



FFY 2026 Washington State Annual Grant Application

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FFY 2026 Grant Funding Request

Washington is applying for the following:

Section	Yes/No	Location
Section 402/HSP	Yes	WA_FFY 2026 AGA
405(b) Occupant Protection Grants— High	Yes	Appendix B to Part 1, 23 CFR 1300.21, page 1; WA_FFY 2026 AGA, Pages: <ul style="list-style-type: none"> • 109-114, 115-123 (OP: Addendum 1) • 36-37, 41, 48-50, 124-125 (OP: Addendum 2) • 111-114, 126 (OP: Addendum 3) • 111-114, 127 (OP: Addendum 4)
405(c) State Traffic Safety Information System Improvements Grants	Yes	Appendix B - Part 2, 23 CFR 1300.22, page 3; WA_FFY 2026 AGA, pages 11-32, 154-156 (TS Info System Impr.: Addendum 1)
405(d) Impaired Driving Countermeasures — Mid-Range	Yes	Appendix B - Part 3, 23 CFR 1300.23 (D)-(F), pages 3-4
405(d) Alcohol- Ignition Interlock Laws	Yes	Appendix B - Part 4, 23 CFR 1300.23(G), page 5
405(d) 24-7 Sobriety Programs	Yes	Appendix B - Part 5, 23 CFR 1300.23(H), page 7
405(e) Distracted Driving Grants	Yes	Appendix B - Part 6, 23 CFR 1300.24, pages 7-9, WA_FFY 2026 AGA, page 65 (DD: Addendum 1)
405(f) Motorcyclist Safety Grants	Yes	Appendix B - Part 7, 23 CFR 1300.25, Pages: 9-10; WA_FFY 2026 AGA pages <ul style="list-style-type: none"> • 93 (Motorcycle: Addendum 1) • 22-23, 94-96 (Motorcycle: Addendum 2) • 88-92, 96-97 (Motorcycle: Addendum 3)
405(g) Nonmotorized Safety Grants	Yes	Appendix B - Part 8, 23 CFR 1300.26, pages 11-12; WA_FFY 2026 AGA, pages 98-107, 108 (NM: Addendum 1)
405(h) Preventing Roadside Deaths Grants	Yes	Appendix B - Part 9, 23 CFR 1300.27, page 12; WA_FFY 2026 AGA, pages 45, 51, 58-60 (Preventing Roadside Deaths: Addendum 1)
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 2026 Annual Grant Application (AGA) to the National Highway Traffic Safety Administration.

The grant application contains updates to the 2024 Triennial Highway Safety Plan (3HSP), including agency updates and new data. 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. Those page numbers are identified in the 405 application forms.

WTSC Agency Updates

Washington has experienced substantial increases in traffic fatalities since 2020. Traffic fatalities rose 17 percent in 2021 to 647 deaths, 10 percent in 2022 to 743 deaths, and 9 percent in 2023 with 809 lives lost. The last few years have resulted in the highest number of traffic deaths on Washington roads since the early 1990s. Fortunately, the trend has seemingly reversed in 2024 with 731 deaths; however, much more work remains to even reach pre-pandemic levels of traffic fatalities.

The WTSC has continued to address this challenge with excellent programming and partnerships. For example:

- Through a High-Visibility Enforcement (HVE) grant, law enforcement officers conducted nearly 200 hours of community service with more than 12,500 people. Funding increased for HVE activities from \$1,800,000 to \$2,100,000 with an 88 percent spend rate and over 130 agencies participating.
- More than 313 million impressions were achieved with paid media campaigns. The adult population of Washington is about 5 million and that is over 62 impressions/population.
- Over 21,000 distinct individuals have taken the WTSC statewide traffic safety culture survey, providing insight into their attitudes, awareness, and behaviors on critical traffic safety issues.
- Most people surveyed (76 percent) agree that the only acceptable number of deaths and serious injuries on our roadways should be zero.
- 52 high schools, three colleges, and 10 junior high schools participated in Teens in the Driver Seat.
- Collectively, TZMs conducted 188 coalition meetings, recruited 293 members, and presented to 346 stakeholder groups.

- The Speed Management Advisory Council (SMAC) was launched, and the 20-member team met monthly to provide recommendations for a statewide speed management plan.
- The Data Collection Program is coding fatal crashes within 90 days, exceeding the timeliness benchmark in 2024.
- The Drug Recognition Expert (DRE) Program certified 132 DREs including 23 new DREs and 4 new instructors.
- The Motorcycle Program encouraged 970 people to complete motorcycle training and another 616 people obtained a motorcycle license endorsement.
- The Walker and Roller Program delivered an in-school bicycle and pedestrian safety curriculum to 25 schools in Edmonds through its “Let’s Go! Edmonds” project.
- The Occupant Protection Program’s Child Passenger Safety project provided 1,065 car seats, conducted 4,030 car seat checks, and trained 178 new car seat technicians.
- Our public library of data dashboards continues to grow, adding young and older drivers, distracted drivers, and speed-involved fatal crash dashboards.

Additionally, law enforcement partners significantly increased traffic safety enforcement. Responding directly to the traffic safety crisis, law enforcement agencies participating in HVE efforts funded by WTSC with federal dollars resulted in 16,939 speed citations and warnings in 2024, compared to 5,127 in 2021, a 231 percent increase. HVE resulted in 1,116 arrests for driver impairment in 2024, compared to 500 in 2021, a 123 percent increase.

The Washington Legislature continued to consider and pass legislation to respond to the state’s high number of fatalities. During the 2025 session, it considered legislation to lower the per se Blood Alcohol Content (BAC) limit to 0.05 percent, add speeding to the offense of reckless driving, implement intelligent speed device requirements for repeat offenders, and expand the availability and requirements for novice drivers to complete a driver education safety course.

Legislators passed HB 1878, Improving Young Driver Safety, which:

- Expands the requirement for new drivers in Washington to complete a driver education course beyond the current ages of 16-17 years. By 2030, applicants for their initial license, through age 21 (i.e., all individuals born in 2009 and later), must complete an approved course.
- Requires young drivers to take a supplemental course to maintain their licenses past the age of 21 or two years after receiving their initial license, whichever is later.
- Requires a three-hour video course on work and emergency zone safety for drivers who apply for their first license.

In order to accomplish these provisions effectively, HB 1878 also includes provisions that:

- Establish a stipend for low-income students to cover the average cost of driver education tuition.
- Allow driving schools to provide more classroom content virtually, including some recorded content that students can view any time.
- Allow students who live farther away from education programs to complete more hours of behind-the-wheel instruction in a single day to reduce travel and cost requirements.
- Directs the Washington Department of Licensing (DOL) to support the expansion of driver education availability by increasing pathways for instructors to become certified.

The Legislature also passed HB 1595, which makes Washington one of the first states to require the use of intelligent speed assistance devices (ISAD) in the vehicles of drivers with certain speeding offenses. Currently, drivers convicted of reckless driving or of multiple traffic infractions in a one or two-year period (including at least one speeding offense) face a license suspension followed by probation. These drivers will be subject to the installation of an ISAD for the first 120 to 150 days of their probation.

Washington’s traffic safety culture remains positive. Two years of annual statewide survey data 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. This is based upon 21,523 people surveyed in 2023-2024. The 2025 survey just concluded adding 10,789 more responses to this data set.

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 have increased year-over-year since 2020 is unprecedented. While 2024 shows some hopeful reductions, deaths among active transportation users remain at historic highs and deaths involving older drivers continue to increase.

Traffic Fatalities in Washington State					
	2022	2023	% Change in 2023	2024	% Change in 2024
All Fatalities	743	809	8.9%	731	-9.6%
Impaired Driver Involved	387	410	5.9%	348	-15.1%
Speeding Involved	254	270	6.3%	247	-8.5%
Distracted Driver Involved	99	136	37.4%	138	1.5%
Unrestrained Vehicle Occupants	155	172	11.0%	141	-18.0%
Motorcyclists	133	142	6.8%	113	-20.4%

Traffic Fatalities in Washington State					
Active Transportation Users	145	177	22.1%	168	-5.1%
Driver Ages 15-17 Involved	34	26	-23.5%	27	3.8%
Driver Ages 18-20 Involved	51	92	80.4%	77	-16.3%
Driver Ages 21-24 Involved	100	129	29.0%	90	-30.2%
Driver Ages 70+ Involved	94	90	-4.3%	105	16.7%
Heavy Truck Involved	90	82	-8.9%	79	-3.7%
Traffic Serious Injuries	3,107	3,410	9.8%	3,300	-3.2%

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

In 2023, the WTSC conducted the first annual statewide traffic safety survey. All technical documentation, the survey instrument, target zero region infographics, and survey dashboards are available on the WTSC website <https://wtsc.wa.gov/statewide-survey/>. In 2023, 10,964 Washingtonians representing all 39 counties participated in the survey. In 2024, 10,559 participated in the survey, bringing the total two-year number of respondents to 21,523. The 2025 survey is currently being conducted. Results are shared on the survey dashboard available here <https://wtsc.wa.gov/statewide-survey-dashboard/>.

A [trend analysis report](#) comparing 2024 to 2023 weighted responses and identified the following key findings:

- The proportion of those who said they had not received any citations, tickets, or warnings in the past 12 months for various traffic violations is higher.
- A higher percentage of respondents said they always wear a seat belt both within a few miles from home and many miles from home.
- A greater proportion of respondents said in the past 30 days they had never driven while manually typing with their cell phone. A smaller proportion said it would be “Very difficult” for them to NEVER talk on a cell phone while holding it and driving.
- A larger proportion of respondents said their employers and their families have various rules and policies in place for driving safely.
- A higher percentage of respondents said they believe people important to them would “Somewhat disapprove” of unsafe driving behaviors.
- A larger proportion of respondents strongly agree the only acceptable number of deaths and serious injuries on our roadways should be zero.

These robust and comprehensive survey data are being used for problem identification and planning, monitoring traffic safety culture indicators, and evaluating the impact of interventions. In addition to our partners, the Legislature, media, and public also have access to this information through the survey dashboard pages.

In addition to the new statewide survey results, infographics, and dashboards, the WTSC released new data products since its last 3HSP update:

- [2024 Distracted Driver Observation Survey](#) brief
- Spotter Patrol briefs for [Distracted Driving](#) and [Seat Belt Use](#)
- [Child Passenger Observation/Intercept Survey](#) 2023 brief
- [American Indian/Alaska Native Traffic Safety](#) brief
- [Traffic Safety Enforcement Case Filings](#) brief
- [Pierce County Smart Signs](#) brief and [dashboard](#)
- New topical dashboards for [Distracted Driving](#), [Speeding](#), [Young Drivers](#), and [Older Drivers](#) involved in fatal crashes. WTSC now has over 20 data dashboards on its website.

Finally, the WTSC is forging partnerships to leverage telematics data in traffic safety planning and evaluation efforts. The Washington Legislature also provided funding to the WTSC to work with telematics providers offering traffic safety analyses. In the previous year two telematics projects were completed and more are in progress. A new website page was launched for sharing these tools and results <https://wtsc.wa.gov/data-collaborations/>.

The WTSC contracted with a vendor to produce a [report](#) using data from June 2022 and June 2023, capturing driver distraction, speeding, and abrupt maneuvers. These data are available at the state level, for all 39 Washington counties, and three metropolitan areas (Seattle, Vancouver, and Spokane). With the availability of this data, the WTSC will no longer conduct the annual distracted driver observation survey and will instead utilize telematics measures to monitor distracted driving prevalence. The report found that 25 percent of trips on Washington roads involve at least one cell phone-related distraction event, significantly higher than the 5-9 percent estimated by the observation survey. This report is currently being updated with data from June 2024 and will be released this summer.

The WTSC was also awarded a grant from the Association of Transportation Safety Information Professionals and Cambridge Mobile Telematics (CMT) to test its new StreetVision platform, a web-based tool for interactive network review and analysis of high-risk driver behavior. Five pilot testers have access to StreetVision between May and October 2025 and are working closely with CMT to provide feedback on the functionality and utility of the platform. Next year a report will be released summarizing use cases and developing a roadmap for integrating telematics data into the Traffic Records Program (TRP).

Finally, 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 conducted network analysis of South King and Yakima Counties, two historically underinvested communities. MMI provided interactive Kepler maps loaded with telematics and crash data, and these tools were shared with stakeholders for use in grant applications, public engagement, and general use. MMI also provided a [report](#) of customized analyses in ten focus areas. In 2025, Washington was again awarded the grant and is the only state to receive this grant twice. WTSC is currently working with MMI and the WSP to develop enforcement

planning and evaluation tools. The current project is expected to be completed by the end of the year.

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 five-year rolling average targets are updated annually and set equal to the updated target zero line value – a straight line to zero in 2030 from the most recent available five-year rolling average. The WSDOT, MPOs, and RTPOs set annual targets based on the updated target zero line. The WTSC set C-1, C-2, and C-3 targets in 2023 based on the target zero line at the time for the 3HSP 2024-2026. While C-1, C-2, and C-3 targets do not match the WSDOT C-1, C-2, and C-3 targets (due to WSDOT annual target zero line updates), we continue to coordinate on shared target setting and match in target setting process.

Certification

The Federal Highway Administration (FHWA) and National Highway Traffic Safety Administration (NHTSA) issued a waiver of the requirement under 23 CFC 490.209(a)(1) providing flexibility to states in establishing identical safety performance targets for the three common measures (number of fatalities, rate of fatalities, and number of serious injuries) between the Highway Safety Improvement Program (HSIP) and the Highway Safety Plan (HSP). Washington is exercising this waiver.

Performance Metrics and Targets Summary

Performance Metric	Most Recent Available Data (2024 preliminary)	FFY 2024 Target*	FFY 2025 Target	FFY 2026 Target
C-1 Number of Traffic Fatalities <i>Five-Year Rolling Average</i>	706.2 <i>2020-2024 Avg</i>	461.3 <i>Target Zero</i>	384.4 <i>Target Zero</i>	307.5 <i>Target Zero</i>
C-2 Number of Serious Injuries <i>Five-Year Rolling Average</i>	3,034.0 <i>2020-2024 Avg</i>	1,939.4 <i>Target Zero</i>	1,616.1 <i>Target Zero</i>	1,292.9 <i>Target Zero</i>
C-3 Fatality Rate per 100M VMT <i>Five-Year Rolling Average</i>	1.215 <i>2020-2024 Avg</i>	0.787 <i>Target Zero</i>	0.656 <i>Target Zero</i>	0.525 <i>Target Zero</i>
C-4 Unrestrained Occupant Fatalities <i>Calendar Year (CY) Totals</i>	141 <i>2024 CY Total</i>	154 <i>Constant</i>	149 <i>-3%</i>	145 <i>-3%</i>
C-5 Alcohol Impaired Driver-Involved Fatalities [FARS Imputed] <i>Calendar Year Totals</i>	294 <i>2023 FARS ARF</i>	262 <i>Constant</i>	262 <i>Constant</i>	262 <i>Constant</i>
C-6 Speeding Related Fatalities <i>Calendar Year Totals</i>	247 <i>2024 CY Total</i>	251 <i>Constant</i>	243 <i>-3%</i>	236 <i>-3%</i>

Performance Metric	Most Recent Available Data (2024 preliminary)	FFY 2024 Target*	FFY 2025 Target	FFY 2026 Target
C-7 Motorcyclist Fatalities <i>Calendar Year Totals</i>	113 <i>2024 CY Total</i>	112 -15%	99 -10%	92 -5%
C-8 Unhelmeted Motorcyclist Fatalities <i>Calendar Year Totals</i>	11 <i>2024 CY Total</i>	0 -100%	0 -100%	0 -100%
C-9 Number of Drivers Ages 20 or Younger Involved in Fatal Crashes <i>Calendar Year Totals</i>	99 <i>2024 CY Total</i>	87 <i>Constant</i>	84 -3%	82 -3%
C-10 Pedestrian Fatalities <i>Calendar Year Totals</i>	152 <i>2024 CY Total</i>	133 <i>Constant</i>	130 -2%	126 -3%
C-11 Bicyclist Fatalities <i>Calendar Year Totals</i>	13 <i>2024 CY Total</i>	11 <i>Constant</i>	11 <i>Constant</i>	10 -5%
APM ¹ -1 Distracted/Inattentive Driver-Involved Fatalities <i>Calendar Year Totals</i>	138 <i>2024 CY Total</i>	98 -3%	95 -3%	92 -3%
APM-2 American Indian/Alaska Native Fatalities <i>Calendar Year Totals</i>	31 <i>2024 CY Total</i>	34 <i>Constant</i>	29 -15%	25 -15%
APM-3 Police Reported/Toxicology Confirmed Alcohol Impaired Driver-Involved Fatalities <i>Calendar Year Totals</i>	174 <i>2024 CY Total</i>	192 <i>Constant</i>	186 -3%	181 -3%
APM-4 Number of Drivers Ages 21-25 Involved in Fatal Crashes <i>Calendar Year Totals</i>	105 <i>2024 CY Total</i>	115 <i>Constant</i>	115 <i>Constant</i>	115 <i>Constant</i>
B-1 Observed Seat Belt Use <i>Calendar Year Rate Estimates</i>	94.6% <i>2024 Estimate</i>	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 and 2023 have been finalized and data for 2024 is preliminary.

Performance Target Metric	Program Areas Linked to Performance Target
C-1 Number of Traffic Fatalities	Chapter 4.1 - Communications
C-2 Number of Serious Injuries	Chapter 4.2 - Community Traffic Services
C-3 Fatality Rate per 100M VMT	Chapter 4.8 - Program Coordination Chapter 4.9 - Research and Data

¹ Additional Performance Measures = APM

Performance Target Metric	Program Areas Linked to Performance Target
	Chapter 4.11 - Traffic Records
C-4 Unrestrained Occupant Fatalities	Chapter 4.7 - Occupant Protection
C-5 Alcohol Impaired Driver-Involved Fatalities [FARS Imputed]	Chapter 4.4 - Impaired Driving
C-6 Speeding Related Fatalities	Chapter 4.10 - Speed
C-7 Motorcyclist Fatalities	Chapter 4.5 - Motorcycle Safety
C-8 Unhelmeted Motorcyclist Fatalities	
C-9 Number of Drivers Ages 20 or Younger Involved in Fatal Crashes	Chapter 4.13 - Young Drivers
C-10 Pedestrian Fatalities	Chapter 4.6 - Non-Motorized Services
C-11 Bicyclist Fatalities	
B-1 Observed Seat Belt Use Rate	Chapter 4.7 - Occupant Protection
APM-1 Distracted/Inattentive Driver-Involved Fatalities	Chapter 4.3 - Distracted Driving
APM-2 American Indian/Alaska Native Fatalities	Chapter 4.12 - Tribal Traffic Safety
APM-3 Police Reported/Toxicology Confirmed Alcohol Impaired Driver-Involved Fatalities	Chapter 4.4 - Impaired Driving
APM-4 Number of Drivers Ages 21-25 Involved in Fatal Crashes	Chapter 4.13 - Young Drivers

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

The C-1, C-2, and C-3 targets are coordinated with WSDOT and fully align with the goal set in the Strategic Highway Safety Plan (SHSP). The goal in Washington’s SHSP is zero fatalities and serious injuries by the year 2030. Overlapping 3HSP and HSIP targets are set on the most recent Target Zero line, a line straight to zero in the year 2030 from the most recent five-year rolling average; a data-driven approach to performance management of an aggressive, time-bound zero goal. This Target Zero approach to statewide performance management of traffic injury-related goals is supported by WSDOT, WTSC, Washington State Patrol (WSP), Department of Licensing (DOL), Department of Health (DOH), Health Care Authority (HCA), Office of Superintendent of Public Instruction (OSPI), and many other agency leaders, legislators, and the Governor.

Regardless of how aggressive or even unrealistic these targets may seem, it is essential for us to set targets that reflect our primary goal of achieving zero traffic fatalities and serious injuries by 2030. After all, the target is just a place to point; it is how you get to that point that really matters. YES, we are off our target, but this is the very information we need to present to our Legislature and other funders and decision-makers to show we are not doing enough. Using a purely statistical approach to target setting may lead to ever-increasing targets, even if this is the most reliable means to achieve targets given current performance trends. However, we

believe you do not change your target because it is hard or because it is subjectively unrealistic and we are Target Zero.

The linear trend line of the five-year rolling average is shown on the common performance measure charts for progress comparison. This is just one simple way to monitor progress toward Target Zero. It is difficult to attribute individual behavior change to specific countermeasures funded under the 3HSP, or even the entire 3HSP portfolio, to direct reductions in fatalities. The 3HSP portfolio is more process-based. According to *Countermeasures that Work* (CTW) (9th Edition, page 2), we know that if we implement a variety of behavioral safety countermeasures and implement them well, we are supporting a strong traffic safety culture; but that is only one small piece of eliminating traffic fatalities and serious injuries or even reducing them. The WTSC has built program and project-level logic models to better link our efforts to these outcomes, but we know some of these linkages will be theoretical and difficult to measure.

While these fatality and serious injury outcome performance measures are required in the 3HSP application, many of the 3HSP countermeasures have not been shown to have a significant direct reduction in fatalities and injuries, especially once major policy milestones have been implemented, such as universal helmet and primary seat belt laws. In contrast, the HSIP infrastructure change impact on safety of all mobilities is better established and is complimented by statistical evaluation methods and guidelines (Highway Safety Manual and Crash Modification Factors) not available for 3HSP countermeasures. For example, WSDOT developed performance curves within its HSIP, Washington's overall approach to infrastructure spending. These performance curves are intended to show how, given different investment levels, safety benefits would be achieved.

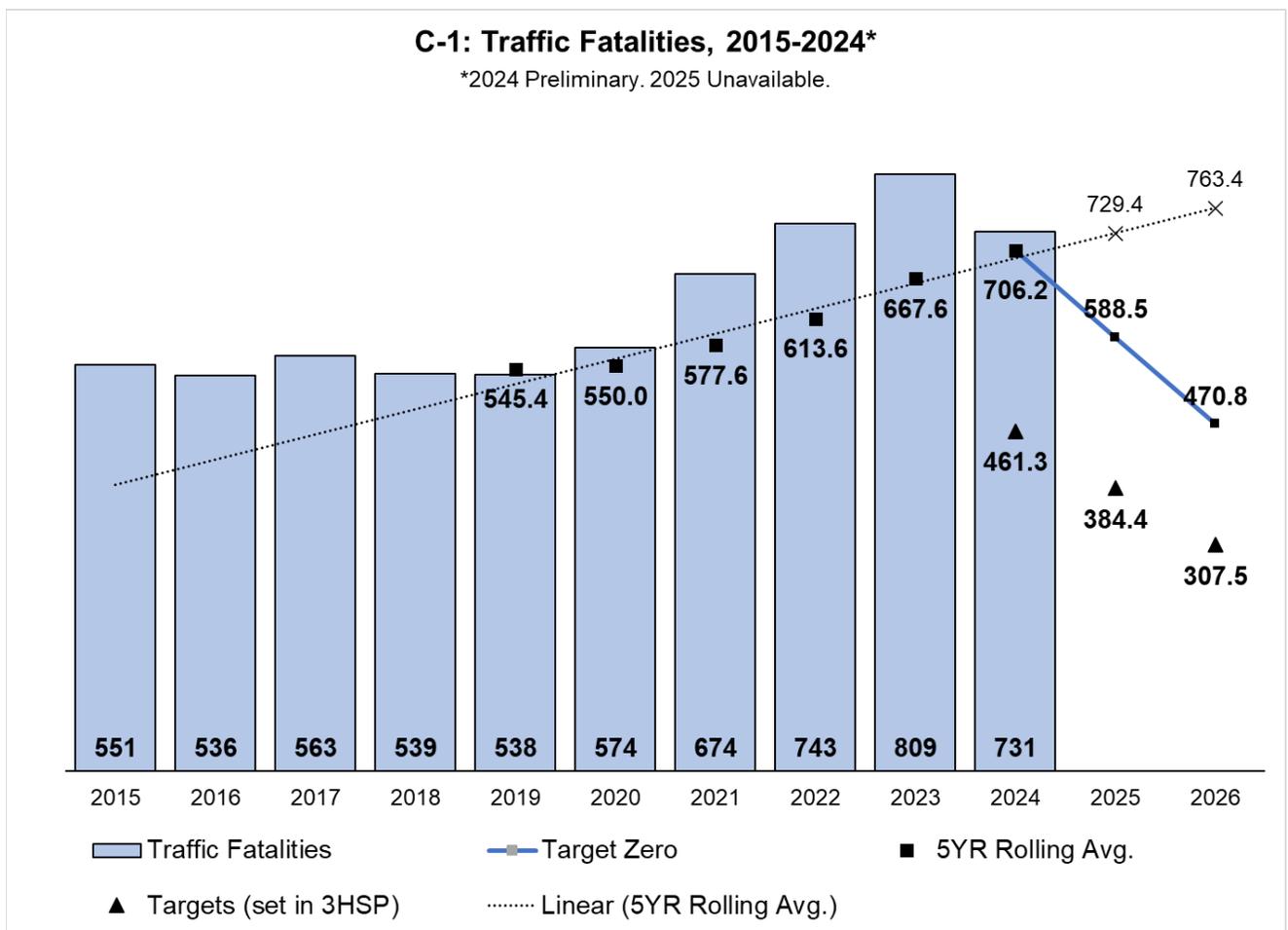
WSDOT implements the HSIP, and it is the efforts of WSDOT throughout its programs that will have the most measurable impact on traffic fatalities and serious injuries. In addition, WSDOT assumes the "penalties" for not meeting the 3HSP/HSIP performance targets, which were not met this year. However, WSDOT already implements the "penalties" because they are good practices and these actions would be carried out regardless of whether the performance targets are met or not met. Further, WSDOT leadership believes that the SHSP sets the right philosophy as no life lost is acceptable. In our collective efforts to achieve safety culture, setting any target that does not lead to Target Zero does not send the right message. Imagine telling the public and the Legislature that we set a target to achieve the same number of fatal and serious injuries and then ask for additional funding to do so. This is not effective, and targets must support the Target Zero goal.

The Commission believes we need to try to reach Target Zero, and the staff of the Commission believes this too. This has been our goal since 2000, and we are not going to give up on our goal now when we still have time to aim toward that target. The WTSC alone cannot measure the impact of non-3HSP investments and efforts on fatalities and serious injuries. However, our partners are the experts in these areas, so when they say our targets should be set on the Target Zero line, we believe them. There is coordinated work being done to see that we reach

our 2030 targets. We will do everything we can to achieve our goals, believing in the philosophy of Target Zero. It is better to attempt to achieve aspirational targets rather than setting flat targets that we meet. Our goal is not to achieve a target; our goal is to save lives and prevent injury.

C-1 Number of Traffic Fatalities

Performance Metric	Most Recent Available Data (2024 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-1 Number of Traffic Fatalities Five-Year Rolling Average	706.2 2020-2024 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 increased

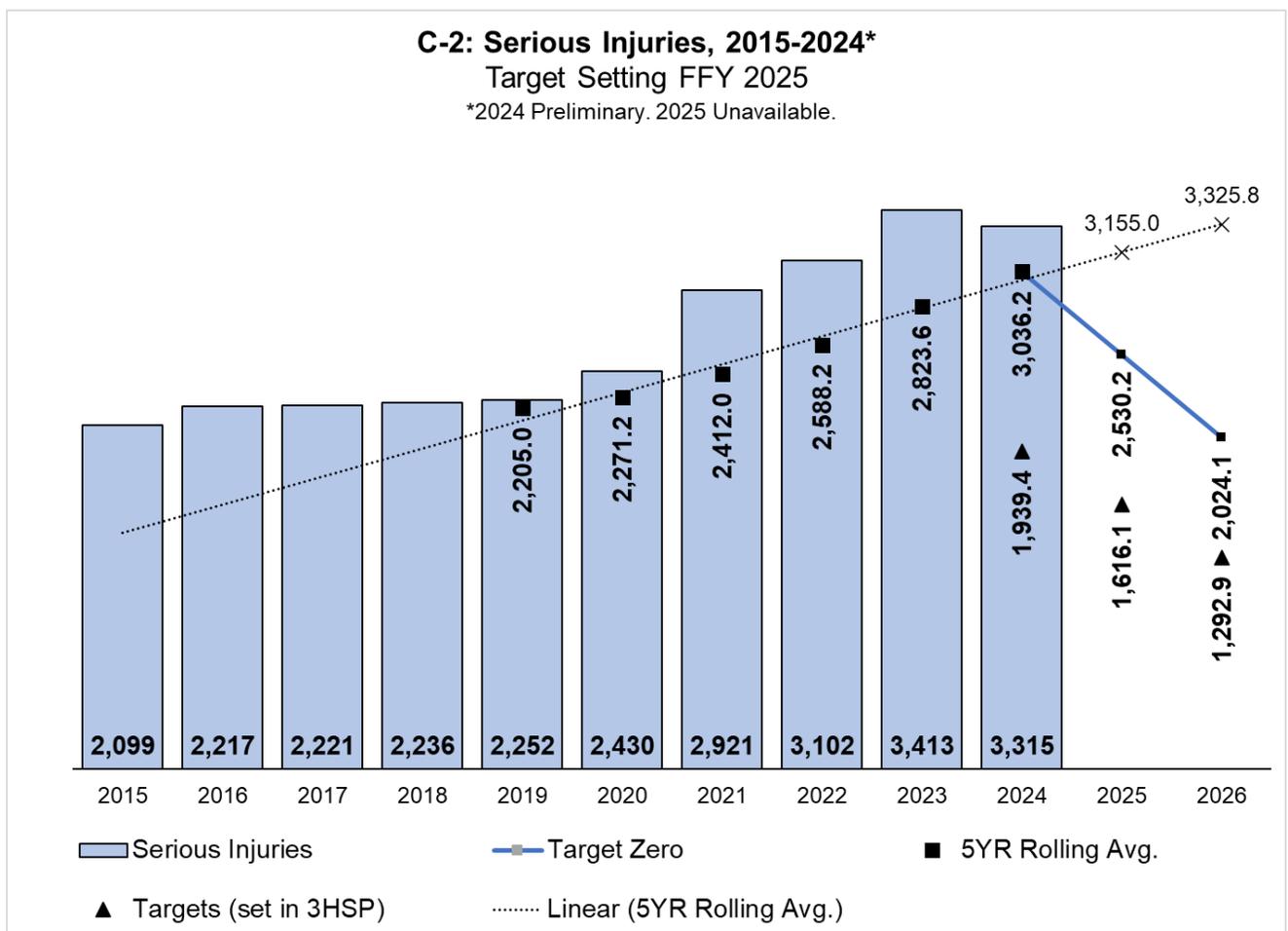
steadily since 2020 and despite decreases indicated for 2024, the target zero targets will not be met.

FFY 2024 Performance Report: NOT MET

FFY 2025 Performance Report: NOT MET

C-2 Number of Serious Injuries in Traffic Crashes

Performance Metric	Most Recent Available Data (2024 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-2 Number of Serious Injuries <i>Five-Year Rolling Average</i>	3,034.0 <i>2020-2024 Avg</i>	1,939.4 <i>Target Zero</i>	1,616.1 <i>Target Zero</i>	1,292.9 <i>Target Zero</i>



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

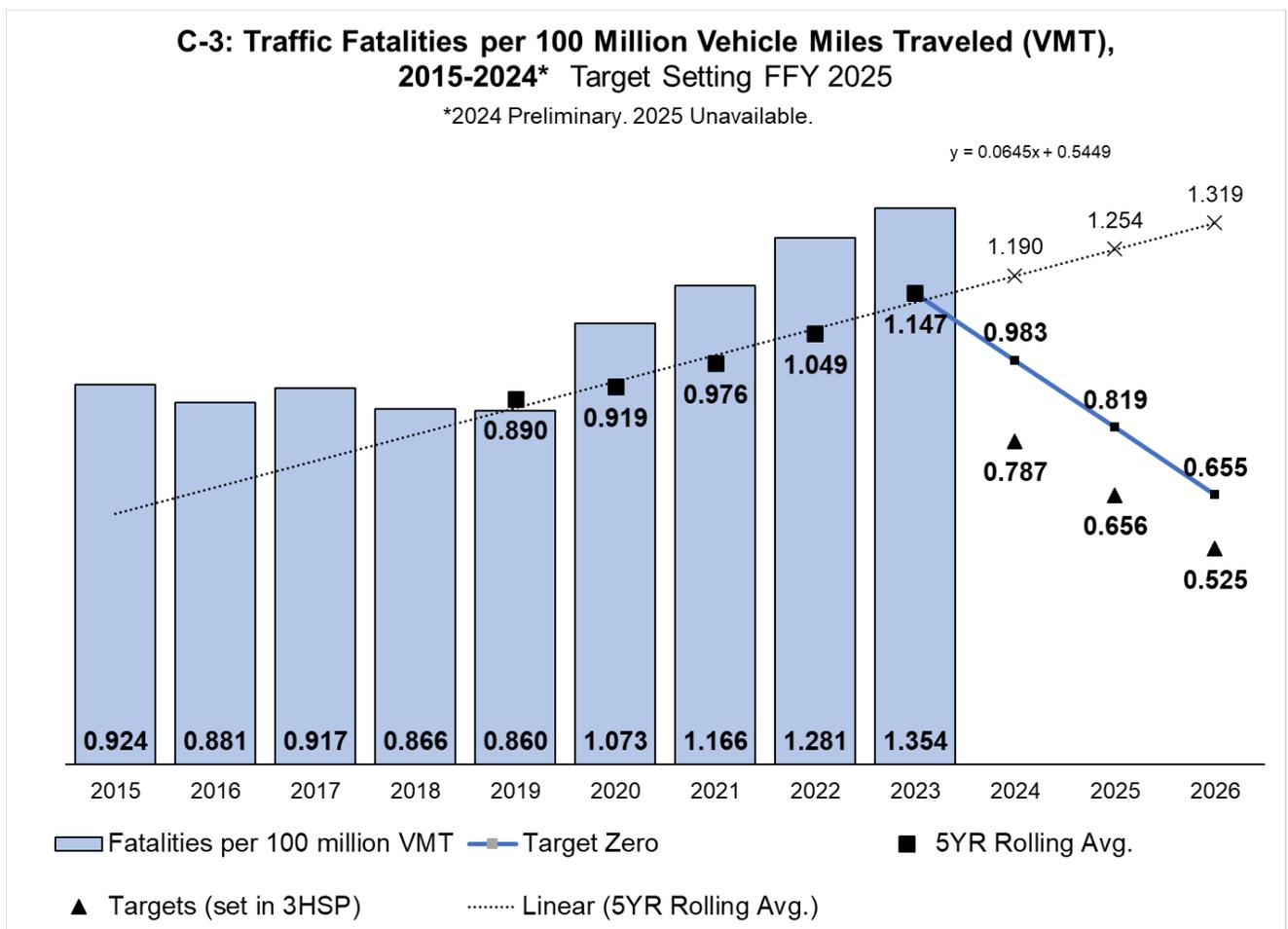
increasing steadily since 2020 and despite decreases indicated for 2024, the target zero targets will not be met.

FFY 2024 Performance Report: NOT MET

FFY 2025 Performance Report: NOT MET

C-3 Fatalities/VMT

Performance Metric	Most Recent Available Data (2024 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-3 Fatality Rate per 100M VMT <i>Five-Year Rolling Average</i>	1.215 <i>2020-2024 Avg</i>	0.787 <i>Target Zero</i>	0.656 <i>Target Zero</i>	0.525 <i>Target Zero</i>



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

Performance Report

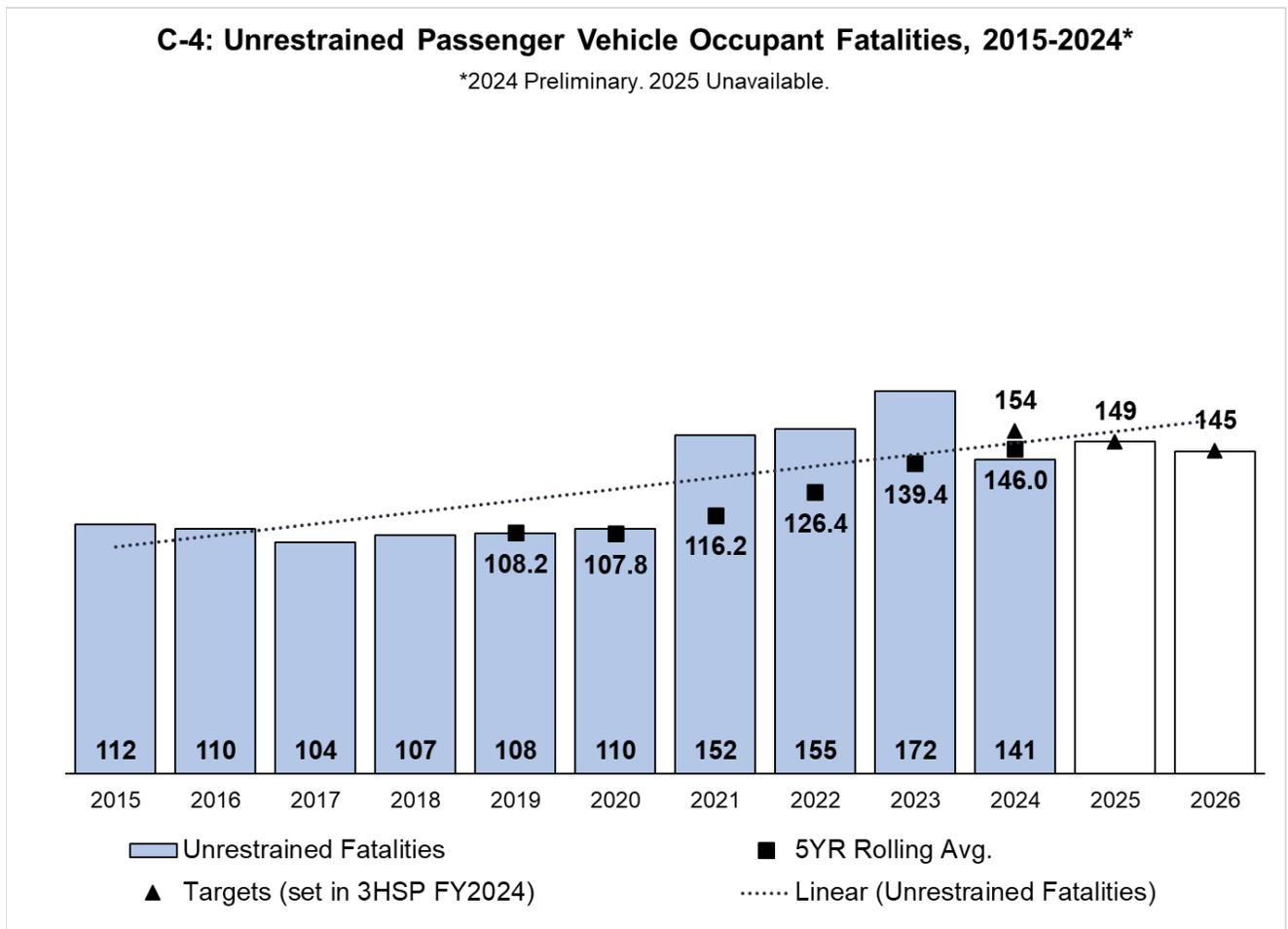
The Target Zero line on which C-3 targets are set is a straight line to zero in 2030 from the most recent available five-year rolling average at the time the target is set. Fatalities have been increasing steadily since 2020. Therefore, the target zero targets will not be met.

FFY 2024 Performance Report: NOT MET

FFY 2025 Performance Report: NOT MET

C-4 Unrestrained Passenger Vehicle Occupant Fatalities

Performance Metric	Most Recent Available Data (2024 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-4 Unrestrained Occupant Fatalities	141 <i>2024 CY Total</i>	154 <i>Constant</i>	149 -3%	145 -3%



Source: Washington Coded Fatal Crash (CFC) files.

Performance Report

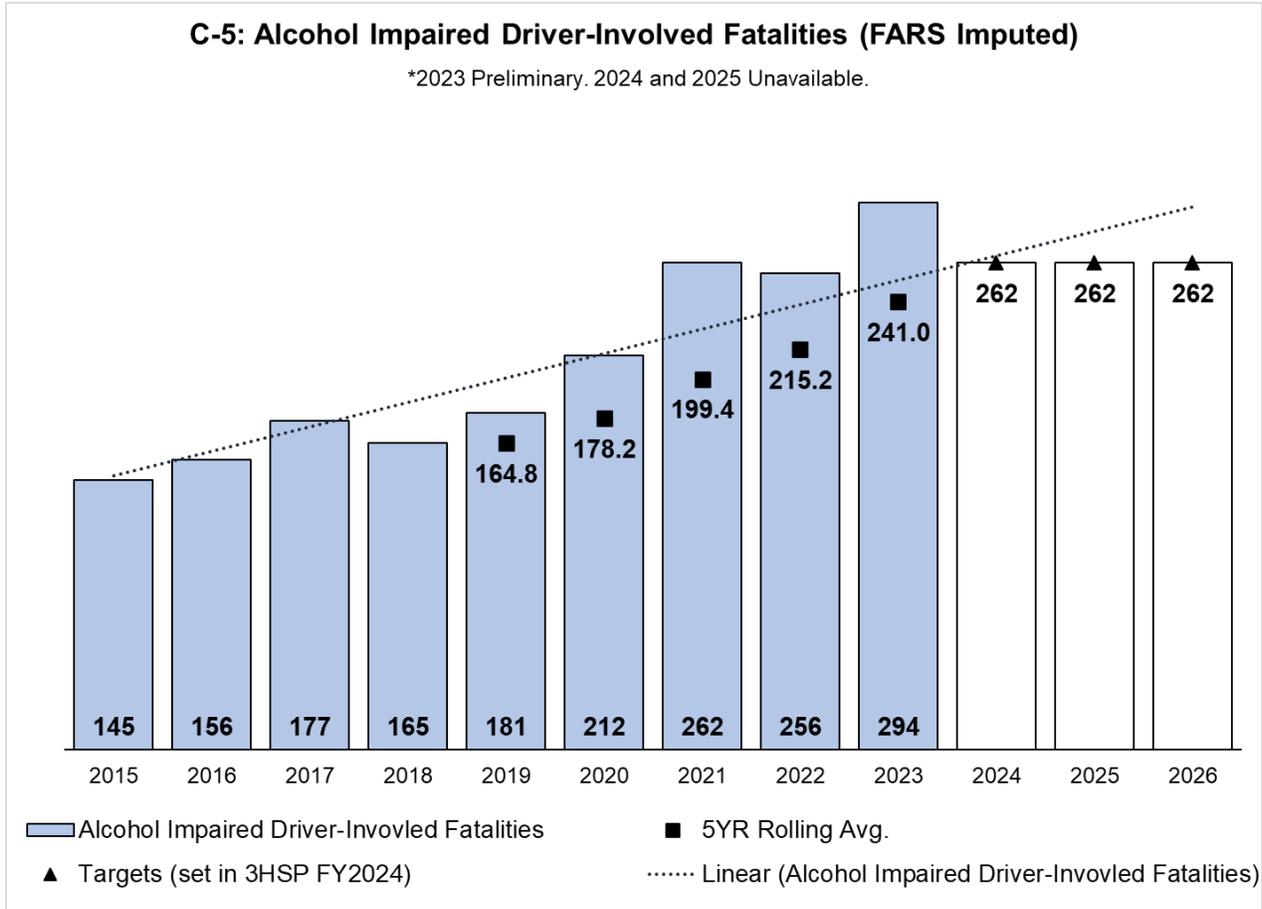
The FFY 2024 target for unrestrained fatalities is 154 (constant target). After holding relatively constant from 2015-2020, unrestrained fatalities increased by 39 percent in 2021, reaching 152 fatalities and remaining virtually unchanged in 2022 at 155. Unrestrained fatalities increased 11 percent in 2023, before decreasing by 18 percent in 2024. The 141 unrestrained fatalities in 2024 are below the constant target of 154, therefore the FFY 2024 target is met.

FFY 2024 Performance Report: MET

FFY 2025 Performance Report: IN PROGRESS

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

Performance Metric	Most Recent Available Data (2023 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-5 Alcohol Impaired Driver-Involved Fatalities [FARS Imputed]	294 <i>2023 FARS ARF</i>	262 <i>Constant</i>	262 <i>Constant</i>	262 <i>Constant</i>



Source: NHTSA State Traffic Safety Information (STSI).

Performance Report

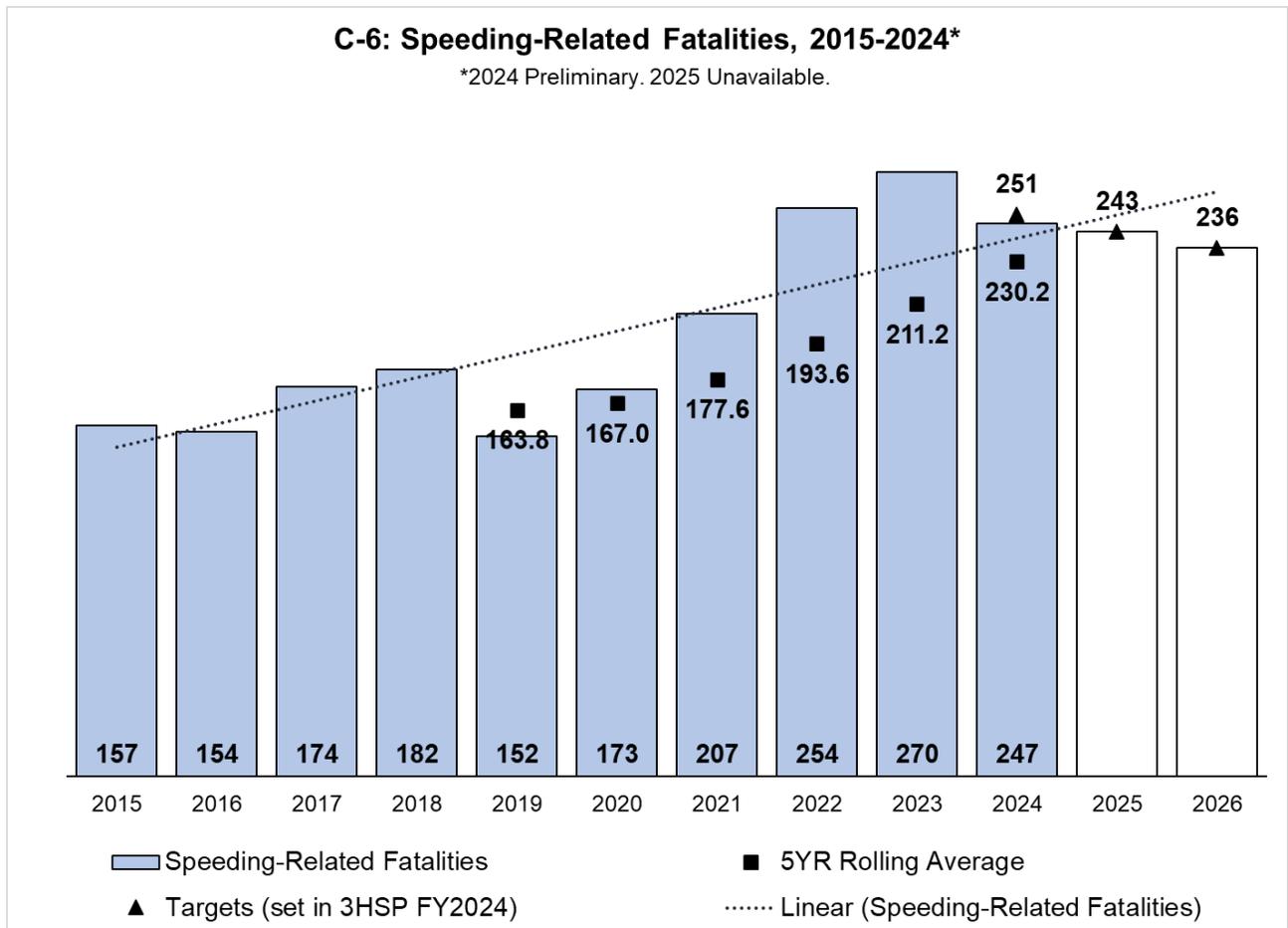
The FFY 2024 target for alcohol impaired driver-involved fatalities (FARS imputed) is 262 (constant target). It is not possible to provide a performance report for this measure, as currently the data available is insufficient. The imputation method is a statistical approach for estimating missing information, 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 2024 Performance Report: IN PROGRESS

FFY 2025 Performance Report: IN PROGRESS

C-6 Speeding Related Fatalities

Performance Metric	Most Recent Available Data (2024 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-6 Speeding Related Fatalities	247 <i>2024 CY Total</i>	251 <i>Constant</i>	243 -3%	236 -3%



Source: Washington Coded Fatal Crash (CFC) files.

Performance Report

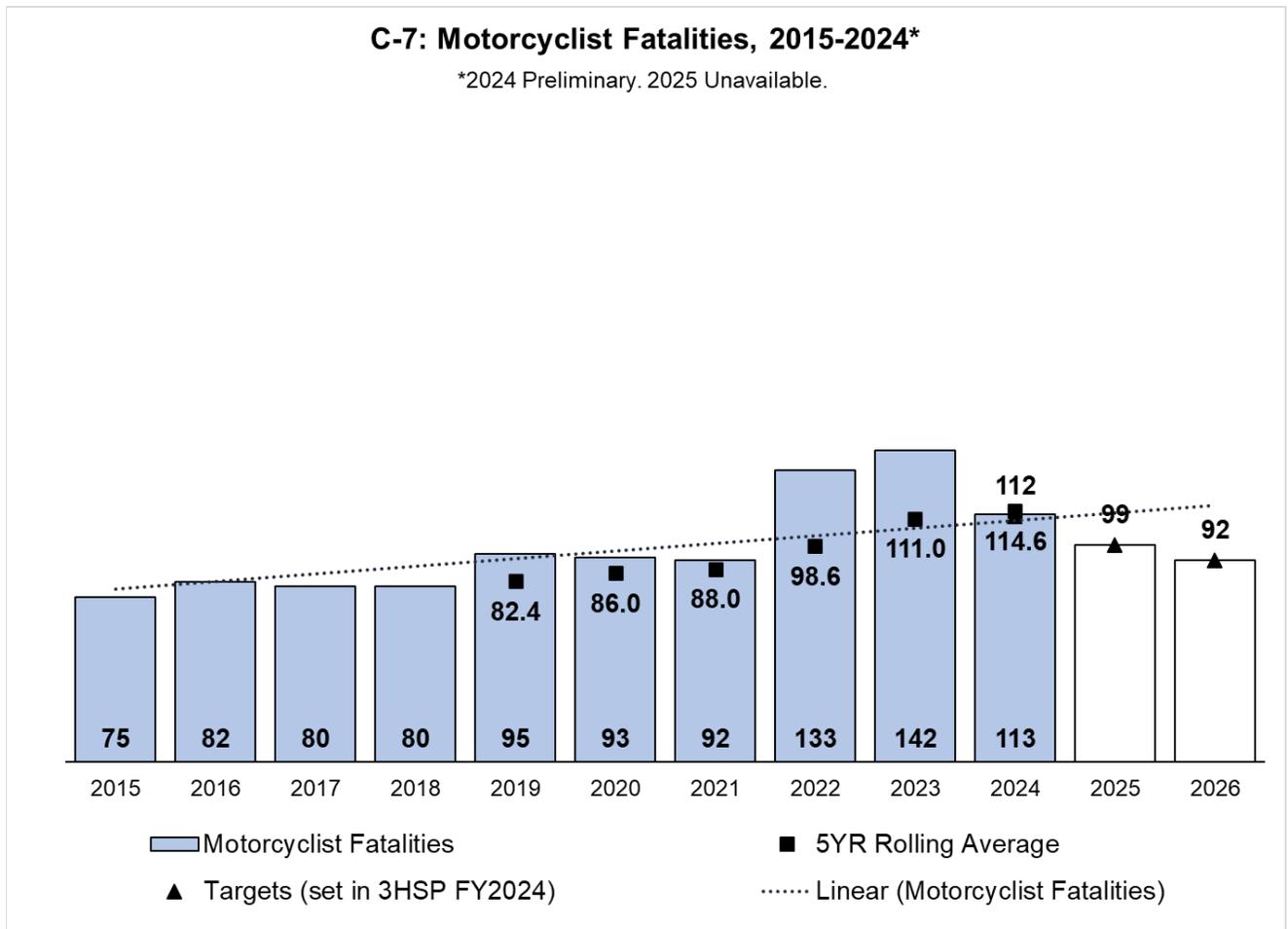
The FFY 2024 target for speeding-related fatalities is 251 (constant target). Speeding-related fatalities increased year-over-year from 2019 to 2023, increasing by 78 percent and reaching a ten-year high of 270 in 2023. In 2024, speeding-related fatalities decreased by 8 percent to 247, which is below the FFY 2024 constant target of 251. Therefore, the FFY 2024 target is met.

FFY 2024 Performance Report: MET

FFY 2025 Performance Report: IN PROGRESS

C-7 Motorcyclist Fatalities

Performance Metric	Most Recent Available Data (2024 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-7 Motorcyclist Fatalities	113 <i>2024 CY Total</i>	112 -15%	99 -10%	92 -5%



Source: Washington Coded Fatal Crash (CFC) files.

Performance Report

The FFY 2024 target for motorcyclist fatalities is 112 (15 percent decrease from baseline). After holding constant from 2019-2021, motorcyclist fatalities increased by 44 percent in 2022, and 7 percent in 2023 reaching a historic high of 142 fatalities. In 2024, motorcyclist fatalities decreased by 20 percent to 113, which is above the FFY 2024 target of 112. Therefore, the FFY 2024 target is not met.

FFY 2024 Performance Report: NOT MET

FFY 2025 Performance Report: IN PROGRESS

C-8 Unhelmeted Motorcyclist Fatalities

Performance Metric	Most Recent Available Data (2024 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-8 Unhelmeted Motorcyclist Fatalities	11 <i>2024 CY Total</i>	0 -100%	0 -100%	0 -100%

	Unhelmeted Motorcyclist Fatalities	Total Motorcyclist Fatalities	Percent of Motorcyclist Fatalities Unhelmeted
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	16	142	11.3%
2024	11	113	9.7%

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 2024 target of zero was not met and considering recent trends, the FFY 2025 target of zero unhelmeted motorcyclists will not be met.

FFY 2024 Performance Report: NOT MET

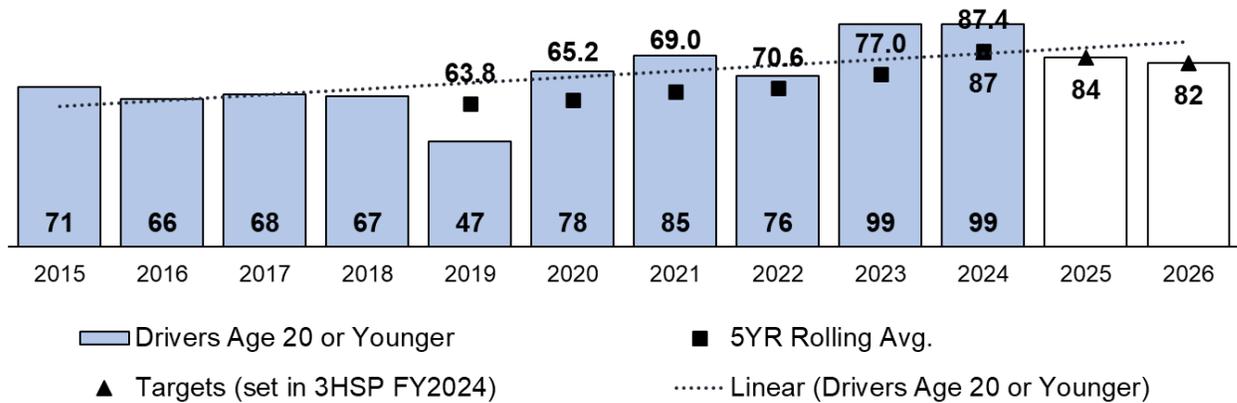
FFY 2025 Performance Report: NOT MET

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

Performance Metric	Most Recent Available Data (2024 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-9 Number of Drivers Ages 20 or Younger Involved in Fatal Crashes	99 <i>2024 CY Total</i>	87 <i>Constant</i>	84 -3%	82 -3%

C-9: Number of Drivers Age 20 or Younger Involved in Fatal Crashes, 2015-2024*

*2024 Preliminary. 2025 Unavailable.



Source: Washington Coded Fatal Crash (CFC) files.

Performance Report

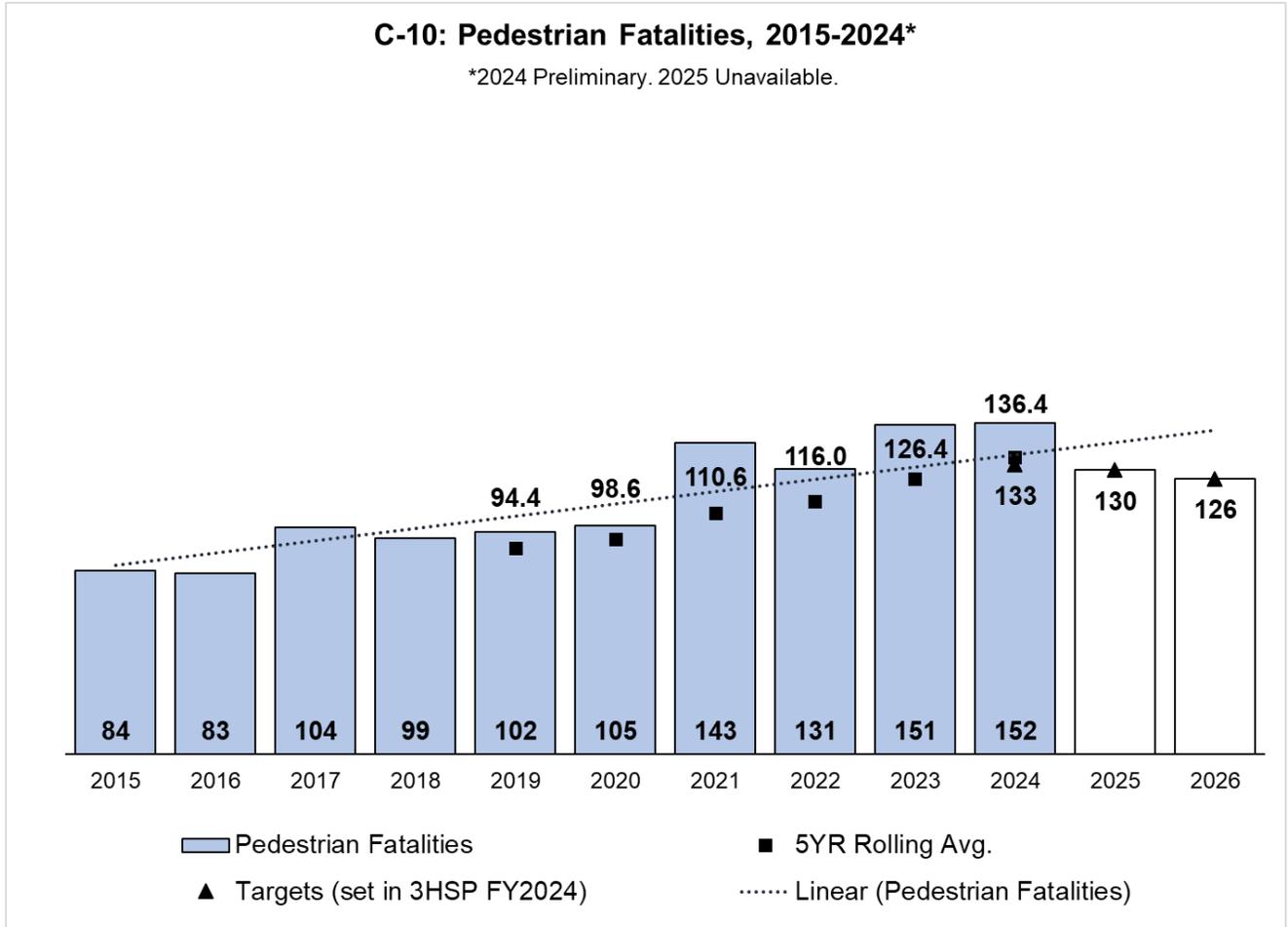
The FFY 2024 target for the number of drivers under age 21 involved in fatal crashes is 87 (constant target). The number of drivers under age 21 involved in fatal crashes increased 30 percent in 2023 to 99. This number remained unchanged in 2024 and was above the FFY 2024 target of 87. Therefore, the FFY 2024 was not met.

FFY 2024 Performance Report: NOT MET

FFY 2025 Performance Report: IN PROGRESS

C-10 Pedestrian Fatalities

Performance Metric	Most Recent Available Data (2024 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-10 Pedestrian Fatalities <i>Calendar Year Totals</i>	152 <i>2024 CY Total</i>	133 <i>Constant</i>	130 <i>-2%</i>	126 <i>-3%</i>



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

Performance Report

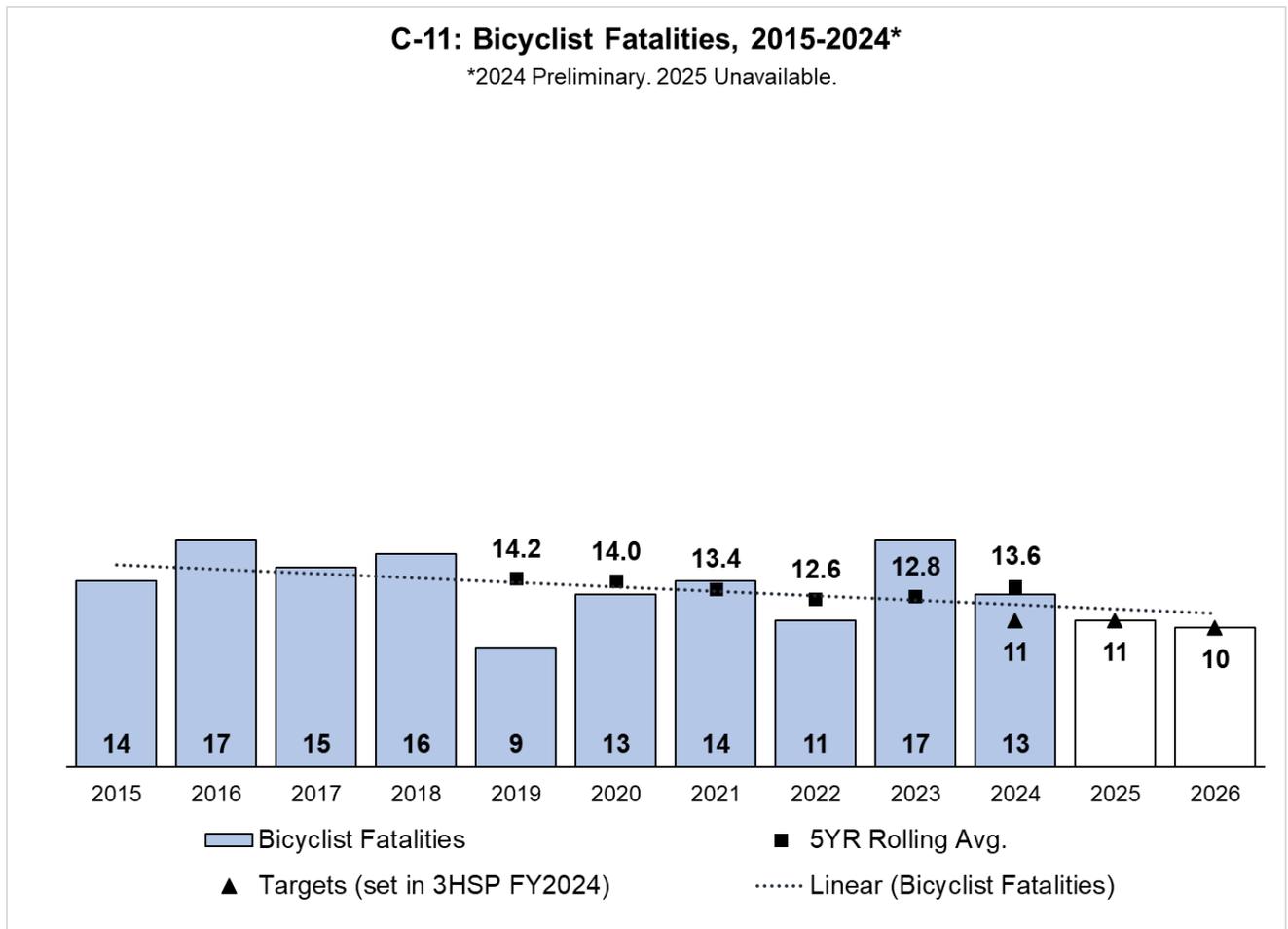
The FFY 2024 target for pedestrian fatalities is 133 (constant target). The number of pedestrian fatalities increased by 36 percent to 143 in 2021. After a decline in 2022 to 131, pedestrian fatalities rose again in 2023 to 151 and to 152 in 2024, the highest number in Washington’s history. The 152 pedestrian fatalities in 2024 are greater than the FFY 2024 target of 133. Therefore, the FFY 2024 target is not met.

FFY 2024 Performance Report: NOT MET

FFY 2025 Performance Report: IN PROGRESS

C-11 Bicyclist Fatalities

Performance Metric	Most Recent Available Data (2024 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
C-11 Bicyclist Fatalities <i>Calendar Year Totals</i>	13 <i>2024 CY Total</i>	11 <i>Constant</i>	11 <i>Constant</i>	10 <i>-5%</i>



Source: Washington Coded Fatal Crash (CFC) files.

Performance Report

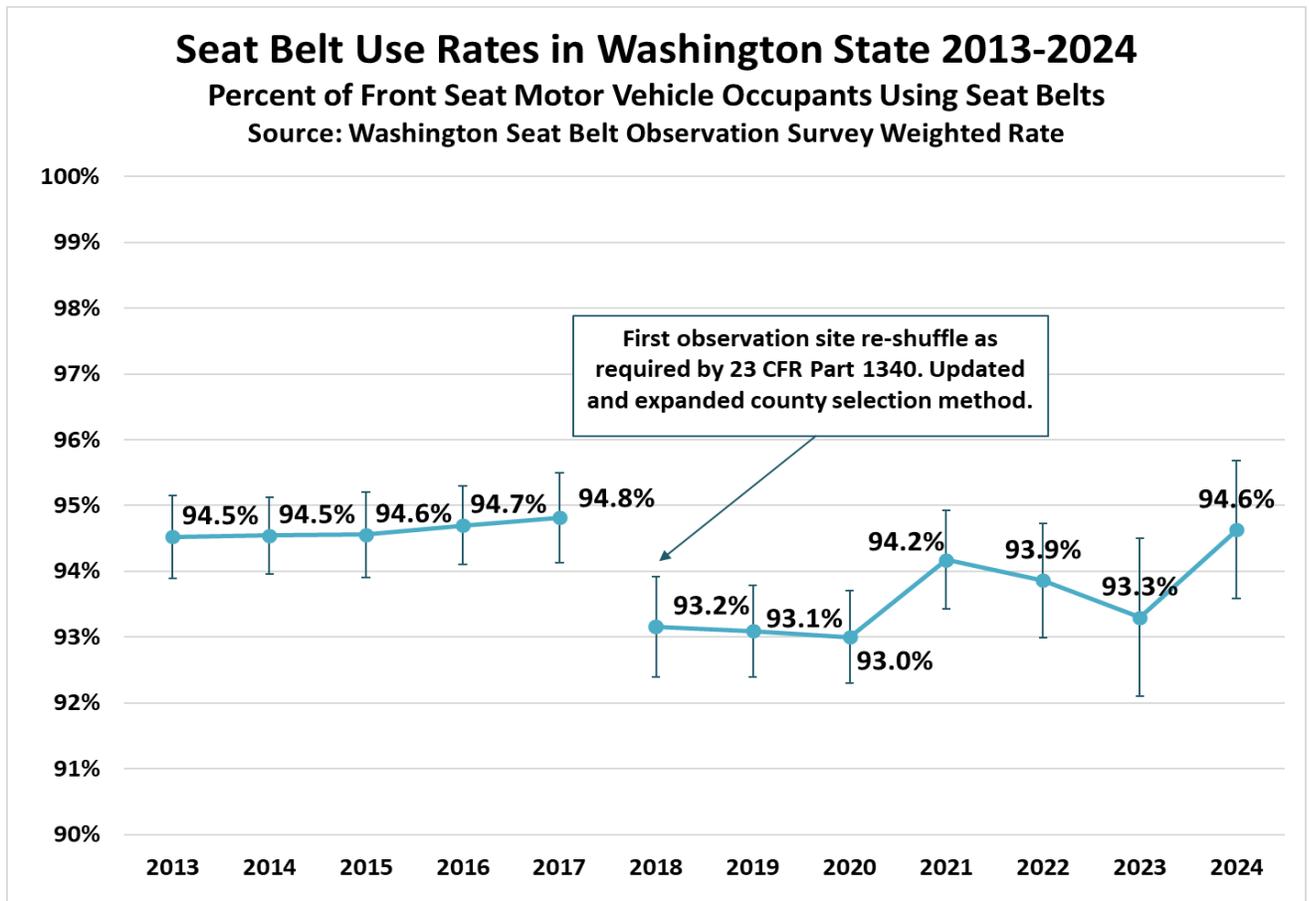
The FFY 2024 target for bicyclist fatalities is 11 (constant target). Bicyclist fatalities increased between 2019 and 2021, dipped in 2022, then increased to a ten-year high of 17 in 2023. In 2024, bicyclist fatalities decreased to 13, which was greater than the FFY 2024 target of 11. Therefore, the FFY 2024 target is not met.

FFY 2024 Performance Report: NOT MET

FFY 2025 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 <i>Calendar Year Rate Estimates</i>	94.6% <i>2024 Estimate</i>	95%	95%	95%



Source: WTSC Annual Seat Belt Observation Survey.

Performance Report

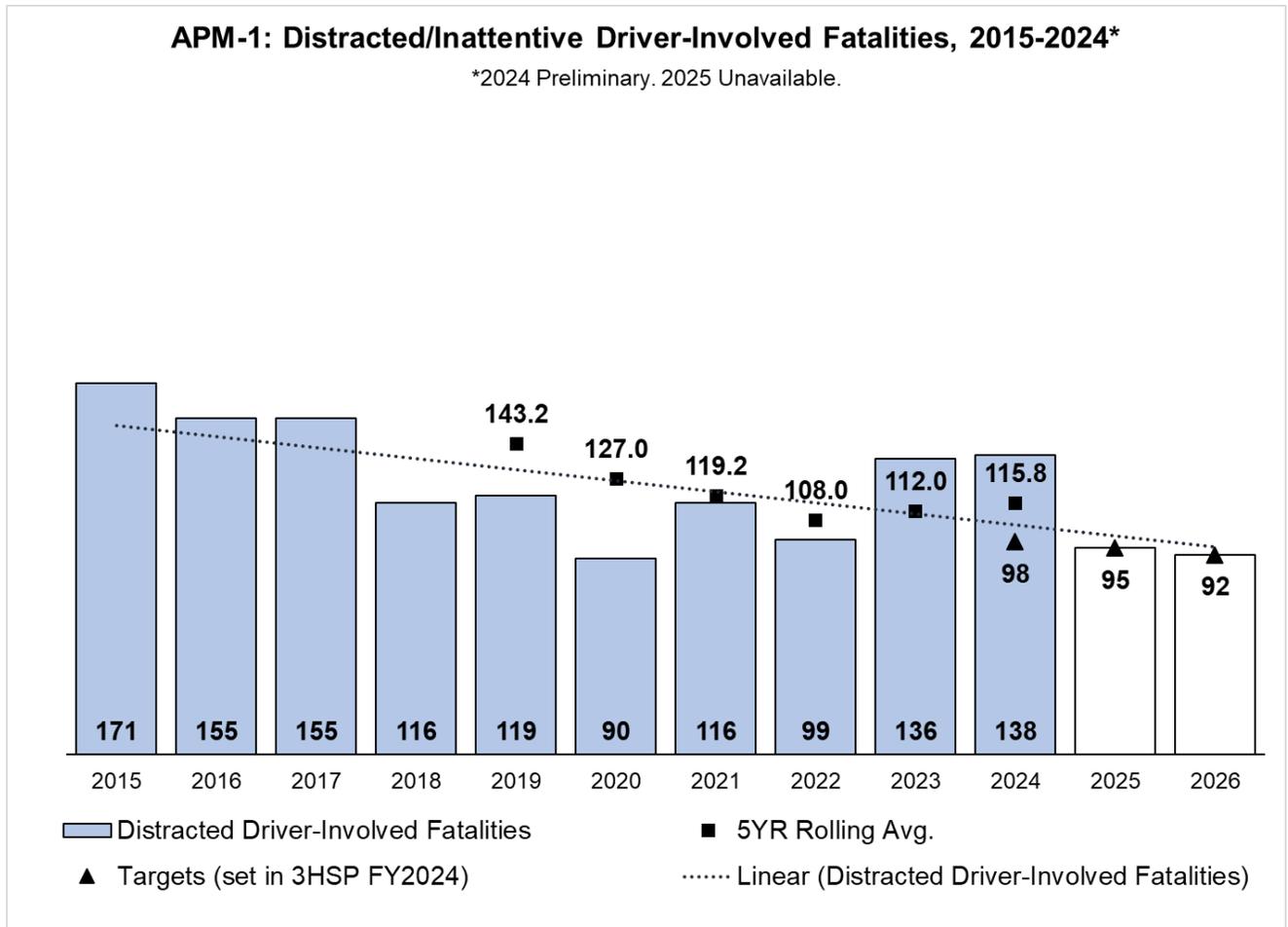
Seat belt observation surveys are conducted annually in June, so at the time of this report the 2025 estimate is not available. The FFY 2025 target remains in progress until the 2025 survey data becomes available.

FFY 2024 Performance Report: NOT MET (However, the upper confidence interval of the estimate does exceed the 95 percent target).

FFY 2025 Performance Report: IN PROGRESS

APM-1: Distracted/Inattentive Driver-Involved Fatalities

Performance Metric	Most Recent Available Data (2024 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
APM-1 Distracted/Inattentive Driver-Involved Fatalities <i>Calendar Year Totals</i>	138 <i>2024 CY Total</i>	98 -3%	95 -3%	92 -3%



Source: Washington Coded Fatal Crash (CFC) files.

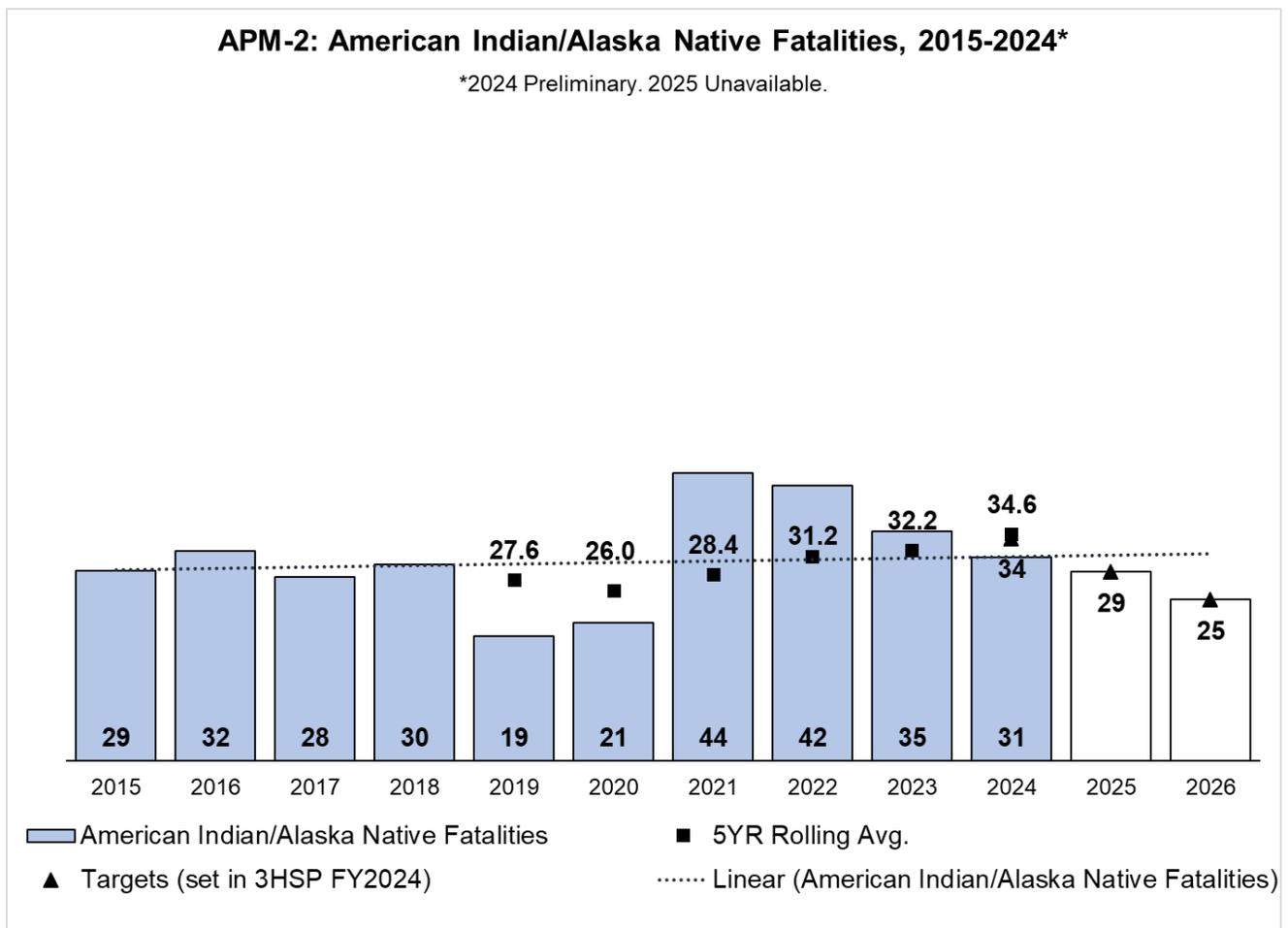
Performance Report

The FFY 2024 target for distracted/inattentive driver-involved fatalities is 98 (3 percent decrease from baseline). 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 by 37 percent to 136, and in 2024 increased to 138, the highest number since 2017 prior to the eDUI law being enacted. The 138 distracted/inattentive driver-involved fatalities exceed the FFY 2024 target of 98. Therefore, the FFY 2024 target is not met.

FFY 2024 Performance Report: NOT MET
 FFY 2025 Performance Report: IN PROGRESS

APM-2: American Indian/Alaska Native Fatalities

Performance Metric	Most Recent Available Data (2024 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
APM-2 American Indian/Alaska Native Fatalities <i>Calendar Year Totals</i>	31 <i>2024 CY Total</i>	34 <i>Constant</i>	29 <i>-15%</i>	25 <i>-15%</i>



Source: Washington Coded Fatal Crash (CFC) files.

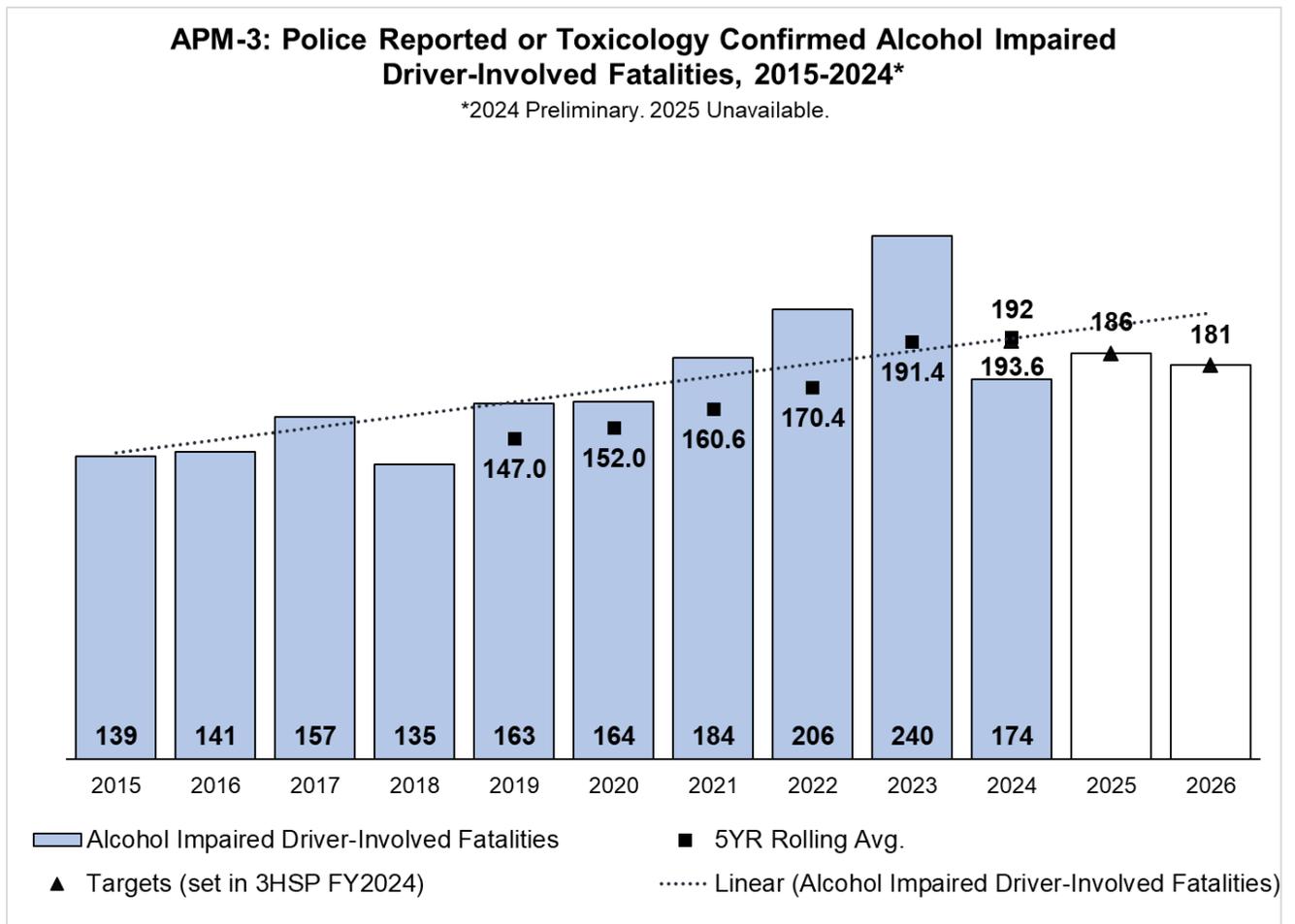
Performance Report

The FFY 2024 target for American Indian/Alaska Native (AI/AN) fatalities is 34 (constant target). AI/AN fatalities more than doubled in 2021. Since 2021, AI/AN fatalities have decreased year-over-year reaching 31 in 2024, which is below the FFY 2024 target of 34. Therefore, the FFY 2024 target is met.

FFY 2024 Performance Report: MET
 FFY 2025 Performance Report: IN PROGRESS

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

Performance Metric	Most Recent Available Data (2024 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
APM-3 Police Reported/Toxicology Confirmed Alcohol Impaired Driver-Involved Fatalities <i>Calendar Year Totals</i>	174 <i>2024 CY Total</i>	192 <i>Constant</i>	186 <i>-3%</i>	181 <i>-3%</i>



Source: Washington Coded Fatal Crash (CFC) files.

Performance Report

The FFY 2024 target for alcohol impaired driver-involved fatalities is 192 (constant target). From 2018 to 2023, the number of alcohol impaired driver-involved fatalities increased year-over-

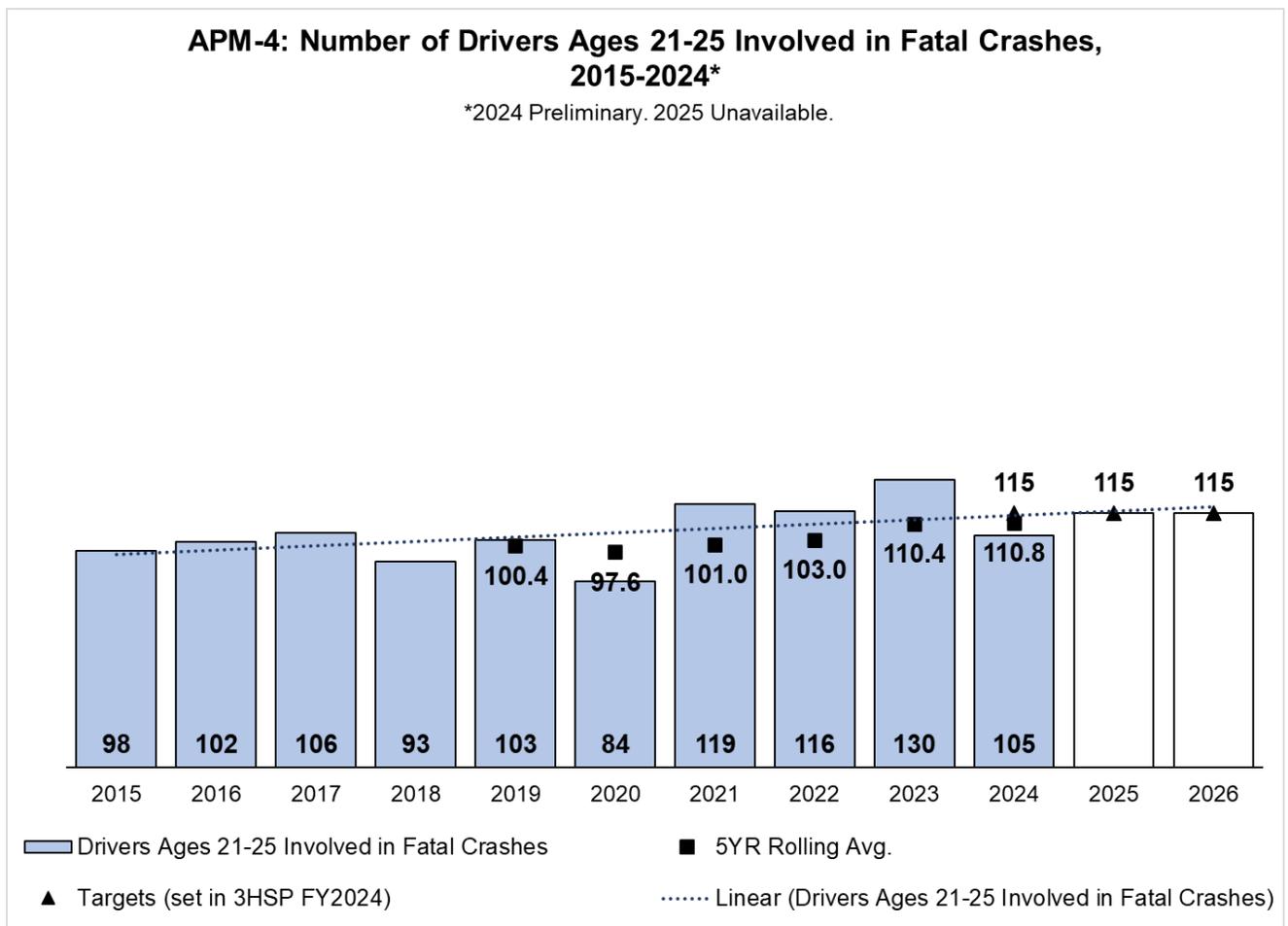
year, reaching a ten-year high of 240 in 2023. Alcohol impaired driver-involved fatalities decreased by 27 percent in 2024 to 174, which is below the FFY 2024 target of 192. Therefore, the FFY 2024 target is met. However, the 2024 preliminary number is likely underreported as there are many pending toxicology reports for drivers involved in fatal crashes.

FFY 2024 Performance Report: MET

FFY 2025 Performance Report: IN PROGRESS

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

Performance Metric	Most Recent Available Data (2024 preliminary)	FFY 2024 Target	FFY 2025 Target	FFY 2026 Target
APM-4 Number of Drivers Ages 21-25 Involved in Fatal Crashes <i>Calendar Year Totals</i>	105 <i>2024 CY Total</i>	115 <i>Constant</i>	115 <i>Constant</i>	115 <i>Constant</i>



Source: Washington Coded Fatal Crash (CFC) files.

Performance Report

The FFY 2024 target for drivers ages 21-25 involved in fatal crashes is 115 (constant target). Drivers age 21-25 involved in fatal crashes reached a ten-year high of 130 in 2023 before decreasing by 19 percent in 2024 to 105. The 105 drivers age 21-25 involved in fatal crashes in 2024 is below the FFY 2024 target of 115. Therefore, the FFY 2024 target is met.

FFY 2024 Performance Report: MET

FFY 2025 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:

Unusually high spending rates over the past few years reduced the amount of reserve funds carried into the next fiscal year. Therefore, funding for Communications and Outreach projects will be reduced for 2026. While federal funds were used effectively, a portion of spending relied on prior year carry forward, resulting in less carry forward available for future use.

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
- Speed
- Motorcycles
- Summer Impaired Driving

We will support heatstroke awareness messaging with a small social media ad buy. Throughout the year, we also share information on other traffic safety topics such as Older Driver Awareness Week, Child Passenger Safety Week, and Pedestrian Safety Month across our social media platforms, 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 line with Public Participation and Engagement requirements, the External Relations Division will establish a community engagement function. This function will support public involvement in planning and implementing traffic safety behavioral programs and will facilitate community input for initiatives such as impaired driving, speeding, active transportation, passenger protection, distracted driving, young drivers, motorcycles, rural communities, and Tribal programs.

Countermeasures:

- Communications and Outreach
- Mass-Media Campaigns – The Mass Media Communications countermeasure will be discontinued as it is solely supported by a single project (“Together We Get There” Walker and Roller Campaign) that is not included in the FFY 2026 list of projects. However, media efforts will continue through the WTSC Paid Media project under the Communications and Outreach countermeasure.

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? **Yes**

Description of why or why not:

Unusually high spending rates over the past few years reduced the amount of reserve funds carried into the next fiscal year. Therefore, we will not plan to fund new creative for the *Together We Get There* brand or media buys outside of the HVE campaign periods. Adjustments made to the work completed in this countermeasure will be through feedback received while developing our *Together We Get There* campaigns via focus groups or listening sessions with community members. The Growing Positive Traffic Safety Culture countermeasure strategy projects are all centered around developing positive traffic culture messaging and educational campaigns and using local resources to broadcast and amplify those messages.

Countermeasures:

- Growing a Positive Traffic Safety Culture

Communications Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
2024 3HSP	NHTSA 402 (bil/supl), 405b (bil/supl) flex, 405d (bil/supl), 405d (bil/supl) flex, 164 Transfer (bil)	\$7,500,000
2025 3HSP Update	NHTSA 402 (bil/supl), 405b (bil/supl) non-flex and flex, 405d (bil/supl) low flex, 405d (bil/supl) mid,	\$17,250,000

	405e Awareness (bil/supl) flex, 405e Laws (bil/supl) flex, 405g (bil/supl), 405h (bil/supl) 24-26	
2026 3HSP Update	NHTSA 402 (IIJA/supl), 405b (IIJA/supl) flex, 405b (IIJA/supl) non-flex, flex, 405d (IIJA/supl) low flex, 405d (IIJA/supl) mid, 405e Awareness (IIJA/supl), 405e Laws (IIJA/supl), 405h (bil/supl) 24-26	\$14,635,000

Factors Influencing Changes in the Federal Fund Description:

The Communications *Estimated 3-Year Allocation* update includes adjustments to federal funding sources. The funding is reduced due to a combination of factors that have lowered the amount of federal funds available for projects in 2026. Over the past few years, WTSC worked to expand funding in communities and build internal capacity to better support traffic safety initiatives. As grantees ramped up spending and inflation drove up costs, the carryforward of federal funds we had built up decreased. While this reflects successful use of available resources, it also means we now have fewer funds to distribute in 2026 and must prioritize funding accordingly.

AGA Projects and Subrecipient: Communications

This section provides project and subrecipient details specific to the Communications Program area.

3.1.1 Communications and Outreach

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

Program	Communications
Countermeasure Strategy	Communications and Outreach
Countermeasure(s)	Communications and Outreach
Project Name	WTSC Paid Media
Project Description	<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.</p> <ul style="list-style-type: none"> • 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. • 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. • 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. • 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. • 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.
Project Location(s)	Statewide

Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	PM26-01, PM26-02, UNATTD26-01, M1HVE26-01, B5PEM26-01, B8APE26-01, B8LPE26-01, M12BPE26-01
Amount of Federal Funds	\$2,250,000
Federal Funding Source(s)	NHTSA 402 (IIJA/supl), 405b (IIJA/supl) non-flex, flex, 405d (IIJA/supl) mid, 405e Awareness (IIJA/supl), 405e Laws (IIJA/supl), 405h (bil/supl) 24-26
Eligible Use of Funds	Paid Advertising, Heatstroke/Unattended Passenger Education, Mid Media/ID Training/Enf Related Exp., Public Education
Planning and Administration Costs	No
Project is a Promised Project	No

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

Program	Communications
Countermeasure Strategy	Communications and Outreach
Countermeasure(s)	Communications and Outreach
Project Name	News Media and Communications Support
Project Description	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 Announcement (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 Move Over, Slow Down, and unsecured loads.
Project Location(s)	Statewide
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	M1*PT26-01
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Amount of Federal Funds	\$150,000
Federal Funding Source(s)	NHTSA 405b (IIJA/supl) flex
Eligible Use of Funds	Traffic Enforcement Services - Communications Program
Planning and Administration Costs	No
Project is a Promised Project	No

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

Program	Communications
Countermeasure Strategy	Communications and Outreach
Countermeasure(s)	Communications and Outreach
Project Name	Website Maintenance and Support
Project Description	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.
Project Location(s)	Statewide
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	M1*CP26-01
Amount of Federal Funds	\$30,000
Federal Funding Source(s)	NHTSA 405b (IIJA/supl) flex
Eligible Use of Funds	Community Traffic Safety Programs
Planning and Administration Costs	No
Project is a Promised Project	No

Project #4: 2026-FG-5666-Community Outreach and Engagement

Program	Communications
Countermeasure Strategy	Communications and Outreach
Countermeasure(s)	Communications and Outreach
Project Name	Community Outreach and Engagement
Project Description	The WTSC will use this funding to sign a contract with a vendor that specializes in community engagement activities. WTSC and the vendor will identify and work with Community Based Organizations (CBOs) in Washington, with a focus on communities overrepresented in fatal and serious crashes. Over the longer term, developing relationships with CBOs and their constituents will help WTSC to recruit community members to provide input, form groups, and conduct outreach in communities most affected by traffic safety crashes.
Project Location(s)	The focus will be Yakima and King Counties. Other locations are to be determined.
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	The purpose of the project is to conduct meaningful community engagement with overrepresented communities in crash fatality data. 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.

Project Agreement Number	CP26-04
Amount of Federal Funds	\$80,000
Federal Funding Source(s)	NHTSA 402 (IIJA/supl)
Eligible Use of Funds	Community Traffic Safety Programs
Planning and Administration Costs	Yes
Project is a Promised Project	No

3.1.2 Growing a Positive Traffic Safety Culture

Project #5: 2024-FG-5026-TZM Communications Lead

Program	Communications
Countermeasure Strategy	Growing a Positive Traffic Safety Culture
Countermeasure(s)	Growing a Positive Traffic Safety Culture
Project Name	TZM Communications Lead
Project Description	<p>This project establishes the WTSC’s lead in providing strategic communication support and direction to the Target Zero Manager (TZM) program. The contractor’s activities will center on three primary responsibilities:</p> <ul style="list-style-type: none"> • 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"> ○ Developing or testing creative ways to engage with the public and act as a “testing lab” for innovative ideas. ○ Testing curricula used by the business community to establish positive driving policies. ○ Establishing best practices and how-to resources for TZMs to work with local media. ○ Supporting TZMs in developing regular communication channels with their local media network. ○ Conducting focus groups to test key messaging. ○ Providing technical assistance to TZMs throughout the state. • 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. • 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. <p>Sub-recipient: WTSC’s sub-contractor will be selected for this contract.</p>
Project Location(s)	17 TZM Regions. See Attachment C
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	M1*CP26-02
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Amount of Federal Funds	\$150,000
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Federal Funding Source(s)	NHTSA 405b (IIJA/supl) flex
Eligible Use of Funds	Community Traffic Safety Programs
Planning and Administration Costs	No
Project is a Promised Project	No

Project #6: 2024-FG-5027-TZM PCN Media Mini-Grants

Program	Communications
Countermeasure Strategy	Growing a Positive Traffic Safety Culture
Countermeasure(s)	Growing a Positive Traffic Safety Culture
Project Name	TZM PCN Media Mini-Grants
Project Description	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.
Project Location(s)	17 TZM Regions. See Attachment C
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	FDL*CP26-01
Amount of Federal Funds	\$150,000
Federal Funding Source(s)	NHTSA 405d (IIJA/supl) low flex
Eligible Use of Funds	Community Traffic Safety Programs
Planning and Administration Costs	No
Project is a Promised Project	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

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 will remain consistent with current practices. We will continue to work to maximize the number of education offerings to rural communities in balance with physician and nurse educator capacity. We will continue to expand education opportunities and to track the efficacy of training through pre and post course 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 adjustment that will be implemented in FFY 2026 is the addition of HVE activity in pedestrian crossings. As mentioned in the problem identification, Washington has seen a dramatic increase in vehicular fatalities involving pedestrians, with a record high 157 pedestrian fatalities in 2023. WTSC has made enhancements to the digital activity log and online invoicing process to allow pedestrian focused HVE beginning in FFY 2026.

Another change is that HVE funding will be reduced compared to recent years. This reduction is due to unusually high spending rates over the past few years, reducing the amount of

reserve funds carried into the next fiscal year. However, WTSC hopes to add funding back to the HVE program if actual FFY 2025 spending is less than what is currently projected.

Other elements of this countermeasure strategy will continue.

Countermeasures:

- Impaired Driving: High-Visibility Saturation Patrols
- Seat Belts and Child Restraints: Short-Term, High-Visibility Seat Belt Law Enforcement
- Speeding: High-Visibility Enforcement
- Distracted Driving: High-Visibility Cell Phone Enforcement
- Motorcycle Safety: Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions
- Pedestrian Safety: High-Visibility Enforcement at Pedestrian Crossings – **New** (See details below)

New Countermeasure: Pedestrian Safety: High-Visibility Enforcement at Pedestrian Crossings

NOTE: This amendment is being proposed to respond to increased fatalities of pedestrians by applying a new countermeasure.

Problem ID

Pedestrian fatalities were a record-high of 157 in 2023 and pedestrian serious injuries reached 472, also a record high for the state. Adding the new countermeasure focused on pedestrian safety enforcement will increase enforcement and influence the behavior of drivers in focus areas as well as raise public awareness of this growing concern.

Problem/Focus Areas and Populations:

Enforcement will focus on areas with high pedestrian vulnerability, such as in intersections with highly trafficked crosswalks. Each local traffic safety task force will determine if conducting this type of enforcement is appropriate for their area, based on crash data and law enforcement feedback.

Countermeasure Strategy: Link to specific problem ID	Countermeasure
<p>Countermeasure Strategy: High Visibility Enforcement (HVE)</p> <p>Countermeasure description of how Washington will implement: Enforcement will focus on areas with high pedestrian vulnerability, such as in intersections with highly trafficked crosswalks. The</p>	<p>Pedestrian Safety: High-Visibility Enforcement at Pedestrian Crossings NHTSA (3 stars)</p>

<p>spotter/chaser enforcement model will most often be used for these HVE patrols.</p> <p>Justification for the change: Adding pedestrian safety as an HVE category will enable local and state law enforcement to address the growing problem of pedestrian deaths on Washington’s roadways.</p>	
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Countermeasure Strategy Link to Performance Targets

High Visibility Enforcement (HVE)

This countermeasure strategy influences road users by deterring dangerous driving behaviors by creating a perception of heightened law enforcement presence. HVE is designed to create deterrence through the increased expectation of a citation/fine/arrest, and the heightened presence of law enforcement. It also stops offending drivers at the point of offense. This countermeasure works by preventing dangerous driving behaviors and stopping those who still decide to engage in those behaviors.

HVE has been a proven countermeasure for many years. This countermeasure, when all its components are taken together, is a best practice recognized by the NHTSA. Through this strategy, partnerships at the state and local levels are engaged to show communities that dangerous driving behaviors will not be tolerated. When drivers believe they will be stopped for driving dangerously, they will refrain from engaging in these behaviors. This strategy influences the general driving public.

Considerations Used to Select Projects

High Visibility Enforcement

- NHTSA’s Uniform Guidelines, Guideline No. 15: Traffic Enforcement Services, Section IV Traffic Law Enforcement.
- A theory of change was created to describe the mechanism by which change would occur, and all pertinent assumptions were included in that analysis.
- Regional Traffic Safety Task Forces will submit applications for funding that provide a clear problem ID and explanation of how the funds will be used to support local-level efforts.

3.2.3 Non-Commercial Driver Licensing

Adjustment:

Is the implementation of the *Non-Commercial Driver Licensing* countermeasure strategy being adjusted? **Yes**

Description of why or why not:

At this time, no projects are planned to support this countermeasure strategy or countermeasure due to changes in the grantee's organizational priorities. Despite the end of the project, the internal strategic plan that was developed in FFY 2025 is projected to inform the organization's future traffic safety work for the next five years.

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 now in our first year of deployment with Fire, Emergency Medical Service (EMS), Law Enforcement, and Department of Transportation (DOT) partners and are continuing to identify new partners and are collecting deployment data and evaluating the effectiveness of digital alert technology.

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? **No**

Description of why or why not:

The Target Zero Managers will be in the third year of their three-year agreements in FFY 2026. The WTSC will continue training and implementing the current scope of work for TZMs to help them move forward with building their regional coalitions. Regional coalitions follow the 7-step Positive Culture Framework. TZMs work with their coalitions to examine available data, determine traffic safety priorities, implement strategies, and evaluate effectiveness at the local level.

Countermeasures:

- Target Zero Managers
- King County Traffic Safety Corridor Support

3.2.6 Traffic Enforcement and Professional Development

Adjustment:

Is the implementation of the *Traffic Enforcement and Professional Development* countermeasure strategy being adjusted? **No**

Description of why or why not:

Law enforcement training in traffic enforcement and related topics continues to be relatively minimal at cadet academy and the agency levels. FFY 2025 was the 3rd year of implementation for this strategy, and feedback from WTSC’s law enforcement partners has shown that ongoing training is still needed. Implementation of this strategy fills this void.

Countermeasures:

- Traffic Enforcement and Professional Development

Community Traffic Services Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
2024 3HSP	NHTSA 402 (bil/supl), 405d (bil/supl), 405d (bil/supl) flex, 405d 24/7 (bil), 405h (bil) 2024 funds	\$11,526,502
2025 3HSP Update	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
2026 3HSP Update	NHTSA 402 (IIJA/supl), 405b (IIJA/supl) flex, 405d (IIJA/supl) low flex, 405d (IIJA/supl) mid, 405d 24/7 (IIJA/supl) flex, 405e Awareness (IIJA/supl) flex, 405e Laws (IIJA/supl), 405e Laws (IIJA/supl) flex, 405h (IIJA/supl) 24-26	\$17,994,343

Factors Influencing Changes in the Federal Fund Description:

The change in the Federal Fund Description reflects changes to federal funding sources and adjustments in program project funding that impact the Estimated 3-Year Allocation.

AGA Projects and Subrecipient: Community Traffic Services

This section provides project and subrecipient details specific to the Community Traffic Services program area.

3.2.1 Emergency Medical Services, Human Resources and Training

Project #7: 2026-FG-5655-Rural Trauma Team Development Course

Program	Community Traffic Services
Countermeasure Strategy	Emergency Medical Services, Human Resources and Training
Countermeasure(s)	Rural Post-Crash Care, Clinical Provider Support
Project Name	Rural Trauma Team Development Course
Project Description	<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 patients. 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., 2024) (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. The course uses a case study approach. All case studies are traffic related.</p>
Project Location(s)	Statewide. Courses will be hosted at rural hospitals and larger facilities, but open to participants from across the state.
Subrecipient(s)	American College of Surgeons - Washington State Committee on Trauma
Organization Type	Non-Profit

Public and Community Engagement /Participation	No
Project Agreement Number	M1*EM26-01
Amount of Federal Funds	\$50,000
Federal Funding Source(s)	NHTSA 405b (IIJA/supl) flex
Eligible Use of Funds	Emergency Medical Services
Planning and Administration Costs	No
Project is a Promised Project	No

3.2.2 High Visibility Enforcement (HVE)

Project #8: 2026-FG-5688-WSP HVE

Program	Community Traffic Services
Countermeasure Strategy	High Visibility Enforcement (HVE)
Countermeasure(s)	HVE: Impaired Driving Enforcement; Seat Belt Law Enforcement; Speeding Enforcement; Distracted Driving Enforcement; Motorcycle Alcohol Impairment
Project Name	WSP HVE
Project Description	<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"> • Impaired driving enforcement during the Holiday DUI campaign in December 2025. • Distracted driving enforcement during the Distracted Driving campaign in April 2026. • Seat belt enforcement during the Click It or Ticket campaign in May 2026. • Impaired driving enforcement during the Summer DUI campaign in August 2026.

Project Location(s)	WSP's eight (8) Districts. See Attachment E
Subrecipient(s)	Washington State Patrol
Organization Type	Law Enforcement - State
Public and Community Engagement /Participation	No
Project Agreement Number	PT26-02, FDL*PT26-01, M5HVE26-02, B8LDDLE26-02
Amount of Federal Funds	\$915,000
Federal Funding Source(s)	NHTSA 402 (IIJA/supl), 405d (IIJA/supl) low flex, 405d (IIJA/supl) mid, 405e Laws (IIJA/supl)
Eligible Use of Funds	Traffic Enforcement Services - Traffic Law Enforcement To include emphasis in: Motorcycle Safety; Safety Belts; Speed Management; Distracted Driving; and Impaired Driving
Planning and Administration Costs	No
Project is a Promised Project	No

Project #9: 2026-FG-5687-Local HVE - Administration, Enforcement, and Resources

Program	Community Traffic Services
Countermeasure Strategy	High Visibility Enforcement (HVE)
Countermeasure(s)	HVE: Impaired Driving High-Visibility Saturation Patrols; Seat Belts and Child Restraints: Short-Term, High-Visibility Seat Belt Law Enforcement ; Speeding: High-Visibility Enforcement; Distracted Driving: High-Visibility Cell Phone Enforcement; Motorcycle Safety: Alcohol-impaired Motorcyclists: Detection, Enforcement, and Sanctions; Pedestrian Safety: High-Visibility Enforcement at Pedestrian Crossings
Project Name	Local HVE - Administration, Enforcement, and Resources
Project Description	<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. WTSC Grant Management System (WEMS), the digital grants management system also has the capability of tracking HVE focused on non-motorized or pedestrian enforcement. The goal is to make this type of HVE available for funding in FFY 2026, pending future planning and resource availability.</p> <p>Funding for enforcement activities will be awarded to local law enforcement agencies following an application process using data to support funding decisions.</p>

	<p>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.</p> <p>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"> ▪ Impaired driving enforcement during the Holiday DUI campaign in December. ▪ Distracted driving enforcement during the Distracted Driving campaign in April. • Seat belt enforcement during the Click It or Ticket campaign in May. • Impaired driving enforcement during the Summer DUI campaign in August.
Project Location(s)	Statewide funding prioritized for counties and areas according to data analysis.
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	PT26-01, M5HVE26-01, B8LDDLE26-01
Amount of Federal Funds	\$1,735,000
Federal Funding Source(s)	NHTSA 402 (IIJA/supl), 405d (IIJA/supl) mid, 405e Laws (IIJA/supl)
Eligible Use of Funds	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.
Planning and Administration Costs	No
Project is a Promised Project	No

3.2.3 Non-Commercial Driver Licensing

The project under this countermeasure strategy will not continue in FFY 2026 due to changes in the grantee's organizational priorities. While no additional projects have been identified at this

time, the countermeasure strategy and countermeasure will remain in the AGA in case a future amendment request is submitted to add projects under this countermeasure.

3.2.4 Preventing Roadside Deaths – Digital Alerting

Project #10: 2026-FG-5659-Preventing Roadside Deaths - Digital Alert Technology

Program	Community Traffic Services
Countermeasure Strategy	Preventing Roadside Deaths – Digital Alerting
Countermeasure(s)	Preventing Roadside Deaths – Digital Alerting
Project Name	Preventing Roadside Deaths - Digital Alert Technology
Project Description	<p>WTSC has selected a vendor and work is underway to implement this project. This grant funds Law Enforcement, Fire, Emergency Medical Services, Tow, and other incident response partners to deploy digital alerting technology as a software service. The technology will be provided to first responders operating in areas with high numbers of serious injury and fatal crashes, as well as locations with frequent secondary crashes involving disabled vehicles and first responders.</p> <p>Equipping first responder vehicles with digital alerting capability enables them to send advance warnings directly to approaching vehicles. Unlike traditional methods, digital alerting technology delivers the warning inside the vehicle, increasing the likelihood of capturing the driver's attention. This increased awareness of roadside hazards is intended to reduce the risk of serious injury and fatal collisions.</p>
Project Location(s)	Statewide. Locations and communities will be identified as needed and as funding allows. The AGA will be amended as areas are confirmed.
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	M12BDAT26-01
Amount of Federal Funds	\$100,000
Federal Funding Source(s)	NHTSA 405h (IIJA/supl) 24-26
Eligible Use of Funds	Digital Alert Technology
Planning and Administration Costs	No
Project is a Promised Project	No

3.2.5 Regional Traffic Safety Coordination

Project #11: 2026-FG-5648-TZM Professional Development and Support

Program	Community Traffic Services
Countermeasure Strategy	Regional Traffic Safety Coordination
Countermeasure(s)	Target Zero Managers
Project Name	TZM Professional Development and Support
Project Description	Target Zero Managers (TZMs) carry out WTSC-directed programs and individual projects to support our Target Zero Strategic Highway Safety Plan. This project provides funding to TZMs statewide for approved travel and mini grants to enhance their program delivery.
Project Location(s)	17 TZM Regions. See Attachment C
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	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. TZMs will use the 2024 Statewide Traffic Safety Survey results to guide their work in working with community members.

Project Agreement Number	FDL*CP26-02
Amount of Federal Funds	\$50,000
Federal Funding Source(s)	NHTSA 405d (IIJA/supl) low flex
Eligible Use of Funds	Community Traffic Safety Programs
Planning and Administration Costs	No
Project is a Promised Project	No

Project #12: 2026-FG-5649-TZM Contracts and Grants

Program	Community Traffic Services
Countermeasure Strategy	Regional Traffic Safety Coordination
Countermeasure(s)	Target Zero Managers
Project Name	TZM Contracts and Grants

Project Description	This project provides funding for Target Zero Managers (TZMs) 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.
Project Location(s)	17 TZM Regions. See Attachment C
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	WTSC's mission of improving traffic safety and reducing crashes relies on the connection to, and commitment of local communities. TZMs 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 FFY 2024 to support the TZM Program refresh. We also use the Statewide Survey results each year to help guide our investments in each region.

Project Agreement Number	CP26-03
Amount of Federal Funds	\$2,162,859
Federal Funding Source(s)	NHTSA 402 (IIJA/supl)
Eligible Use of Funds	Community Traffic Safety Programs
Planning and Administration Costs	No
Project is a Promised Project	No

Project #13: 2025-FG-5322-King County Traffic Safety Corridor Support

Program	Community Traffic Services
Countermeasure Strategy	Regional Traffic Safety Coordination
Countermeasure(s)	Traffic Safety Corridor Support
Project Name	King County Traffic Safety Corridor Support

Project Description	<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 state route (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 Teen Target Zero program implementation at two area high schools including printing support materials, travel, time, and first responders training expenses.</p> <p>Using telematic, fatal crash, and serious injury data, this project will convene public works representatives from King County, Kent, and Auburn local jurisdictions to develop and deploy engineering 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> <ul style="list-style-type: none"> • 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. a. Monthly highly publicized high visibility speed enforcement activities engaging multiple law enforcement agencies from Renton, Unincorporated King County, Kent, and Auburn communities.
Project Location(s)	<p>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.</p>
Subrecipient(s)	<p>Kent Police Department</p>
Organization Type	<p>Enforcement Agency</p>
Public and Community Engagement /Participation	<p>This project was developed in response to widespread public engagement following a tragic high speed fatal crash resulting in the death of four people. Multiple municipalities indicated a need for and</p>

	commitment to engage in focused traffic safety work along the identified corridor.
Project Agreement Number	B8A*RS26-01
Amount of Federal Funds	\$125,000
Federal Funding Source(s)	NHTSA 405e Awareness (IIJA/supl) flex
Eligible Use of Funds	Roadway Safety
Planning and Administration Costs	No
Project is a Promised Project	No

3.2.6 Traffic Enforcement and Professional Development

Project #14: 2026-FG-5685-Training Support for Traffic Safety Professionals

Program	Community Traffic Services
Countermeasure Strategy	Traffic Enforcement and Professional Development
Countermeasure(s)	Traffic Enforcement and Professional Development
Project Name	Training Support for Traffic Safety Professionals
Project Description	<p>The project will 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.</p>
Project Location(s)	Statewide. Training will be held in central locations or virtually and offered to traffic safety professionals across the state.
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	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.

Project Agreement Number	B8L*CP26-01
Amount of Federal Funds	\$145,000
Federal Funding Source(s)	NHTSA 405e Laws (IIJA/supl) flex
Eligible Use of Funds	Community Traffic Safety Programs

Planning and Administration Costs	No
Project is a Promised Project	No

Project #15: 2026-FG-5686-El Protector Program

Program	Community Traffic Services
Countermeasure Strategy	Traffic Enforcement and Professional Development
Countermeasure(s)	Traffic Enforcement and Professional Development
Project Name	El Protector Program
Project Description	<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.</p> <p>This project meets them where they work and live in a non-confrontational way. 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>
Project Location(s)	Yakima, Benton, and Franklin County
Subrecipient(s)	Washington State Patrol
Organization Type	Law Enforcement - State
Public and Community Engagement /Participation	No

Project Agreement Number	F24*PT26-01
Amount of Federal Funds	\$20,000
Federal Funding Source(s)	NHTSA 405d 24/7 (IIJA/supl) flex
Eligible Use of Funds	Traffic Enforcement Services - Communication Program
Planning and Administration Costs	No
Project is a Promised Project	No

Project #16: 2025-FG-5395-Statewide and Local LEL Program

Program	Community Traffic Services
Countermeasure Strategy	Traffic Enforcement and Professional Development
Countermeasure(s)	Traffic Safety Support and Professional Development

Project Name	Statewide and Local LEL Program
Project Description	<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 two statewide LEL contractors and a network of regional LEL subrecipients. The statewide LEL contractors provide a direct connection between local law enforcement and WTSC. They also both provide guidance to the WTSC for ongoing program development. One of these contractors will serve as the primary monitor of HVE activities, and the other will oversee the local LEL program.</p> <p>This project also provides funding for professional development through local, regional, and national trainings. These trainings will focus on traffic safety best practices and/or leadership development. 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.</p>
Project Location(s)	17 LEL Regions. See Attachment B
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	Yes. Representatives for WASPC provided input for this program.

Project Agreement Number	PT26-04
Amount of Federal Funds	\$180,000
Federal Funding Source(s)	NHTSA 402 (IIJA/supl)
Eligible Use of Funds	Traffic Enforcement Services - Training
Planning and Administration Costs	No
Project is a Promised Project	No

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

Preventing Roadside Deaths: Addendum 1

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

WTSC will continue its efforts to advance its preventing roadside death project. In this innovative effort, we continue to 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 provides 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 notify the driver in advance of an approaching emergency vehicle or roadside incident, which can increase time to comply with Slow Down Move Over laws and reduce serious injury and fatal collisions.

In 2024, we completed our Request for Proposal (RFP) process to contract with a vendor to deploy digital alert technology in Washington. HAAS Alert was the successful bidder. We have been working with HAAS throughout 2025 to build relationships and interest with first responder agencies and to deploy digital alert technology with these partner agencies. These agencies include both rural and urban partners and span the continuum of incident response, including Emergency Medical Services, Fire, and Law Enforcement. We have deployed with agencies that are strategically located along the I5 and I90 corridors, which are high crash areas overrepresented in fatal crashes and secondary crashes. We are also working on finalizing a partnership to deploy with our State Department of Transportation. We are working with all participating agencies to educate the public in their communities about digital alert technology through social media and press releases. To date, we have equipped 139 vehicles across 11 agencies with digital alerting technology and 191,497 drivers have received an alert.

First responders – including law enforcement, Emergency Medical Services, 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 2018-2023, Washington State has had six 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 FY2026, 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 2020-2024, there were 69 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, 53 percent occurred on an interstate, 17.6 percent occurred on a state route, and another 17.6 percent occurred on a city street, 7.4 percent occurred on a county road, and 2.9 percent occurred on a U.S. highway.

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 160 vehicles with this technology in this second year. In 2024, we worked to finalize a Request for Proposal to secure a vendor to deploy digital alert technology with state first responder partners. 2025 was a baseline year, and the focus was on building relationships with Emergency Medical Services, fire, tow, and Department of Transportation partners, and to continue with our law enforcement partnerships to deploy digital alert technology and to support the subscription and maintenance costs of this technology throughout the grant year. In 2026, we anticipate continuing to create new partnerships while also continuing to support agencies that were deployed in FFY 2025.

Performance Measure: Increase in the number of motorists who received a digital alert.

Current Safety Level: 332,000 drivers have received a digital alert year-to-date (October 1, 2024 – June 30, 2025)

FFY 2025 Target Goal: 500,000 drivers will receive a digital alert by September 30, 2026.

Target Justification: WTSC has deployed with partner agencies throughout FFY25, many of which had not started sending digital alerts until more than halfway through the grant period. We anticipate many more drivers will receive alerts in FFY26, as the majority of partners will have already been onboarded, equipped, and sending signals from the start of the grant year.

Additional performance measures for preventing roadside deaths may be considered in the future as the grant continues to evolve.

3.3: Distracted Driving

3HSP Update: Distracted Driving

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

- *Distracted Driving Policy Development Toolkit*

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:

The Safe Roads Challenge app is a new communications strategy that offers the capability to develop and deploy an employer-targeted initiative within the app to promote app adoption, refresh employer/employee knowledge of WA distracted driving laws and promote the toolkit. The Safe Roads Challenge utilizes a gamified approach for delivering driver coaching and micro-education interventions, and rewards safer driving behavior across the state, offering rural and urban drivers alike access to information and rewards. The Safe Roads Challenge will utilize a variety of education and outreach activities to target motorcycle riders, young drivers, and public road users, and also includes communications about the compounded risks of distraction and speeding. Special event promotions are also possible, like developing a World Cup special event marketing throughout the state when WA hosts World Cup games. The influx of drivers who are potentially unfamiliar with WA laws poses an increased risk for distracted driving-related crashes.

Funding allows the website to be maintained with promotion relying on word-of-mouth or integration with other traffic safety resources. Alternatively, if additional funding were allocated to expand the toolkit to include broader employer policies on speed limit compliance, seat belt use, and sober driving, its value and impact could be enhanced.

Countermeasures:

- Employer Programs

Distracted Driving Federal Fund Description Update

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

2026 3HSP Update	NHTSA 405e Awareness (IIJA/supl), 405e Laws (IIJA/supl)	\$225,000
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Factors Influencing Changes in the Federal Fund Description:

The change in the Federal Fund Description reflects changes to federal funding sources and adjustments in program project funding that impact the Estimated 3-Year Allocation.

AGA Projects and Subrecipient: Distracted Driving

This section provides project and subrecipient details specific to the Distracted Driving program area.

3.3.1 Distracted Driving Policy Development Toolkit

Project #17: 2026-FG-5709-Focused Driving Initiative: Employer Emphasis

Program	Distracted Driving
Countermeasure Strategy	Distracted Driving Policy Development Toolkit
Countermeasure(s)	Employer Engagement
Project Name	Focused Driving Initiative: Employer Emphasis
Project Description	This funding will be used to support communications strategies delivered through channels such as a mobile platform, website, email campaigns, digital displays, print and social media. The strategy includes an employer-focused initiative designed to increase awareness of Washington’s distracted driving laws, encourage the use of safe driving tools, and promote the policy development toolkit.
Project Location(s)	This is a statewide initiative with increased emphasis in King and Yakima counties. Additional employer engagement may include state agencies and corporate partners.
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	The project plan was reviewed by the Speed Management Advisory Cooperative and the Technical Advisory Committee. Feedback was provided as to deployment strategies and target emphasis areas.

Project Agreement Number	B8APE26-02
Amount of Federal Funds	\$150,000
Federal Funding Source(s)	NHTSA 405e Awareness (IIJA/supl)
Eligible Use of Funds	Public Education
Planning and Administration Costs	No
Project is a Promised Project	No

Project #18: 2026-FG-5713-Employer Toolkit Promotion

Program	Distracted Driving
Countermeasure Strategy	Distracted Driving Policy Development Toolkit
Countermeasure(s)	Employer Engagement
Project Name	Employer Toolkit Promotion
Project Description	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, increase awareness of WA State distracted driving laws, and reinforce focused driving safety habits.
Project Location(s)	Statewide
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	WTSC survey respondents indicated that only 32 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.

Project Agreement Number	B8LPE26-02
Amount of Federal Funds	\$5,000
Federal Funding Source(s)	NHTSA 405d 24/7 (bil/supl) flex
Eligible Use of Funds	Public Education
Planning and Administration Costs	No
Project is a Promised Project	No

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

Distracted Driving: 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
DistractedDriv	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
DistractedDriv	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
DistractedDriv	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
DistractedDriv	English	5	Inattentive blindness is also known as “_____”.	deficient central vision	lack of peripheral vision	distracted driving	a type of color blindness	False
DistractedDriv	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

Source: Washington Department of Licensing.

3.4: Impaired Driving

3HSP: 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

3.4.1 Enforcement

Adjustment:

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

Description of why or why not:

A minor adjustment is being made for FFY 2026 at the project level. The WSP Impaired Driving Project – Mobile Impaired Driving Unit (MIDU) Program is not planned to move forward due to other funding priorities. This will not impact the overall focus of the countermeasure strategy; however, no projects are planned under the countermeasure “Integrated Enforcement”. The other projects implementing this strategy are performing effectively and will continue in FFY 2026 without modification.

Countermeasures:

- Enforcement of Drug-Impaired Driving
- High Visibility Saturation Patrols
- Integrated Enforcement – No planned projects to support this countermeasure in FFY 2026.
- Program Evaluation and Data

3.4.2 Intervention

Adjustment:

Is the implementation of the *Communications and Outreach* countermeasure strategy being adjusted? **No**

Description of why or 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 2026, so no adjustments are necessary.

Countermeasures:

- Court Monitoring
- DWI Courts
- DWI Offender Monitoring
- Passive Alcohol Sensors

3.4.3 Prevention

Adjustment:

Is the implementation of the *Communications and Outreach* countermeasure strategy being adjusted? **No**

Description of why or why not:

This countermeasure strategy will remain unchanged. The projects implementing this strategy are performing effectively and will continue in FFY 2026 without modification.

Countermeasures:

- Positive Community Norms
- Screening, Brief Intervention, and Referral to Treatment (SBIRT)

3.4.4 Prosecution

Adjustment:

Is the implementation of the *Communications and Outreach* countermeasure strategy being adjusted? **No**

Description of why or 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 2026, so no adjustments are necessary.

Countermeasures:

- Adjudication
- Alcohol Ignition Interlocks
- Court Monitoring
- Toxicology Testing Support
- Traffic Safety Resource Prosecutors

Impaired Driving Federal Fund Description Update

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

	(bil/supl) mid, 405e Awareness (bil/supl) flex, 405e Laws (bil/supl) flex	
2026 3HSP Update	NHTSA 164 Transfer (IIJA), 405d (IIJA/supl) low, 405d (IIJA/supl) mid	\$15,923,832

Factors Influencing Changes in the Federal Fund Description:

The change in the Federal Fund Description reflects changes to federal funding sources and adjustments in program project funding that impact the Estimated 3-Year Allocation.

AGA Projects and Subrecipient: Impaired Driving

This section provides project and subrecipient details specific to the Impaired Driving program area.

3.4.1 Enforcement

Project #19: 2026-FG-5673-Law Enforcement Phlebotomy Program

Program	Impaired Driving
Countermeasure Strategy	Enforcement
Countermeasure(s)	Enforcement of Drug Impaired Driving
Project Name	Law Enforcement Phlebotomy Program
Project Description	This project will support the implementation of officer phlebotomy programs to improve DUI enforcement and address the growing impact of impaired driving. With nearly 50% of traffic fatalities involving impaired drivers, and a sharp rise in poly-drug use, timely and reliable evidence collection is critical. Officer-led blood draws reduce delays, improve evidence quality, and are especially effective in rural areas. Funding will be provided through internal and sub-grants to support Officer Phlebotomy program development, training of officers, supplies and community engagement/education. Some of the funding for this project may be used for supplies or durable tools with a lifespan of more than a year, or equipment.
Project Location(s)	Statewide-Initial locations include law enforcement agencies in Longview, Pierce County, Spokane, and King County. Additional locations and departments may be added in the future.
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	LET_AL26-02, LET_DG26-02
Amount of Federal Funds	\$500,000
Federal Funding Source(s)	NHTSA 164 Transfer (IIJA)
Eligible Use of Funds	Alcohol Law Enforcement Training, Drug Law Enforcement Training
Planning and Administration Costs	No
Project is a Promised Project	No

Project #20: 2026-FG-5674-Law Enforcement Dedicated DUI OT Program

Program	Impaired Driving
Countermeasure Strategy	Enforcement
Countermeasure(s)	Enforcement of Drug Impaired Driving
Project Name	Law Enforcement Dedicated DUI OT Program
Project Description	<p>This project will fund the activities of dedicated DUI OT patrols that support law enforcement agencies committed to increasing DUI enforcement and reducing impaired driving fatalities. The goal is to maximize existing resources by deploying expert traffic officers at least two times a week in targeted DUI enforcement efforts, without requiring agencies to establish full-time DUI Emphasis Patrol Units. Some of the funding for this project may be used for supplies or durable tools with a lifespan of more than a year, or equipment.</p> <p>Many police departments lack the capacity to establish a dedicated DUI Emphasis Patrol Unit, but they can assign dedicated officers to overtime patrols focused on DUI enforcement. With law enforcement agencies actively hiring, this marks the first potential increase in officer capacity since pre-COVID staffing declines. Many departments have highly trained officers in impairment evaluations who are eager to participate in a focused and weekly DUI overtime (OT) program, seeing it as a stepping stone toward developing a full-scale DUI Emphasis Patrol Unit in the future.</p>
Project Location(s)	Statewide. Specific law enforcement agencies will be identified as needed and as funding allows. The AGA will be amended as agencies are confirmed.
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	ENF_AL26-01, ENF_DG26-01
Amount of Federal Funds	\$400,000
Federal Funding Source(s)	NHTSA 164 Transfer (IIJA)
Eligible Use of Funds	Alcohol Enforcement Drug Enforcement
Planning and Administration Costs	No
Project is a Promised Project	No

Project #21: 2024-FG-5065-WSP Impaired Driving Project-DRE Program

Program	Impaired Driving
Countermeasure Strategy	Enforcement
Countermeasure(s)	Enforcement of Drug-Impaired Driving
Project Name	WSP Impaired Driving Project-DRE Program
Project Description	<p>This project supports the Washington State Drug Evaluation and Classification Program (DEC) which oversees 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 are a proven strategy endorsed by the 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>
Project Location(s)	17 LEL Regions. See Attachment B
Subrecipient(s)	Washington State Patrol
Organization Type	Law Enforcement - State
Public and Community Engagement /Participation	No

Project Agreement Number	B5PEM26-02
Amount of Federal Funds	\$591,475
Federal Funding Source(s)	NHTSA 405d (IIJA/supl) mid
Eligible Use of Funds	Media/ID Training/Enf Related Exp.
Planning and Administration Costs	No

Project is a Promised Project	No
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Project #22: 2026-FG-5699-Seattle Police Department Impaired Driving Training

Program	Impaired Driving
Countermeasure Strategy	Enforcement
Countermeasure(s)	Enforcement of Drug-Impaired Driving
Project Name	Seattle Police Department Impaired Driving Training
Project Description	<p>This project will 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).</p> <p>Some of the funding for this project may be used for supplies or durable tools with a lifespan of more than a year, or equipment.</p>
Project Location(s)	City of Seattle
Subrecipient(s)	Seattle Police Department
Organization Type	Enforcement agency
Public and Community Engagement /Participation	No

Project Agreement Number	B5PEM26-03
Amount of Federal Funds	\$55,000
Federal Funding Source(s)	NHTSA 405d (IIJA/supl) mid
Eligible Use of Funds	Media/ID Training/Enf Related Exp
Planning and Administration Costs	No
Project is a Promised Project	No

Project #23: 2026-FG-5700-Spokane Police Department Outreach and Training Program

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

Project Description	<p>This project will support the activities 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.</p> <p>Some of the funding for this project may be used for supplies or durable tools with a lifespan of more than a year, or equipment.</p>
Project Location(s)	This project will primarily focus efforts in and around the greater Spokane area.
Subrecipient(s)	Spokane Police Department
Organization Type	Enforcement agency
Public and Community Engagement /Participation	No

Project Agreement Number	LET_AL26-01, LET_DG26-01
Amount of Federal Funds	\$225,000
Federal Funding Source(s)	NHTSA 164 Transfer (IIJA)
Eligible Use of Funds	Alcohol Law Enforcement Training, Drug Law Enforcement Training
Planning and Administration Costs	No
Project is a Promised Project	No

Project #24: 2026-FG-5657-Make It Home Safe Yakima

Program	Impaired Driving
Countermeasure Strategy	Enforcement
Countermeasure(s)	High-Visibility Saturation Patrols
Project Name	Make It Home Safe Yakima
Project Description	<p>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. The officers' primary duties will be to identify and process impaired drivers in the City of Yakima.</p>
Project Location(s)	City of Yakima
Subrecipient(s)	City of Yakima
Organization Type	Enforcement agency

Public and Community Engagement /Participation	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.
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Project Agreement Number	ENF_AL26-02, ENF_DG26-02
Amount of Federal Funds	\$172,911
Federal Funding Source(s)	NHTSA 164 Transfer (IIJA)
Eligible Use of Funds	Alcohol Enforcement, Drug Enforcement
Planning and Administration Costs	No
Project is a Promised Project	No

Project #25: 2026-FG-5658-Dedicated DUI Enforcement - Yakima County

Program	Impaired Driving
Countermeasure Strategy	Enforcement
Countermeasure(s)	High-Visibility Saturation Patrols
Project Name	Dedicated DUI Enforcement - Yakima County
Project Description	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.
Project Location(s)	Yakima County
Subrecipient(s)	Yakima County Sheriff's Office
Organization Type	Enforcement agency
Public and Community Engagement /Participation	No

Project Agreement Number	ENF_AL26-03, ENF_DG26-03
Amount of Federal Funds	\$163,792
Federal Funding Source(s)	NHTSA 164 Transfer (IIJA)
Eligible Use of Funds	Alcohol Enforcement, Drug Enforcement
Planning and Administration Costs	No
Project is a Promised Project	No

Project #26: 2026-FG-5660-Kent Police Department DDUI Enforcement

Program	Impaired Driving
Countermeasure Strategy	Enforcement
Countermeasure(s)	High-Visibility Saturation Patrols
Project Name	Kent Police Department DDUI Enforcement
Project Description	This project will fund approximately 2,080 hours of commissioned officers' activities 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.
Project Location(s)	Jurisdiction of the Kent Police Department.
Subrecipient(s)	Kent Police Department
Organization Type	Enforcement agency
Public and Community Engagement /Participation	No

Project Agreement Number	M5OT26-01
Amount of Federal Funds	\$200,000
Federal Funding Source(s)	NHTSA 405d (IIJA/supl) mid
Eligible Use of Funds	Mid Other Based on Problem ID
Planning and Administration Costs	No
Project is a Promised Project	No

Project #27: 2026-FG-5663-Aberdeen Police Department DDUI Enforcement

Program	Impaired Driving
Countermeasure Strategy	Enforcement
Countermeasure(s)	High-Visibility Saturation Patrols
Project Name	Aberdeen Police Department DDUI Enforcement
Project Description	This project will fund approximately 2,080 hours of activity of a commissioned 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.
Project Location(s)	Jurisdiction of the Aberdeen Police Department.
Subrecipient(s)	Aberdeen Police Department
Organization Type	Enforcement agency
Public and Community Engagement /Participation	No

Project Agreement Number	M5OT26-02
Amount of Federal Funds	\$200,000
Federal Funding Source(s)	NHTSA 405d (IIJA/supl) mid
Eligible Use of Funds	Mid Other Based on Problem ID
Planning and Administration Costs	No
Project is a Promised Project	No

Project #28: 2026-FG-5677-Yakima County Traffic Crash Response Team

Program	Impaired Driving
Countermeasure Strategy	Enforcement
Countermeasure(s)	Program Evaluation and Data
Project Name	Yakima County Traffic Crash Response Team
Project Description	This project is to support data collection through the thorough and well executed investigation of fatality traffic crashes with highly-trained professionals. This project aims to create a better understanding of the dynamics of traffic crashes and support the adjudication process. This project will increase the quality of the fatality data needed to develop programming and direct resources.
Project Location(s)	Yakima County and incorporated cities.
Subrecipient(s)	Yakima Police Department
Organization Type	Enforcement agency
Public and Community Engagement /Participation	No

Project Agreement Number	B5DR26-05
Amount of Federal Funds	\$75,000
Federal Funding Source(s)	NHTSA 405d (IIJA/supl) mid
Eligible Use of Funds	Impaired Driving Data Reporting
Planning and Administration Costs	No
Project is a Promised Project	No

3.4.2 Intervention

Project #29: 2026-FG-5654-Spokane Municipal DUI Court

Program	Impaired Driving
Countermeasure Strategy	Intervention
Countermeasure(s)	DWI Courts
Project Name	Spokane Municipal DUI Court
Project Description	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.
Project Location(s)	City of Spokane
Subrecipient(s)	Spokane Municipal Court
Organization Type	Local agency (non-law enforcement)
Public and Community Engagement /Participation	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.

Project Agreement Number	B5CS26-01
Amount of Federal Funds	\$160,000
Federal Funding Source(s)	NHTSA 405d (IIJA/supl) mid
Eligible Use of Funds	Court Support
Planning and Administration Costs	No
Project is a Promised Project	No

Project #30: 2026-FG-5705-Administrative Office of the Courts DUI/Treatment Court Support

Program	Impaired Driving
Countermeasure Strategy	Intervention
Countermeasure(s)	DWI Courts
Project Name	Administrative Office of the Courts DUI/Treatment Court Support
Project Description	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

	<p>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.</p> <p>Some of the funding for this project may be used for supplies or durable tools with a lifespan of more than a year, or equipment.</p>
Project Location(s)	Statewide. As specific locations are confirmed, this designation will be updated in an amended AGA.
Subrecipient(s)	Administrative Office of the Courts
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	B5CS26-02
Amount of Federal Funds	\$242,000
Federal Funding Source(s)	NHTSA 405d (IIJA/supl) mid
Eligible Use of Funds	Court Support
Planning and Administration Costs	No
Project is a Promised Project	No

Project #31: 2026-FG-5671-EHM for Indigent DUI Offenders-Clark County District Court

Program	Impaired Driving
Countermeasure Strategy	Intervention
Countermeasure(s)	DWI Offender Monitoring
Project Name	EHM for Indigent DUI Offenders-Clark County District Court
Project Description	<p>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 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</p>

	<p>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 4 stars, with a citation that the strategy is “proven for reducing recidivism”.</p>
Project Location(s)	Clark County
Subrecipient(s)	Clark County District Court
Organization Type	Local agency (non-law enforcement)
Public and Community Engagement /Participation	Public engagement activities continue as part of this grant deliverables.

Project Agreement Number	DUI_AL26-01
Amount of Federal Funds	\$250,000
Federal Funding Source(s)	NHTSA 164 Transfer (IIJA)
Eligible Use of Funds	DUI Courts and Support
Planning and Administration Costs	No
Project is a Promised Project	No

Project #32: 2026-FG-5707-Driver Alcohol Detection System for Safety

Program	Impaired Driving
Countermeasure Strategy	Intervention
Countermeasure(s)	Passive Alcohol Sensors
Project Name	Driver Alcohol Detection System for Safety
Project Description	<p>This project targets the public and 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 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 Administration (NHTSA) to see passive alcohol detection technology implemented in all new automobiles manufactured. This countermeasure supports the performance target AMP-3 and C-5</p>

	<p>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> <p>Some of the funding for this project may be used for supplies or durable tools with a lifespan of more than a year, or equipment.</p>
Project Location(s)	Statewide. The AGA will be amended as specific locations are confirmed.
Subrecipient(s)	Automotive Coalition for Traffic Safety, Inc.
Organization Type	Non-Profit
Public and Community Engagement /Participation	No

Project Agreement Number	II_AL26-01
Amount of Federal Funds	\$350,000
Federal Funding Source(s)	NHTSA 164 Transfer (IJA)
Eligible Use of Funds	Ignition Interlock
Planning and Administration Costs	No
Project is a Promised Project	No

3.4.3 Prevention

Project #33: 2025-FG-5350-Neighborhood House - Most Steer Clear Project

Program	Impaired Driving
Countermeasure Strategy	Prevention
Countermeasure(s)	Positive Community Norms
Project Name	Neighborhood House - Most Steer Clear Project
Project Description	<p>This project will continue the "Most Steer Clear" 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 Most Steer Clear project. This project will expand the current website, posters, and social media ads to</p>

	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 Most Steer Clear campaign promotion in their area.
Project Location(s)	King, Pierce, and Snohomish Counties
Subrecipient(s)	Neighborhood House
Organization Type	Non-profit
Public and Community Engagement /Participation	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.

Project Agreement Number	M6OT26-01
Amount of Federal Funds	\$280,000
Federal Funding Source(s)	NHTSA 405d (IIJA/supl) low
Eligible Use of Funds	Low Other Based on Problem ID
Planning and Administration Costs	No
Project is a Promised Project	No

Project #34: 2026-FG-5706-SBIRT Training and Outreach

Program	Impaired Driving
Countermeasure Strategy	Prevention
Countermeasure(s)	Screening, Brief Intervention, and Referral to Treatment (SBIRT)
Project Name	SBIRT Training and Outreach
Project Description	<p>This project will support Screening, Brief Intervention, and Referral to Treatment (SBIRT), a comprehensive, integrated, public health approach designed to provide early intervention and treatment services for people with substance use disorders and those at risk of developing these disorders. The process involves:</p> <ul style="list-style-type: none"> • Screening: Using standardized tools to identify patients who may have substance use issues. • Brief Intervention: Engaging patients who show risky substance use behaviors in a short conversation, providing feedback and advice.

	<ul style="list-style-type: none"> Referral to Treatment: Linking patients who need more extensive treatment to appropriate services. <p>SBIRT is typically used in healthcare settings such as primary care centers, emergency departments, and schools to identify at-risk individuals and intervene early.</p> <p>Some of the funding for this project may be used for supplies or durable tools with a lifespan of more than a year, or equipment.</p>
Project Location(s)	Statewide. The AGA will be amended as specific locations are confirmed.
Subrecipient(s)	University of Washington
Organization Type	University
Public and Community Engagement /Participation	No

Project Agreement Number	M5TR26-01
Amount of Federal Funds	\$200,000
Federal Funding Source(s)	NHTSA 405d (IIJA/supl) mid
Eligible Use of Funds	Training
Planning and Administration Costs	No
Project is a Promised Project	No

3.4.4 Prosecution

Project #35: 2026-FG-5702-Judicial Outreach Liaison

Program	Impaired Driving
Countermeasure Strategy	Prosecution
Countermeasure(s)	Adjudication
Project Name	Judicial Outreach Liaison
Project Description	<p>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.</p> <p>Some of the funding for this project may be used for supplies or durable tools with a lifespan of more than a year, or equipment.</p>
Project Location(s)	Statewide. Based in King County, the Judicial Outreach Liaison provides services statewide.

Subrecipient(s)	Adam Eisenberg
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	B5CS26-04
Amount of Federal Funds	\$95,000
Federal Funding Source(s)	NHTSA 405d (IIJA/supl) mid
Eligible Use of Funds	Court Support
Planning and Administration Costs	No
Project is a Promised Project	No

Project #36: 2024-FG-5066-WSP Impaired Driving Project - Ignition Interlock Program

Program	Impaired Driving
Countermeasure Strategy	Prosecution
Countermeasure(s)	Alcohol Ignition Interlock
Project Name	WSP Impaired Driving Project - Ignition Interlock Program
Project Description	This project supports Washington's Ignition Interlock Program (IIP) with funding for the activities of 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. Washington's IIP is managed by the Washington State Patrol (WSP).
Project Location(s)	WSP's eight (8) Districts. See Attachment E
Subrecipient(s)	Washington State Patrol
Organization Type	Law Enforcement - State
Public and Community Engagement /Participation	No

Project Agreement Number	M5II26-01
Amount of Federal Funds	\$175,500
Federal Funding Source(s)	NHTSA 405d (IIJA/supl) mid
Eligible Use of Funds	Ignition Interlock
Planning and Administration Costs	No
Project is a Promised Project	No

Project #37: 2026-FG-5701-MADD Washington Court Monitoring Program

Program	Impaired Driving
Countermeasure Strategy	Prosecution
Countermeasure(s)	Court Monitoring
Project Name	MADD Washington Court Monitoring Program
Project Description	<p>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.</p> <p>Some of the funding for this project may be used for supplies or durable tools with a lifespan of more than a year, or equipment.</p>
Project Location(s)	King and Yakima County
Subrecipient(s)	Mothers Against Drunk Driving (MADD) Washington
Organization Type	Non-Profit
Public and Community Engagement /Participation	No

Project Agreement Number	B5CS26-06
Amount of Federal Funds	\$151,265
Federal Funding Source(s)	NHTSA 405d (IIJA/supl) mid
Eligible Use of Funds	Court Support
Planning and Administration Costs	No
Project is a Promised Project	No

Project #38: 2026-FG-5656-WSP Tox Lab Support

Program	Impaired Driving
Countermeasure Strategy	Prosecution
Countermeasure(s)	Toxicology Testing Support
Project Name	WSP Tox Lab Support
Project Description	<p>This project supports the Washington State Patrol Toxicology Laboratory's request for the 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</p>

	<p>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.</p> <p>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.</p>
Project Location(s)	Statewide. The Crime Laboratory Division operates several labs but provides forensic services across Washington.
Subrecipient(s)	Washington State Patrol
Organization Type	Law Enforcement - State
Public and Community Engagement /Participation	No

Project Agreement Number	B5TST26-01
Amount of Federal Funds	\$400,000
Federal Funding Source(s)	NHTSA 405d (IIJA/supl) mid
Eligible Use of Funds	Testing & Implementing Technology for ID Programs
Planning and Administration Costs	No
Project is a Promised Project	No

Project #39: 2026-FG-5703-TSRP Seattle Prosecuting Attorney's Office

Program	Impaired Driving
Countermeasure Strategy	Prosecution
Countermeasure(s)	Traffic Safety Resource Prosecutors
Project Name	TSRP Seattle Prosecuting Attorney's Office
Project Description	<p>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.</p> <p>Some of the funding for this project may be used for supplies or durable tools with a lifespan of more than a year, or equipment.</p>

Project Location(s)	City of Seattle and Statewide
Subrecipient(s)	Seattle City Attorney's Office
Organization Type	Local agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	B5CS26-07
Amount of Federal Funds	\$255,000
Federal Funding Source(s)	NHTSA 405d (IIJA/supl) mid
Eligible Use of Funds	Court Support
Planning and Administration Costs	No
Project is a Promised Project	No

Project #40: 2026-FG-5704-TSRP Snohomish County

Program	Impaired Driving
Countermeasure Strategy	Prosecution
Countermeasure(s)	Traffic Safety Resource Prosecutors
Project Name	TSRP Snohomish County
Project Description	<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, help improve prosecution effectiveness, enhance public safety, and promote uniform application of traffic laws through training, technical assistance, and legal resources.</p> <p>In FFY 2025, the project was titled TSRP#1. For FFY 2026, the project name will change to TSRP Snohomish County.</p> <p>Some of the funding for this project may be used for supplies or durable tools with a lifespan of more than a year, or equipment.</p>
Project Location(s)	Statewide, but with regional emphasis in NW Washington and within Snohomish County.
Subrecipient(s)	Snohomish County
Organization Type	Local agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	B5CS26-08
Amount of Federal Funds	\$274,960
Federal Funding Source(s)	NHTSA 405d (IIJA/supl) mid
Eligible Use of Funds	Court Support
Planning and Administration Costs	No
Project is a Promised Project	No

Project #41: 2026-FG-5711-TSRP Support

Program	Impaired Driving
Countermeasure Strategy	Prosecution
Countermeasure(s)	Traffic Safety Resource Prosecutors
Project Name	TSRP Support
Project Description	<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. Some of the funding for this project may be used for supplies or durable tools with a lifespan of more than a year, or equipment.</p>
Project Location(s)	Statewide. This project supports the TSRP program, which serves the entire state.
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	B5CS26-05
Amount of Federal Funds	\$60,000
Federal Funding Source(s)	NHTSA 405d (IIJA/supl) mid
Eligible Use of Funds	Court Support
Planning and Administration Costs	No
Project is a Promised Project	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? **No**

Description of why or why not:

We are not adjusting the implementation of the countermeasure strategy because we believe the current countermeasures remain appropriate and aligned with our goal of reducing motorcyclist fatalities and serious injuries. We will continue implementing the countermeasures listed below to support this objective. While the overall implementation strategy remains unchanged, minor adjustments are described in the three-year budget section.

Countermeasures:

- Communication Program
- Law Enforcement
- 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

Motorcycle Safety Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
2024 3HSP	NHTSA 402 (bil/supl), 405f (bil/supl), 405d (bil/supl) flex, 405d 24/7 (bil/supl)	\$2,700,000
2025 3HSP Update	NHTSA 405f (bil/supl) non-flex & flex	\$750,000
2026 3HSP Update	NHTSA 405f (IIJA/supl)	\$678,000

Factors Influencing Changes in the Federal Fund Description:

The change in the Federal Fund Description reflects changes to federal funding sources and adjustments in program project funding that impact the Estimated 3-Year Allocation.

AGA Projects and Subrecipient: Motorcycle Safety

This section provides project and subrecipient details specific to the Motorcycle Safety program area.

3.5.1 Motorcycle Safety

Project #42: 2026-FG-5710-DOL's Motorcycle Safety Program

Program	Motorcycle Safety
Countermeasure Strategy	Motorcycle Safety
Countermeasure(s)	Motorcycle Operator Licensing; Motorcycle Rider Education and Training; Motorist Awareness Programs
Project Name	DOL's Motorcycle Safety Program
Project Description	<p>This grant with Department of Licensing's Washington Motorcycle Safety Program (WMSP) will provide funding to improve and expand motorcycle rider training, rider license endorsements, and motorist awareness programs. The project will focus on the:</p> <ul style="list-style-type: none"> a. Creation and distribution of visual and print media b. Outreach materials for effective public communication <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>
Project Location(s)	Statewide. Based in Olympia, the program supports efforts across the state.
Subrecipient(s)	Department of Licensing
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	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>including the Spokane Motorcycle Show, Oyster Run, 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 a media contractor 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 used results from the 2023 Washington Statewide Motorcycle Safety Survey and the 2024 Statewide 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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Project Agreement Number	M9MP26-01
Amount of Federal Funds	\$69,500
Federal Funding Source(s)	NHTSA 405f (IIJA/supl)
Eligible Use of Funds	Motorcycle Programs
Planning and Administration Costs	No
Project is a Promised Project	No

Project #43: 2026-FG-5681-WTSC's Motorcycle Safety Program

Program	Motorcycle Safety
Countermeasure Strategy	Motorcycle Safety
Countermeasure(s)	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
Project Name	WTSC's Motorcycle Safety Program
Project Description	This project supports statewide efforts 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.
Project Location(s)	Statewide
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)

Public and Community Engagement /Participation	<p>WTSC fosters a collaborative environment for motorcycle safety in WTSC integrates public engagement at every stage of its motorcycle safety efforts to ensure programs are informed by, responsive to, and evaluated with input from the rider community and key stakeholders.</p> <p>Identifying problem/need: WTSC collaborates with the Department of Licensing (DOL), training providers, and the State Motorcycle Safety Association (SMSA) to identify safety concerns raised by the rider community. We also gather input through statewide surveys, comments on digital platforms, and direct conversations at events.</p> <p>Project design/selection: Rider feedback from community events, surveys, and the Motorcycle Safety Education Advisory Board directly informs program priorities, safety messaging, and outreach strategies.</p> <p>Project implementation: WTSC and DOL representatives engage with riders year-round at statewide events. Regional partners—Target Zero Managers and Law Enforcement Liaisons—deliver tailored safety messaging and educational campaigns in high-risk areas.</p> <p>Project evaluation: Ongoing data collection (e.g., surveys, social media engagement) and Advisory Board input help assess program effectiveness and guide continuous improvement.</p>
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Project Agreement Number	M9MA26-01
Amount of Federal Funds	\$119,500
Federal Funding Source(s)	NHTSA 405f (IIJA/supl)
Eligible Use of Funds	Motorcycle Awareness
Planning and Administration Costs	No
Project is a Promised Project	No

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

Motorcyclist Safety Grant: 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	758
Benton	6,091
Clark	12,244
Douglas	1,572
Grant	2,732
Island	3,913
King	35,700
Kitsap	10,613
Lewis	3,168
Pierce	21,970
San Juan	921
Skagit	4,742
Snohomish	22,443
Spokane	14,866
Thurston	8,951
Whatcom	7,008
Yakima	4,716
Total	162,408

Total number of registered motorcycles in State: ***197,161**

Training in the counties above account for **82 percent** of the total of Washington's registered motorcycles which is a large majority of the state's registered motorcycles.

*Based on calendar year 2024 data from DOL as of December 31, 2024.

Motorcyclist Safety Grant: 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 experiences 80-90 motorcyclist fatalities each year since 2016. The motorcycle safety campaign is being rebranded to 'Ride On, Ride Safe' and is aligning more closely with the 'Together We Get There' campaign. Additionally, the WTSC website and social media will be going through a redesign soon which will increase accessibility to resources. 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 2024 target for motorcyclist fatalities is 112 (15 percent decrease from baseline). After holding constant from 2019-2021, motorcyclist fatalities increased by 44 percent in 2022, and 7 percent in 2023 reaching a historic high of 142 fatalities. In 2024, motorcyclist fatalities decreased by 20 percent to 113, which is above the FFY 2024 target of 112. Therefore, the FFY 2024 target is not met.

FFY 2024 Performance Report: NOT MET
FFY 2025 Performance Report: IN PROGRESS

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
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	16	142	11.3%
2024	11	113	9.7%

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) but have increased since 2020. The FFY 2024 target of zero was not met and considering recent trends, the FFY 2025 target of zero unhelmeted motorcyclists will not be met.

FFY 2024 Performance Report: NOT MET

FFY 2025 Performance Report: NOT MET

Motorcyclist Safety Grant: 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.

2024 Fatal, Injury, and PDO Crashes	
County or Political Subdivision	# of MCC (2024) involving another motor vehicle
King	352
Pierce	172
Snohomish	164
Spokane	107
Clark	76
Kitsap	57
Thurston	54
Whatcom	36
Skagit	33
Benton	30
Yakima	29
Cowlitz	20
Franklin	13
Island	12
Kittitas	12
Mason	12
Lewis	11
Chelan	9
Grant	9
Jefferson	9
Walla Walla	9
Clallam	8
Grays Harbor	7
Douglas	6

Okanogan	4
Asotin	2
Klickitat	2
Lincoln	2
Pacific	2
Pend Oreille	2
Skamania	2
Stevens	2
Whitman	2
Adams	1
TOTAL	1,268

Provided: June 11, 2025

Motorcycle Safety projects are conducted statewide. Additionally, WTSC will provide High Visibility Enforcement (HVE) funding to the top ten counties listed above, including King, Pierce, Snohomish, Spokane, Clark, Kitsap, Thurston, Whatcom, Skagit, and Benton.

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

Total # of MCC crashes involving another motor vehicle: 2024 = 1,268

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:

Unusually high spending rates over the past few years reduced the amount of reserve funds carried into the next fiscal year. This countermeasure strategy will no longer use a statewide campaign format after FFY 2025 for that reason. Instead, efforts will be scaled to align with available resources, which may include more targeted or regionally focused activities to maintain progress toward reducing non-motorized fatalities and serious injuries.

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:

The *Educating School-Age Children* countermeasure strategy is not being adjusted because local-level projects experienced success in the first phase of implementation. Examples include strong rapport with critical school community partners, expansion to include new schools and the introduction of class-based safety projects.

Additional time is necessary to engage school communities, integrate and deliver curriculum and train instructors. Research referenced in this section indicates that educational programming must be repeatedly implemented to sustain effectiveness and impact new cohorts of students.

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 an effective three-star rated countermeasure, Nonmotorized projects will continue to employ enforcement as a countermeasure to deter driver behavior that poses a risk to the safety of Active Transportation User (ATUs).

Statewide data (WTSC, 2023) reveal that driver speed, distraction, and impairment persist as key risk factors in fatal and serious pedalcyclist and pedestrian crashes. Nonmotorized programming will address this trend thorough continued implementation of this countermeasure through project partnerships with law enforcement in FFY 2026.

Countermeasure

- Enforcement Strategies
- Mass Media Campaign

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) show that driver speed, distraction, and impairment continue to pose risks to the safety of pedestrians and pedalcyclists. This ongoing concern will be met with continued efforts to expand and maintain local-level project partnerships in FFY 2026.

Through a multidisciplinary network of partners, education and outreach strategies aligned with the Uniform Guidelines for State Highway Safety Program will be employed to influence the behavior of road users and increase ATU safety. This countermeasure supports all FFY 2026 local-level projects and is key to program 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? **No**

Description of why or why not:

This countermeasure was “inactivated” in FFY 2025 and will continue to stay inactive in FFY 2026. Analysis of longitudinal data measuring the impact of the speed reduction may result in reactivation and possible replication of this effort.

Countermeasures:

- Reduce and Enforce Speed Limits

Non-Motorized Services Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
2024 3HSP	NHTSA 405h (FY22-23) (bil/supl) 405g (bil/supl)	\$5,100,000
2025 3HSP Update	NHTSA 405h (bil/supl), 405g (bil/supl),	\$2,396,898
2026 3HSP Update	NHTSA 402 (IIJA), 405g (IIJA/supl)	\$2,472,399

Factors Influencing Changes in the Federal Fund Description:

The change in the Federal Fund Description reflects changes to federal funding sources and adjustments in program project funding that minimally impact the Estimated 3-Year Allocation.

AGA Projects and Subrecipient: Non-Motorized Services

This section provides project and subrecipient details specific to the Non-Motorized Services program area.

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

- 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**

Project #44: 2024-FG-5023-Lets Go Edmonds

Program	Non-Motorized Services
Countermeasure Strategy	Educating School-Age Children
Countermeasure(s)	Elementary-Age Child Pedestrian Training
Project Name	Let's Go Edmonds
Project Description	<p>The Let's Go 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> <p>The project increases student knowledge of skills and information designed 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</p>

	<p>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>
Project Location(s)	<p>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</p>
Subrecipient(s)	Cascade Bicycle Club
Organization Type	Non-profit
Public and Community Engagement /Participation	<p>Yes, this project included the following Public Participation & Engagement (PP&E): 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)</p>

Project Agreement Number	BGPE26-01
Amount of Federal Funds	\$222,100
Federal Funding Source(s)	NHTSA 405g (IIJA/supl)
Eligible Use of Funds	Public Education
Planning and Administration Costs	No
Project is a Promised Project	No

Project #45: 2024-FG-5003-Tacoma Neighborhood Education

Program	Non-Motorized Services
Countermeasure Strategy	Educating School-Age Children; Pedestrian and Bicycle Safety; Communication and Outreach
Countermeasure(s)	Elementary-Age Child Pedestrian Training; Safe Routes to School and Walking School Buses; Multidisciplinary Involvement
Project Name	Tacoma Neighborhood Education

Project Description	<p>There are two goals of this project: 1. Increase safety of elementary-aged student-pedestrians and pedalcyclists through education of elementary-aged students using Safe Routes to School (SRTS) strategies through FFY 2026 and 2. Increase vulnerable road user safety along project focus corridors and intersections in Tacoma by September 30, 2026.</p> <p>This will entail conducting road safety assessments for a minimum of two high injury network corridors and a Safe Routes to School education program.</p>
Project Location(s)	<p>The City of Tacoma: Whitman Elementary, Edison Elementary, Manitou Park Elementary, Stafford Elementary, Boze Elementary, Mary Lyon Elementary, Stewart Middle School, and Baker Middle School.</p>
Subrecipient(s)	<p>City of Tacoma</p>
Organization Type	<p>City</p>
Public and Community Engagement /Participation	<p>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 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.</p>

Project Agreement Number	<p>BGPE26-04</p>
Amount of Federal Funds	<p>\$170,000</p>
Federal Funding Source(s)	<p>NHTSA 405g (IIJA/supl)</p>
Eligible Use of Funds	<p>Public Education</p>
Planning and Administration Costs	<p>No</p>
Project is a Promised Project	<p>No</p>

Project #46: 2024-FG-5022-Seattle Neighborhood Greenways

Program	Non-Motorized Services
Countermeasure Strategy	Pedestrian and Bicycle Safety
Countermeasure(s)	Multidisciplinary Involvement
Project Name	Seattle Neighborhood Greenways
Project Description	<p>The purpose of this project is to improve the safety of Martin Luther King Jr. Way South and Rainier Ave South Corridors in Southeast Seattle using proven countermeasures. This work will use strategies including community education and engagement to advance specific objectives of Seattle Neighborhood Greenways and the Washington Strategic Highway Safety Plan in communities underserved by infrastructure and disproportionately impacted by pedestrian and bicyclist roadway injuries and fatalities. This project will unite partners and stakeholders with majority leadership from disproportionately impacted communities to listen and elevate the needs and perspectives of community members that are most impacted.</p> <p>This project will identify community priorities and recommendations for proven traffic safety countermeasures for these streets.</p>
Project Location(s)	Martin Luther King Jr. Way South and Rainier Ave South corridors (Rainier focus on section from S Walden St. to S Jackson St.) in Southeast Seattle.
Subrecipient(s)	Seattle Neighborhood Greenways
Organization Type	Non-profit
Public and Community Engagement /Participation	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 numerous CBOs including the Rainier Beach Action Coalition, Bethany Church, Front and Centered, and the Rainier Vista Boys and Girls Club.

Project Agreement Number	BGPE26-02
Amount of Federal Funds	\$268,500
Federal Funding Source(s)	NHTSA 405g (IIJA/supl)
Eligible Use of Funds	Public Education
Planning and Administration Costs	No
Project is a Promised Project	No

Project #47: 2025-FG-5339-Region 10 Walker Roller Safety Zone Grant

Program	Non-Motorized Services
Countermeasure Strategy	Pedestrian and Bicycle Safety
Countermeasure(s)	Multidisciplinary Involvement Enforcement Strategies
Project Name	Region 10 Walker Roller Safety Zone Grant
Project Description	<p>The project aims to reduce pedestrian and bicyclist serious injuries and fatalities in Snohomish County, empower communities to strengthen traffic safety culture, and encourage community members to safely utilize and drive in the vicinity of new public transit systems.</p> <p>Project activities include declaring pedestrian safety zones in locations where data show high risk to walkers and rollers. This strategy is intended to empower participating municipalities to seek the grant funding necessary to address infrastructure issues. The Snohomish County Target Zero (TZ) Task Force will conduct outreach to engage local municipalities, organizations and coalitions to issue declarations.</p> <p>The Walker Roller Safety Educational Campaign will include development of multi-lingual messaging specific to traffic safety in the vicinity of the new public transit system extension. Through geo-targeted multi-channel ad-buys, the campaign will deliver traffic safety messaging via a variety of platforms including but not limited to radio, billboard, bus, social media, digital streaming and gas toppers.</p> <p>Walker Roller Safety High Visibility Emphasis Patrols will increase walker/roller safety through enforcement of traffic safety laws in areas affected by new public transit stops in Snohomish County. The Target Zero DUI & Task Force will conduct enforcements quarterly as a deterrent to high-risk behavior such as impairment, distraction and failure to yield. Officers will use discretion to determine whether a citation or educational contact is appropriate on a case-to-case basis. In addition, officers will participate in community education, including presentations, events, meetings, coalition work, foot patrols, and distribution of educational rack cards.</p>
Project Location(s)	The project will focus on areas in Snohomish County impacted by recent transit expansions. This includes the new Sound Transit light rail stops in Mountlake Terrace and Lynnwood, as well as surrounding areas such as Edmonds, Unincorporated Snohomish County, and future expansion toward Everett. It also includes

	locations served by the new Community Transit Rapid Orange Line: Mill Creek Town Center, Lynnwood Transit Center, Alderwood Mall, Edmonds College, and McCollum Park and Ride. Additional focus areas are the Marysville State Avenue Corridor and the 172nd Street Corridor at the Marysville–Arlington border, which are active transit hubs with documented pedestrian safety concerns.
Subrecipient(s)	Snohomish County Sheriff's Office
Organization Type	Law Enforcement - County
Public and Community Engagement /Participation	Region 10 Target Zero outreach through task force partners.

Project Agreement Number	BGPE26-05
Amount of Federal Funds	\$50,000
Federal Funding Source(s)	NHTSA 402 (IIJA), 405g (IIJA/supl)
Eligible Use of Funds	Public Education
Planning and Administration Costs	No
Project is a Promised Project	No

Project #48: 2024-FG-5017-Pacific Highway (SR 99) South Walker and Roller Safety Program

Program	Non-Motorized Services
Countermeasure Strategy	Pedestrian and Bicycle Safety; Communication and Outreach; Enforcement Strategies
Countermeasure(s)	Multidisciplinary Involvement; Law Enforcement; Mass-Media Campaigns; Enforcement Strategies
Project Name	Pacific Highway (SR 99) South Walker and Roller Safety Program
Project Description	<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>Project Goals:</p> <p>Goal 1: Decrease the percentage of drivers with unsafe behavior concerning walkers and rollers by 10% along South SR 99 through driver education and increased signage.</p> <p>Goal 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 percent, year-over year for three years.</p>

	Goal 3: Research and implement strategies to increase walker and roller safety throughout South King County.
Project Location(s)	King County and (eventually) expansion into Pierce County.
Subrecipient(s)	Kent Police Department
Organization Type	City
Public and Community Engagement /Participation	Yes, through the King County Pedestrian Safety Task Force, including Seattle Neighborhood Greenways, King County Public Health, Seattle Public Schools, Cascade Bicycle Club, Kent Public Works, and more.

Project Agreement Number	BGPE26-03
Amount of Federal Funds	\$160,000
Federal Funding Source(s)	NHTSA 405g (IIJA/supl)
Eligible Use of Funds	Public Education
Planning and Administration Costs	No
Project is a Promised Project	No

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

Nonmotorized Safety Grant: Addendum 1

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.

FY 2026 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) 2022 FINAL				
State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
Washington	743	149	20.05%	Eligible

Source: Provided by NHTSA Region 10 Regional Program Manager on March 5, 2025

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? **No**

Description of why or why not:

We are seeing success and will continue with our current efforts in FFY 2026. The child passenger safety network has increased the number of certified technicians, courses, seat check stations, number of seats checked, number of seats provided to families in need, and the number of law enforcement officers and tribal representatives that are trained as child passenger safety techs. We are also seeing an increase in the number of mini-grant requests from local organizations so that they can support their own classes and events within their communities. Our training efforts have seen an increase in attendance at our annual Child Passenger Safety Summit, to the point that we may need to find a larger venue next year. We will continue to support the existing projects that are driving these results.

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? **No**

Description of why or why not:

We will continue to 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 has been updated with culturally relatable educational materials in both English and Spanish. We are currently working with Target Zero Managers and the child passenger safety network to roll this program out in all 17 regions.

Countermeasures:

- School-Based Programs
- Inspection Stations

Occupant Protection Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
2024 3HSP	NHTSA 402 (bil/supl), 405b (bil/supl) reg & flex	\$2,850,000
2025 3HSP Update	NHTSA 402 (bil/supl), 405b (bil/supl), 405b (bil/supl) flex	\$2,214,500
2026 3HSP Update	NHTSA 405b (IIJA/supl), 405b (IIJA/supl) flex	\$2,055,775

Factors Influencing Changes in the Federal Fund Description:

The change in the Federal Fund Description reflects changes to federal funding sources and adjustments in program project funding that impact the Estimated 3-Year Allocation.

AGA Projects and Subrecipient: Occupant Protection

This section provides project and subrecipient details specific 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 #49: 2024-FG-4998-Washington CPS Program Delivery

Program	Occupant Protection
Countermeasure Strategy	Communications and Outreach; Other Strategies
Countermeasure(s)	Strategies for Older Children; Strategies for Child Restraint Use and Booster Seat Laws; Inspection Stations
Project Name	Washington CPS Program Delivery
Project Description	<p>This project will support statewide efforts to provide child passenger safety education, inspections, and seat checks to families and others who transport children. This project coordinates and delivers statewide Child Passenger Safety (CPS) services as required by NHTSA. The statewide CPS program consists of approximately 400 trained Child Passenger Safety Technician (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. 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>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. Some of the funding for this project may be used for supplies or durable tools with a lifespan of more than a year, or equipment.</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>

Project Location(s)	Statewide. Based in Bonney Lake, the program supports efforts across the state.
Subrecipient(s)	City of Bonney Lake
Organization Type	City
Public and Community Engagement /Participation	No

Project Agreement Number	M1CPS26-01
Amount of Federal Funds	\$298,025
Federal Funding Source(s)	NHTSA 405b (IIJA/supl)
Eligible Use of Funds	Community CPS Services
Planning and Administration Costs	No
Project is a Promised Project	No

Project #50: 2026-FG-5647-CPS Program Training

Program	Occupant Protection
Countermeasure Strategy	Communications and Outreach; Other Strategies
Countermeasure(s)	Strategies for Older Children; Strategies for Child Restraint Use and Booster Seat Laws; Inspection Stations
Project Name	CPS Program Training
Project Description	<p>This project will support bringing Child Passenger Safety Technicians (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, and recognize individuals and teams showing exceptional work. Washington’s Child Passenger Safety (CPS) Program relies on a network of CPSTs who are trained in up-to-date practices related to child passenger safety.</p> <p>Tribal CPST courses will provide training to increase the network of tribal technicians who support tribal families. Funding will cover instructor service fees, registration fees, and child restraints. Expenses for mentoring of tribal technicians will include service fees and 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</p>

	<p>needs. The project may cover expenses for emergency service personnel to obtain national certification.</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>
Project Location(s)	Statewide. Initially statewide, specific training locations will be updated in the AGA once confirmed.
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	M1*CR26-01, B1CPS_US26-01
Amount of Federal Funds	\$148,750
Federal Funding Source(s)	NHTSA 405b (IIJA/supl) flex
Eligible Use of Funds	Child Restraint, Underserved CPS Programs
Planning and Administration Costs	No
Project is a Promised Project	No

Project #51: 2026-FG-5646-CPS Program Mini-Grants

Program	Occupant Protection
Countermeasure Strategy	Communications and Outreach; Other Strategies
Countermeasure(s)	Strategies for Older Children; Strategies for Child Restraint Use and Booster Seat Laws; School-Based Programs; Inspection Stations
Project Name	CPS Program Mini-Grants
Project Description	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>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>
Project Location(s)	Statewide. Initially, statewide, specific areas will be updated in the AGA once confirmed.
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	M1CPS26-02, B1CPS_US26-01
Amount of Federal Funds	\$212,500
Federal Funding Source(s)	NHTSA 405b (IIJA/supl)
Eligible Use of Funds	Community CPS Services, Underserved CPS Programs
Planning and Administration Costs	No
Project is a Promised Project	No

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

Occupant Protection Grant High: Addendum 1

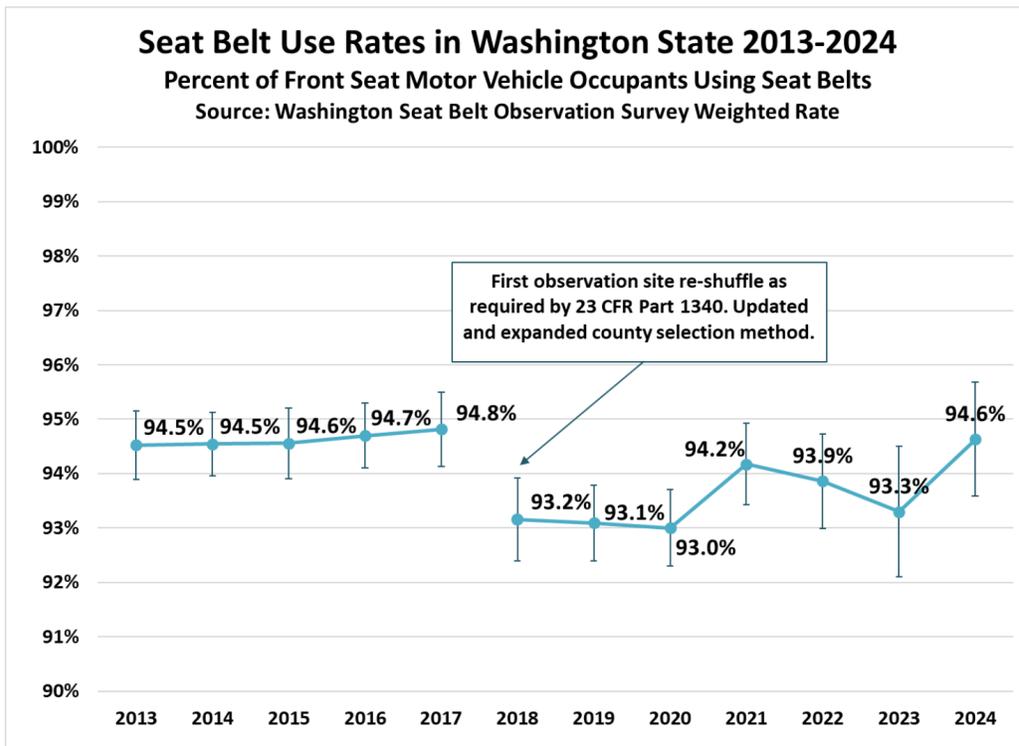
Washington’s occupant protection program area plan for the upcoming fiscal year.

WTSC’s Occupant Protection Program plan includes the Occupant Protection 3HSP update and list of FFY 2026 projects. The program area plan also includes the following supplemental information.

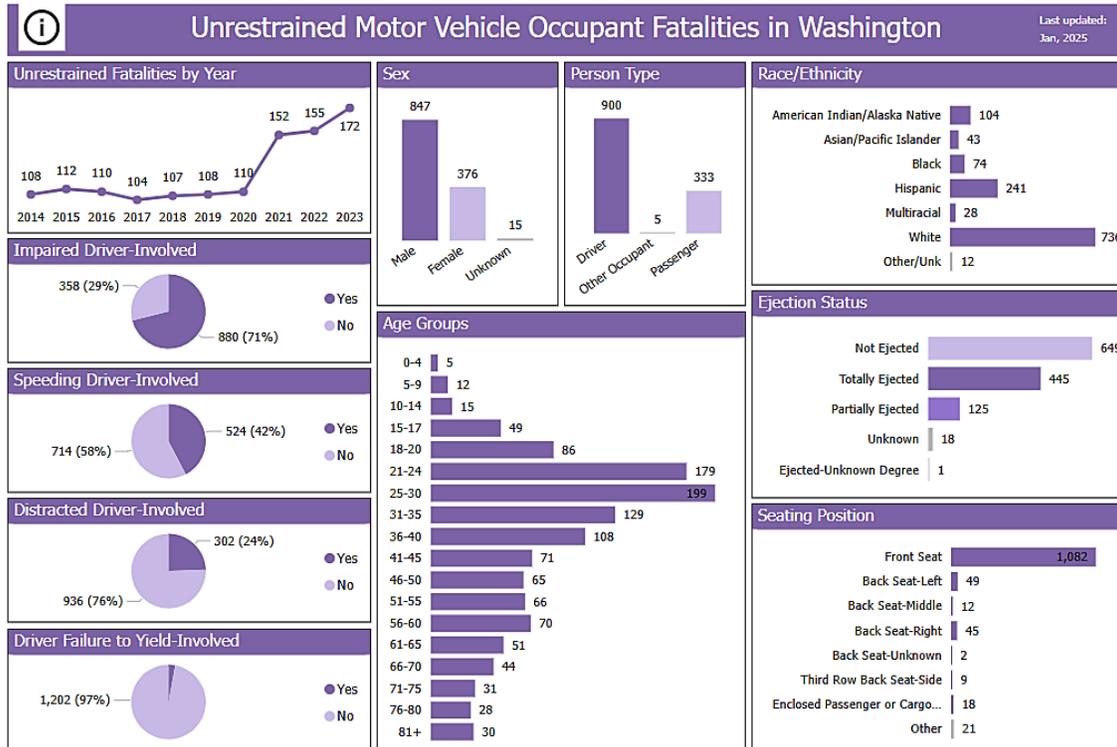
Problem and/or Opportunity Identification

Summary of Crash and Other Consequences Data

Washington has one of the highest seat belt use rates in the country. According to our most recent Seat Belt Use Observation Survey, the 2024 seat belt use rate is 94.6 percent. This is an increase from the 2023 seat belt use rate of 93.3 percent, and the highest seat belt use rate measured since 2018. In 2024, seat belt use rates increased on all road types. The lowest seat belt use rate is on city streets at 92.3 percent; however, this is a statistical increase from 89 percent in 2023. The seat belt use rate is 94.5 percent on county roads, and highest on state routes at 96.2 percent.



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 before 2010. Since 2019, unrestrained fatalities have increased 60 percent, and serious injuries have increased 91 percent. Early estimates for 2024 show a slight decrease in unrestrained fatalities while unrestrained serious injuries remain unchanged. In 2023, 35 percent of all motor vehicle occupant fatalities in the state involved occupants who were unrestrained.



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 that based on seat belt citation and FARS citation and FARS data, as well as other research, 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 females, males aged 55 and older, and younger drivers aged 16-25 have a greater prevalence of not wearing seat belts while driving. According to the WTSC's Research and [Data Division's 2025 brief on AI/AN traffic deaths](#), the rate for unrestrained motor vehicle occupant fatalities is 5.6 times larger among AI/AN people than all others. From 2019-2023, four out of ten fatally injured AI/AN vehicle occupants were unrestrained. AI/AN females represented double the number of all other female unrestrained motor vehicle occupant fatalities in that period.

Unrestrained Drivers Tend to Correlate with Other High-risk Behaviors: Drivers who do not use their seat belts closely correlate with other high-risk driving behaviors like speeding or aggressive, distracted, and impaired driving. For example, the correlation between impaired driving and lack of seat belt use is extremely high. From 2019-2023, about 70 percent of unrestrained drivers involved in a fatal crash were impaired. In addition, 19 percent of unrestrained drivers involved in a fatal crash were distracted, and 38 percent were speeding.

Younger Drivers are More Likely to be Unrestrained: Between 2019-2023, one in three (31 percent) vehicle occupant fatalities were between the ages of 21-30 were not properly restrained. Almost three-quarters (75 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). Between 2019-2023, there were 22 unrestrained vehicle occupant fatalities among children ages 0-15 in Washington state. From 2019-2023, just over three 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 2024 shows the child restraint misuse rate at 72.5 percent. 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 2024 Washington Statewide Survey revealed that the self-reported seat belt use rate was very high and consistent with the 2024 observed seat belt use rate. It is interesting to see a nearly 17 percent difference between seat belts used in the front versus back seat.

- 93% (90% 2023) always wear a seat belt within a few miles of their home.
- 94% (93% 2023) always wear a seat belt many miles from their home.
- 77% (83% 2023) 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 (83 percent) reported having a family rule about always wearing a seat belt. Only about one-third of respondents (33 percent) said they have a workplace policy about always using a seat belt.

Proactive Traffic Safety:

Most people feel comfortable speaking up 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.

- 32 percent asked someone in the past 30 days to use a seat belt (13 percent said no, 56 percent said they were never in that situation).
- 62 believe people important to them would strongly approve of asking someone to use a seat belt.
- 39 percent believe most people in their community would often or always ask someone to use a seat belt.
- 53 percent are extremely comfortable asking someone to use a seat belt.

Consequences and Behaviors vs. Seat Belt Use:

Results from the 2024 Statewide Survey show that people who reported never or rarely wearing their seat belt reported more crash involvement, citations, and risky driving behaviors in the past 12 months than those who reported always wearing their seat belt.

Crash Involvement	Seat Belt Use	
	Never / Rarely	Always
In the past 12 months, how many vehicle accidents or crashes (even minor ones) have you been involved in that were...		
Not at fault	16%	7%
Perhaps at fault	14%	3%

Citations	Seat Belt Use	
	Never / Rarely	Always
In the past 12 months, how many citations, tickets, or warnings have you received for the following?		
Not wearing a seat belt	10%	1%
Speeding	19%	6%
Driving through a red light or stop sign	6%	3%
Driving under the influence	6%	<1%
Distracted driving	7%	1%

Risky Driving Behaviors	Seat Belt Use	
	Never / Rarely	Always
DUI Alcohol (ever in past 12 months)	6.5%	3.8%
DUI Cannabis (ever in past 12 months)	13.8%	2.7%
DUI Alcohol + Cannabis (ever in past 12 months)	4.3%	1.0%
Speeding (10+ over): usually + always (past 30 days)	18%	12%
Distracted Driving: holding & talking (past 30 days)	59%	39%
Distracted Driving: reading / looking (past 30 days)	54%	48%
Distracted Driving: typing / interacting (past 30 days)	49%	36%

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

- Rural Seat Belt Use – Working with the Rural Traffic Safety Program Manager to create a collaborative project to address seat belt use in rural areas.
- Tribal females – I would like to work with the WTSC Tribal Liaison to identify opportunities to reach tribal females who are overrepresented in unrestrained fatalities.
- 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 31 percent have a workplace policy about always using a seat belt.
- Back seat – the Statewide Survey showed that up to 17 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 showed 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 currently piloting the Safest Ride Program to educate grade school staff, students, and parents about the importance of riding buckled up in the back seat.
- Situational seat belt use – people that normally wear their seat belt, but are willing not to if it is inconvenient, uncomfortable or they are out of their normal routine. Some anecdotal examples include in a ride share, in a crowded back seat, and while on vacation.
- Opportunities for promoting seat belt use by interactions or interventions with existing systems such as law enforcement, mental health, or substance use treatment providers as a form of harm reduction education.

- I would like to find out if there are set standards for childbirth education class curriculum in Washington. Someone recently went through a childbirth education class and reported they did not talk about car seats or provide any information or resources for parents about the correct installation of a car seat.
- Older drivers – there could be an opportunity to support [CarFit](#) events. CarFit is an educational program that helps older adults check how well their personal vehicles “fit” them. They can learn how to adjust their seat, steering wheel, seat belt, and head restraint.

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. There are also opportunities to educate this group about heatstroke awareness and the dangers of leaving unattended passengers in hot cars.

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 Statewide Survey, Seat Belt Observation Survey, Child Passenger Safety Observation/Intercept Survey, and fatality data for unrestrained vehicle drivers and occupants.

Members of this workgroup were recruited from the 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 18, 2025, and 10 attendees joined the virtual meeting. Invitations were sent to representatives from the following organizations: Washington Health

Care Authority, Office of Superintendent of Public Instruction, Office of Financial Management, Association of Washington Business, Washington State Department of Transportation, Department of Licensing, Snohomish County, 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, South Whatcom Regional Fire Authority, and Island County Sheriff's Office.

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. Some examples of feedback received:

- The cost of transport devices (car seats) for EMS providers is a barrier. The infrequency of needing pediatric transport devices / equipment is a real burden for them.
- Encountering parents who just do not know the laws.
- Need for more education campaigns at the beginning of the school year to remind families about the importance of child passenger safety. Kids are riding in the front seat too early, not in booster seats long enough.
- Kids being dropped off and picked up at school are often unbuckled too soon when arriving or not buckling in properly before leaving. Families are feeling pressure to move the line along as fast as possible.
- Ideas of how to reach schools; newsletters, Office of Superintendent of Public Instruction (OSPI) bulletin, back to school nights, Parent Teacher Organization (PTOs). Can submit a public records request to OSPI for school contacts.
- Schools could have a 4'9" poster at the front door to remind kids that if they are not taller than that they should still be in a booster.
- How can we get the information about car seat laws out to new immigrants?
- In Hawaii, they post "car seat checks" up on the variable message boards to promote checks. Could we do that here on WSDOT signs? We could advertise wacarseats.com rather than specific events.
- Need for national standard/policy on EMS transport of children in emergency situations.
- Desire for an updated CPS focused WTSC education campaign.
- Most school buses do not have seat belts.
- Uber/Lyft - while we are seeing an improvement in those apps encouraging seatbelt use, it's still not required by law, so I think that makes drivers less inclined to require it from their riders.
- Need for more coordinated programs for children who need an adaptive car seat.

Performance Report:

- C-4 Unrestrained Passenger Vehicle Occupant Fatalities. See Chapter 2, page 19

- B-1 Observed Seat Belt Use for Passenger Vehicles, All Seat Positions (Survey). See Chapter 2, page 28

FFY 2026 Occupant Protection projects supporting the plan:

- **Communications**
 - Project #1: 2024-FG-5015-WTSC Paid Media, page 36
 - Project #2: 2024-FG-5025-News Media and Communications Support, page 37
 - Project #5: 2024-FG-5026-TZM Communications Lead, page 40
 - Project #6: 2024-FG-5027-TZM PCN Media Mini-Grants, page 41
- **High Visibility Enforcement**
 - Project #8: 2026-FG-5688-WSP HVE, page 48
 - Project #9: 2026-FG-5687-Local HVE - Administration, Enforcement, and Resources, page 49-50
- **Child Passenger Safety**
 - Project #49: 2024-FG-4998-Washington CPS Program Delivery, page 111-112
 - Project #50: 2026-FG-5647-CPS Program Training, page 112 - 113
 - Project #51: 2026-FG-5646-CPS Program Mini-Grants, page 113 - 114

Occupant Protection Grant High: 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 2026. 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 Washington's 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 2026 Occupant Protection projects supporting the Click it or Ticket national mobilization:

- **Communications**
 - Project #1: 2024-FG-5015-WTSC Paid Media, page 36
 - Project #2: 2024-FG-5025-News Media and Communications Support, page 37
 - Project #5: 2024-FG-5026-TZM Communications Lead, page 40
 - Project #6: 2024-FG-5027-TZM PCN Media Mini-Grants, page 41
- **High Visibility Enforcement**
 - Project #8: 2026-FG-5688-WSP HVE, page 48
 - Project #9: 2026-FG-5687-Local HVE - Administration, Enforcement, and Resources, page 49-50

Washington: Agencies planning to participate in CIOT

Aberdeen PD	Algona PD	Anacortes PD	Arlington PD
Auburn PD	Battle Ground PD	Bellingham PD	Benton CSO
Black Diamond PD	Bonney Lake PD	Bothell PD	Buckley PD
Burien PD	Centralia PD	Chelan County PD	City of Bainbridge Island
City of Everett	City of Port Orchard	City of Prosser	City of Vancouver
Clallam CSO	Clark County Sheriff	Coulee Dam PD	Covington PD
Clark Regional Emergency Service Agency (CRESA)	Des Moines PD	Douglas CSO	Duvall PD
East Wenatchee PD	Ellensburg PD	Elma PD	Enumclaw PD
Ephrata PD	Everson PD	Federal Way PD	Franklin County PD
Grant CSO	Grays Harbor Communications Center	Grays Harbor CSO	Hoquiam PD
Island CSO	Issaquah PD	Jefferson CSO	Kalama PD

Kennewick PD	Kent PD	Kitsap 911	Kitsap CSO
Lacey PD	Lakewood PD	Langley PD	Liberty Lake PD
Lincoln CSO	Lynden PD	Lynnwood PD	Monroe PD
Montesano PD	Moses Lake FD	Mountlake Terrace PD	Moxee PD
Mt Vernon PD	Mukilteo PD	Napavine PD	Newcastle PD
Normandy Park Police	Oak Harbor PD	Ocean Shores PD	Orting PD
Pacific PD	Pasco PD	Pend Oreille CSO	Pierce CSO
Port Angeles PD	Port Townsend PD	Poulsbo PD	Quincy PD
Raymond PD	Redmond PD	Richland PD	Roy PD
Ruston PD	Seattle PD	Sequim PD	Shelton PD
Skagit 911	Snohomish 911	Snohomish CSO	Soap Lake PD
South Bend PD	Spokane CSO	Spokane PD	Sumner PD
Suquamish	Swinomish PD	Thurston CSO	Toppenish PD
Union Gap PD	West Richland PD	Whatcom CSO	Whitman CSO

FD: Fire Department

PD: Police Department

CSO: County Sherrif Office

Occupant Protection Grant High: 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:

- Project #50: 2026-FG-5647-CPS Program Training, page 112 - 113
- Project #51: 2026-FG-5646-CPS Program Mini-Grants, page 113 - 114

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 = 125

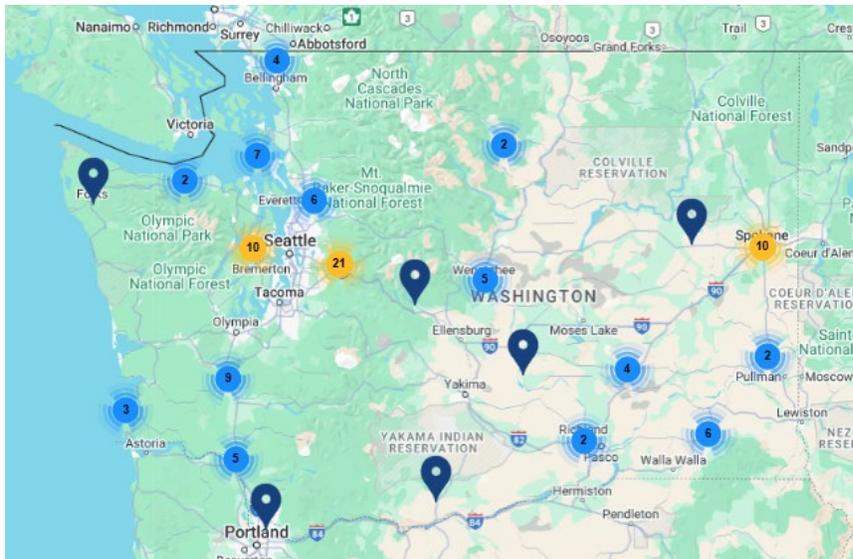
2. Estimated number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Population Served- urban = 42

Population Served- rural = 42

Population Served- at risk = 41

Location:



These service sites/events serve individuals and families across all income brackets.

Affordable/accessible services are provided to everyone. Service sites are located in disadvantaged neighborhoods and affluent areas where all families can attend. For those living in extremely rural areas of our state, we provide virtual seat checks.

Certification:

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

Occupant Protection Grant High: 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:

- Project #50: 2026-FG-5647-CPS Program Training, page 112 - 113
- Project #51: 2026-FG-5646-CPS Program Mini-Grants, page 113 - 114

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 = 10
- Estimated number of technicians = 100

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:

Implementing this countermeasure strategy will continue to help WTSC meet the federal requirements outlined in 23 CFR § 1300.4(b)(1–7) and 23 CFR § 1300.4(c)(1–12). Aligning with these requirements ensures WTSC maintains eligibility for federal funding, demonstrates accountability, and supports consistent, data-driven approaches to traffic safety statewide.

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 updated Strategic Highway Safety Plan (SHSP) was completed in FFY 2025, marking the successful completion of this countermeasure strategy. However, the SHSP is a living document and continues to guide statewide traffic safety efforts. Its implementation will be supported through various program elements of the Annual Grant Application (AGA), including ongoing data analysis, coordination with traffic safety partners, and the integration of SHSP emphasis areas into funded projects. WTSC will continue to align program strategies and resource allocations with SHSP priorities to ensure that evidence-based, collaborative approaches remain central to reducing serious injuries and fatalities on Washington’s roadways. This countermeasure strategy will be reintroduced in future SHSPs and AGAs as

needed to support ongoing safety efforts. At this time, no projects are planned to support this countermeasure strategy or countermeasure in FFY 2026.

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? **No**

Description of why or why not:

In FFY 2026, the WTSC will continue to implement this countermeasure strategy largely unchanged. Marginal changes could include small evolutions of processes, such as accommodating projects surfaced by Target Zero Managers as they operationalize their efforts under their 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 serve as the central platform for managing all aspects of grant administration. In FFY 2026, marginal improvements will be implemented to ensure the system evolves alongside programmatic needs and user expectations. These enhancements will focus on streamlining workflows, improving user interface functionality, and increasing transparency in grant activities. A key area of focus will be the enhancement of High Visibility Enforcement (HVE) documentation and tracking. Updates will allow for more consistent and detailed capture of HVE plans, activities, and outcomes, enabling better alignment with federal reporting requirements and more effective evaluation of enforcement strategies. These improvements are within the existing countermeasure strategy and will help ensure that WEMS remains a reliable, user-friendly tool for both internal staff and external partners.

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:

In FFY 2026, WTSC is adjusting this strategy to focus on opportunities for deeper collaboration and system-level impact. WTSC anticipates continuing its partnership with the Washington State Department of Transportation (WSDOT) to plan a joint traffic safety summit in FFY 2027. If confirmed, this revised approach would support co-hosting a statewide conference to strengthen existing relationships, build new partnerships, and enhance our collective ability to apply the Safe System Approach (SSA).

In addition, WTSC is shifting its internal capacity-building strategy to place greater emphasis on applying the knowledge staff gain through training and technical assistance. Rather than focusing solely on knowledge building, this adjustment prioritizes hands-on support and practical tools to help staff integrate the positive culture framework into their everyday traffic safety work.

Countermeasure(s):

- Positive Traffic Safety Culture Training and Technical Support
- Traffic Safety Conference

Program Coordination Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
2024 3HSP	NHTSA 402 (bil/supl)	\$11,526,502
2025 3HSP Update	NHTSA 402 (bil/supl), 405d (bil/supl) low flex	\$11,459,635
2026 3HSP Update	NHTSA 402 (IIJA/supl), 405d (IIJA/supl) mid, 405e (IIJA/supl) flex, 405e Laws (IIJA/supl) Flex	\$11,822,651

Factors Influencing Changes in the Federal Fund Description:

The change in the Federal Fund Description reflects changes to federal funding sources and adjustments in program project funding that impact the Estimated 3-Year Allocation.

AGA Projects and Subrecipient: Program Coordination

This section provides project and subrecipient details specific to the Program Coordination program area.

3.8.1 Program Coordination

Project #52: 2026-FG-5696-Program Coordination

Program	Program Coordination
Countermeasure Strategy	Program Coordination
Countermeasure(s)	Program Coordination
Project Name	Program Coordination
Project Description	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.
Project Location(s)	Statewide
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	AL26-01, CP26-01, CR26-01, DD26-01, MC26-01, PS26-01, SC26-01, TR26-01, M5IDC26-01
Amount of Federal Funds	\$2,857,498
Federal Funding Source(s)	NHTSA 402 (IIJA/supl), 405d (IIJA/supl) mid
Eligible Use of Funds	Impaired Driving, Distracted Driving, Motorcycle Safety, Safety Belts, Pedestrian/Bicycle Safety, Community Traffic Safety Programs, Speed Management, Traffic Records, ID Coordinator.
Planning and Administration Costs	No
Project is a Promised Project	No

3.8.2 Strategic Highway Safety Planning

The updated Strategic Highway Safety Plan (SHSP) was completed in FFY 2025. While no FFY 2026 projects have been identified at this time, this countermeasure is included in the AGA in the event an amendment is submitted later to add a new project that supports Strategic Highway Safety Planning.

3.8.3 Traffic Safety Program Support –Leadership

Project #53: 2026-FG-5695-Planning and Administration

Program	Program Coordination
Countermeasure Strategy	Traffic Safety Program Support – Leadership
Countermeasure(s)	Planning and Administration
Project Name	Planning and Administration
Project Description	This project provides federal traffic safety funds to the Washington Traffic Safety Commission (WTSC) for planning and administration activities that support the goals of the Target Zero Strategic Highway Safety Plan.
Project Location(s)	Statewide
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	PA26-01
Amount of Federal Funds	\$809,955
Federal Funding Source(s)	NHTSA 402 (IIJA/supl)
Eligible Use of Funds	Planning and Administration
Planning and Administration Costs	Yes
Project is a Promised Project	No

3.8.4 WTSC Grant Management System (WEMS)

Project #54: 2026-FG-5664-WEMS Maintenance, Upgrades, and Support

Program	Program Coordination
Countermeasure Strategy	WTSC Grant Management System (WEMS)
Countermeasure(s)	WTSC Grant Management System (WEMS)

Project Name	WEMS Maintenance, Upgrades, and Support
Project Description	This project will fund maintenance, upgrades, and support to WEMS, WTSC's online 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.
Project Location(s)	Statewide: Management of statewide projects
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	B8A*CP26-01
Amount of Federal Funds	\$130,000
Federal Funding Source(s)	NHTSA 404e (IIJA/supl) flex
Eligible Use of Funds	Community Traffic Safety Programs
Planning and Administration Costs	No
Project is a Promised Project	No

3.8.5 WTSC Staff Professional Development

Project #55: 2025-FG-5369-Positive Traffic Safety Culture Training and Technical Support

Program	Program Coordination
Countermeasure Strategy	WTSC Staff Professional Development
Countermeasure(s)	Positive Traffic Safety Culture Training and Technical Support
Project Name	Positive Traffic Safety Culture Training and Technical Support
Project Description	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.
Project Location(s)	17 TZM Regions. See Attachment C
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	B8L*CP26-02
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Amount of Federal Funds	\$75,000
Federal Funding Source(s)	NHTSA 405e Laws (IIJA/supl) flex
Eligible Use of Funds	Community Traffic Safety Programs
Planning and Administration Costs	No
Project is a Promised Project	No

Project #56: 2026-FG-5697-Traffic Safety Conference

Program	Program Coordination
Countermeasure Strategy	WTSC Staff Professional Development
Countermeasure(s)	Traffic Safety Conference
Project Name	Traffic Safety Conference
Project Description	<p>This project is intended to provide a small amount of funding to allow the WTSC to plan for another traffic safety summit in 2027. In FY26, this funding will support early planning activities for the statewide traffic safety summit, including coordination with partner agencies, securing a venue, and developing an outreach and communication plan.</p> <p>WTSC plans to partner with other state Commission agencies to execute this summit, including WSDOT, DOL, and WSP. The specific traffic safety focus of the conference is undetermined, but may be the safe system approach. WTSC anticipates drawing representatives across many sectors, including elected municipal leaders.</p>
Project Location(s)	The location of the summit is unknown, but the benefit should extend statewide.
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	In the process of executing the 2025 Traffic Safety Summit, the WTSC will gather conference evaluations intended to help identify the most pressing needs of attendees for future events. WTSC will likely conduct a survey of potential attendees to gather feedback on a prospective track lineup closer to the event.

Project Agreement Number	B8L*CP26-03
Amount of Federal Funds	\$5,000
Federal Funding Source(s)	NHTSA 405e Laws (IIJA/supl) flex
Eligible Use of Funds	Community Traffic Safety Programs
Planning and Administration Costs	No
Project is a Promised Project	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? Yes

Description of why not:

The countermeasure strategy is being adjusted in part. Unusually high spending rates over the past few years reduced the amount of reserve funds carried into the next fiscal year.

Therefore, we are not accepting any new projects into the Research Grant Program. The total amount available for projects is limited only to projects continuing from FFY 2025, decreasing the overall budget for the Research Grant Program. In addition, in the Vendor Survey Services project, the distracted driver observation survey will not be conducted in FFY 2026 and funds will not be available for ad-hoc observational surveys.

Countermeasure(s):

- Collect and Analyze Survey Data
- Conduct Research and Analysis²

Research and Data Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
2024 3HSP	NHTSA 402 (bil/supl), 405d (bil/supl)	\$1,000,000
2025 3HSP Update	NHTSA 402(bil/supl), 405d (bil/supl) mid, 405e Awareness (bil/supl) flex, 405e Laws (bil/supl) flex	\$2,682,655
2026 3HSP Update	NHTSA 402 (IIJA), 402 (IIJA/supl), 405d (IIJA/supl) mid, 405e Laws (IIJA/supl) flex	\$2,417,655

² Countermeasure Title correction: This corrects the countermeasure title previously listed as "Research and Analysis of Traffic Records Data." Only the title has changed; the description and all supporting projects and information remain unchanged.

The Federal Fund Description Update section above reflects changes to federal funding sources and estimated three-year allocation amounts resulting from minor adjustments in program project funding.

AGA Projects and Subrecipient: Research and Data

This section provides project and subrecipient details specific to the Research and Data program area.

3.9.1 Conduct Research and Analysis

Project #57: 2026-FG-5683-Vendor Survey Services

Program	Research and Data
Countermeasure Strategy	Conduct Research and Analysis
Countermeasure(s)	Collect and Analyze Survey Data
Project Name	Vendor Survey Services
Project Description	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: <ul style="list-style-type: none"> • Market Decisions Research, LLC - Statewide Traffic Safety Survey • Almeida Consulting and Training, LLC - Observation Surveys • Telematics Data Services - pending
Project Location(s)	Statewide. This project includes statewide survey efforts.
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	TR26-02, B5DR26-02
Amount of Federal Funds	\$375,000
Federal Funding Source(s)	NHTSA 402 (IIJA), 405d (IIJA/supl) mid
Eligible Use of Funds	Traffic Records, Impaired Driving Data Reporting
Planning and Administration Costs	No
Project is a Promised Project	No

Project #58: 2026-FG-5679-Research Grant Program

Program	Research and Data
Countermeasure Strategy	Conduct Research and Analysis
Countermeasure(s)	Conduct Research and Analysis
Project Name	Research Grant Program
Project Description	<p>The Research Grant Program will fund the following sub-grants in FFY 2026: Aggressive Driving in Washington - identification and definition of aggressive driving and analysis of relationship between aggressive driving traffic citations and crash outcomes. Advanced Roadside Impaired Driving Enforcement (ARIDE) in Washington - research of outcomes in impairment-related traffic stops with ARIDE-trained officers.</p> <p>Subrecipient(s): University of Washington, Washington State University</p>
Project Location(s)	Statewide
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	TR26-03, B5IDM26-01
Amount of Federal Funds	\$230,000
Federal Funding Source(s)	NHTSA 402 (IIJA/supl), 405d (IIJA/supl) mid,
Eligible Use of Funds	Traffic Records, Reporting and Impaired Driving Measures
Planning and Administration Costs	No
Project is a Promised Project	No

Project #59: 2026-FG-5682-RADD Support

Program	Research and Data
Countermeasure Strategy	Conduct Research and Analysis
Countermeasure(s)	Conduct Research and Analysis
Project Name	RADD Support
Project Description	<p>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 2026 include purchasing death data through the Department of Health,</p>

	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.
Project Location(s)	Statewide
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	B8L*TR26-01
Amount of Federal Funds	\$20,000
Federal Funding Source(s)	NHTSA 405e Laws (IIJA/supl) flex
Eligible Use of Funds	Traffic Records
Planning and Administration Costs	No
Project is a Promised Project	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? **No**

Description of why or why not:

This countermeasure will remain consistent with current practices. The statewide speed management plan will only have been in effect for six months and will need to be continued to achieve community engagement and message saturation to accomplish short-, mid-, and long-term outcomes. The local Comprehensive Safety Action Plans (CSAP) projects will continue with plan development and design including identifying and engaging local stakeholders, public education about local conditions, and evaluating system gaps, needs, and opportunities.

Countermeasure(s):

- Speed Management Program Development

Speed Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
2024 3HSP	NHTSA 402 (bil/supl)	\$665,000
2025 3HSP Update	NHTSA 402 (bil/supl)	\$1,760,000
2026 3HSP Update	NHTSA 402 (IIJA/supl)	\$1,695,000

Factors Influencing Changes in the Federal Fund Description:

The change in the Federal Fund Description reflects changes to federal funding sources and adjustments in program project funding that impact the Estimated 3-Year Allocation.

AGA Projects and Subrecipient: Speed

This section provides project and subrecipient details specific to the Speed program area.

3.10.1 Speed Management Program Development

Project #60: 2025-FG-5334-Speed Management Program

Program	Speed
Countermeasure Strategy	Speed Management Program Development
Countermeasure(s)	Speed Management Program Development
Project Name	Speed Management Program
Project Description	<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"> • 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. • Increasing the understanding and knowledge of the complex problem of speed management. • Supporting municipality projects in Kent, Wenatchee and the Yakima Valley Council of Governments. <p>Funding is also included to support local educational and media campaigns, and enforcement activities that focus on speed, distraction, and seat belt use compliance data collection.</p>

Project Location(s)	This project will include different sub-projects. Some of these sub-projects will have a more localized benefit. For example three municipalities expressed interest in developing comprehensive safety action plans to curb speeding and other high risk behaviors (City of Kent, City of Wenatchee, Yakima Valley Council of Governments). Each requested technical assistance and funding from the WA Traffic Safety Commission to accomplish the work. Other sub-projects will provide statewide benefit like the Safe Roads Challenge and speed management education media campaigns.
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	Yes. The identified municipalities (city and/or county) have requested technical assistance and funding support for the traffic safety work. Also, the membership of the Speed Management Advisory Cooperative, which has had an active hand in identifying interventions and priorities of this project, is reflective of the diverse sectors that comprise communities throughout the state.

Project Agreement Number	SC26-02
Amount of Federal Funds	\$760,000
Federal Funding Source(s)	NHTSA 402 (IIJA/supl)
Eligible Use of Funds	Speed Management
Planning and Administration Costs	No
Project is a Promised Project	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 effectively to accomplish the mission of the Traffic Records program. The FY24-FY26 funding amount has increased due to the addition of projects or modified funding for existing projects through the AGA amendment process.

Countermeasure(s):

- Traffic Data Systems Improvement

Traffic Records Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
2024 3HSP	NHTSA 405c (bil/supl)	\$3,139,848
2025 3HSP Update	NHTSA 405c (bil/supl), 405d (bil/supl) mid	\$5,586,942
2026 3HSP Update	NHTSA 405c (IIJA/supl), 405d (IIJA/supl) mid	\$6,092,147

Factors Influencing Changes in the Federal Fund Description:

The change in the Federal Fund Description reflects changes to federal funding sources and adjustments in program project funding that impact the Estimated 3-Year Allocation.

AGA Projects and Subrecipient: Traffic Records

This section provides project and subrecipient details specific to the Traffic Records program area.

3.11.1 Traffic Data Systems Improvement

Project #61: 2026-TR-5740-DOT Crash Data PowerBI

Program	Traffic Records
Countermeasure Strategy	Traffic Data Systems Improvement
Countermeasure(s)	Traffic Data Systems Improvement
Project Name	DOT Crash Data PowerBI
Project Description	This project will fund the activities of a contractor to assist WSDOT in enhancing its Crash Data Portal by transitioning from Cognos reports to Microsoft Power BI. Cognos has become increasingly costly and presents limitations in user functionality, prompting WSDOT to explore more effective solutions. Microsoft Power BI, which has been adopted by several state agencies, including WTSC, offers improved capabilities for developing user-focused, public-facing data dashboards. Using the WTSC dashboards as a model, WSDOT will develop a series of crash data dashboards leveraging statewide crash data to enhance accessibility and usability.
Project Location(s)	Statewide
Subrecipient(s)	Washington State Department of Transportation
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	B5DR26-03
Amount of Federal Funds	\$100,000
Federal Funding Source(s)	NHTSA 405d (IIJA/supl) mid
Eligible Use of Funds	Impaired Driving Data Reporting
Planning and Administration Costs	No
Project is a Promised Project	No

Project #62: 2025-TR-5367-WASPC TraCS Trainer

Program	Traffic Records
Countermeasure Strategy	Traffic Data Systems Improvement
Countermeasure(s)	Traffic Data Systems Improvement
Project Name	WASPC TraCS Trainer
Project Description	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.
Project Location(s)	Statewide
Subrecipient(s)	WASPC
Organization Type	Enforcement Agency
Public and Community Engagement /Participation	No

Project Agreement Number	B5DR26-01
Amount of Federal Funds	\$160,000
Federal Funding Source(s)	NHTSA 405d (IIJA/supl) mid
Eligible Use of Funds	Impaired Driving Data Reporting
Planning and Administration Costs	No
Project is a Promised Project	No

Project #63: 2026-TR-5650-DOH RHINO

Program	Traffic Records
Countermeasure Strategy	Traffic Data Systems Improvement
Countermeasure(s)	Traffic Data Systems Improvement
Project Name	DOH RHINO
Project Description	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>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>
Project Location(s)	Statewide
Subrecipient(s)	Department of Health
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	M3DA26-01
Amount of Federal Funds	\$190,057
Federal Funding Source(s)	NHTSA 405c (IIJA/supl)
Eligible Use of Funds	Data Program
Planning and Administration Costs	No
Project is a Promised Project	No

Project #64: 2026-TR-5653-DOH WEMISIS

Program	Traffic Records
Countermeasure Strategy	Traffic Data Systems Improvement
Countermeasure(s)	Traffic Data Systems Improvement
Project Name	DOH WEMISIS

Project Description	<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>
Project Location(s)	Statewide
Subrecipient(s)	Department of Health
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	M3DA26-02
Amount of Federal Funds	\$373,249
Federal Funding Source(s)	NHTSA 405c (IIJA/supl)
Eligible Use of Funds	Data Program
Planning and Administration Costs	No
Project is a Promised Project	No

Project #65: 2026-TR-5661-OFM TRIP

Program	Traffic Records
Countermeasure Strategy	Traffic Data Systems Improvement
Countermeasure(s)	Traffic Data Systems Improvement
Project Name	OFM TRIP
Project Description	<p>The Office of Financial Management 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.</p>

Project Location(s)	Statewide
Subrecipient(s)	Washington State Office of Financial Management
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	M3DA26-03
Amount of Federal Funds	\$346,000
Federal Funding Source(s)	NHTSA 405c (IIJA/supl)
Eligible Use of Funds	Data Program
Planning and Administration Costs	No
Project is a Promised Project	No

Project #66: 2026-TR-5668-WTSC Training and Coordination

Program	Traffic Records
Countermeasure Strategy	Traffic Data Systems Improvement
Countermeasure(s)	Traffic Data Systems Improvement
Project Name	WTSC Training and Coordination
Project Description	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.
Project Location(s)	Statewide
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number	B3SP26-01
Amount of Federal Funds	\$25,000
Federal Funding Source(s)	NHTSA 405c (IIJA/supl)
Eligible Use of Funds	Supporting Professionals
Planning and Administration Costs	No
Project is a Promised Project	No

Project #67: 2026-TR-5669-WaTech JINDEX Resourcing

Program	Traffic Records
Countermeasure Strategy	Traffic Data Systems Improvement
Countermeasure(s)	Traffic Data Systems Improvement
Project Name	WaTech JINDEX Resourcing
Project Description	<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 & 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> <p>This project will address the requirement to improve Traffic Records data quality attributes by improving the timeliness of citation and adjudication data.</p>
Project Location(s)	Statewide.
Subrecipient(s)	Washington Technology Solutions (WaTech)
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	No

Project Agreement Number B5DR26-04

Amount of Federal Funds \$140,000

Federal Funding Source(s)	NHTSA 405d (IIJA/supl) mid
Eligible Use of Funds	Impaired Driving Data Reporting
Planning and Administration Costs	No
Project is a Promised Project	No

Project #68: 2026-TR-5678-WSP CAT Modernization

Program	Traffic Records
Countermeasure Strategy	Traffic Data Systems Improvement
Countermeasure(s)	Traffic Data Systems Improvement
Project Name	WSP CAT Modernization
Project Description	Through a selected vendor, Washington State Patrol will modernize the outdated Collision Analysis Tool (CAT). This project is expected to be completed within a single federal fiscal year (FFY).
Project Location(s)	Statewide
Subrecipient(s)	Washington State Patrol
Organization Type	Law Enforcement - State
Public and Community Engagement /Participation	No

Project Agreement Number	M3DA26-04
Amount of Federal Funds	\$130,000
Federal Funding Source(s)	NHTSA 405c (IIJA/supl)
Eligible Use of Funds	Data Program
Planning and Administration Costs	No
Project is a Promised Project	No

Project #69: 2026-TR-5715-WSP TraCS OCM

Program	Traffic Records
Countermeasure Strategy	Traffic Data Systems Improvement
Countermeasure(s)	Traffic Data Systems Improvement
Project Name	WSP TraCS OCM
Project Description	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>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"> • Assessing the project’s impact on the stakeholder organizations, • Collaborating with the traffic records community stakeholders to manage the change introduced by this project, • Assessing the readiness of the user organizations and individual users to accept changes to the new TraCS working environments, • Identifying, describing, and planning for necessary actions to facilitate those changes, • Reducing resistance to change using various communication tools, • And reducing the overall impact on stakeholder operations. <p>This project will address the requirement to improve Traffic Records data quality attributes by improving the uniformity of crash data.</p>
Project Location(s)	Statewide
Subrecipient(s)	Washington State Patrol
Organization Type	Law Enforcement - State
Public and Community Engagement /Participation	No

Project Agreement Number	M3DA26-06
Amount of Federal Funds	\$75,000
Federal Funding Source(s)	NHTSA 405c (IIJA/supl)
Eligible Use of Funds	Data Program
Planning and Administration Costs	No
Project is a Promised Project	No

Project #70: 2026-TR-5667-WSP TraCS Project Manager

Program	Traffic Records
Countermeasure Strategy	Traffic Data Systems Improvement
Countermeasure(s)	Traffic Data Systems Improvement
Project Name	WSP TraCS Project Manager
Project Description	<p>The WSP contracted with a professional project manager to oversee documentation, activities, and progress on the Statewide Electronic Collision & Tickets Online Records (SECTOR) Replacement and implementation of a new electronic crash/ticketing system, the National Model Traffic and Citation Software (TraCS) project.</p> <p>Project Management high-level deliverables for implementation of the National Model TraCS project at the Washington State Patrol (WSP) are: Re-Baseline Project Charter Project Management Plan (create and/or update and maintain), including:</p> <ul style="list-style-type: none"> • Project Scope • Deliverables • Schedule • Deliverable Acceptance Criteria • Project Resources • Risk • Budget • Stakeholder Management Plan • Communications • Quality Assurance • Organizational Change Management <p>Report Management Project Management Services will include, but not be limited to:</p> <ul style="list-style-type: none"> • Expert-level project management services following Project Management Institute methodology and WSP policies and guidelines, to implement all aspects of the Project • Maintain project (Sharepoint) website in concordance with the Project Management Office (PMO) standards • Function with an Advisory Board, WSP Executive Steering Committee, WSP Program Manager, and the WSP Project Management Office (PMO) and Contractor • Manage stakeholders and communicate both internally with WSP Project Team, IT, and externally with OFM, WaTech, and other stakeholders to ensure ongoing support for the project and that it meets OFM and WaTech standards (as needed) for project management and reporting

	<ul style="list-style-type: none"> • Establish regular status meetings with project status reports and upcoming project requirements • Present status, risks, and issues to the business and technical owners
Project Location(s)	Statewide.
Subrecipient(s)	Washington State Patrol
Organization Type	Law Enforcement - State
Public and Community Engagement /Participation	No

Project Agreement Number	M3DA26-05
Amount of Federal Funds	\$70,820
Federal Funding Source(s)	NHTSA 405c (IIJA/supl)
Eligible Use of Funds	Data Program
Planning and Administration Costs	No
Project is a Promised Project	No

Appendix B, Part 2: 405c State Traffic Safety Information System Improvement Grants

State Traffic Safety Information System Improvement: Addendum 1

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, 2023 – March 31, 2024 Average	April 1, 2024 – March 31, 2025 Average
Total EMS Providers Reporting to WEMSIS	65%	77%

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.

This performance measure is the percent of EMS providers transmitting data to WEMSIS. The most recent contiguous twelve months (April 1, 2024 – March 31, 2025) showing improvement is in the supporting documentation section.

Calculation Method –

An estimated total licensed EMS services providers transmitting data to WEMSIS.

Supporting Documentation –

Month (Baseline 12 months)	Percent of EMS service providers reporting to WEMSIS	Month (Most recent 12 months)	Percent of EMS service providers reporting to WEMSIS
Apr-23	64%	Apr-24	74%
May-23	63%	May-24	75%
Jun-23	64%	Jun-24	76%
Jul-23	65%	Jul-24	76%
Aug-23	65%	Aug-24	77%
Sep-23	65%	Sep-24	76%
Oct-23	65%	Oct-24	78%
Nov-23	66%	Nov-24	78%
Dec-23	66%	Dec-24	79%

Jan-24	68%	Jan-25	79%
Feb-24	68%	Feb-25	79%
Mar-24	66%	Mar-25	80%
		Average	77%

Injury Surveillance – Completeness	Baseline	Current
	April 1, 2023 – March 31, 2024 Average	April 1, 2024 – March 31, 2025 Average
Total EMS Response Volume Captured in WEMSIS (estimated percent of total EMS records)	93%	95%

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 WEMSIS Gold-compliant vendor laterally submit data to WEMSIS. WEMSIS reporting became mandatory statewide July 2024. The transition to mandatory reporting increased the total volume of EMS records captured in WEMSIS.

This performance measure is the estimated percent of EMS records included in WEMSIS. The most recent contiguous twelve months (April 1, 2024 – March 31, 2025) showing improvement is in the supporting documentation section.

Calculation Method –

An estimated total response volume percent captured in WEMSIS.

Supporting Documentation –

Month (Baseline 12 months)	Estimated Total Response Volume Captured in WEMSIS	Month	Estimated Total Response Volume Captured in WEMSIS
Apr-23	93%	Apr-24	92%
May-23	93%	May-24	92%
Jun-23	94%	Jun-24	92%
Jul-23	94%	Jul-24	92%
Aug-23	94%	Aug-24	92%
Sep-23	94%	Sep-24	97%
Oct-23	93%	Oct-24	98%
Nov-23	93%	Nov-24	98%

Dec-23	93%	Dec-24	98%
Jan-24	93%	Jan-25	98%
Feb-24	93%	Feb-25	98%
Mar-24	92%	Mar-25	98%
		Average	95%

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
- 3.12.2 Tribal Traffic Safety

3.12.1 Other Strategies

Adjustment:

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

Description of why or why not:

This countermeasure strategy—and the specific countermeasure listed below—will not continue in FFY 2026 because no federally funded projects will support this effort. However, partnering with tribal communities remains a high priority, and we will continue to seek opportunities to collaborate and support their traffic safety efforts through other funding means.

Countermeasure(s):

- Tribal Based Programs – Discontinue in 2026.

3.12.2 Tribal Traffic Safety

Adjustment:

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

No

Description of why or why not:

Despite the absence of contracts this past year, the countermeasure strategy will remain unchanged. The plan and approach for partnering with Tribal communities will continue as originally designed. Ongoing participation in key meetings and committees has further strengthened partnerships with Tribal leaders and law enforcement, driving renewed interest in utilizing funding for future traffic safety initiatives. This effort is contributing to interest in partnership has increased among five Tribes, making it likely that we will be able to provide technical assistance, resources, and grant funding to Tribal communities during the next grant period. Tentatively, these tribes include the Colville Confederated Tribes, Port Gamble S'Klallam Tribe, Suquamish Tribe, Tulalip Tribes, and Yakama Nation Confederated Tribes.

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
2026 3HSP Update	NHTSA 402 (IIJA/supl)	\$1,000,000

Factors Influencing Changes in the Federal Fund Description:

The change in the Federal Fund Description reflects changes to federal funding sources and adjustments in program project funding that impact the Estimated 3-Year Allocation.

AGA Projects and Subrecipient: Tribal Traffic Safety

This section provides project and subrecipient details specific to the Tribal Traffic Safety program area.

3.12.1 Other Strategies

This countermeasure strategy—and the specific countermeasure listed below—will not continue in FFY 2026 because no federally funded projects will support this effort. However, partnering with tribal communities remains a high priority, and we will continue to seek opportunities to collaborate and support their traffic safety efforts through other funding means.

3.12.2 Tribal Traffic Safety

Project #71: 2025-FG-5374-Tribal Traffic Safety Coordinators

Program	Tribal Traffic Safety
Countermeasure Strategy	Tribal Traffic Safety
Countermeasure(s)	Tribal Traffic Safety Coordinators
Project Name	Tribal Traffic Safety Coordinators
Project Description	<p>The project will support the work and activities of up to three Tribal Traffic Safety Coordinators (TTSCs) in high-priority Tribal communities, identified and supported by Tribal Councils. Funding will cover TTSC and traffic technician salaries, travel, contractual services, equipment, and other goods and services directly related to the coordinators' responsibilities.</p> <p>TTSC's are Tribal members housed within Tribal public safety, enforcement, transportation, engineering, or public health departments who will lead culturally grounded strategies to reduce traffic-related fatalities and serious injuries. These efforts are aligned with Tribal priorities and the state's Target Zero goals.</p> <p>The project supports countermeasure APM-2: American Indian/Alaska Native Fatalities by focusing attention and resources on traffic safety in communities where it is most needed.</p>
Project Location(s)	In FFY2026, this project will focus on the reservation of the Colville Tribe.
Recipient	Washington Traffic Safety Commission

Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	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.

Project Agreement Number	CP26-02
Amount of Federal Funds	\$300,000
Federal Funding Source(s)	NHTSA 402 (IIJA/supl)
Eligible Use of Funds	Community Traffic Safety Programs
Planning and Administration Costs	No
Project is a Promised Project	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:

We are adding a new countermeasure in FFY 2026, to provide parents and guardians of permit holders educational materials on how to be most effective in supporting their young drivers in supervised drives.

In addition, the implementation of the “Peer-to-Peer Teen Traffic Safety Education” countermeasure will continue to become more robust. The current projects implementing this countermeasure are relatively new and although they are recommended programs³, they have not yet reached the saturation level needed to significantly improve young driver safety. The partnership with Family, Career and Community Leaders of America (FCCLA) was not as successful as we had hoped in FFY 2025, so we will be putting more focus on that in FFY 2026. We will also continue building the support for Teens in the Driver Seat (TDS) school programs through a contractor, FCCLA, and continuing promotion of the smartphone app with law enforcement and driving schools.

The development of the educational course under the countermeasure “Driver Instructor Training” was completed. The continuing availability and delivery of that course will continue as part of the standard operations of WTSC. Therefore, there are no projects under this countermeasure for FFY 2026.

Countermeasure(s):

- Driving Instructor Training (continuing without direct FFY 2026 federal funding in the Young Driver program)
- Peer-to-Peer Teen Traffic Safety Education
- Programs to Assist Parents/Guardians of Young Drivers – **New** (See New Countermeasures details below)

³ https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/13905_peer2peerbrochure_031519_v4-blankpages-tag.pdf, Page 16

- Traffic Safety Education in Schools
- Expand Age Requirement for Drivers Education (No FFY 2025 Projects) – **Correction:** The countermeasure "Expand Age Requirement for Driver Education" was mistakenly listed in the 2025 AGA as a federally funded countermeasure. This was an error. It should have been categorized as a "Non-Federally Funded Countermeasure," since no federal funds were used to support this effort.

Countermeasures in other programs

- Positive Community Norms (Impaired Program, "Most Steer Clear")

Non-federally funded Countermeasures

- Required Curriculum Improvement (DOL)
- Driver Education Courses for Disadvantaged Populations (Legislative)
- Expand Age Requirement for Driver Education (Legislative)

NEW Countermeasure: Programs to Assist Parents/Guardians of Young Drivers

NOTE: WTSC is requesting the addition of a new countermeasure, "Programs to Assist Parents/Guardians of Young Drivers". We have identified a new opportunity to improve driver education through the focus population of "Parents and guardians of new drivers". This countermeasure is part of the countermeasure strategy "Driver Education and Training".

The data shows young drivers are over-represented in the data. Between 2021 and 2023, young drivers represented about 10.7 percent of Washington's licensed drivers, but 27 percent of fatalities during that time involved a young driver.

One of the evidence-based strategies to address this is the Graduated Driver's License, which requires the completion of 50 hours of behind-the-wheel driving time with a parent, guardian, or other licensed driver with over five years of experience. However, DOL is not currently providing a guide to parents/guardians to prepare them to teach these critical driving skills.

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

Driver education is a key protective factor in reducing crash risk for young drivers. We know this because 16- to 17-year-olds are currently required to take a driver education course to obtain their license, and 18-25 year olds do not have this requirement. The data shows that newly licensed drivers aged 18-25 have roughly twice the rate of injury and fatal crashes compared to same-age peers who were licensed at age 16. (https://wtsc.wa.gov/wp-content/uploads/2024/03/Policy-Brief_Young-Driver-fact-sheet_WTSC_2023.pdf)

This new countermeasure improves driver education through the focus population of "Parents and Guardians of new drivers". Parents/guardians are the primary driving instructors for their teens during the learner's permit phase. However, many lack formal training in teaching driving

skills and may not know how to gradually expose teens to higher risk driving situations. Research shows that parental guidance is often reactive rather than proactive, leading to missed opportunities for structured, skill-building practice. A structured program that educates parents/guardians on how to teach driving skills and increase risk awareness can improve the quality and effectiveness of supervised practice.

Countermeasure Strategy: Link to specific problem ID	Countermeasure
<p>Driver Education and Training</p> <p>Countermeasure description of how Washington will implement: Provide parents and guardians of permit holders printed and electronic educational materials on how to be most effective in teaching driving techniques and supporting their young drivers in supervised drives. These materials will:</p> <ul style="list-style-type: none"> • Equip parents/guardians with effective coaching techniques to teach driving skills in a structured and progressive manner. • Increase parental/guardian awareness of high-risk driving conditions and strategies to mitigate these risks. • Provide a structured framework for supervised driving practice, ensuring teens gain experience in varied and complex conditions. • Improve parental/guardian confidence in their ability to teach safe driving behaviors. • Promote the use of coaching strategies that encourage risk management, defensive driving, and decision-making skills. <p>Justification for the change: We have identified a new opportunity to improve</p>	<p>Programs to Assist Parents/Guardians of Young Drivers ⁴ (see footnote)</p> <p>Countermeasures that Work: Programs to Assist Parents/Guardians of Young Drivers (2 stars)</p> <p>Most parents/guardians are heavily involved in teaching driving skills to their beginning teenage drivers and supervising their driving while they have a learner’s permit. Parents/guardians are often in the best position to enforce GDL restrictions for intermediate drivers and to impose additional driving restrictions on their teenagers.</p> <p>However, many parents/guardians do not understand the dangers of high-risk situations for teen drivers, such as driving with teenage passengers. A review of naturalistic driving data collected from young drivers indicated that most parental/guardian guidance is reactive and may not allow for the teens to practice driving in complex situations (Simons-Morton et al., 2017).</p> <p>To be more effective, parents/guardians could use systematic guidance and assistance</p>

⁴ (A) For countermeasures rated 3 or more stars in Countermeasures That Work, recommended in a NHTSA-facilitated program assessment report, or included in the Uniform Guidelines for State Highway Safety Programs, provide the citation to the countermeasure in the most recent edition of Countermeasures That Work; or

(B) For all other countermeasures, provide justification supporting the countermeasure, including available data, data analysis, research, evaluation and/or substantive anecdotal evidence, that supports the effectiveness of the proposed countermeasure strategy.

<p>driver education through the focus population of “Parents and Guardians of new drivers”.</p>	<p>in supervising and training teens (Hedlund et al., 2003; Goodwin et al., 2007, Strategies C1-C3; Simons-Morton et al., 2017). For summaries of the research on parent/guardian involvement in teen driving, see Simons-Morton and Ouimet (2006) or Simons-Morton et al. (2008).</p> <p>(Source: https://www.nhtsa.gov/book/countermeasures-that-work/young-drivers/countermeasures/other-strategies-behavior-change/programs-assist)</p>
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Countermeasure Strategy Link to Performance Targets

Driver Education and Training

Description: By improving the driver’s education provided to novice drivers by improving curriculum, instructor knowledge, materials available to driver educators, increasing driving training requirements and accessibility, and providing educational programs directly to students, novice drivers will exhibit safer driving behaviors, and will be involved in fewer young-driver-involved crashes, improving the performance measure C-9 Number of Drivers Ages 20 or Younger Involved in Fatal Crashes.

Federal Fund Description

Federal Funding Source:	Estimated 3-year allocation (FFY 2024-2026)
402, 405d 24/7, 405e Laws flex	\$895,000

Considerations Used to Select Projects

In determining which projects to fund in support of implementing countermeasure “**Programs to Assist Parents/Guardians of Young Drivers**”, we considered several key factors:

- Traffic Safety Data:** This implementation is rooted in research showing that high-quality driver education, including parent engagement, has a positive influence on young driver outcomes. While the strategy to enhance parent-supervised driving is currently rated with two stars in Countermeasures That Work, it demonstrates promise and aligns with our data indicating that structured practice and parental involvement reduce crash risk among newly licensed drivers.
- Partner Input:** We consulted our partners at the Washington State Department of Licensing (DOL), who confirmed the value of the parent-supervised driving guides. Their feedback emphasized a gap in service over the past year, since the materials have not been distributed due to the end of private sector funding. The absence of these guides has been noticeable to DOL staff and the public, reinforcing the need to reinstate this resource.

- Affected Communities and Impacted Locations:** This countermeasure supports families statewide, particularly those accessing services through DOL offices statewide at the permit stage. By reintroducing these guides at the point of permit issuance, we can equitably reach parents and guardians at a pivotal moment in the learning-to-drive process.
- Solicitation of Proposals:** Given the time-sensitive nature of this opportunity and the immediate availability of the guide’s content (previously developed and distributed), we propose a direct project funding approach, rather than an open solicitation, to ensure rapid implementation and minimize administrative delays.
- Alignment with NHTSA Guidelines:** This strategy is informed by the NHTSA Uniform Guidelines for State Highway Safety Programs, specifically Guideline No. 4: Driver Education, which encourages state efforts to support parental involvement in the learning-to-drive process. It states “V. COMMUNICATION PROGRAM. States should develop and implement communication strategies directed at supporting policy and program elements. The SHSO, in collaboration and cooperation with driver education and training and highway safety partners, should consider a statewide communications plan and campaign that... Informs parents/guardians and young drivers about the role of supervised driving.”
- Additionally, the resource aligns with the Graduated Driver Licensing (GDL) framework, as outlined in multiple NHTSA resources and assessments, which highlight parental engagement as a key element of success in novice driver safety programs.

In summary, this funding would support the reintegration of a valuable educational tool that directly serves our young driver safety strategy, is endorsed by a key implementation partner (DOL), and is supported by both research and federal guidance.

Young Drivers Federal Fund Description Update

	Federal Funding Source	Estimated 3-Year Allocation
2024 3HSP	NHTSA 402 (bil/supl)	\$1,300,000
2025 3HSP Update	NHTSA 402 (bil/supl), 405b flex (bil/supl)	\$960,000
2026 3HSP Update	NHTSA 405e Laws (IIJA/supl) flex, 405b 24/7 (IIJA/supl) flex	\$895,000

Factors Influencing Changes in the Federal Fund Description:

The change in the Federal Fund Description reflects changes to federal funding sources and adjustments in program project funding that impact the Estimated 3-Year Allocation.

AGA Projects and Subrecipient: Young Drivers

This section provides project and subrecipient details specific to the Young Driver program area.

3.13.1 Drivers Education and Training

Project #72: 2026-FG-5693-Parents Supervised Driving Program

Program	Young Drivers
Countermeasure Strategy	Driver Education and Training
Countermeasure(s)	Programs to Assist Parents/Guardians of Young Drivers
Project Name	Parents Supervised Driving Program
Project Description	<p>This project supports parents and guardians in their critical role as driving instructors for teen learners by providing clear, accessible, and practical educational materials. In Washington, teens under age 18 must complete at least 50 hours of supervised driving with a licensed adult who has held a license for at least five years—usually a parent or guardian. However, many parents may not feel confident in their ability to coach driving or may unintentionally pass on unsafe habits. To address this gap, the project distributes printed instructional guides at driver licensing offices at the time a permit is issued, offering strategies for planning effective practice drives, teaching safe driving behaviors, and providing consistent feedback. Materials will be available in English and Spanish to better reach diverse families, and a digital version will be accessible online for those who obtain permits remotely. This initiative will benefit families across Washington, particularly those in rural areas, low-income households, and limited-English proficiency communities, where access to formal driver education or resources may be limited.</p>
Project Location(s)	The printed instructional guides will be distributed at driver licensing offices across Washington, as well as made available on-line for printing at home.
Subrecipient(s)	Safe Roads Alliance
Organization Type	Non-Profit
Public and Community Engagement /Participation	No

Project Agreement Number	B8L*TSP26-01
Amount of Federal Funds	\$35,000
Federal Funding Source(s)	NHTSA 405e Laws (IIJA/supl) flex

Eligible Use of Funds	Teen Safety Program
Planning and Administration Costs	No
Project is a Promised Project	No

Project #73: 2026-FG-5691-Teen Target Zero

Program	Young Drivers
Countermeasure Strategy	Driver Education and Training
Countermeasure(s)	Traffic Safety Education in Schools
Project Name	Teen Target Zero
Project Description	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
Project Location(s)	High schools across the state, with specific locations to be determined.
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	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.

Project Agreement Number	F24*TSP26-01
Amount of Federal Funds	\$20,000
Federal Funding Source(s)	NHTSA 405b 24/7 (IIJA/supl) flex
Eligible Use of Funds	Teen Traffic Safety Program
Planning and Administration Costs	No
Project is a Promised Project	No

Project #74: 2026-FG-5690-Teens in the Driver Seat

Program	Young Drivers
Countermeasure Strategy	Drives Education and Training
Countermeasure(s)	Peer-to-Peer Teen Traffic Safety Education
Project Name	Teens in the Driver Seat
Project Description	The WTSC will contract with the Texas Transportation Institute (TTI) staff to continue supporting the further implementation of the Teens

	<p>in the Driver Seat (TDS) program in Washington middle schools, high schools, and colleges 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 "You in the Driver Seat" phone app. Some of the funding for this project may be used to purchase supplies or durable tools with a lifespan of more than a year, in support of TDS school activities. 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>
Project Location(s)	Junior high schools, high schools and colleges across the state of Washington.
Recipient	Washington Traffic Safety Commission
Organization Type	State agency (non-law enforcement)
Public and Community Engagement /Participation	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. In April 2024, we conducted a survey of all the participating schools, asking for feedback on the program and how it could be improved. We used that information to provide enhanced support to schools and modified the items in the kit of supplies we send to schools, based on what they are actually using.

Project Agreement Number	TSP26-01
Amount of Federal Funds	\$200,000
Federal Funding Source(s)	NHTSA 402 (IIJA/supl)
Eligible Use of Funds	Teen Safety Program
Planning and Administration Costs	No
Project is a Promised Project	No

Attachments

Attachment A: Law Enforcement Agencies

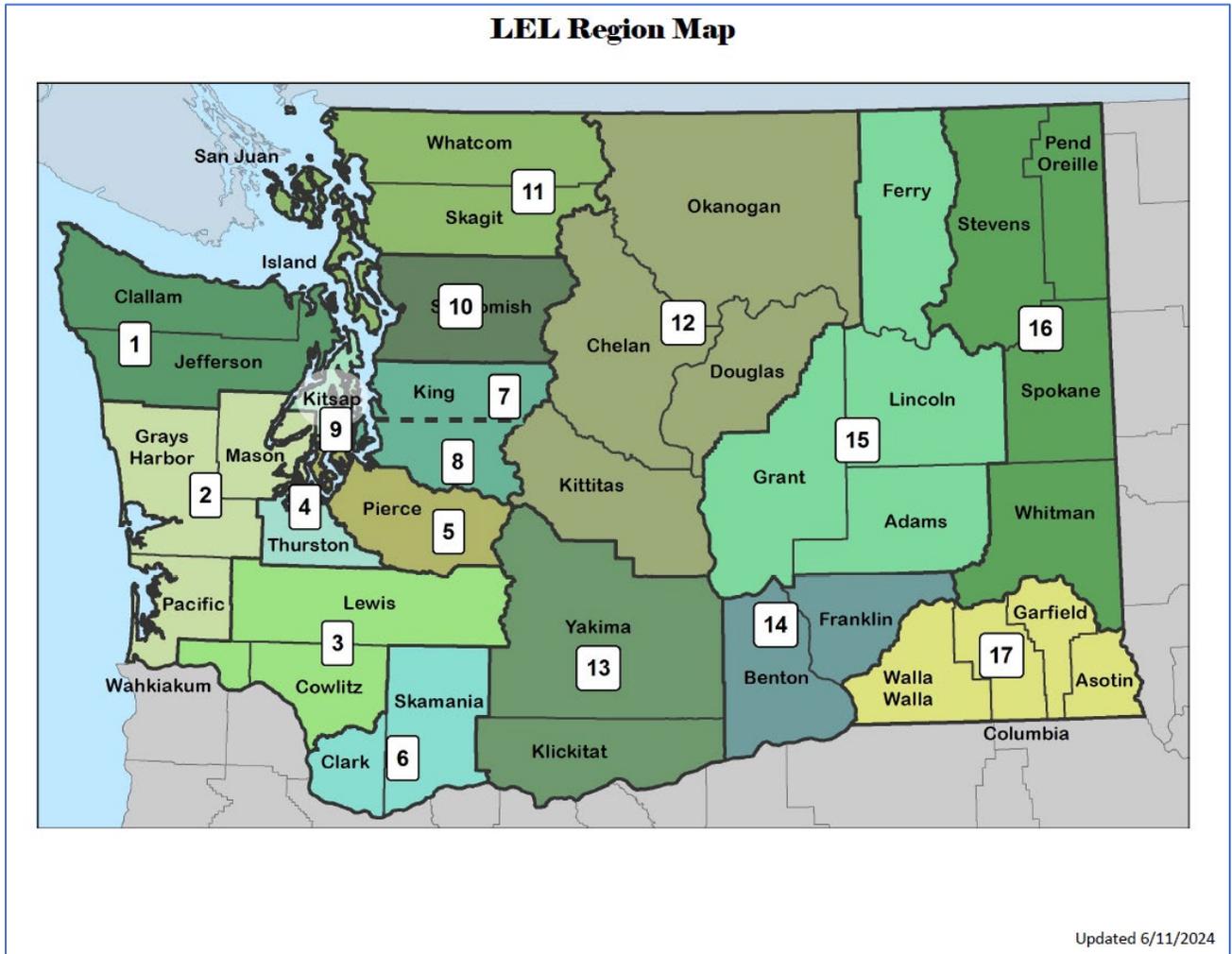
Department	Department	Department	Department
Aberdeen PD	Adams CSO	Airway Heights PD	Algona PD
Anacortes PD	Arlington PD	Auburn PD	Battleground PD
Bellevue PD	Bellingham PD	Benton CSO	Black Diamond PD
Bonney Lake PD	Bothell PD	Bremerton PD	Brewster PD
Buckley PD	Burien PD	Castle Rock PD	Central WA Univ 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		

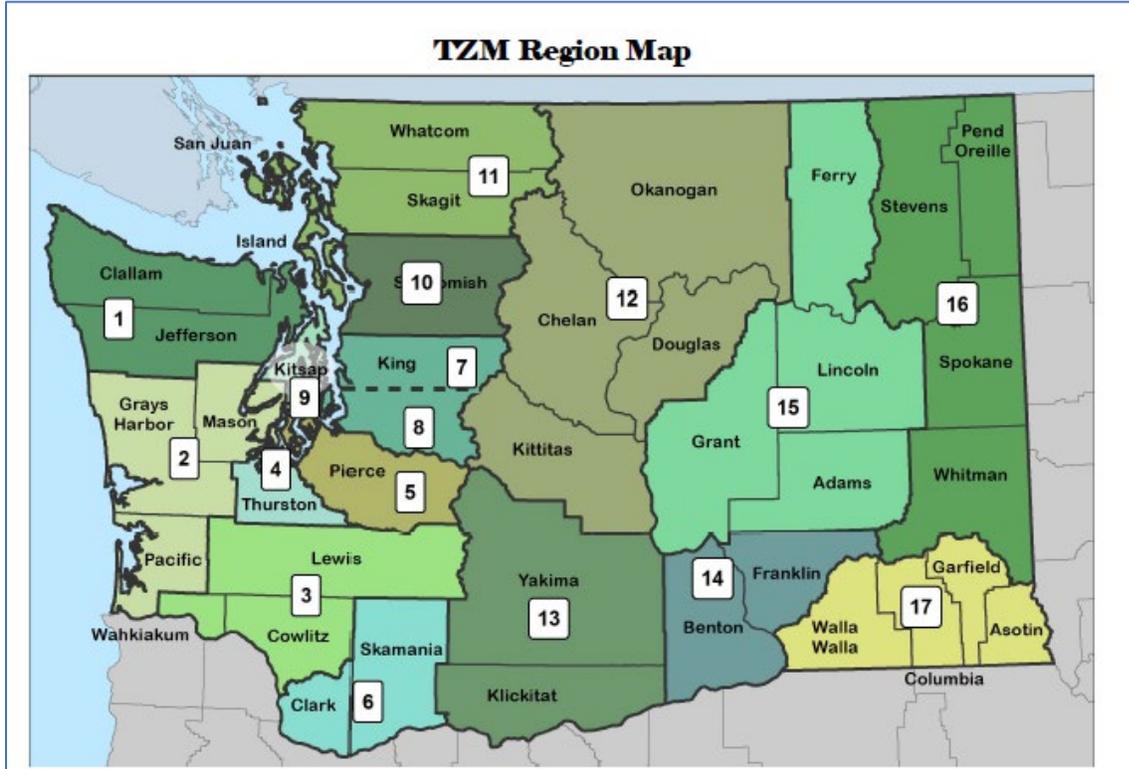
PD: Police Department

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
AGA	Annual Grant Application	FARS	Fatality Analysis Reporting System
AI/AN	American Indian and Alaska Native	FCCLA	Family, Career and Community Leaders of America
AOC	Administrative Office of the Courts	FD	Fire Department
APM	Additional Performance Measures	FFY	Federal Fiscal Year
ARIDE	Advanced Roadside Impaired Driving Enforcement	FHWA	Federal Highway Administration
ATSC	Active Transportation Safety Council	GDL	Graduated Driver Licensing
ATU	Active Transportation User	GHSA	Governors Highway Safety Association
BAC	Blood Alcohol Content	HB	House Bill
CAT	Collision Analysis Tool	HCA	Health Care Authority
CBO	Community Based Organization	HRID	High-Risk Impaired Driving
CEU	Continuing Education Unit	HSIP	Highway Safety Improvement Plan
CFC	Coded Fatal Crash	HSP	Highway Safety Plan
CHARS	Comprehensive Hospital Abstract Reporting System	HVE	High Visibility Enforcement
CIOT	Click It or Ticket	IACP	International Association of Chiefs of Police
CMT	Cambridge Mobile Telematics	IDOT	Iowa Department of Transportation
CPS	Child Passenger Safety	IJA	Infrastructure Investment and Jobs Act
CPST	Child Passenger Safety Technician	IIP	Ignition Interlock Program
CRESA	Clark Regional Emergency Services Agency	JINDEX	Justice Information Network Data Exchange
CRSS	Crash Report Sampling System	JOL	Judicial Outreach Liaison
CSAP	Comprehensive Safety Action Plans	LEL	Law Enforcement Liaison
CSO	County Sheriff Office	MADD	Mothers Against Drunk Driving
CTW	Countermeasure That Work	MCC	Motorcycle Crashes
DEC	Drug Evaluation and Classification	MIDU	Mobile Impaired Driving Unit
DITEP	Drug Impairment Training for the Education Professional	MIRE FDE	Model Inventory of Roadway Elements Fundamental Data Elements
DOH	Department of Health	MMI	Michelin Mobility Intelligence
DOL	Department of Licensing	MPOs	Metropolitan Planning Organizations
DOT	Department of Transportation	MRFF	Multi-Row Flat Files
DRE	Drug Recognition Expert	MVC	Motor Vehicle Crash
DUI	Driving Under the Influence	NCDC	National Center for DWI Courts
EDIT	Employee/Employer Drug Impairment Training	NHTSA	National Highway Traffic Safety Administration
eDUI	Driving Under the Influence of Electronics	OCM	Organizational Change Management
EHM	Electronic Home Monitoring	OFM	Office of Financial Management
EMS	Emergency Medical Service	OSPI	Office of Superintendent of Public Instruction

OT	Overtime
PBT	Portable Breath Tes
PCN	Positive Community Norms
PD	Police Department
PMO	Project Management Office
PPE	Public Participation & Engagement
PSA	Public Service Announcement
PTO	Parent Teacher Organization
RFP	Request for Proposals
RHINO	Rapid Health Information NetwOrk
RTPOs	Regional Transportation Planning Organizations
RTTDC	Rural Trauma Team Development Courses
SAD	Speed Assistance Devices
SB	Senate Bill
SBIRT	Screening, Brief Intervention, and Referral to Treatment
SECTOR	Statewide Electronic Collision & Tickets Online Records
SHSP	Strategic Highway Safety Plan
SMAC	Speed Management Advisory Cooperative
SMSA	State Motorcycle Safety Association
SPD IDTC	Seattle Police Department's Impaired Driving Training Coordinator
SR	State Route
SRTS	Safe Routes to School
SSA	Safe System Approach

STSI	State Traffic Safety Information
TDS	Teens in the Driver Seat
TEG	Technology Enterprise Group, Inc.
Tox Lab	Toxicology Lab
TraCS	Traffic and Criminal Software
TRGC	Traffic Records Governance Council
TRIP	Traffic Records Integration Program
TRP	Traffic Records Program
TSRP	Traffic Safety Resource Prosecutors
TTI	Texas Transportation Institute
TTSC	Tribal Traffic Safety Coordinators
TZ	Target Zero
TZM	Target Zero Manager
WASPC	WA Association of Sheriffs and Police Chiefs
WaTech	Washington Technology Solutions
WDICA	Washington Impaired Driving Advisory Council
WEMS	WTSC Grant Management System
WEMISIS	Washington Emergency Medical Services Information System
WIJIB	Washington Integrated Justice Information Board
WMSP	Washington Motorcycle Safety Program
WSDOT	Washington State Department of Transportation
WSP	Washington State Patrol
WTSC	Washington Traffic Safety Commission

Attachment E: Washington State Patrol District Map

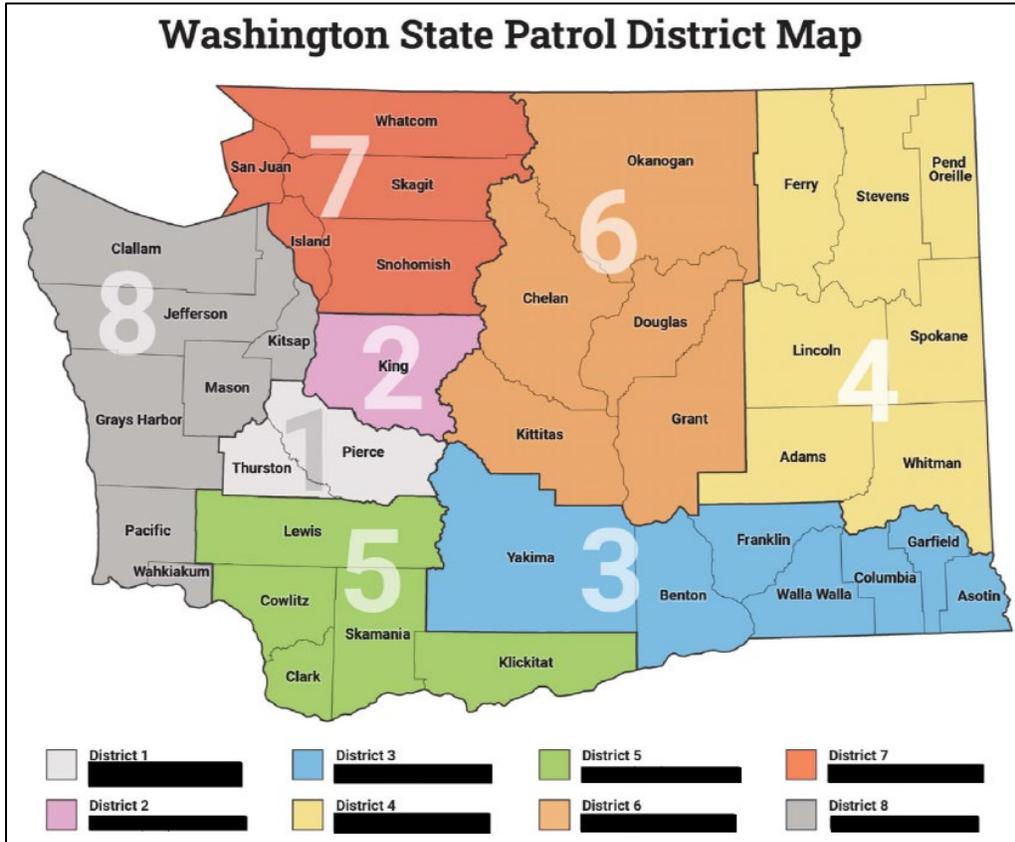


Figure 1: Washington State Patrol District Map 2025

Attachment F: Statewide Location for Washington State DREs

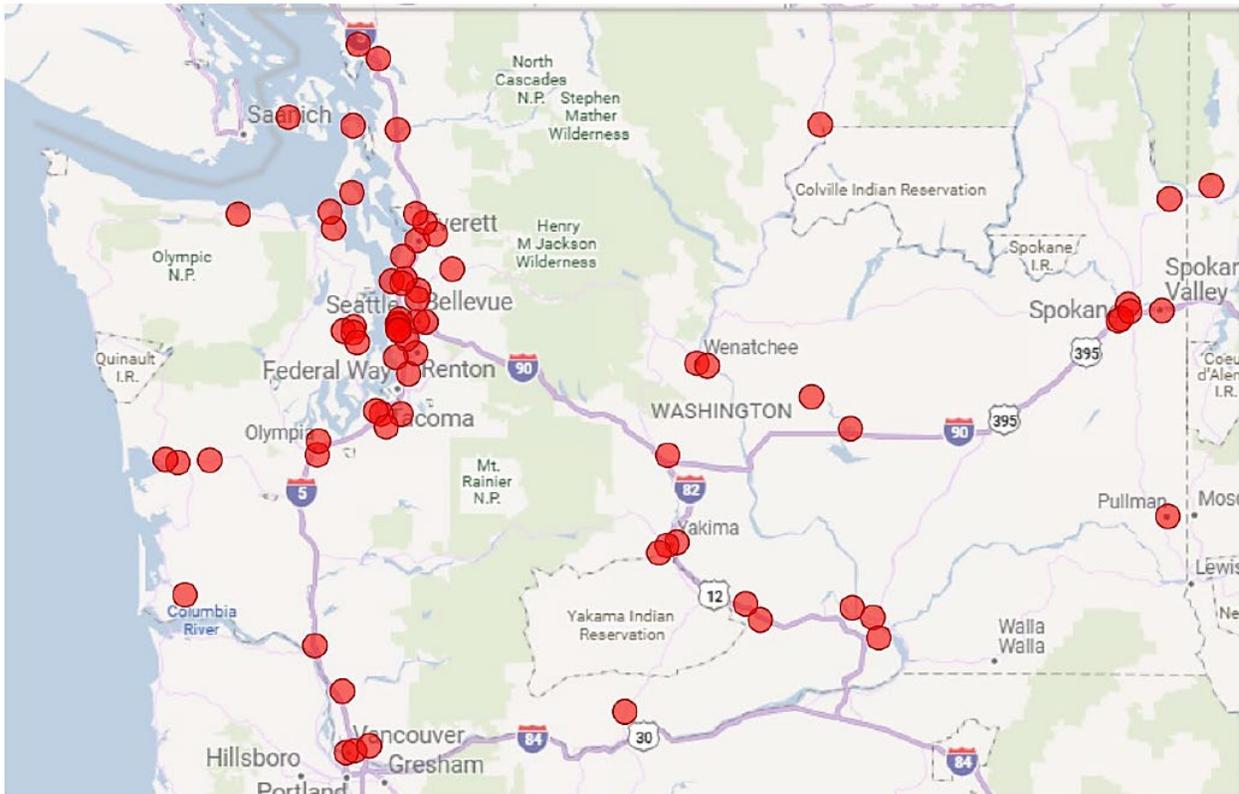


Figure 2: Statewide location for WA State DREs. Current as of 07-31-2025.