing to these disproportionately high traffic death rates among the AI/AN population.

<b>Countermeasure Strategy: Link to specific problem ID</b>	<b>Countermeasures and Source</b>
<p>Other Strategies <b>(New)</b></p> <p><b>Justification for the change:</b> Native Nation leaders are more receptive to making decisions for change when those changes are based on Indigenous Knowledge. Indigenous Knowledge, which is guided by respect for the sovereignty and self-determination of Tribal Nations, must be considered in our project partnerships versus typical countermeasures that are implemented off Tribal land.</p> <p>Indigenous Knowledge is often unique and specific to a Native Nation; therefore, it is quite critical that there is a collaborative approach that values Indigenous Knowledge and experiences when developing effective countermeasures.</p> <p>By incorporating <b>Other Strategies</b> into our Counter Measure Strategy, it allows the flexibility for each Native Nation to provide culturally based traffic safety countermeasures that use their Indigenous Knowledge to preserve their cultural identities while promoting traffic safety.</p>	<p>Tribal Based Programs <b>(New)</b></p> <p><b>Tribal Based Programs</b> will provide an opportunity for each Native Nation to evaluate unique Tribal Traffic Safety strategies based on Indigenous Knowledge.</p> <p>These projects, based on each Native Nation’s culture and priorities, will focus and support strategies that address high-risk driving behavior, pedestrian safety, disparities amongst female fatalities, data collection or the development of culturally appropriate public information and educational programs.</p> <p>The supported activities will employ one or more of the following evidence-based strategies from the Washington State Target Zero Plan:</p> <ul style="list-style-type: none"> <li>• TRB.8.7. Conduct public education campaigns based on the beliefs and norms of the tribe to educate individuals to avoid drinking and driving. (R, FHWA)</li> <li>• TRB.5.3. Conduct community-wide information and enhanced enforcement campaigns based on beliefs, attitudes, and behaviors of tribal members that include mass media, information and publicity, child passenger safety system displays, and other</li> </ul>

	<p>targeted strategies such as checkpoints, dedicated law enforcement officials, or alternative penalties. (R, CDC)</p> <ul style="list-style-type: none"> <li>• TRB.6.4. Conduct sustained education programs based on beliefs, attitudes, and behaviors of tribal members that educate drivers about the importance of seat belts and the use of seat belts during all trips with varying content, duration, intensity, and delivery methods. (R, FHWA)</li> <li>• MCC.1. Increase awareness of inclusion of all populations in a project area by traffic safety agencies and partners.</li> <li>• MCC.3. Increase data collection of population demographics.</li> <li>• MCC.4. Increase the inclusion of all populations in all projects.</li> </ul>
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### Countermeasure Strategy Link to Performance Targets

#### Tribal Based Programs

This countermeasure strategy targets all Native Nations within Washington state to grow a positive tribal traffic safety culture that is uniquely embedded within Indigenous ways of knowing and being. The pandemic turned public health priorities on tribal lands away from traffic safety towards more urgent matters. Since then, efforts to re-establish connections and networks with tribal leaders and partners have increased. These new connections take time to develop. Efforts have increased to partner with other entities to be responsive to tribes' needs and explore culturally tailored countermeasures and strategies.

#### Considerations Used to Select Projects

- Indigenous knowledge – this is using the knowledge of Tribal leaders to design projects based on strategies that account for the complex, unique, cultural, and geographic landscapes in which they live. This intimate knowledge positions them better to design interventions for their Tribal members than a non-Tribal member because this deep implicit knowledge cannot be fully shared or understood. Traditional countermeasures are designed to work in non-Tribal communities and don't account for basic differences in social norms. Also, many sovereign nations have cultural histories that have left them distrustful of government entities.
- Tribal Traffic Safety Community Meetings
- Engagement with Tribal Police Chiefs and Commissioners
- Engagement with Tribal partners
- Engagement with Tribal Communities
- Participating on a Tribal Traffic Safety steering committee designed to support tribal communities.

- FARS data

*[Describe the manner in which the strategy is informed by the NHTSA uniform guidelines and, if applicable, NHTSA-facilitated program assessments]*

While neither the Uniform Guidelines for Highway Safety Programs nor Countermeasures That Work include strategies specific to the Tribal Traffic Program, the proposed strategy responds to 23 CFR 1300.11 (b)(1) and (2). The problem identification and data provided support the direction of focus on Native Nations. In addition, intentional incorporation of indigenous knowledge supports and facilitates public participation and engagement with tribal members on tribal traffic safety efforts.

**Countermeasure(s):**

- Tribal Based Programs

### 3.12.2 Tribal Traffic Safety

**Adjustment:**

Is the implementation of the *Tribal Traffic Safety* countermeasure strategy being adjusted?

Yes

**Description of why or why not:**

In FFY 2025, we will expand opportunities to provide traffic safety training to Native Nations to include *train the trainer* opportunities. We will be more mindful of understanding indigenous knowledge as we approach our public participation and engagement activities and incorporate this information into our future planning. In addition, we will continue to build on the success of existing relationships but also focus on bringing in additional Native Nation partners to include smaller nations, Tribal police chiefs and commissioners, and contacts made through attending Native Nation meetings to include Northwest Tribal Technical Assistance Program (NWTAP), Washington Association of Sheriffs & Police Chiefs (WASPC), and Yakama Nation Tribal Traffic Safety Committee.

**Countermeasure(s):**

- Tribal Traffic Safety Coordinators

### Tribal Traffic Safety Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
2024 3HSP	NHTSA 402 (bil/supl)	\$1,500,000
2025 3HSP Update	NHTSA 402 (bil/supl)	\$1,200,000

The change in the *Estimated 3-Year Allocation* is attributed to the introduction of a new countermeasure strategy, countermeasure, and project and the reduction to a single Tribal Traffic Safety Coordinator in FFY 2025. Details about the new Countermeasure Strategy and

Countermeasure can be found in the 3HSP Update section above, while the new project is included in the Tribal Traffic Safety Projects and Subrecipient section below.

## AGA: Tribal Traffic Safety Projects and Subrecipient

*This section includes project and subrecipient information relevant to the Tribal Traffic Safety program area.*

### 3.12.1 Other Strategies

#### Project #82: 2025-FG-5376-Tribal Based Programs

<b>Countermeasure Strategy</b>	Other Strategies
<b>Countermeasure(s)</b>	Tribal Based Programs
<b>Project Name</b>	Tribal Based Programs
<b>Project Description</b>	Tribal Based Programs will provide an opportunity for each Native Nation to evaluate unique Tribal Traffic Safety strategies based on Indigenous Knowledge. These projects, based on each Native Nation’s culture, and priorities, may focus and support strategies that address high risk driving behavior, pedestrian safety, disparities amongst female fatalities, data collection, or the development of culturally appropriate public information and educational programs.
<b>Project Location(s)</b>	The project location will take place in Indian Land.
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	Tribal Non-profit
<b>Public and Community Engagement /Participation</b>	Several individual meetings were held with Native Nation members who held specific insights into Native Nation Culture and/or Tribal traffic safety. A separate group meeting was also held with TAC members. During these meetings, AI/AN traffic safety data was shared, and discussions were held regarding high risk driving behavior, Native Nation youth, Tribal Council priorities, and the uniqueness of each Native Nation. Discussions were also held to gather ideas on how to create a culture of traffic safety on Indian Land. Each partner was asked about the primary issues being faced by their Native Nation, how traffic safety could be made a priority, and what specific projects may be of value within their community.

<b>Project Agreement Number</b>	CP25-05
<b>Amount of Federal Funds</b>	\$100,000
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl)
<b>Eligible Use of Funds</b>	Community Traffic Safety Programs
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

### 3.12.2 Tribal Traffic Safety

#### Project #83: 2025-FG-5374-Tribal Traffic Safety Coordinators

<b>Countermeasure Strategy</b>	Tribal Traffic Safety
<b>Countermeasure(s)</b>	Tribal Traffic Safety Coordinators
<b>Project Name</b>	Tribal Traffic Safety Coordinators
<b>Project Description</b>	The selected countermeasure will provide a much-needed focus on traffic safety issues resulting in an opportunity to change driving behavior. The coordinator positions (up to 4 – depending on Tribal participation) will be Tribal members, identified by the Tribal Council, and housed within public safety, Tribal enforcement, engineering, or public health department. The coordinators will lead efforts to implement high priority Tribal traffic safety strategies (that Tribal leadership deemed necessary) in the efforts of the State Highway Safety Office, to meet Target Zero. This strategy supports APM-2 American Indian/Alaska Native Fatalities by providing a Tribal Traffic Safety Coordinator in high priority Tribal communities. The coordinators will work to focus attention and energy on traffic safety where it is most needed by implementing a number of other strategies in their communities.
<b>Project Location(s)</b>	The project locations will take place on Indian Land.
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	Several individual meetings were held with Native Nation members who held specific insights into Native Nation Culture and/or Tribal traffic safety. A separate group meeting was also held with TAC members. During these meetings, AI/AN traffic safety data was shared, and discussions were held regarding high risk driving behavior, Native Nation youth, Tribal Council priorities, and the uniqueness of each Native Nation. Discussions were also held to gather ideas on how to create a culture of traffic safety on Indian Land. Each partner was asked about the primary issues being faced by their Native Nation, how traffic safety could be made a priority, and what specific projects may be of value within their community.

<b>Project Agreement Number</b>	CP25-04
<b>Amount of Federal Funds</b>	\$300,000
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl)
<b>Eligible Use of Funds</b>	Community Traffic Safety Programs
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

## 3.13: Young Drivers

### 3HSP Update: Young Drivers

*This section details the adjustments to the following countermeasure strategies for Young Drivers programming funds.*

- 3.13.1 Drivers Education and Training

#### 3.13.1 Drivers Education and Training

**Adjustment:**

Is the implementation of the *Drivers Education and Training* countermeasure strategy being adjusted? **Yes**

**Description of why or why not:**

The implementation of this countermeasure strategy will become more robust. The current projects implementing this countermeasure are relatively new and although they are recommended programs, they have not yet reached the saturation level needed to significantly improve young driver safety. More than 60 schools signed up for the Teens in the Driver Seat (TDS) program in the 2023-24 school year, double the number we had in 2022-23. Washington has more smartphone app users than any other state, with a total of 340 users driving over 13,000 miles without speeding or picking up their phone just in the first quarter of FFY 2024. We will be building on this success by increasing the support for Teens in the Driver Seat school programs through contractor and key partner support and continuing promotion of the smartphone app. New in FFY 2025, we will be making the advanced driver-assistance systems (ADAS) eLearning module widely available and promoting it to all driving instructors statewide, encouraging them to view the training to earn required continuing education hours.

**Countermeasure(s):**

- Driving Instructor Training
- Peer-to-Peer Teen Traffic Safety Education
- Traffic Safety Education in Schools
- Expand Age Requirement for Drivers Education (No FFY 2025 Projects)

**Countermeasures in other programs**

- Positive Community Norms (Impaired Program, *Most Steer Clear*)
- Mass Media Campaign (Non-Motorized Services, *Together We Get There - Walker and Roller Campaign* running [media focused on males 16-25](#))

**Non-federally funded Countermeasures**

- Required Curriculum Improvement (DOL)
- Expand Age Requirement for Driver Education (DOL)

- Driver Education Courses for Disadvantaged Populations (Legislative)

### Young Drivers Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
<b>2024 3HSP</b>	NHTSA 402 (bil/supl)	\$1,300,000
<b>2025 3HSP Update</b>	NHTSA 402 (bil/supl), 405b flex (bil/supl)	\$960,000

The decrease in the *Estimated 3-Year Allocation* is due to the removal of anticipated projects that would have supported public education on legislation to expand driver education requirements for 18 to 24-year-olds. Since the legislation didn't pass, the project to expand public education is on hold at this time. The update also includes adjustments to federal funding sources.



## AGA: Young Drivers Projects and Subrecipient

*This section includes project and subrecipient information relevant to the Young Driver program area.*

### 3.13.1 Drivers Education and Training

#### Project #84: 2024-FG-5047-Teen Target Zero

<b>Countermeasure Strategy</b>	Driver Education and Training
<b>Countermeasure(s)</b>	Traffic Safety Education in Schools
<b>Project Name</b>	Teen Target Zero
<b>Project Description</b>	Support the statewide expansion of Teen Target Zero, a 1- hour program delivered by first responders in high schools. Fund printing support materials, travel, time and other expenses for the training of first responders in areas implementing the program.  Intended subcontractor: Dorsett Consulting
<b>Project Location(s)</b>	For FFY2024, high schools (Finley HS, Richland HS, Hanford HS, Columbia Burbank HS, Kennewick HS, Connell HS, Palouse Junction HS, and Prosser HS) in Walla Walla, Grant, Thurston, Skamania, Clark, and Yakima Counties. For FFY2025, high schools across the state with specific locations to be determined.
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	In creating the Teen Target Zero presentation, the developer gathered feedback from local law enforcement and student focus groups on the content that is delivered in schools.

<b>Project Agreement Number</b>	M1*TSP25-02
<b>Amount of Federal Funds</b>	\$40,000
<b>Federal Funding Source(s)</b>	NHTSA 405b (bil/supl) flex
<b>Eligible Use of Funds</b>	Teen Safety Program
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

#### Project #85: 2024-FG-5046-Vehicle Safety Technology Education for Driving Instructors

<b>Countermeasure Strategy</b>	Drivers Education and Training
<b>Countermeasure(s)</b>	Driving Instructor Training

<b>Project Name</b>	Vehicle Safety Technology Education for Driving Instructors
<b>Project Description</b>	<p>Contract with a vendor to create online self-paced e-learning classes to teach driving instructors about vehicle safety technologies and how to effectively teach them to students, in support of the DOL/OSPI Driver Training Required Curriculum, Ch. 11- Vehicle Systems Technology. Make the training available on a learning management platform that will provide the continuing education classes to driver instructors at no charge.</p> <p>Intended sub-contractors: TBD</p>
<b>Project Location(s)</b>	Public and private driving schools across Washington
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	No

DE25-01	DE25-01
<b>Amount of Federal Funds</b>	\$40,000
<b>Federal Funding Source(s)</b>	NHTSA 402 (bil/supl)
<b>Eligible Use of Funds</b>	Driver Education
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

#### Project #86: 2024-FG-4975-Teens in the Driver Seat

<b>Countermeasure Strategy</b>	Drivers Education and Training
<b>Countermeasure(s)</b>	Peer-to-Peer Teen Traffic Safety Education
<b>Project Name</b>	Teens in the Driver Seat
<b>Project Description</b>	<p>The WTSC will contract with the Texas Transportation Institute (TTI) staff to support the implementation of the Teens in the Driver Seat (TDS) program in Washington high schools by promoting the program at Washington conferences, providing remote school support, TZM training, online resources, physical support materials (such as banners, printed materials, and interactive activities), analysis of student data, and maintenance of the <i>You in the Driver Seat</i> phone app. We have identified and will focus on the top five counties with the highest rate of young driver involved fatalities. With specific focus in those counties, TZMs will work with schools in their communities to bring the TDS program to local teens.</p> <p>Intended subcontractor: Texas Transportation Institute (TTI)</p>

<b>Project Location(s)</b>	<p>For FFY2024: A G West Black Hills High School, Blaine High School, Capital High School, Central Washington University, Cle Elum-Roslyn High School, Columbia Basin College, Columbia High School (Burbank), Concrete Elementary School (K-6), Concrete High School (7-12), Decatur High School (Federal Way), Dimmitt Middle School, Eastmont High School, Eisenhower High School (Yakima), Elma High School, Elma Middle School, Friday Harbor High School, Hanford High School, Highland Community Coalition, Housel Middle School, Jefferson Middle School, Kamiak High School (Mukilteo), Kennewick High School, Kingston High School, Kiona Benton City High School, Kittitas Secondary Middle School, Kittitas Secondary School, Lake Roosevelt Jr/Sr High School, Lake Stevens Sr High School, Lake Washington Institute of Technology, Lakeside High School, WA, Liberty Christian School, Life Prep Academy (Newport), Mark Morris High School, Moses Lake High School, Mossyrock High School, North Beach Jr/Sr High School, North Beach Junior High School, Ocosta Jr/Sr High School, Pomeroy Jr Sr High School, Pomeroy Junior High School, Prosser High School, Pullman High School, Quincy High School, Raymond Junior Senior High School, Richland High School, River View High School, Sedro-Woolley High School, Selkirk Jr/Sr High School, Shelton High School, WA, Skyline High School, WA, Southridge High School, Summit Virtual Academy, Sunnyside High School, Three Springs High School, Toutle Lake High School, Tri-Tech Skills Center, Wahkiakum High School, Walter Strom Middle School, Wapato High School, Wapato Wellness Coalition, Wenatchee Valley Technical Skills Center, Wilbur Creston Cooperative High School For FFY2025: Junior high schools, high schools and colleges across the state of Washington.</p>
<b>Recipient</b>	Washington Traffic Safety Commission
<b>Organization Type</b>	State Agency
<b>Public and Community Engagement /Participation</b>	<p>TZMs and TDS staff connect with local high school club advisors who are leading students to educate their peers. Monthly, we meet with TZMs to get their feedback on how to make this program more effective in their communities, and update materials and approaches based on their feedback. We also conducted a survey of all the participating schools in April 2024, and asked for feedback on the program and how it could be improved. We will use that information to provide enhanced support to schools and modify the items in the kit of supplies we send to the schools, based on what they are actually using.</p>

<b>Project Agreement Number</b>	M1*TSP25-01
<b>Amount of Federal Funds</b>	\$260,000



<b>Federal Funding Source(s)</b>	NHTSA 405b (bil/supl) flex
<b>Eligible Use of Funds</b>	Teen Safety Program
<b>Planning and Administration Costs</b>	No
<b>Project is a Promised Project</b>	No

## Attachments

### Attachment A: Law Enforcement Agencies

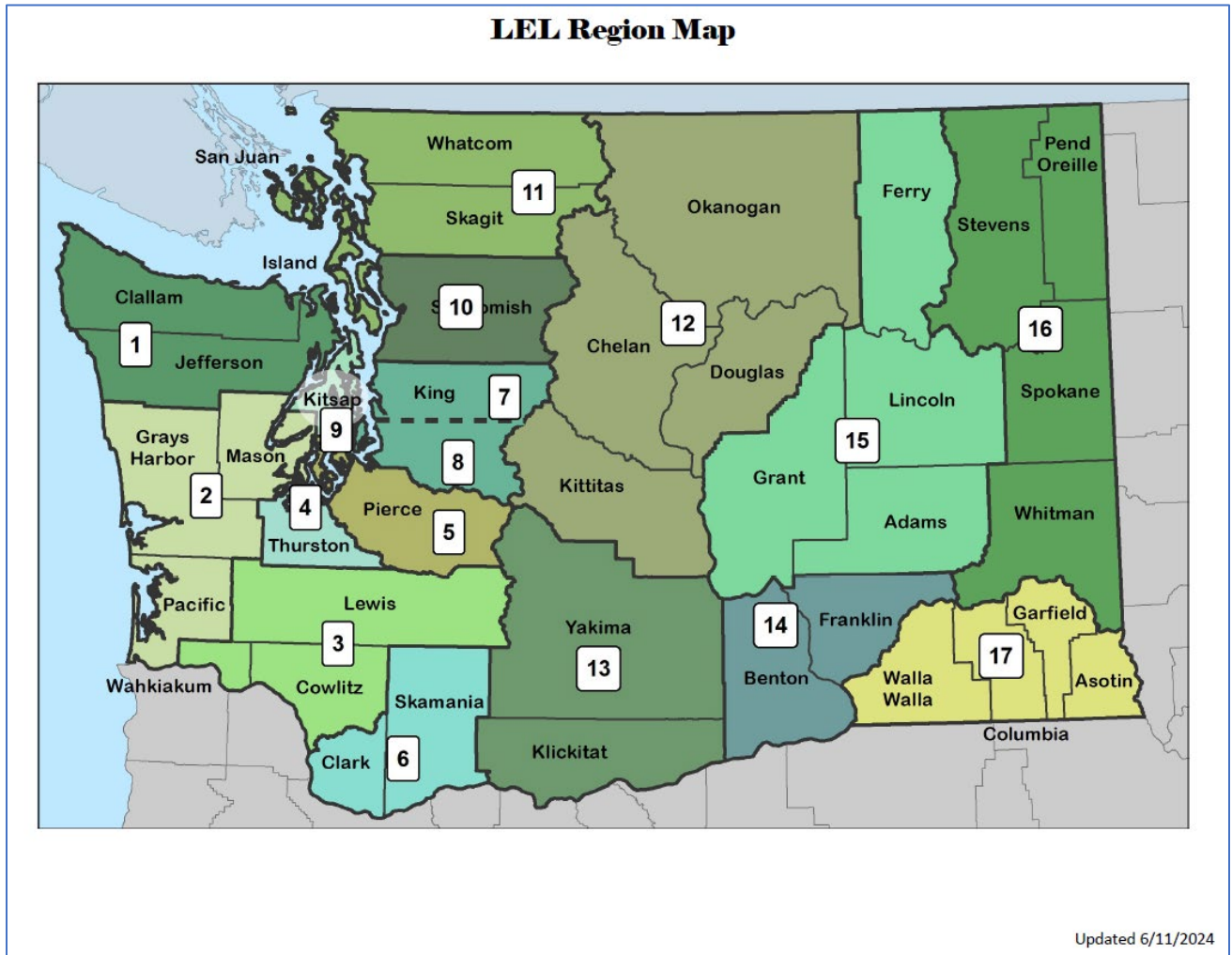
Department	Department	Department	Department
Aberdeen PD	Adams CSO	Airway Heights PD	Algona PD
Anacortes PD	Arlington PD	Auburn PD	Battleground PD
Bellevue PD	Bellingham PD	Benton CSO	Black Diamond PD
Bonney Lake PD	Bothell PD	Bremerton PD	Brewster PD
Buckley PD	Burien PD	Castle Rock PD	Central WA Univ PD
Centralia PD	Chelan CSO	City of Bainbridge Island	City of Lake Stevens PD
City of Mill Creek PD	City of Milton PD	City of Port Orchard	City of Prosser
City of Sunnyside PD	City of Yakima	Clallam CSO	Clark CSO
Clark Regional Emergency Services Agency (CRESA)	College Place PD	Colville PD	Cosmopolis PD
Covington PD	Des Moines PD	Douglas CSO	Dupont PD
Duvall	East Wenatchee	Edmunds PD	Ellensburg PD
Elma	Enumclaw PD	Ephrata PD	Everett
Everson PD	Federal Way PD	Ferndale	Fife PD
Fircrest PD	Franklin CSO	Garfield PD	Gig Harbor PD
Fircrest PD	Franklin CSO	Garfield PD	Gig Harbor PD
Grant CSO	Grays Harbor CSO	Grays Harbor Com Center	Hoquiam PD
Island CSO	Issaquah PD	Jefferson CSO	Kalama PD
Kenmore PD	Kennewick PD	Kent PD	Kirkland PD
Kitsap 911	Kitsap CSO	Kittitas CSO	Klickitat CSO
Lake Forest Park PD	Lakewood PD	Lewis CSO	Liberty Lake PD
Lincoln CSO	Longview PD	Lynden PD	Lynnwood PD
Maple Valley PD	Marysville PD	McCleary PD	Mercer Island PD
Monroe	Montesano PD	Moses Lake PD	Mountlake Terrace
Moxee PD	Mt. Vernon PD	Mukilteo PD	Napavine PD
Newcastle PD	Normandy Park PD	Oak Harbor PD	Ocean Shores PD
Okanogan CSO	Olympia PD	Orting PD	Pacific CSO
Pacific PD	Pasco PD	Pend Oreille Sheriff's Office	Pierce CSO
Port Angeles PD	Port Townsend PD	Poulsbo PD	Pullman PD
Puyallup PD	Quincy PD	Raymond PD	Redmond PD
Renton	Richland PD	Ridgefield PD	Roy
Ruston PD	Sammamish PD	San Juan CSO	SeaTac PD
Seattle PD	Selah PD	Sequim PD	Shelton PD

Skagit CSO	Skagit County 911	Snohomish Co 911	Snohomish CSO
Snoqualmie PD	Soap Lake PD	South Bend PD	Spokane CSO
Spokane PD	Steilacoom PD	Stevens CSO	Sumner PD
Sumner PD	Suquamish PD	Thurston CSO	Toppenish PD
Union Gap PD	Vancouver	Walla Walla C CSO	Walla Walla PD
Warden PD	Wenatchee PD	West Richland PD	Western WA Univ. PD
Westport	Whatcom CSO	Whitman CSO	Woodland PD
Yakima CSO	Zillah PD		

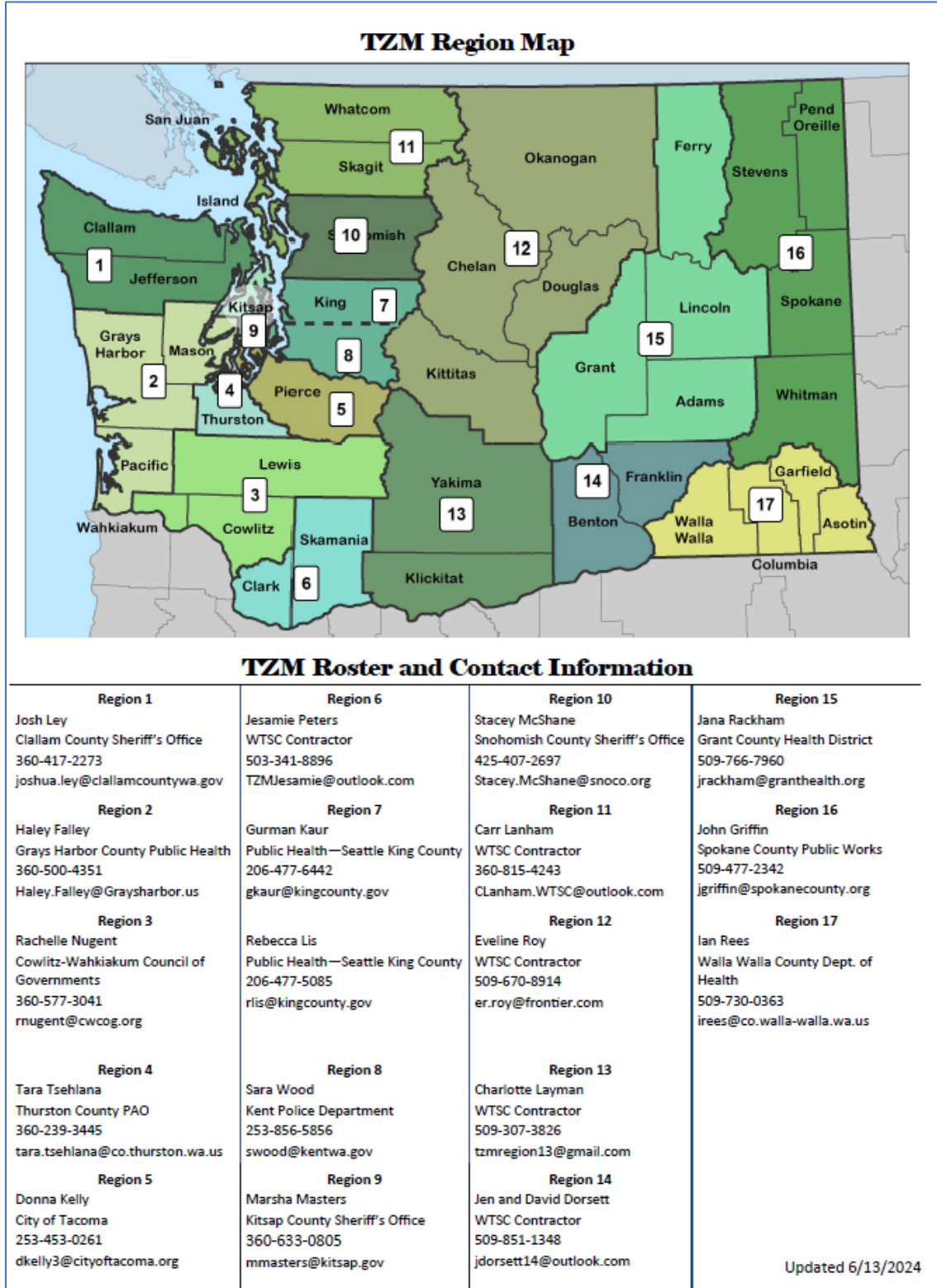
*PD: Police Department*

*CSO: County Sherrif Office*

### Attachment B: Law Enforcement Liaison Region Map



## Attachment C: Target Zero Manager Region Map





## Attachment D: Acronyms

3HSP	Triennial Highway Safety Plan	eTRIP	Electronic Traffic Information Processing
ADAS	Advanced driver-assistance systems	FARS	Fatality Analysis Reporting System
AI/AN	American Indian and Alaska Native	GHSA	Governors Highway Safety Association
AOC	Administrative Office of the Courts	GIS	Geographic information system
APM	Additional Performance Measures	GIS-Mo	GIS Mobility
ARIDE	Advanced Roadside Impaired Driving Enforcement	HCA	Health Care Authority
BAC	Blood Alcohol Content	HSIP	Highway Safety Improvement Plan
CBO	Community Based Organization	HVE	High Visibility Enforcement
CEU	Continuing Education Unit	IACP	International Association of Chiefs of Police
CFC	Coded Fatal Crash	IDOT	Iowa Department of Transportation
CHARS	Comprehensive Hospital Abstract Reporting System	IIP	Ignition Interlock Program
CHSC	Center for Health and Safety Culture	JINDEX	Justice Information Network Data Exchange
CIOT	Click It or Ticket	JOL	Judicial Outreach Liaison
CoP	Community of Practice	LEL	Law Enforcement Liaison
CPS	Child Passenger Safety	MADD	Mothers Against Drunk Driving
CPST	Child Passenger Safety Technician	MCC	Motorcycle Crashes
CPWI	Community Prevention and Wellness Initiative	MIDU	Mobile Impaired Driving Unit
CRAB	County Road Administration Board	MIRE FDE	Model Inventory of Roadway Elements Fundamental Data Elements
CRESA	Clark Regional Emergency Services Agency	MMI	Michelin Mobility Intelligence
CRSS	Crash Report Sampling System	MPOs	Metropolitan Planning Organizations
CSO	County Sheriff Office	MRFF	Multi-Row Flat Files
CTW	Countermeasure That Work	MVC	Motor Vehicle Crash
DEC	Drug Evaluation and Classification	NAMS	National Agenda for Motorcycle Safety
DITEP	Drug Impairment Training for the Education Professional	NCDC	National Center for DWI Courts
DOH	Department of Health	NHTSA	National Highway Traffic Safety Administration
DOL	Department of Licensing	NWTTAP	Northwest Tribal Technical Assistance Program
DRE	Drug Recognition Expert	OFM	Office of Financial Management
DUI	Driving Under the Influence	OCM	Organizational Change Management
DUIC	Driving Under the Influence of Cannabis	OSPI	Office of Superintendent of Public Instruction
EDIT	Employee/Employer Drug Impairment Training	PCN	Positive Community Norms
eDUI	Driving Under the Influence of Electronics	PD	Police Department
EHMD	Electronic Home Monitoring Device	PSA	Public Service Announcement
EMS	Emergency Medical Service	RFP	Request for Proposals
ESRI	Environmental Systems Research Institute	RHINO	Rapid Health Information NetwOrk

RTPOs	Regional Transportation Planning Organizations	TREDS	Transportation Research and Education for Driving Safety
RTTDC	Rural Trauma Team Development Courses	TRGC	Traffic Records Governance Council
SBIRT	Screening, Brief Intervention, and Referral to Treatment	TRIP	Traffic Records Integration Program
SECTOR	Statewide Electronic Collision & Tickets Online Records	TRP	Traffic Records Program
SES	Socioeconomic Standing	TSRP	Traffic Safety Resource Prosecutors
SEDC	State Electronic Data Collection	TZM	Target Zero Manager
SHSP	Strategic Highway Safety Plan	TZP	Target Zero Plan
SMAC	Speed Management Advisory Cooperative	WASPC	WA Association of Sheriffs and Police Chiefs
SMSA	State Motorcycle Safety Association	WaTech	Washington Technology Solutions
SPD IDTC	Seattle Police Department's Impaired Driving Training Coordinator	WEMS	WTSC Grant Management System
SRTS	Safe Routes to School	WEMESIS	Washington Emergency Medical Services Information System
SSA	Safe System Approach	WIJIB	Washington Integrated Justice Information Board
STSI	State Traffic Safety Information	WMSP	Washington Motorcycle Safety Program
TDS	Teens in the Driver Seat	WSDOT	Washington State Department of Transportation
TEG	Technology Enterprise Group, Inc.	WSP	Washington State Patrol
Tox Lab	Toxicology Lab	WTSC	Washington Traffic Safety Commission
TraCS	Traffic and Criminal Software		