

FFY 2024 Washington State Annual Grant Application

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FFY 2024 Grant Funding Request

Washington is applying for the following:

Section	Yes/No	Location
Section 402/HSP	Yes	WA_FY24 AGA
405(b) Occupant Protection Grant — High	Yes	Appendix B to Part 1300, page 1; WA_FY24 AGA, pages 1-2, 6-9, 95-106
405(c) State Traffic Safety Information System Improvements	Yes	Appendix B to Part 1300, page 3; WA_FY24 AGA 123-125
405(d) Impaired Driving Countermeasures Grant — Mid-Range	Yes	Appendix B to Part 1300, page 3; WA_FY24 AGA, pages 35-75
405(d) Ignition Interlock	Yes	Appendix B to Part 1300, page 5
405(d) 24-7 Sobriety Programs	Yes	Appendix B to Part 1300, page 7
405(e) Distracted Driving	Yes	Appendix B to Part 1300, page 7-8, WA_FY24 AGA, page 15-18
405(f) Motorcyclist Safety Grant	Yes	Appendix B to Part 1300, pages 9-10; WA_FY24 AGA, pages 76-84
405(g) Nonmotorized Safety Grant	Yes	Appendix B to Part 1300, page 11; WA_FY24 AGA, pages 85-94
405(h) Preventing Roadside Deaths	Yes	Appendix B to Part 1300, page 12; WA_FY24 AGA, pages 12-14
405 (i) Driver Education Safety Courses	Yes	Appendix B to Part 1300, page 12
1906 Racial Profiling Data Collection	No	

FFY 2024 3HSP Amendment

WTSC's first Triennial Highway Safety Plan (3HSP) was approved in August 22, 2023. After further review of the FFY 2024 3HSP and development of the FFY 2024 Annual Grant Application (AGA), WTSC formally requests the following two FFY 2024 3HSP amendments:

1. Chapter 4_4.1: Communication

Add the following bullets:

- I. [Countermeasure Strategy: Link to Specific Problem ID \(Page 88-89\)](#)
 - Conduct community outreach and engagement in communities most affected by traffic safety inequities.
- II. [Countermeasure Strategy Link to Performance Targets \(Page 90\)](#)
 - WTSC recognizes the importance of bringing public engagement to the various levels of program efforts. The goal is for WTSC is to provide opportunities for public engagement so that we can be informed by the input received during those opportunities as we plan, implement, and manage our highway safety grant programs.

2. Chapter 4_4.9: Research Data

[Problem ID \(Page 150\)](#)

Data and analysis serve as the cornerstone of all traffic safety programming and evaluation efforts. Traffic safety professionals need access to complete and accurate information. Even when data or information is available, it must be analyzed or explained to be consumable. Traffic safety data and information is diverse and complex, spanning multiple data systems and disciplines, such as crash data and different kinds of hospital data. Measures must be consistent over time to confidently interpret changes in trends. Research and data partnerships are vital for tracking and sharing research efforts across different disciplines that intersect with traffic safety. Providing grantees with the proper tools, resources, and accessories is essential and supports the ability to collect and analyze survey data. Surveys offer important information regarding short-term and intermediate-term outcomes of programming efforts focusing on behavior change and establishes the logical link between behavior change programs and ultimate reductions in traffic fatal and serious injuries.

Introduction

We are pleased to deliver Washington Traffic Safety Commission's (WTSC) spending plan for FFY 2024 in this Annual Grant Application (AGA). This spending plan contains project level information for the programs and countermeasures described in WTSC's 2024 Triennial Highway Safety Plan (3HSP) These projects deliver new Bipartisan Infrastructure Law (BIL) requirements.

WTSC appreciates past approval of our HSP. WTSC made many efforts to address considerations mentioned in the 2023 HSP approval letter dated August 15, 2022, and 2022 HSP approval letter dated August 16, 2021. These efforts are described below.

Engagement with Tribal Communities

The letter recommended that the WTSC re-engage post-COVID with the tribal communities in the State to identify and execute effective traffic safety projects to reduce the number of American Indian and Alaska Native fatalities.

Disparities in traffic deaths of American Indian and Alaska Native road users still persist. In Washington American Indian and Alaska Native road users experience a fatality rate that is more than 4x higher than white road users. Yakima County specifically has greatest number of fatalities of Hispanic and American Indian people of any county in the state. Additionally, WTSC has identified new data that shows Yakima County contains many census tracts that have both a high number of crashes and are disadvantaged. Census tracts 9400-1, 9400-2, and 9400-3 each have six out of seven indicators and collectively experienced 70 traffic deaths, 14 of which were pedestrians. As described in WTSC's 2024 3HSP in Chapter 2, the needs of Yakima County have been a focus for WTSC programs and collaboration with Washington State Department of Transportation (WSDOT), the Yakama Tribe, law enforcement, and other stakeholders.

WTSC hired a new program manager who is responsible for building tribal relationships and consulting with tribes on traffic safety programming. This process of managing government to government relations and building a Tribal Traffic Safety Committee is described in the 3HSP, Chapter 2, page 52. Annual Grant Application projects #54 and #55 describe our specific tribal projects. Additionally, WTSC brings a tribal focus to other work, especially in Occupant Protection and Child Passenger Safety.

Data Analysis for Funding Alignment and Community Outreach

The 2022 HSP approval letter recommended that WTSC conduct a data analysis of the current traffic safety data and consider aligning the investment strategy according to the analysis.

The 2023 HSP approval letter encouraged WTSC to conduct an analysis of the current traffic safety data trends and to consider expanding outreach to communities that have identified traffic safety problems but may not have applied for traffic safety grants previously to ensure a

more diverse and inclusive program meeting the needs of those communities under-served by traffic safety programs.

The WTSC has greatly increased the availability of data and analysis. A full list of WTSC data dashboards is available in WTSC's 3HSP starting on page 26. WTSC executive staff and program managers review these data dashboards in consultation with the WTSC Research and Data Division to identify trends, build problem identification and inform the countermeasures we choose.

In 2023, the WTSC sought additional data sources to help us identify communities with high traffic fatalities that were over-burdened and under-invested. A full description of our data analysis, findings, and subsequent actions is contained in our 2024 3HSP in Chapter 2. Projects #33, #34, #59, #74 in Yakima County and projects #14, #23, #47, and #48 describe our focus in Yakima and South King County. Project #4 describes our community outreach plan.

Nineteen projects in this Annual Grant Application describe community engagement that helped shape the project or will shape the project. Those projects are: #14, #20, #23, #26, #33, #41, #42, #43, #44, #45, #46, #47, #48, #54, #61, #62, #74, and #78. Many of these projects have sought new partnerships or will be helping existing grantees reach new partnerships through conducting more community engagement.

Impaired Driving Assessment

Impaired driving remains the most prevalent issue in traffic fatalities in the State of WA. The Impaired Driving program receives the largest share of federal funding of any program, with a planned spend of over \$15 million in the next three years. The 2023 approval letter encouraged WTSC to conduct an NHTSA impaired driving assessment.

For several reasons, WTSC respectfully declines to conduct the NHTSA assessment. The WTSC impaired driving program just finished an internal assessment of the program while producing the Impaired Driving Strategic Plan which is contained in Chapter 4, Section 4a, pages 34 – 57. The assessment was conducted by the Washington Impaired Driving Advisory Council (*Coalition*) using NHTSA Impaired Driving Program Guidelines as well as input from the members of the Council who represent a host of disciplines and representatives from communities most impacted by impaired driving crashes. Assessments are expensive and must be paid for out of state funding. To meet the requirements of BIL, we need to dedicate more state funds to public participation and engagement activities, resulting in choosing PP&E activities over choosing an NHTSA impaired driving assessment.

Speed Related Fatalities

In the 2022 HSP approval letter, NHTSA recommended that Washington allocate more funding to address speed related fatalities. In 2022, WTSC hired a new program manager with responsibility to expand the Speed Program. A description of the Speed Program problem

identification and countermeasures is in WTSC 2024 3HSP, Chapter 4, Section 4.10, pages 152 to 155. We have doubled the funding for our speed program from \$100,000 as you noted in 2022 to more than \$200,000 per year. In this Annual Grant Application, speed projects are found in Chapter 10, page 114.

Chapter 1: Communications

1.1 Countermeasure: Communications and Outreach

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

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. 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.</p> <p>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. 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 working with a vendor contractor and 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.</p> <p><i>Project Location: Statewide</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	M1*PM24-01, FDL*PM24-01, B5PEM24-01
Amount of Federal Funds	\$2,600,000.00
Federal Funding Source(s)	NHTSA 405b (bil/supl) flex, 405d (bil/sup) low flex, 405d (bil/supl) mid

Chapter 1: Communications

Eligible Use of Funds	Paid Advertising, Media/ID Training/Enf Related Exp.
Planning and Administration Costs	No
Project is a Promised Project	No

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

Project Name	News Media and Communications Support
Project Description	<p>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 PSAs, print materials, videos, graphic design, etc. are instrumental in supporting HVE and traffic safety enforcement grants through a vendor contract. These funds also support education on laws affecting traffic safety efforts such as Move Over, Slow Down and unsecured loads.</p> <p><i>Project Location: Statewide</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	FDL*PT24-01
Amount of Federal Funds	\$150,000.00
Federal Funding Source(s)	NHTSA 405d (bil/supl) low 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

Project Name	Website Maintenance and Support
Project Description	<p>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</p>

Chapter 1: Communications

	important to maintain updated websites that are healthy and secure. The services will be provided through a vendor contract. <i>Project Location: Statewide</i>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	FDL*CP24-01
Amount of Federal Funds	\$100,000.00
Federal Funding Source(s)	NHTSA 405d (bil/supl) low flex
Eligible Use of Funds	Community Traffic Safety Programs
Planning and Administration Costs	No
Project is a Promised Project	No

Project #4: 2024-FG-5085-Community Outreach and Engagement

Project Name	Community Outreach and Engagement
Project Description	The WTSC will use this funding to recruit people with lived experience from disproportionately impacted communities, form groups, and conduct outreach in communities most affected by traffic safety inequities. <i>Project Location: King County and Yakima. Other locations are to be determined</i>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	PA24-03
Amount of Federal Funds	\$75,000
Federal Funding Source(s)	NHTSA 402 (bil/supl), State Funds (50%)
Eligible Use of Funds	Planning & Administration
Planning and Administration Costs	Yes
Project is a Promised Project	No

1.2 Countermeasure: Growing a Positive Traffic Safety Culture

Project #5: 2024-FG-5024-Together We Get There

Project Name	Together We Get There
Project Description	<p>WTSC will continue to develop and promote its proactive traffic safety culture initiative based on research conducted by the Center for Health and Safety Culture through a vendor contract. This over-arching concept has been referred to as the “Umbrella Campaign.”</p> <p>The project includes an educational campaign to publish Public Service Announcements (PSAs) and messaging based on proactive traffic safety work using concepts, visuals, and messaging developed in 2021. In 2024 and beyond, the WTSC will work with its contractors to develop creative assets for occupant protection under the Together We Get There brand. A 2-week ad campaign will run to educate the public on the importance of wearing a seat belt and proper child restraints, and how to influence people in your life to buckle up. The project also includes funds for message testing of creative assets. WTSC will also conduct four 2-week ad “flights” throughout the summer months with messaging on all traffic safety programs within the “umbrella.”</p> <p><i>Project Location: Statewide</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	PM24-01, M1*PM24-02, 164PM24-01
Amount of Federal Funds	\$1,950,000.00
Federal Funding Source(s)	NHTSA 402, 405b (flex), 164 Transfer (BIL)
Eligible Use of Funds	Paid Advertising, Paid Advertising, Alcohol Paid Media
Planning and Administration Costs	No
Project is a Promised Project	No

Project #6: 2024-FG-5026-TZM Communications Lead

Project Name	TZM Communications Lead
Project Description	<p>This project will fund the activities of a vendor contractor to provide strategic communication support and direction to the Target Zero Manager (TZM) program.</p> <ul style="list-style-type: none"> • The following activities will be the contractor’s main responsibilities. 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><i>Project Location: Statewide</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	FDL*CP24-02
Amount of Federal Funds	\$150,000.00
Federal Funding Source(s)	NHTSA 405d (bil/supl) low flex
Eligible Use of Funds	Community Traffic Safety Programs
Planning and Administration Costs	No
Project is a Promised Project	No

Project #7: 2024-FG-5027-TZM PCN Media Mini-Grants

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. <i>Project Location: To be determined</i>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	FDL*CP24-03
Amount of Federal Funds	\$250,000.00
Federal Funding Source(s)	NHTSA 405d (bil/supl) low flex
Eligible Use of Funds	Community Traffic Safety Programs
Planning and Administration Costs	No
Project is a Promised Project	No

Chapter 2: Community Traffic Services

2.1 Countermeasures: Impaired Driving Enforcement; Seat Belt Law Enforcement; Speeding Enforcement; Distracted Driving Enforcement; Motorcycle Alcohol Impairment

Project #8: 2024-FG-4981-Local HVE - Administration, Enforcement, and Resources

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, speeding, distracted driving, occupant protection, and motorcycle safety.</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 jurisdiction and will schedule and plan enforcement and outreach activities.</p> <p>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. <p>Sub-subrecipients will include law enforcement agencies throughout the state. See Attachment A: Law Enforcement Agencies</p>

	<i>Project Location: To be determined</i>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	PT24-01
Amount of Federal Funds	\$1,800,000.00
Federal Funding Source(s)	NHTSA 402 (bil/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: 2024-FG-4982-WSP HVE

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 2023. • Distracted driving enforcement during the Distracted Driving campaign in April 2024. • Seat belt enforcement during the Click It or Ticket campaign in May 2024. • Impaired driving enforcement during the Summer DUI campaign in August 2024. <p><i>Project Location: Statewide</i></p>
Subrecipient(s)	Washington State Patrol
Organization Type	Law Enforcement - State

Project Agreement Number	PT24-02
Amount of Federal Funds	\$900,000.00
Federal Funding Source(s)	NHTSA 402 (bil/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

2.2 Countermeasure: Law Enforcement Support and Professional Development

Project #10: 2024-FG-4976-Statewide and Local LEL Program

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 of building partnerships to save lives and prevent injuries on our roadways for the health, safety, and benefit of our communities. The local LELs work closely with Target Zero Managers and Target Zero task forces to address traffic safety needs at the local level. LELs help promote and enhance state and national highway safety programs, initiatives, and campaigns, and perform a myriad of functions, including but not limited to planning, organizing, networking, promoting, recruiting, implementing, reporting, and evaluating law enforcement's role in traffic safety projects, activities, and achievements.</p> <p>The program is comprised of one statewide LEL and a network of Regional LEL's subrecipients. The statewide LEL provides a direct connection between local law enforcement and WTSC. In addition to providing guidance, the statewide LEL also supports the network of LELs representing local communities throughout the state.</p> <p>This project also provides funding for professional development through local, regional, and national trainings. The statewide and local</p>

	<p>LELs are eligible to attend training, as well as other law enforcement officers who have been recommended by their local LEL. These officers must have a strong interest in traffic enforcement and departments that support their work. Trainings will focus on traffic safety practices and current trends as well as support increasing support for traffic safety within law enforcement agencies through training in leadership development.</p> <p>As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities.</p> <p><i>Project Location: Statewide. See Attachment B: Law Enforcement Liaison Map</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	PT24-03
Amount of Federal Funds	\$200,000.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Traffic Enforcement Services - Training
Planning and Administration Costs	No
Project is a Promised Project	No

Project #11: 2024-FG-4978-LE Training and Professional Development

Project Name	LE Training and Professional Development
Project Description	<p>Officers are provided with a basic level of training in traffic enforcement at the police training academy. Through this project, the WTSC will support a network of regional Law Enforcement Liaisons and the ongoing professional development of traffic safety minded officers to increase their skillset in traffic enforcement strategies and related issues.</p> <p>The state has developed a strong reputation for providing valuable training to traffic safety minded officers and law enforcement leaders. The state plans to integrate training on the principles of public</p>

	<p>participation into the Traffic Safety Champions training events that typically draw 50-75 officers from local and state agencies. This training will include topics about historically underserved communities and those over-represented in traffic crashes. The state will provide examples of promising community collaboration techniques, like meeting with the public where they are. The state will also provide a chance for officers to share challenges that they have experienced in this topic, and work with them to overcome them.</p> <p>Sub-subrecipients will include law enforcement agencies throughout the state. See Attachment A: Law Enforcement Agencies</p> <p><i>Project Location: To be determined</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	PT24-04
Amount of Federal Funds	\$150,000.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Traffic Enforcement Services - Training
Planning and Administration Costs	No
Project is a Promised Project	No

Project #12: 2024-FG-4979-EI Protector Program

Project Name	EI 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 educational efforts. This project meets them where they work and live in a non-confrontational way.</p> <p>The project includes the expansion of EI 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 its content across the state.</p> <p><i>Project Location: Yakima, Benton, and Franklin County</i></p>

Subrecipient(s)	Washington State Patrol
Organization Type	Law Enforcement - State

Project Agreement Number	F24*PT24-01
Amount of Federal Funds	\$25,000.00
Federal Funding Source(s)	NHTSA 405d 24/7 (bil)
Eligible Use of Funds	Traffic Enforcement Services - Communication Program
Planning and Administration Costs	No
Project is a Promised Project	No

Project #13: 2024-FG-4980-LE Culture Change

Project Name	LE Culture Change
Project Description	<p>This project is intended to provide funding for the activities performed by a vendor contract (Montana State University Center for Health and Safety Culture) to develop and evaluate non-enforcement based approaches that law enforcement agencies can use to grow traffic safety culture in their communities.</p> <p><i>Project Location: Statewide</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	PT24-05
Amount of Federal Funds	\$183,000.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Traffic Enforcement Services - Communications Program
Planning and Administration Costs	No
Project is a Promised Project	No

2.3 Countermeasure: Preventing Roadside Deaths – Digital Alerting

Project #14: 2024-FG-5012-Preventing Roadside Deaths - Digital Alert Technology

Project Name	Preventing Roadside Deaths - Digital Alert Technology
Project Description	<p>WTSC will provide grant funding to Law enforcement, Fire, Emergency Medical Services, Tow, and other incident response partners to deploy digital alerting technology as a software service to these first responders in locations where there are high numbers of serious injury and fatal crashes, as well as areas with the highest number of secondary crashes involving a disabled vehicle and secondary crashes involving first responders.</p> <p>Equipping first responders' vehicles with the ability to send digital alerts to approaching vehicles will provide advance notice to drivers operating vehicles within the first responding vehicle. Digital alerting technology differs from all past methods utilized to notify a driver of an approaching hazard by bringing the alert within the vehicle to gain the driver's attention. This increased awareness of roadside hazards can help to reduce serious injury and fatal collisions.</p> <p>Sub-recipient: To be determined</p> <p><i>Project Location: To be determined</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	M12BDAT24-01
Amount of Federal Funds	\$50,000.00
Federal Funding Source(s)	NHTSA 405h (bil) 2024 funds
Eligible Use of Funds	Digital Alert Technology
Planning and Administration Costs	No
Project is a Promised Project	No

2.A Addendum: Appendix B, Part 9 – 405(h) WTSC’s Preventing Roadside Deaths Plan

Preventing Roadside Death Addendum:

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

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

In March 2023, The Washington State Patrol (WSP) in collaboration with the Washington State Department of Transportation (WSDOT), the Towing and Recovery Association of Washington (TRAW), and the Washington Traffic Safety Commission (WTSC) conducted a “Move Over, Slow Down” campaign. Emphasis patrols conducted throughout the state focused on educating drivers on the importance of RCW 46.61.212 – a law which requires motorists to move over or slow down when approaching emergency or work zones. Per state law, motorists approaching an emergency zone or a work zone are required to move over one lane, if possible, or slow down by at least 10 miles per hour (mph) below the posted speed limit. An emergency or work zone includes the 200 feet of roadway prior to and after the incident or area of work. These efforts will also continue in the coming federal fiscal year.

First responders – including law enforcement, Emergency Medical Services (EMS), Fire, Tow, and Department of Transportation partners – risk being struck by passing vehicles as they respond to roadside incidents. “Move Over, Slow Down” laws exist to protect our first responders and roadside pedestrians and improve highway safety. It is 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 of the state’s Move Over, Slow Down law is important in reducing secondary crashes involving first responders, there must also be a concerted effort to maximize scene safety for those responding to roadside incidents. The U.S. Department of Transportation reports that up to 20 percent of crashes are estimated to be secondary in nature, meaning that they occur as the result of an earlier incident. (National Roadway Safety Strategy, 2022). In

addition, the Federal Highway Administration estimates that the likelihood of a secondary crash occurring increases by 2.8 percent for every minute a primary crash obstructs a travel lane or poses another type of hazard. From 2018-2022, Washington State has had 5 fatalities involving emergency and incident responders.

Specific roadside death safety problem and performance measure and target specific to preventing roadside deaths.¹

From 2018-2022 there were 118 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, 59.3 percent occurred on an interstate, 18.6 percent occurred on a state route, 11 percent occurred on a city street, 5.9 percent occurred on a U.S. highway, and 5.1% occurred on a county road.

Our performance measure for the 405(h) Preventing Roadside Deaths grant will be the number of digital alert technology-equipped vehicles with a target goal of equipping 75 vehicles with this technology in the first year. As this is a baseline year, our focus will be to build relationships with Emergency Medical Services (EMS), fire, tow, or Department of Transportation partners and continue with our law enforcement partnerships to deploy the digital alert technology and to support the subscription and maintenance costs of this technology throughout the grant year.

Performance Measure: # of vehicles equipped with digital alert technology.

Target Goal: 75 vehicles by September 30, 2024.

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

2.4 Countermeasure: Program Management

Project #15: 2024-FG-5081-DOL Traffic Safety Specialist

Project Name	DOL Traffic Safety Specialist
Project Description	This project will fund the activities within the DOL’s Licensing Endorsements and Traffic Safety Unit. Activities include advancing traffic safety initiatives within DOL by managing the Target Zero Core Working Group to execute identified short- and long-term strategies and plans to support Target Zero efforts. The group will implement programs informed by existing research specific to DOL’s scope of authority. Representatives from multiple divisions within the agency,

¹ Added performance measure section in September 2023 revision.

	<p>including RAO – Research and Analytics Office, LETS – Licensing Endorsements and Traffic Safety Unit, Communication and Outreach, Office of Equity, Customer Relations, Policy, and Legislative Unit ensure diversity of interventions. This group is charged with executing prioritized activities deemed most important for advancing traffic safety. These activities will also support DOL’s Safe, Supported Community strategy – the strategic plan of the Department of Licensing.</p> <p>DOL will develop a detailed projects work plan with deadlines and performance targets for the fiscal year. These activities will involve leading the internal work group to establish priorities and timelines, and the expectation for a leadership role in planning and executing traffic safety-related projects as well. This could include tasks like drafting policy, recruiting stakeholders for advisory councils, and other high-impact work. These priorities are required to be summarized in a work plan that would be submitted to the WTSC, at which time, we will update the scope of work with more specific objectives and targets.</p> <p><i>Project Location: Olympia</i></p>
Subrecipient(s)	Department of Licensing
Organization Type	State Agency

Project Agreement Number	DL24-01
Amount of Federal Funds	\$110,359.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Non-Commercial Driver Licensing
Planning and Administration Costs	No
Project is a Promised Project	No

2.5 Countermeasure: Rural Post Crash Care, Clinical Provider Support

Project #16: 2024-FG-5014-Rural Trauma Team Development Course

Project Name	Rural Trauma Team Development Course
Project Description	This project will fund Rural Trauma Team Development Courses (RTTDC) across the state. The RTTDC were created to improve the quality of care in rural communities by developing a timely, organized,

	<p>and systemic response to the care of the trauma patient. The course emphasizes a team approach to address common problems in the initial assessment and stabilization of the injured. The course also helps to build communication and to define the relationship between rural trauma resources and the regional trauma system. Several studies have demonstrated the efficacy of the course, specifically with reducing transport times and increasing collaboration and communication in regional systems of trauma care (Bauman, et al., 2020) (Malekpour, et al., 2017) (Dennis, et al., 2016) (Kappel, et al., 2011).</p> <p>The focus of this project is to ensure RTTDC participation from communities with disproportionate crash fatality rates. The course will be hosted either by a rural hospital or larger tertiary care facility. Courses will be attended by clinical staff that represent the rural hospital trauma leadership, rural EMS representatives, and tertiary care hospital clinical trauma leadership within the regional continuum of care.</p> <p><i>Project Location: Statewide</i></p>
Subrecipient(s)	American College of Surgeons – Washington State Committee on Trauma
Organization Type	Non-profit

Project Agreement Number	FDL*EM24-01
Amount of Federal Funds	\$50,000.00
Federal Funding Source(s)	NHTSA 405d (bil/supl) low flex
Eligible Use of Funds	Emergency Medical Services
Planning and Administration Costs	No
Project is a Promised Project	No

2.6 Countermeasure: Target Zero Managers

Project #17: 2024-FG-5072-TZM Contracts and Grants

Project Name	TZM Contracts and Grants
Project Description	This project provides funding for activities conducted by Target Zero Managers (TZM) throughout the state who carry out WTSC-directed programs and individual projects to support our Target Zero Strategic Highway Safety Plan. State sources augment these federal funds in support of this program. The activities consist of coordinating HVE

	<p>campaigns with regional law enforcement agencies and officers, monitoring local data to identify emerging trends, leading planning and outreach efforts for the local traffic safety coalition, and leading/managing regional traffic safety projects.</p> <p>TZMs will also help create awareness about additional safety issues such as the danger of heatstroke for unattended passengers by sharing educational materials at events and through social media posts.</p> <p>Sub-recipient: WTSC sub-contractor(s) will be the Target Zero managers.</p> <p><i>Project Location: 17 TZM regions. See Attachment C: Target Zero Manager Region Map</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	CP24-03
Amount of Federal Funds	\$1,933,457.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Community Traffic Safety Programs
Planning and Administration Costs	No
Project is a Promised Project	No

Project #18: 2024-FG-5073-TZM Professional Development and Support

Project Name	TZM Professional Development and Support
Project Description	<p>Target Zero Managers (TZM) 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 travel and mini grants to enhance their program delivery. Mini grant recipients are to be determined.</p> <p><i>Project Location: 17 TZM regions. See Attachment C: Target Zero Manager Region Map</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency
Public and Community	Target Zero Managers (TZMs) lead regional traffic safety coalitions that engage with their community members and are experts in traffic safety

Engagement /Participation	<p>issues in their area. In 2022, the WTSC Program Director and several Program Managers conducted site visits statewide to meet with TZMs to learn of their community issues, data, project needs, and other traffic safety concerns. WTSC brought this information back and worked with Montana State University’s Center for Health and Safety Culture to refresh the TZM program and write a new Scope of Work and contract language to best meet the various needs of the communities statewide. The new Scope is based on the 7-Step Planning Process of the Positive Culture Framework. The first two steps in this planning process involve assessing culture and public engagement. The TZMs will follow these steps through project design, implementation, refining, and evaluation.</p>
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Project Agreement Number	FDL*CP24-04
Amount of Federal Funds	\$55,000.00
Federal Funding Source(s)	NHTSA 405d (bil/supl) low flex
Eligible Use of Funds	Community Traffic Safety Programs
Planning and Administration Costs	No
Project is a Promised Project	No

Chapter 3: Distracted Driving

3.1 Countermeasure: Employer Programs

Project #19: 2024-FG-5075-TREDS Training

Project Name	TREDS Training
Project Description	<p>The selected training countermeasure is an evidence-informed strategy to increase awareness of risk and to improve focused driving skills. The objective is to proactively reduce the number of deaths and injuries from risky driving behaviors, reduce employer liability, and reinforce focused driving safety habits. Training will be marketed to industries with a higher rate of young driver employees, commercial trucking organization partners, and state agencies with vehicle fleets. This training will also complement the Distracted Driving Policy Development Toolkit to increase focused driving skills in support of the adoption of an employer distracted driving prevention policy.</p> <p><i>Project Location: To be determined</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	F24*DD24-01
Amount of Federal Funds	\$50,000.00
Federal Funding Source(s)	405d 24/7 (bil/supl)
Eligible Use of Funds	Distracted Driving
Planning and Administration Costs	No
Project is a Promised Project	No

3.2 Countermeasure: High-Visibility Cell Phone and Text Messaging Enforcement

Project #20: 2024-FG-5076-Employer Toolkit Promotion

Project Name	Employer Toolkit Promotion
Project Description	<p>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 toolkit may also be complemented by the TREDs training which is an evidence-informed strategy to increase awareness of risk and to improve focused driving skills. The objective of both strategies is to proactively reduce the number of deaths and injuries from risky driving behaviors, reduce employer liability, and reinforce focused driving safety habits.</p> <p><i>Project Location: To be determined</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	FDL*DD24-01
Amount of Federal Funds	\$130,000.00
Federal Funding Source(s)	NHTSA 405d (bil/supl) flex
Eligible Use of Funds	Distracted Driving
Planning and Administration Costs	No
Project is a Promised Project	No

Project #21: 2024-FG-5077-King County Distracted Driving Prevention Campaign

Project Name	King County Distracted Driving Prevention Campaign
Project Description	<p>This is a distracted driving prevention campaign focused on King County, the most populated county in Washington. The campaign involves the King County Task Force planning enforcement patrols in the spring and summer and an educational campaign using traditional and social media to inform and educate the public about the dangers of distracted driving. Enforcement, supplemented by media messaging,</p>

	<p>will be conducted in communities where data indicates greater noncompliance with the state law preventing distracted driving. Marketing materials will be transcreated to meet the diversity of language needs of richly diverse neighborhoods, communities, and cities within the county.</p> <p><i>Project Location: King County</i></p>
Subrecipient(s)	Kent Police Department
Organization Type	Law Enforcement – City
Public and Community Engagement /Participation	<p>The King County Traffic Safety Strategic Plan 2021-2024 was developed in collaboration with 54 community participants representing:</p> <ul style="list-style-type: none"> • Community organizations (4) • Public works/engineering (10) • Local/regional/state government (18) • Law enforcement (7) • Public health (6) • Healthcare (1) • Schools (1) • Law group/prosecutor (1) • Transportation (12) <p>A second community engagement meeting included 23 additional participants reflecting:</p> <ul style="list-style-type: none"> • City governments (8) • King county E911 • King County prosecutor’s office • city law enforcement agencies (2) • WA State Patrol • County and state public health representatives • Community, city, and state transportation organizations

Project Agreement Number	M1*DD24-01
Amount of Federal Funds	\$150,000.00
Federal Funding Source(s)	NHTSA 405b (bil/supl) flex
Eligible Use of Funds	Distracted Driving
Planning and Administration Costs	No
Project is a Promised Project	No

3.A Addendum: Appendix B, Part 6 – 405(e) Distracted Driving Awareness Grant

Distracted Driving Addendum:

Sample distracted driving questions from the State's driver's license examination:

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 _____?

Driver's License Exam Questions:

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

Chapter 4: Impaired Driving

4.1 Countermeasure: Alcohol Ignition Interlock

Project #22: 2024-FG-5066-WSP Impaired Driving Project – Ignition Interlock Program

Project Name	WSP Impaired Driving Project – Ignition Interlock Program
Project Description	Washington’s Ignition Interlock Program (IIP) is managed by the Washington State Patrol (WSP). This project supports Washington’s IIP with funding for personnel overtime and contract services for compliance checks, education, and oversight. The IIP works with people convicted of a DUI to increase interlock installation compliance and oversight through active education and enforcement. <i>Project Location:</i> To be determined
Subrecipient(s)	Washington State Patrol
Organization Type	Law Enforcement – State

Project Agreement Number	164AL24-01
Amount of Federal Funds	\$200,009.00
Federal Funding Source(s)	NHTSA 164 Transfer (Fast Act)
Eligible Use of Funds	Ignition Interlock
Planning and Administration Costs	No
Project is a Promised Project	No

4.2 Countermeasure: Court Monitoring

Project #23: 2024-FG-5063-MADD Washington Court Monitoring Program

Project Name	MADD Washington Court Monitoring Program
Project Description	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.

	<i>Project Location: King and Yakima County</i>
Subrecipient(s)	Mothers Against Drunk Driving (MADD) Washington
Organization Type	Non-profit

Project Agreement Number	B5CS24-01
Amount of Federal Funds	\$125,000.00
Federal Funding Source(s)	NHTSA 405d (bil/supl)
Eligible Use of Funds	Court Support
Planning and Administration Costs	No
Project is a Promised Project	No

4.3 Countermeasure: DWI² Courts

Project #24: 2024-FG-5009-Spokane Municipal DUI Court

Project Name	Spokane Municipal DUI Court
Project Description	<p>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 evaluation services and community engagement to improve the court program and to expand knowledge and gain support for the program.</p> <p><i>Project Location: Spokane</i></p>
Subrecipient(s)	Spokane Municipal Court
Organization Type	Court – City
Public and Community Engagement /Participation	The Spokane Municipal Court holds an annual open public townhall 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	AL24-03
Amount of Federal Funds	\$200,000.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)

² Washington does not distinguish between driving while intoxicated (DWI) and driving under the influence (DUI). While these terms carry different meanings, the penalties and charges in Washington are classified as DUI charges. DWI and DUI will be interchangeably used in the AGA and 3HSP.

Eligible Use of Funds	Impaired Driving – Alcohol and other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation
Planning and Administration Costs	No
Project is a Promised Project	No

**Project #25: 2024-FG-5084-Administrative Office of the Courts
DUI/Treatment Court Support**

Project Name	Administrative Office of the Courts DUI/Treatment Court Support
Project Description	<p>The Administrative Office of the Courts (AOC) DUI/Treatment Court programs aim to support training, operations, and sustained engagement of DUI Courts so they can provide supervision, treatment, and monitoring to individuals engaging in high-risk impaired driving (HRID) to prevent them from driving impaired. This is done by treating the root cause of their behavior: substance use disorder, mental illness and/or co-occurring/co-morbidity factors. This project also supports the AOC to develop a DUI Court program which will serve as a long-term resource for the Courts to expand the DUI treatment court model.</p> <p><i>Project Location: To be determined</i></p>
Subrecipient(s)	Administrative Office of the Courts
Organization Type	State Agency

Project Agreement Number	B5CS24-02
Amount of Federal Funds	\$200,000.00
Federal Funding Source(s)	NHTSA 405d (bil/supl) Regular and Flex
Eligible Use of Funds	Mid Court Support
Planning and Administration Costs	No
Project is a Promised Project	No

4.4 Countermeasure: DWI Offender Monitoring

Project #26: 2024-FG-5044-EHM for Indigent DUI Offenders-Clark County District Court

Project Name	EHM for Indigent DUI Offenders-Clark County District Court
Project Description	<p>The purpose of this project is to provide electronic monitoring services to DUI offenders who are indigent and thus cannot afford to pay for these services on their own. These services provide real time monitoring of a DUI offender's alcohol, enhances supervision and accountability and allows the participants to have continuity in employment and maintain family relations. The greater interaction and involvement between courts and participants leads to better outcomes for the participants, to include reduced alcohol use and impaired driving. The alcohol monitoring is a part of the sanctions applied as part of their conviction. These offenders are not a part of a DUI court. These offenders will be served under a different project.</p> <p><i>Project Location: Clark County</i></p>
Subrecipient(s)	Clark County District Court
Organization Type	Court – County

Project Agreement Number	DUI_AL24-02
Amount of Federal Funds	\$300,000.00
Federal Funding Source(s)	NHTSA 164 Transfer Funds
Eligible Use of Funds	DUI Courts and Support
Planning and Administration Costs	No
Project is a Promised Project	No

Project #27: 2024-FG-5045-Clark County DUI Court EHM

Project Name	Clark County DUI Court EHM
Project Description	<p>This project will provide funding for electronic monitoring services for DUI Court participants who are indigent. The project helps participants of the DUI court to pay for the ongoing monitoring that ensures they are not consuming alcohol while participating in the DUI court process. Note that this project pays for high-risk DUI offenders in a long term DUI court process.</p>

	<i>Project Location: Clark County</i>
Subrecipient(s)	Clark County District Court
Organization Type	Court – County

Project Agreement Number	DUI_AL24-01
Amount of Federal Funds	\$50,000.00
Federal Funding Source(s)	NHTSA 164 Transfer Funds
Eligible Use of Funds	DUI Courts and Support
Planning and Administration Costs	No
Project is a Promised Project	No

4.5 Countermeasure: Enforcement of Drug-Impaired Driving

Project #28: 2024-FG-5058-Seattle Police Department Impaired Driving Training

Project Name	Seattle Police Department Impaired Driving Training
Project Description	<p>The goal of this grant is to continue to support the duties and tasks of the Seattle Police Department’s Impaired Driving Training Coordinator (SPD IDTC) position. 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 TSRP’s.</p> <p><i>Project Location: Seattle</i></p>
Subrecipient(s)	Seattle Police Department
Organization Type	Law Enforcement – City

Project Agreement Number	AL24-04
Amount of Federal Funds	\$65,000.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Impaired Driving – Enforcement
Planning and Administration Costs	No
Project is a Promised Project	No

Project #29: 2024-FG-5065-WSP Impaired Driving Project-DRE Program

Project Name	WSP Impaired Driving Project-DRE Program
Project Description	<p>This project uses the countermeasure strategy of sustained enforcement and adjudications. The Drug Recognition Expert (DRE) program is a proven strategy endorsed and promoted by International Association of Chiefs of Police (IACP) and NHTSA. A DRE is a police officer trained to recognize impairment in drivers under the influence of drugs other than, or in addition to, alcohol.</p> <p>Washington state is seeing an alarming increase in poly-drugged drivers. Washington’s DRE Coordinator and support staff are employed by the Washington State Patrol and oversee the DRE Regional Coordinators and approximately 125 DREs around the state. This project supports Washington’s DRE program to ensure that this network of skilled officers will be available to support impaired driving training and enforcement statewide.</p> <p><i>Project Location: Statewide</i></p>
Subrecipient(s)	Washington State Patrol
Organization Type	Law Enforcement – State

Project Agreement Number	FDLPEM24-01
Amount of Federal Funds	\$560,000.00
Federal Funding Source(s)	NHTSA 405d (bil/supl) low
Eligible Use of Funds	Media/ID Training/Enforcement Related Exp.
Planning and Administration Costs	No
Project is a Promised Project	No

4.6 Countermeasure: Enforcement of Drug-Impaired Driving; Integrated Enforcement

Project #30: 2024-FG-5064-WSP Impaired Driving Project – MIDU

Project Name	WSP Impaired Driving Project – MIDU
Project Description	This project provides overtime funding and operational and maintenance expense support for the Washington State Patrol (WSP) to operate the Mobile Impaired Driving Unit (MIDU). The MIDU supports

	<p>impaired driving patrols including High -Visibility Enforcement (HVE) by expediting the DUI arrest times. The MIDU is a motorhome set up as a mobile DUI processing center. With wrapped graphics and flashing lights, it also serves as a billboard for DUI patrols and the presence of law enforcement. This serves as a deterrent to potential impaired drivers. Law enforcement officers from WSP staff the MIDU to provide post-arrest processing of drivers suspected of DUI. This allows the arresting officer to get back on the road and conduct additional DUI enforcement while the arrested driver is processed by MIDU staff. The MIDU is requested by allied agencies and Target Zero Task Forces statewide to support DUI emphasis patrols at fairs, festivals, concerts, and other public gatherings where many DUI arrests are expected.</p> <p><i>Project Location: To be determined</i></p>
Subrecipient(s)	Washington State Patrol
Organization Type	Law Enforcement – State

Project Agreement Number	FDLHVE24-01
Amount of Federal Funds	\$175,000.00
Federal Funding Source(s)	NHTSA 405d (bil/supl) low
Eligible Use of Funds	High-Visibility Enforcement
Planning and Administration Costs	No
Project is a Promised Project	No

4.7 Countermeasure: High-Visibility Saturation Patrols

Project #31: 2024-FG-5011-Make It Home Safe Yakima

Project Name	Make It Home Safe Yakima
Project Description	<p>Through this project the Yakima Police Department will implement a dedicated DUI Enforcement Officer project in which WTSC will fund the activities of one full-time officer and the purchase of one patrol vehicle that will be focused on impaired driving offenses and conducting outreach and educating the community on the dangers of impaired driving. Yakima Police Department will provide in-kind an additional full-time DUI enforcement Officer during the grant period. These officers primary duties will be to identify and process impaired drivers in the City of Yakima. Equipment may be purchased with some of the project funds.</p>

	<p>WTSC will submit a formal approval request to NHTSA for the purchase of a patrol vehicle and provide verification that purchase meets the Buy America requirements. In addition, assurance from the law enforcement agency that the vehicle will only be used for traffic safety efforts will be obtained.</p> <p><i>Project Location: City of Yakima</i></p>
Subrecipient(s)	Yakima Police Department
Organization Type	Law Enforcement - City
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.

Project Agreement Number	FDLHVE24-02
Amount of Federal Funds	\$239,422.00
Federal Funding Source(s)	NHTSA 405d (bil/supl) low
Eligible Use of Funds	High-Visibility Enforcement
Planning and Administration Costs	No
Project is a Promised Project	No

Project #32: 2024-FG-5028-Dedicated DUI Enforcement - Yakima County

Project Name	Dedicated DUI Enforcement - Yakima County
Project Description	<p>This project will fund the activities of a dedicated DUI Enforcement Officer in Yakima County that will focus on impaired driving offenses, conducting outreach, and educating the community on the dangers of impaired driving. The officer's primary activities are to identify and process impaired drivers in Yakima County.</p> <p>Yakima County will provide, in-kind, one full-time officer dedicated to DUI enforcement during the grant period.</p> <p><i>Project Location: Yakima County</i></p>
Subrecipient(s)	Yakima County Sheriff's Office
Organization Type	Law Enforcement - County

Project Agreement Number	FDLHVE24-03
Amount of Federal Funds	\$154,842.00

Federal Funding Source(s)	NHTSA 405d (bil/supl) low
Eligible Use of Funds	High-Visibility Enforcement
Planning and Administration Costs	No
Project is a Promised Project	No

4.8 Countermeasure: Passive Alcohol Sensors

Project #33: 2024-FG-5086-Driver Alcohol Detection System for Safety

Project Name	Driver Alcohol Detection System for Safety
Project Description	<p>This countermeasure targets the public and impaired drivers by supporting national efforts to advance passive alcohol detection systems in vehicle manufacturing. This will be accomplished by 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 to see passive alcohol detection technology implemented in all new automobiles manufactured. This countermeasure supports the performance target AMP-3 and C-5 Alcohol Impaired Driver Involved Fatalities. By reducing the number of impaired drivers on the road, the desired outcome is to reduce impaired driving related crashes.</p> <p><i>Project Location: To be determined</i></p>
Subrecipient(s)	Automotive Coalition for Traffic Safety, Inc.
Organization Type	Non-profit

Project Agreement Number	II_AL24-01
Amount of Federal Funds	\$1,000,000.00
Federal Funding Source(s)	NHTSA 164 Transfer
Eligible Use of Funds	Ignition Interlock
Planning and Administration Costs	No
Project is a Promised Project	No

4.9 Countermeasure: Positive Community Norms

Project #34: 2024-FG-5008-Neighborhood House - Most Steer Clear Project

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 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. 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 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.</p> <p><i>Project Location: King, Pierce, and Snohomish Counties</i></p>
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 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	AL24-02
Amount of Federal Funds	\$280,000.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Impaired Driving - Prevention
Planning and Administration Costs	No
Project is a Promised Project	No

Project #35: 2024-FG-5013-Rural PCN Messaging

Project Name	Rural PCN Messaging
Project Description	<p>This project will develop and disseminate impaired driving messaging using Positive Community Norms (PCN) to rural communities through a vendor contractor. We will provide the developed messaging to rural partners, including but not limited to rural Community Prevention and Wellness Initiative (CPWI) coordinators and school districts to run local PCN campaigns in rural communities that are identified as high-risk for youth substance abuse through CPWI rural risk assessment and Washington Healthy Youth Survey data.</p> <p><i>Project Location: Statewide</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	FDL*AL24-01
Amount of Federal Funds	\$150,000.00
Federal Funding Source(s)	NHTSA 405d (bil/supl) low flex
Eligible Use of Funds	Impaired Driving - Prevention
Planning and Administration Costs	No
Project is a Promised Project	No

4.10 Countermeasure: Toxicology Testing Support

Project #36: 2024-FG-5010-WSP Tox Lab Support

Project Name	WSP Tox Lab Support
Project Description	<p>The Washington State Patrol Toxicology Laboratory requests continuation of grant funding to aid in the reduction of backlogged DUI casework and the corresponding lengthy turnaround times to complete toxicology testing of both DUI and traffic fatality cases. Following a 5-year period of significant annual increases in suspected impaired driving cases submissions, the number of case submissions continues to remain high. The overall turnaround time to complete comprehensive testing on all cases increased from 20 days to currently over 300 days. Additionally, a backlog of cases began in 2017 and is currently at 10,000 cases.</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, and drug-testing outsourcing when necessary for both the existing Toxicology lab location as well as a new second lab location. The second toxicology lab location, which is expected to open this summer, will process only DUI forensic evidence for the first 12-18 months after opening.</p> <p><i>Project Location: Statewide</i></p>
Subrecipient(s)	Washington State Patrol
Organization Type	Law Enforcement - State

Project Agreement Number	FDLBAC24-01
Amount of Federal Funds	\$400,000.00
Federal Funding Source(s)	NHTSA 405d (bil/supl) low
Eligible Use of Funds	BAC Testing/Reporting
Planning and Administration Costs	No
Project is a Promised Project	No

4.11 Countermeasure: Traffic Safety Resource Prosecutors

Project #37: 2024-FG-5059-TSRP MRSC

Project Name	TSRP MRSC
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><i>Project Location: Statewide</i></p>
Subrecipient(s)	Municipal Research Services Center
Organization Type	Non-profit

Project Agreement Number	FDLCS24-01
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Amount of Federal Funds	\$196,421.00
Federal Funding Source(s)	NHTSA 405d (bil/supl) low
Eligible Use of Funds	Court Support
Planning and Administration Costs	No
Project is a Promised Project	No

Project #38: 2024-FG-5060-TSRP - Seattle Prosecuting Attorneys Office

Project Name	TSRP - Seattle Prosecuting Attorneys 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><i>Project Location: Seattle</i></p>
Subrecipient(s)	Seattle City Attorney's Office
Organization Type	City

Project Agreement Number	FDLCS24-02
Amount of Federal Funds	\$210,000.00
Federal Funding Source(s)	NHTSA 405d (bil/supl) low
Eligible Use of Funds	Court Support
Planning and Administration Costs	No
Project is a Promised Project	No

Project #39: 2024-FG-5061-TSRP - Washington Association of Prosecuting Attorneys

Project Name	TSRP - Washington Association of Prosecuting Attorneys
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. Currently, TSRPs are hosted by the Municipal Research Services Center (MRSC), the Seattle City Attorney's Office, and the Washington Association of Prosecuting Attorneys. The TSRPs train</p>

	and educate prosecutors, law enforcement, judges, probation staff, hearing examiners, and legislators, on topics crucial to impaired driving. The TSRP provides experienced litigation assistance in the courtroom, legal briefing, research, and online resources via the TSRP website, the NYPTA website, and the TSRP newsletter. <i>Project Location: Statewide</i>
Subrecipient(s)	Washington Association of Prosecuting Attorneys
Organization Type	Non-profit

Project Agreement Number	B5CS24-03
Amount of Federal Funds	\$214,999.00
Federal Funding Source(s)	NHTSA 405d (bil/supl) mid
Eligible Use of Funds	Court Support
Planning and Administration Costs	No
Project is a Promised Project	No

Project #40: 2024-FG-5062-TSRP Support

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.</p> <p><i>Project Location: Statewide</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	FDL*PRT24-01
Amount of Federal Funds	\$70,000.00

Federal Funding Source(s)	NHTSA 405d (bil/supl) low flex
Eligible Use of Funds	Prosecutor Training
Planning and Administration Costs	No
Project is a Promised Project	No

4.A Addendums: Appendix B, Part 3 – 405(d) Impaired Driving Countermeasures - Mid-Range

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

WA FY24 Appendix A Certifications and Assurances.pdf

Washington's statewide impaired driving plan approved by a statewide impaired driving task force



**TRAFFIC SAFETY
COMMISSION**

Washington Impaired Driving Strategic Plan and Guide

This plan is updated
and approved by the
Washington
Impaired Driving
Advisory Council.

May 2023

Publication and Contact Information

A PDF version of this plan is available for download on the Washington Traffic Safety Commission website at <https://wtsc.wa.gov/programs-priorities/impaired-driving/>. For people with disabilities and/or with a limited understanding of English, this material can be made available, free of charge, in an alternative format or translated into another language by calling 360-725-9860 or emailing sysop@wtsc.wa.gov. Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

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This plan covers June 2023 to June 2025

About the Washington Impaired Driving Strategic Plan

Zero is the only acceptable number of deaths on our highways, roads, and streets. Together we are committed to taking substantial, comprehensive action to significantly reduce serious and fatal injuries on Washington roadways. Reaching zero will require Washington Traffic Safety Commissioners and their agencies and organizations to work together with all traffic safety stakeholders and the people of Washington state to achieve a significant cultural shift. To reach this goal, we must support the beliefs and attitudes among Washington road users that roadway deaths are unacceptable and preventable.

This requires a commitment to safety first for our agencies, ourselves, and our communities.

Washington has been combating impairment in motor vehicle crashes for decades. Despite these efforts, impaired drivers contribute to about half of all fatal crashes each year.

The impairing substances involved in fatal crashes are changing, most notably the increase in multiple substances. Poly-drug use, which is combining two or more drugs, or one or more drugs mixed with alcohol, is becoming most prevalent in fatal crashes. Alcohol and THC are the most frequent poly-drug combination, but there are hundreds of unique drug combinations encountered among fatal crash-involved drivers in recent years. This combination can include prescription drugs. Some prescription drugs have abuse potential (such as opioids) that may cause high impairment, other prescription drugs also have an impairing effect on driving even when taken exactly as prescribed. A driver may not understand the impact their medication has on their driving abilities and may assume all drugs they take are safe simply because a doctor prescribed them.

Reducing the rates at which people are seriously injured or killed in impaired driving car crashes must become a priority across all levels of the social ecology. Public and private sector partnerships are essential to unraveling and addressing the complex scourge of impaired driving.

While maintaining our focus on currently implemented successful strategies, we must explore and support innovative approaches to prevent impaired driving. In the next several years, partners and stakeholders will be challenged to develop better ways to integrate and analyze all available data and information from all areas of concentration. We all have the goal to gain a comprehensive understanding of impaired drivers and implement successful strategies to prevent them from harming themselves and others.

The Washington Impaired Driving Strategic Plan is a practitioner's guide to reducing impairment-related fatalities and serious injuries on Washington roadways. We intend this guide to be dynamic and adaptable as new challenges, information, and opportunities arise.

The Washington Impaired Driving Advisory Council, coordinated by the Washington Traffic Safety Commission, manages, updates, and approves this plan.

Program Management and Strategic Planning

A team of three Washington Traffic Safety Commission Program Managers manage the Impaired Driving Program (the Impaired Driving Team). The Washington Impaired Driving Advisory Council (WIDAC), guided by the WIDAC Executive Board (Appendix B), advises the Impaired Driving Team. The WIDAC meets at least quarterly to discuss the most relevant impaired driving issues including impending legislation, program updates, data, promising practices, and strategies. This also serves the function of helping sustain working relationships across the social ecology of all the stakeholders and partners involved with the difficult problem of driving down impaired driving crashes.

The Washington Traffic Safety Commission (WTSC) Impaired Driving Team conducts an annual planning process to determine how federal funds are spent in the coming federal fiscal year. This planning process uses the Target Zero plan as a guiding document for impaired driving program investments and project selection. The planning process begins with a review of evidence-based strategies, performance measures, and performance targets. Through this process, the Impaired Driving Team:

- Updates the Impaired Driving Program Problem Identification which entails the identification and prioritization of the traffic safety problems that contribute to the most serious and fatal crashes. We use WTSC's fatal crash dashboards extensively in this process: <https://wtsc.wa.gov/research-data/dashboards/>.
- Identifies key focus populations implicated in the problems or communities that could contribute to the solutions.
- Consults with the Washington Impaired Driving Advisory Council and the Washington Impaired Driving Strategic Plan.
- Selects and develops countermeasures to address identified problems and achieve performance targets.
- Develops theories of change for each countermeasure chosen for investment by the WTSC and determines which funding source is the most appropriate for each countermeasure. Some projects are funded through state allocated WIDAC funding, while others may be

funded by federal funds provided by NHTSA.

- Presents the draft plan for internal peer review.
- Presents the updated plan for review by the WTSC Technical Advisory Committee.

This analysis forms the basis of the Impaired Driving Program Plan, which is a section of Chapter 4 in the WTSC's Triannual High Safety Plan.

Impaired Driving Program Evaluation and Data

The WTSC does program evaluation at two levels – first at a high, programmatic level and second at a lower level considering each individual project.

The WTSC evaluates the Impaired Driving Program twice a year. First, during the process of developing the application for funding to NHTSA and second during the WTSC annual report. At both points, the Impaired Driving Team meets with members of the WTSC Research and Data Division to review information from the Fatality Analysis Reporting System (FARS) when data is final, and information from the Coded Fatal Crash files for performance measure target-setting and performance reports. We review the most up to date crash statistics and consider the contribution of individual projects as well as the impact of statewide policy changes and societal shifts.

Each countermeasure chosen for funding has a theory of change created for it. These theories of change describe how the Impaired Driving Team theorizes the strategies of the countermeasure will influence the skills, knowledge, beliefs, and behaviors of the focus populations and how those changes could impact traffic crashes. We translate these theories of change into logic models that form the scope of work for individual grant agreements with sub-recipients. The scope of work contains specific goal statements, objectives, and process and outcome measures which do the following:

- 1) Create fidelity between the work of the subrecipient and the theory of change.
- 2) Provide an evaluation of the theory of change so that we can make course corrections if needed.

This process provides for evaluation of individual projects, so the work has the highest possible chance of influencing the behavior of the focus populations. The subrecipients report on their progress in achieving the goals and objectives of the grants each quarter and in a final report.

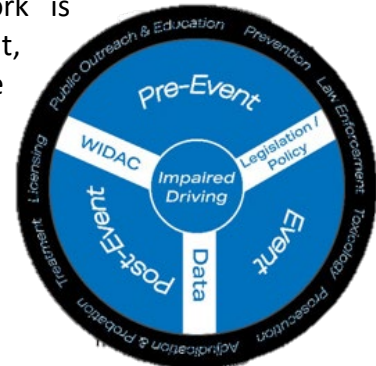
The Washington Impaired Driving Strategic Framework: The Steering Wheel

The Washington Impaired Driving Strategic Framework is comprised of three stages of impaired driving: Pre-Event, Event, and Post-Event. The stages are supported by three areas of support and eight areas of concentration.

Pre-Event consists of influencing sober driving through Public Outreach and Education, and Prevention.

Event stage addresses suspected impaired drivers through Law Enforcement, Toxicology, and Prosecution.

Post Event stage addresses legal sanctions because of impaired driving including Adjudication and Probation, Treatment, and Licensing restrictions.



Washington Impaired Driving Program

Areas of Support and Objectives

- 1) Washington Impaired Driving Advisory Council
 - a. Develop, prioritize, and sustain multidisciplinary partnerships and strategies that address Impaired Driving.
 - b. Distribute allocated WIDAC impaired driving resources in accordance with the legislative statute and the priorities of the statewide Impaired Driving Strategic Plan.
 - c. Establish and sustain a WIDAC governance team.
- 2) Legislation and Policy
 - a. Influence legislation and policy that creates specific and general deterrence for impaired driving.
 - b. Support legislation and policy efforts that provide uniform assessments of DUI offenders to identify treatment needs and co-occurring disorders.
 - c. Support legislation and policy that expands DUI offender monitoring and access to treatment.
- 3) Data and Integration
 - a. Integrate impaired driving data and systems.
 - b. Expand comprehensive drugged driving data and information.
 - c. Monitor and make available impaired driving trends and research in timely and accessible formats.

Areas of Concentration and Objectives

- 1) Public Outreach and Education

- a. Use social norming to influence a positive traffic safety culture.
 - b. Deliver outreach and education to address the entire social ecology.
 - c. Implement diversity, equity, and inclusion practices.
- 2) Prevention
 - a. Focus efforts on youth, parents, guardians, and influential adults.
 - b. Expand efforts to incorporate shared risk and protective factors.
- 3) Law Enforcement and Training
 - a. Promote proactive traffic safety enforcement as a priority among law enforcement leadership.
 - b. Increase law enforcement officer proficiency in DUI detection and apprehension.
 - c. Utilize law enforcement strategies that prioritize mental health and substance misuse resources.
- 4) Toxicology
 - a. Increase comprehensive drug testing in crashes and DUI arrests.
 - b. Increase ability to screen for novel/emerging drugs in crashes and DUI arrests.
 - c. Provide expert testimony in DUI prosecution.
- 5) Prosecution
 - a. Improve all prosecutors' ability to prosecute DUI cases.
 - b. Prioritize cross training for law enforcement and prosecutors' offices.
 - c. Limit plea agreements in DUI cases.
- 6) Adjudication and Probation
 - a. Promote substance use disorder and/or co-occurring evaluations and treatment compliance.
 - b. Expand use of the therapeutic court model including DUI and Drug Courts.
 - c. Promote the use of validated risk assessments, standardized probation conditions and expand community-based supervision.
 - d. Monitor accountability through client visits, drug testing and/or electronic monitoring.
 - e. Reduce recidivism using evidence-based practices and increase client contact.
 - f. Prioritize an individualized holistic justice approach.
- 7) Treatment and Rehabilitation
 - a. Promote treatment as an alternative to incarceration.
 - b. Evaluate all DUI offenders for substance use/dependency disorders.
 - c. Identify and overcome financial and geographic barriers to ensure equitable access to treatment services.

- 8) Licensing
 - a. Foster efficient and effective inter-agency communication and information exchange.
 - b. Educate Washington drivers on the impacts and risks of impaired driving.
 - c. Maintain the integrity and accuracy of the driver record.
 - d. Engage with stakeholders and partners on impaired driving regulations, laws, and policies.
 - e. Encourage compliance with ignition interlock requirements.
 - f. Provide timely and efficient due process to impacted drivers.

Strategies for Areas of Support

The Washington Impaired Driving Advisory Council

The WIDAC formed in 2010 by a Memorandum of Understanding signed by fourteen stakeholder agency representatives. Today, the WIDAC has a consistently expanding group of over ninety advisory members from government, private, and non-profit organizations. The Washington Traffic Safety Commission dedicates staff to coordinate and fulfill the operations of the WIDAC.

WIDAC Operational Strategies
Build effective partnerships and workgroups/committees using a multidisciplinary approach to address impaired driving.
Develop and monitor meaningful performance and outcome measures for each area of concentration.
Ensure the areas of concentration and the WIDAC strategies are incorporated into the strategic plans and operations of other groups addressing impairment.
Sustain an Executive Board structure that drives the implementation of the ID strategic plan and prioritizes policy action.
Publicly recognize outstanding individual and organizational efforts to combat DUI.
Increase funding to WIDAC for implementing strategies.
Ensure WIDAC investments are intentional, strategic, and result in the intended outcomes.

Legislation and Policy

The WIDAC coordinates efforts to align laws and policies which will lead to reductions in impaired driving. They examine policy that will ensure a DUI arrest has the best outcome resources can provide to them. Together, stakeholders monitor and review legislation that may impact impaired driving in both positive and negative ways.

Legislation and Policy Strategies
Lower the per se BAC limit from .08 to .05.
Overcome legal barriers to conducting publicized sobriety checkpoints.
Encourage laws that use fees collected from DUI filings to support impaired driving reduction efforts.
Encourage laws that increase treatment options for DUI offenders.
Discourage laws that prevent law enforcement officers from making primary traffic safety stops or limit the ability of an officer to stop drivers who are exhibiting signs of impairment.

Data and Integration

Data is the cornerstone of informed decision making, and the issue of impaired driving spans multiple data systems and information sources. Through the WIDAC, stakeholders must identify data that is needed but does not exist, data that exists but is of poor quality or completeness, and prioritize data that needs to be integrated to answer critical questions about impaired driving. To effectively and efficiently integrate data, data systems must be modernized, and data governance expanded to ensure the right people have accurate information to make the best decisions for impaired driving programming.

Data and Integration Strategies
Conduct roadside surveys in Washington to measure the prevalence of anytime alcohol and drug driving.
Foster partnerships between WIDAC and Traffic Records Governance Committee TRGC to improve the collection and quality of DUI-related information.
Create an electronic pathway for exchanging toxicology information directly with DOL for administrative sanctions in DUI cases.
Support strategies for simplifying and streamlining the DUI arrest process, such as electronic DUI case filing and electronic warrants. Ensure toxicology information is exchanged within these electronic platforms.
Develop a data repository for centralized and electronic collection of crash reconstruction reports.
Develop a data repository for centralized and electronic collection of DRE evaluations.
Conduct research and analysis on impaired driving trends and issues with traditional and other data sources.

Strategies for Areas of Concentration

Public Outreach and Education

According to NHTSA’s *Countermeasures that Work*: “Communications and outreach strategies seek to inform the public of the dangers of driving while impaired by alcohol and drugs and to promote positive social norms of not driving while impaired.” Increasing the public’s knowledge of impaired driving risks through educational outreach provides the public with information for promoting sober driving.

Effective approaches to public education include peer-to-peer programs, parental involvement with younger drivers, promoting positive community norms, and increasing bystander interventions.

Educational campaigns build on positive traffic safety culture to influence good choices around sober driving. We encourage our audiences to intervene in pro-active ways that help keep impaired drivers off the road.

Public Outreach and Education Strategies
Develop and deliver statewide media campaigns to deter underage use of alcohol or drugs, deter youth from riding with impaired drivers, encourage the use of designated drivers and alternative transportation, and reduce overall misuse/abuse by adult consumers. This includes increasing awareness that alcohol impairment occurs at 0.05 BAC and higher and dispelling myths about using cannabis and alcohol.
Develop and deliver messaging about impaired driving in new ways, such as incorporating positive community norms and developing messages that instill hope rather than fear.
Continue mandatory alcohol server training and explore expanding responsible beverage service policies for alcohol retailers. Support cannabis salesperson (budtender) training.
Increase outreach and education in locations where data from multiple sources suggests a high rate of impaired driving. Education should occur in locations and through channels that have the highest likelihood of reaching target audiences and use trusted messengers whenever possible. This includes culturally specific messages delivered in native languages.
Make education materials easily accessible and available to partners.

Prevention

Primary prevention efforts seek to prevent the action that leads to death and serious injury, in this case the impaired driving incident. Reaching children and involving parents well before driving age will inform a generation of sober drivers. Programming that helps dispel myths about driving after consuming substances should be prioritized. In addition to strategic approaches directed toward individuals and families, medical providers are important. They are trusted influencers that can communicate to patients the potential dangers of driving while using some prescription drugs.

Prevention Strategies
Collaborate with the health care sector, such as physicians and pharmacists, to assist with providing guidance to patients on the use and effects of prescription drugs and fitness to drive.
Understand project focus areas and develop ways to ensure impaired driving countermeasures reach everyone in those communities. Tailor outreach and prevention efforts to address the specific risks and demographics of that community.
Educate and encourage parents, guardians, and influential adults to talk and check in with their children including young adults about the risks of alcohol and drug use.
Implement and support programs to help educators, school health care staff, and resource officers to detect drug use in students.
Support multi-component intervention strategies.

Treatment and Rehabilitation

The early identification of substance abuse and mental health disorders is essential to preventing impaired driving. Determining medical necessity for treatment and following treatment recommendations, when done immediately, results in better treatment outcomes. Impaired drivers may be offered a legal incentive to enter treatment as an alternative to other sanctions, including first-time offenders.

Treatment/Rehabilitation Strategies
Conduct alcohol/drug assessments on all DUI offenders and enhance treatment and probation.
Identify substance abuse issues early in the DUI process and encourage voluntary treatment.
Expand access to treatment and address financial barriers.
Provide treatment alternatives to arrest and incarceration.
During enforcement and arrest, provide resources to promptly counsel and treat drivers found to be impaired, especially those who are repeat offenders and those with co-occurring disorders.
Match treatment and rehabilitation to the diagnosis. Emphasize screening and effective treatment for co-occurring conditions contributing to DUI behavior.
Continue and expand use of screening, brief intervention, referral to treatment (SBIRT) and motivational interviewing in both healthcare and non-healthcare settings.

Enforcement and Training

Law enforcement efforts are essential to generating general deterrence of impaired driving. Law enforcement officers should have the skills, training,

and confidence to enforce impaired driving laws. However, agencies are dealing with systemic challenges such as insufficient staffing, overtime burn-out, inadequate training, and complexity of DUI enforcement. Law enforcement leadership must adopt a sustained enforcement strategy prioritizing impaired driving that adapts to challenges to address impaired driving in Washington communities.

Enforcement and Training Strategies
Encourage policies that integrate DUI enforcement with mental health and substance misuse resources.
Continue statewide high-visibility enforcement (HVE) and media campaigns to reduce impaired driving. Enforce and publicize zero tolerance laws for drivers under 21 years of age. Encourage the use of the Mobile Impaired Driving Unit (MIDU) or additional testing/processing stations to support DUI enforcement.
Conduct non-enforcement traffic safety related community education and outreach.
Support dedicated DUI enforcement officers (i.e., their primary responsibility is DUI enforcement).
Conduct enforcement in locations where data from multiple sources suggests a high rate of impaired driving.
Ensure all law enforcement officers complete basic and refresher SFST training. Incorporate these trainings into all law enforcement basic recruitment/training activities.
Expand law enforcement officer skill and knowledge in DUI enforcement with Advanced Roadside Impaired Driving Enforcement (ARIDE) training. Require traffic and patrol officers involved in HVE and other SHSO/TSEP grant activities to be ARIDE trained.
Increase law enforcement awareness of poly-drug driving prevalence and encourage the collection of blood evidence, even when breath evidence indicates a BAC \geq 0.08.
Incorporate traffic enforcement training, emphasizing DUI, during FTO/PTO programs.
Implement a DRE mentorship program to improve officer competency in traffic enforcement, emphasizing DUI.
Require that DRE officers respond to and assist in all crash scene investigations involving fatal or serious injuries, or vehicular assault or homicide.
Expand the use of Drug Recognition and Classification Program.
Encourage law enforcement leadership to support proactive traffic enforcement such as the Data- Driven Approaches to Crime and Traffic Safety (DDACTS) model.
Monitor the use effectiveness of Oral Fluid Drug Screening devices used in the field in other states for local application.
Expand law enforcement phlebotomy programs to reduce the post-arrest collection times of blood evidence

Toxicology

The Washington State Patrol Toxicology Laboratory Division is a centralized laboratory system that performs specimen testing for all suspected impaired driving cases and death investigations in the state. The central lab design provides consistency with testing and reporting. Toxicology case submissions have increased substantially in recent years, yet resources to process these cases have remained constant. To provide timely and comprehensive specimen testing, it is imperative that the toxicology lab have adequate resources.

Toxicology Strategies
Encourage all labs to adopt standard drug screening and reporting standards for DUI investigation (i.e., compliance with national ASB toxicology standards and guidance documentations).
Decrease and maintain drug screening and confirmation testing completion to 45 days.
Ensure the toxicology lab has the funds and support to purchase state-of-the-art drug testing instrumentation, including the personnel, training costs, and testing kits associated with those purchases.
Consider a new statewide toxicology position that will function as a technical resource to partners.
Ensure forensic toxicologists in Washington State receive ongoing training for testifying as experts in DUID trials.

Prosecution

Prosecution is a key part of enforcing impaired driving laws and contributes to both general and specific deterrence of impaired driving. Prosecutors and judges may be overseeing hundreds of diverse cases at one time and may lack the experience necessary to prosecute a scientifically and legally complex caseload of DUIs. This issue is confounded in smaller jurisdictions with fewer resources. Prosecutors must have expert resources, either through training or by coordinating caseloads with Traffic Safety Resource Prosecutors, to effectively prosecute impaired driving offenses.

Prosecution Strategies
Support the Traffic Safety Resource Prosecutor Program (TSRP).
Coordinate with a Crash Reconstructionist for prosecution and training with TSRPs around DUI crashes and crash reconstruction.
Create a Traffic Safety Resource Officer (TSRO) to coordinate prosecution and training with TSRPs around DUI, including DUI investigation, evaluation, drug impairment evidence, and courtroom skills. This person will also serve as the DRE reconstruction expert witness in most cases.
Prevention training with prosecutors regarding how to develop expert testimony with DREs and Toxicologists.

Conduct training on how to utilize DREs as expert witnesses in cases where a DRE was not utilized in the field.
Ensure consultation with DREs/Toxicologist occurs before deciding to reduce charges in DUI cases.
Provide DUID training to prosecutors that will assist with the successful prosecution of cases.
Establish locally dedicated DUI prosecutors. Devote expert resources in prosecutors' offices to DUI and vehicle homicide/assault prosecution. Identify and designate DUI-focused prosecutors regionally to provide expert training and specialized trainings especially for these individuals to develop specialized DUI prosecutors in every region.
Develop and implement an "on-call" protocol for DUI prosecuting attorneys to participate in the investigation of fatal and injury crashes.
File pre-trial motions requesting the term "accident" not be permitted in describing crash events due to the significant differences between the legal and lay definitions of "accident."
Place limits on plea agreements.

Adjudication and Probation

Washington state has a decentralized court system, providing for a great deal of discretion among individual courts to apply the impaired driving laws to each adjudication. While the state impaired driving laws provide some consistency, standardizing impaired driving adjudications and probation across the state is challenging. Probation services are pre- or post-conviction offender monitoring and supervision of the court conditions and orders. The intensity of probation supervision is based on the nature of the offense, offender criminal history, treatment requirements, and risk. Effective probation reduces DUI recidivism by ensuring compliance with court-ordered conditions and treatment.

Adjudication and Probation Strategies
Implement restorative, rehabilitative, and individualized justice programming.
Expand the implementation and use of DUI and drug courts.
Encourage attendance at DUI Victim Impact Panels.
Expand the 24/7 sobriety program.
Monitor DUI offenders closely to reduce recidivism.
Support the Judicial Outreach Liaison program.
Conduct regular risk, needs and responsivity assessments throughout jurisdiction of probation.
Ensure jurisdictions have access to probation services if they deem necessary.

Utilize goal-based supervision standards to assist clients in becoming relicensed, insured drivers. Support the use of drug testing, electronic monitoring, and sober support meetings to assist in recidivism reduction.

Licensing

The Department of Licensing (DOL) plays several roles in addressing impaired driving. The DOL may take revocation, suspension, and CDL disqualification actions against drivers who refuse impairment tests or test over the legal limit. DOL also disqualifies CDL holders based on positive tests or refusals for drugs and alcohol as a part of random test programs, pre-employment, and post-crash. DOL informs impacted drivers about the requirements and restrictions related to their driving privilege, including letters and access to real-time information. DOL also reports impaired driving offenses and sanctions to federal authorities and other jurisdictions.

The DOL manages the Ignition Interlock Program in conjunction with the WSP, including an ignition interlock device (IID) subsidy program for indigent Washingtonians ordered to comply with IID requirements. DOL issues restricted licenses (e.g., ignition interlock license) and levies or enforces requirements and sanctions against drivers after certain drug and alcohol offenses. DOL imposes additional requirements against restricted drivers for not complying with, or circumventing, sanctions based on drug and alcohol offenses.

Additionally, the DOL educates drivers on the impacts of impaired driving as a part of novice driver education, commercial driving training, motorcycle training, and other communication and outreach efforts to Washington road users. Finally, DOL conducts hearings to provide drivers with fair and independent review of driving sanctions.

Licensing Strategies
Expand information in driver/rider training and testing on the use of alcohol, recreational drugs, prescription and non-prescription (OTC) drugs, drowsiness, and their combined use and how they impact the ability to drive.
Expand access to and compliance with ignition interlocks through subsidy, coordination with other states, and medical exemption programs.
Continue to improve the exchange of ignition interlock compliance information between agencies.
Monitor reports from ignition interlock vendors and conduct compliance checks in partnership with law enforcement and court probation.
Enforce IID circumvention and non-compliance convictions by applying additional restrictions to reduce recidivism and impaired driving.

<p>Develop communication and outreach strategies and seek funding sources for building awareness on the impacts of impaired driving to children before they begin the licensing process.</p>
<p>Educate law enforcement on the process and appropriate timelines for reporting impaired driving including the submission of required documents necessary for administrative action and hearings.</p>
<p>Strengthen state laws for commercial driver license holders to align with federal return-to-duty requirements after a positive test in accordance with 49 CFR Part 40 subpart O and 382.309 and implementation of the federal drug and alcohol clearinghouse.</p>
<p>Implement near real time solutions to exchange data for IID compliance.</p>
<p>Improve hearings processes to reduce or eliminate the potential for dismissals due to administrative issues.</p>
<p>Incorporate equitable practices in communication, education, and outreach to ensure all affected parties have a reasonable opportunity to understand and participate in the process.</p>
<p>Develop broader communication strategies and tools to connect with law enforcement, impacted drivers, or their attorney, for more complete and accurate communications.</p>

APPENDIX A



STATE OF WASHINGTON
WASHINGTON TRAFFIC SAFETY COMMISSION
621 8th Avenue SE, Suite 409, PO Box 40944, Olympia, Washington
98504-0944, (360) 725-9860

CHARTER
FOR THE
EXECUTIVE BOARD
OF THE
WASHINGTON IMPAIRED DRIVING ADVISORY COUNCIL

THIS CHARTER is effective upon a majority vote of the Executive Board.

WHEREAS the purpose of the Washington Traffic Safety Commission is to find solutions to the problems that have been created as a result of the tremendous increase of motor vehicles on our highways and the attendant traffic collision death and injury tolls; to plan and supervise programs for the prevention of collisions on streets and highways including but not limited to educational campaigns designed to reduce traffic crashes in cooperation with all official and unofficial organizations interested in traffic safety; to coordinate the activities at the state and local level in the development of statewide and local traffic safety programs; to promote uniform enforcement of traffic safety laws and establish standards for investigation and reporting of traffic collisions;

WHEREAS the Washington State Strategic Highway Safety Plan “Target Zero” seeks to eliminate all traffic death and disabling injuries by 2030, and reducing the incidence of impaired driving is a top priority;

WHEREAS the parties each share a stake in the detection, arrest, adjudication, probation, and treatment of impaired drivers and in undertaking initiatives to reduce the incidence of impaired driving;

WHEREAS the parties seek to make improvements statewide in programs and initiatives that seek to reduce the incidence of impaired driving; and

WHEREAS in support of such purposes the Washington Impaired Driving Advisory Council (WIDAC) was created in 2010 and currently meets quarterly with over ninety representatives from across partnerships within the public and private sector.

NOW, THEREFORE, in furtherance of the foregoing and mutual public benefit derived there from, it is agreed to form an Executive Board to assist the Washington Impaired Driving Advisory Council and the Washington Traffic Safety Commission as follows:

Section 1—Purpose and Overview

I. Mission

The Washington Impaired Driving Advisory Council (WIDAC) serves as an advisory body to the Washington Traffic Safety Commissioners. The Council seeks to enhance traffic safety initiatives by providing feedback and recommendations to the WTSC on program priorities, funding, strategic planning and implementation, and research designed to reduce the incidence of impaired driving in accordance with the State Strategic Highway Safety Plan “Target Zero.”

The Executive Board provides leadership, management, and actions necessary to accomplish traffic safety goals.

II. Goals

The parties to the WIDAC have agreed to cooperate in good faith:

- To provide an ongoing statewide forum for the reduction of impaired driving fatal and serious injury collisions and to support the coordination of multi-agency initiatives and programs.
- To provide strategic guidance on operational functions related to prevention, detection, and adjudication of impaired driving.
- To coordinate the setting of priorities for addressing strategies to reduce the incidence of impaired driving.
- To improve public awareness and education related to impaired driving issues.
- To develop proposals for the reduction of impaired driving.
- To advocate for strategies designed to reduce the incidence of impaired driving.
- To implement proposals related to impaired driving issues.

The Executive Board to the WIDAC agrees to further these goals:

- To provide leadership, management, and actions necessary to accomplish the goals.
- To lead by prioritizing traffic safety options and creating a path to accomplish them.
- To manage priority activities by ensuring that the actions necessary for success are pursued and timely completed.
- To act persistently to further traffic safety priorities.

Section 2—Operational Authority

The Washington Impaired Driving Advisory Council and its Executive Board operate under the authority of the Washington Traffic Safety Commissioners. The Director of the Washington Traffic Safety Commission is the executive sponsor of the Washington Impaired Driving Advisory Council.

This Executive Committee meets the requirements for Impaired Driving Countermeasure grants under 23 U.S.C. 405(d) as directed by 23 CFR Part 1300.23(e)(1) for an impaired driving fatality state in the mid-range.

Section 3—Organizational Structure

I. Executive Board

The Executive Board of the Washington Impaired Driving Advisory Council provides policy oversight and program recommendations on strategies and projects to reduce the incidence of impaired driving. The Executive Board works to ensure strategic and program alignment with individual agency priorities, standards, and practices and reports these findings to the Washington Traffic Safety Commissioners.

Board Appointments

1. The Director of the Washington Traffic Safety Commission appoints the members of the WIDAC Executive Board.
2. The Executive Board may appoint Subcommittees and or any Special Liaison roles required by the Executive Board.
3. Appointments may be made by direct request to a member agency or to an individual, based on the skill set desired on the Executive Board.

II. Executive Board Advisors

In addition to the representatives from the parties to the WIDAC, additional advisors may be appointed from organizations such as the Traffic Safety

Target Zero Managers, Mothers Against Drunk Driving, the National Highway Traffic Safety Administration and/or representatives from alcohol/drug treatment providers, prosecutors' associations, defense bar associations, adult probation and parole, tribes, higher education and/or others as the Executive Board deems appropriate.

III. Executive Board Staff

The Washington Traffic Safety Commission shall provide the necessary support to assist and coordinate the Executive Board in fulfilling its mission and goals. This support shall include the impaired driving program manager to serve as coordinator for managing the Federal impaired driving funds and to serve as liaison for impaired driving activities in Washington. Other council staff may include members of the Washington State Patrol, Impaired Driving Section with statewide impaired driving coordination duties, such as the Drug Recognition Expert Coordinator, Traffic Safety Resource Prosecutors and others as needed.

Section 4—Duties and Responsibilities

I. Executive Board

The duties and responsibilities of the Executive Board include the following:

- Identify priority projects and recommend the assignment of resources to accomplish Washington's traffic safety goals.
- Advocate for and implement best practices, including within individual agencies, offices, organizations, and companies.
- Provide timely responses to inquiries and requests from traffic safety partners.
- Review all materials provided to the Executive Board and be prepared to offer your subject matter expertise on the topics before the Executive Board.
- Consider proposed meeting agendas and provide any additional items that should be added to adequately address current and proposed priority issues.
- Commit to timely completion of tasks and goals.
- Think and act independently to explore new traffic safety opportunities.
- To provide policy oversight and program recommendations to the WIDAC in its role of reducing the incidence of impaired driving
- To provide guidance prioritizing proposed improvements to programs, training, and projects.
- To review and make recommendations on strategic, project or legislative recommendations provided to the Executive Board.
- To promote communication and coordination of impaired

- driving programs and projects among and within the WIDAC.
- To make recommendations to Washington Traffic Safety Commissioners on issues, policies, and programs requiring their approval.

II. Executive Board Advisors

The duties and responsibilities of the Council Advisors may include the following:

- To confer with the Executive Board and provide perspective from their respective backgrounds to advise the Executive Board when considering policy oversight and program direction.
- As possible, to review and take action on strategic, project or legislative recommendations provided to the group.
- To promote communication and coordination of impaired driving programs and projects among their constituents and members.

III. Executive Board Staff

The duties and responsibilities of the Executive Board Staff may include the following:

- To provide the necessary support to assist and coordinate the Executive Board.
- To serve as coordinator for managing the Federal impaired driving funds.
- To serve as a liaison for impaired driving activities in Washington.
- To coordinate statewide impaired driving programs.

Section 5—Membership

I. Executive Board Members

The Executive Board Advisors may be representatives from the following:

- Washington Traffic Safety Commission, Director
- WTSC Research and Data Division, Director
- State Toxicology Lab
- State and Local Law Enforcement
- Drug Impaired Driver Professional
- County or Municipal Prosecutor
- Department of Licensing
- Judicial Liaison, Current or Retired Judge
- Public Health Education Liaison
- Prevention Specialist
- Communications/Community Engagement
- Mothers Against Drunk Driving (MADD)
- Washington State Misdemeanant Corrections Association/Probation
- District Court Administrators

- Association of Alcoholism and Addiction Programs of Washington State
- A Survivor and/or Victims' Advocate
- Representatives from other organizations as the Executive Board deems necessary

II. Terms of Appointment

Appointed members for the Executive Board serve at the pleasure of their respective organizations and the Chairperson. Executive Board Advisors shall serve as invited.

III. Resignation

Executive Board members and advisors may resign at any time by delivering written notice to the Chairperson or by giving oral notice of resignation at any meeting. Upon resigning, the member may recommend a replacement to fill the resulting vacancy.

IV. Vacancies

The Chairperson shall bring a vacancy to the attention of the agency or organization whose member has vacated his or her position. A replacement shall be named at the discretion of such appointing agency or organization.

V. Replacement of Appointed Members

Any appointed member of the Executive Board who misses three consecutive meetings will have such absences called to the Member's attention by the Chairperson. The Chairperson may advise the appropriate agency about continuing absenteeism and request that an appropriate substitute replace the appointed member.

VI. Stakeholders

The Council may appoint stakeholder representatives to the Executive Board as advisors.

Section 6—Chairperson

I. Chairperson

The Director of the Washington Traffic Safety Commission shall act as the permanent Chairperson of the Executive Board. In the case of the Chairperson's absence, the Chairperson may designate in advance of a meeting an Acting Chair to preside over the meeting. If the Chairperson is absent from a meeting without designating an Acting Chair, the members may delegate the powers of Chair to any member in attendance. In the case of a vacancy of the Chairperson, the Deputy Director of the Washington Traffic Safety Commission shall be the acting chair until the vacancy is filled. In addition:

- Guides the Board in accomplishing the mission and objectives detailed

in the charter and in accordance with established Institute policies.
Keeps the Board tasked and focused.

- Ensures all Board members are fully oriented on the Board objectives, deliverables, and roles/responsibilities at the Board's first meeting.
- Works toward building a sense of trust, productivity, and camaraderie within the Board.
- Ensures meeting agendas are distributed a week before scheduled meetings.
- May call special meetings of the full board to address specific topics or to address unusual or emergent situations.
- Conducts meetings of the Board and directs the communication of Board matters.
- Works to ensure that meeting notes capture consensus agreement items and follow-up actions of the Board.

Section 7—Executive Board Staff

I. Executive Board Staff

Empowered to make decisions to support accomplishing the mission and objectives of the Board.

- Works in coordination with the Board Chair to efficiently discharge the responsibilities of the Board.
- Coordinates administrative duties.
- Works in coordination with the Board Chair to develop agendas, set meeting dates and locations, and communicate meeting requirements using the following criteria:
 - Meeting dates and locations should be determined as far in advance as possible.
 - Agendas should be developed to include the meeting date, venue and meeting room on all agendas.
- Handouts should be distributed to the team in advance of the meeting.
- Works in coordination with the Board Chair to capture notes that reflect consensus agreements and follow-up actions.
- Works in coordination with the Board Chair to ensure all reports, proposals, and supporting documentation are developed in a professional and timely manner.
- Ensures meetings are established and maintained, and Board documents are appropriately archived.
- Coordinates and distributes any approved external communications.

Section 8—Meetings

I. Regular Meetings

Regular meetings of the Executive Board shall be held at least semi-annually at a time and place designated by the Chairperson.

II. Special Meetings

Special meetings of the Executive Board may be held at the call of the Chairperson.

III. Quorum

A quorum for the transaction of business shall constitute 50 percent of voting members. The members present at an Executive Board meeting at which a quorum is not present may proceed only with informational and procedural portions of the meeting.

IV. Voting

Only the Chairperson and Executive Board Members have a vote. Advisory members and staff do not have a vote. The action of the majority of the members present at a meeting at which there is a quorum shall be the act of the Executive Board. Executive Board Members shall have authority to submit an electronic vote, proxy vote or a letter to the Chairperson with their vote.

V. Attendance by Communications Equipment

Meeting attendance may be by means of video conference or phone conference call or any other method that allows all people participating to speak and to hear all participants. Participation by such means shall constitute presence in person at a meeting.

VI. Meeting Notices

Advanced notice of all regular and special meetings shall be provided by e-mail and shall provide at least one-week advanced notice to members.

VII. Meeting Minutes

Minutes shall be made and shall be distributed to Executive Board members promptly for their review and possible correction.

VIII. Expenses

The WTSC will provide funding for Executive Board members' and advisors' travel expenses through eligible grants when necessary for such a member or advisor to participate in meetings. WTSC will provide funding to cover allowable meeting costs, if necessary. State travel policies (SAAM Chapter 10) will apply.

Section 9—Subcommittees**I. Ad Hoc or Standing Subcommittees**

The Executive Board may establish such ad hoc or standing committees as deemed appropriate and may designate such committee's chairperson and membership.

II. Subcommittee Authority

The Executive Board may delegate project planning, coordination, and implementation authority to ad hoc or standing subcommittee, as deemed appropriate.

III. Procedures

Ad hoc or standing subcommittees shall follow procedures as outlined in this charter.

Section 10—Amendments

I. By Executive Board

The Executive Board shall have the power to make, alter, and amend this Charter by majority vote.

II. Repeal by Executive Board

The Executive Board shall have power to make, alter, amend, and repeal this Charter upon majority vote.

Section 11—Good Faith

The Executive Board members agree to conduct all activities and perform all obligations in good faith and to work cooperatively with one another to accomplish the mission of enhancing traffic safety.

Enacted by Vote of Executive Board

Shelley Baldwin _____ this 13 day of June, 2023
Shelley Baldwin
Director, Washington Traffic Safety Commission

Applicable Governing Documents:

1. [State Strategic Highway Safety Plan: Target Zero](#)
2. WIDAC Impaired Driving Strategic Plan
3. [Travel and Expense Policy \(SAAM Chapter 10\)](#)

APPENDIX B

Washington Impaired Driving Advisory Council (WIDAC) Member Roster

Last updated 5/18/2023

Executive Board (Voting Member)
Advisor (Non-Voting Member)

Name (Last)	Name (First)	Position Title	Organization / Agency	23 CFR 1300.23(e)(1)(ii) - Classification
Baldwin	Shelly	Director	Washington Traffic Safety Commission	State Highway Safety Office
Cooke	Dan	Licensing, Endorsements, & Traffic Safety Administrator	Washington Department of Licensing	Communications & Community Engagement
Freedheim	Amy	Senior Deputy Prosecuting Attorney	King County Prosecuting Attorney's Office	Criminal Justice System
Gough	Lizz	Toxicology Laboratory Division Commander	Washington State Patrol	Drug Impaired Driving
Hoff	Staci	Research and Data Division Director	Washington Traffic Safety Commission	State Highway Safety Office
Leonard	Jeff	Impaired Driving Section Lieutenant	Washington State Patrol Impaired Driving Section	State Law Enforcement & Drug Impaired Driving
Markowitz	Lori	Survivors' and Victims' Advocate	Families for Safe Streets & The Josh Fund (Nonprofits)	Community Engagement
Maughan	Dennis	Pacific Northwest Regional Director	Mothers Against Drunk Driving	Community Engagement
Mitchell	Julie	Senior Vice President of Operations	Lakeside-Milam Recovery Centers / Association of Alcoholism and Addiction Programs of Washington State	Public Health
Patrick	Melissa	Director of Court Administration	Des Moines Municipal Court	Criminal Justice System
Portnoy	Linda	Judge	Retired	Criminal Justice System
Segawa	Mary	Public Health Education Liaison	Washington Liquor and Cannabis Board	Public Health & Communications
Thompson	Linda	Executive Director	Greater Spokane Substance Abuse Council	Community Engagement
Thompson	Bob	Statewide Law Enforcement Liaison	Washington Traffic Safety Commission	Local Law Enforcement

Name (Last)	Name (First)	Position Title	Organization / Agency	23 CFR 1300.23(e)(1)(ii) - Classification
Alexander	Regina	Director of Probation	King County District Court	Criminal Justice System
Alonzo	Wade	Programs Director	Washington Traffic Safety Commission	State Highway Safety Office
Bendickson	Katherine	Trauma Program Manager	UW Medicine - Valley Medical Center	
Bledsoe	Anthony	Program Manager	Washington Traffic Safety Commission	
Brown	Russell	Executive Director	Washington Association of Prosecuting Attorneys	Criminal Justice System
Chang	Dongho	Director of Transportation Operations	Washington State Department of Transportation	
Cobb	Greg	Chief of Police	Union Gap Police Department	Local Law Enforcement
Corier	Peter	Traffic Records Program Manager	Washington Traffic Safety Commission	State Highway Safety Office
Cortez	Rebecca	Program Specialist WSP Impaired Driving Section	Washington State Patrol Impaired Driving Section	
Couper	Fiona	Director of Forensic Laboratory Services Bureau & State Toxicologist	Washington State Patrol	Drug Impaired Driving
Cramer	Glenn	Law Enforcement Liaison	National Highway Traffic Safety Administration	
Dane	Melanie	Traffic Safety Resource Prosecutor	Municipal Research and Services Center	Criminal Justice System
Davis	Glenn	Highway Safety Manager	Colorado Department of Transportation	
Day	Bobbi	Advocate	Washington State Resident	
Dell	Mandie	Program Manager	Washington Traffic Safety Commission	State Highway Safety Office
Dieguez	Jennifer	Health Service Consultant	Washington State Department of Health	Public Health
Downey	Trevor	DRE, BAC Tech	Washington State Patrol Impaired Driving Section	State Law Enforcement & Drug Impaired Driving
Esqueda	Edica	Impaired Driving Program Manager	Washington Traffic Safety Commission	State Highway Safety Office
Espino	Adan	Executive Director	Craft Cannabis Coalition	

Name (Last)	Name (First)	Position Title	Organization / Agency	23 CFR 1300.23(e)(1)(ii) - Classification
Fernandes	Dolly	Executive Director of Community Health Systems	Washington State Department of Health	Public Health
Floyd	Dan	Care Coordination and Recovery Section Manager	King County Health Services and Recovery Division	Public Health
Foster	Gregory	Founder	Cannabis Observer	Communications
Fredericksen	Greg	Regional Administrator & Program Manager	National Highway Traffic Safety Administration	
Fremont	Christina	Program Specialist	Washington Traffic Safety Commission	
Friedlander	Marguerite	Administrator of Hearings Unit	Washington State Department of Licensing	
Garcia	Moses	Consultant	Chelan Consulting, LLC	
Goodman	Kim	Chief of Staff	Washington Association of Sheriffs & Police Chiefs	Local Law Enforcement
Grondel	Darrin	Vice President of Traffic Safety and Government Relations	Foundation for Advancing Alcohol Responsibility	
Harbour	Susan	Breath Test Program Supervisor, SFST Instructor, DRE	Washington State Patrol	State Law Enforcement & Drug Impaired Driving
Hayes	Dez	Director of Tribal Relations	Sound Transit	Community Engagement
Hitchcock	Will	Health Service Consultant	Washington State Department of Health Injury and Violence Prevention Program	Public Health
Huber	Jon	Impaired Driving Training Coordinator & DRE	Seattle Police Department	Local Law Enforcement & Drug Impaired Driving
Hyer	Drew	Sheriff	Garfield County Sheriff's Office	Local Law Enforcement
Jodon	TrisAnn	Program Analyst	National Highway Traffic Safety Administration	
Knisely	Mary Jane	Judicial Outreach Liaison	National Highway Traffic Safety Administration	Criminal Justice System
Koffel	Janine	Program Manager	Washington Traffic Safety Commission	
Koutecky	Shannon	Judicial Liaison	Smart Start, Inc.	

Name (Last)	Name (First)	Position Title	Organization / Agency	23 CFR 1300.23(e)(1)(ii) - Classification
Littlebull	Hollyanna	Traffic Safety Coordinator	Yakima Nation Justice Services Administration	Community Engagement
Masters	Marsha	Target Zero Manager Region 9	Kitsap County & Washington Traffic Safety Commission	Community Engagement & Communications
McAleenan	Mellani	Senior Manager of Public Affairs	AAA of Washington	Communications
McKechnie	Mark	External Relations Director	Washington Traffic Safety Commission	State Highway Safety Office
Medalen	Mark	Program Manager	Washington Traffic Safety Commission	State Highway Safety Office
Meline	Nikki	Health Service Consultant	Washington Department of Health	Public Health
Murphy	Therese	Court Manager	Yakima County Courts	Criminal Justice System
Nordhorn	Justin	Policy and External Affairs Director	Washington State Liquor and Cannabis Board	Communications
Norman	Miriam	Assistant Administrator	Washington Department of Licensing	
Noviello	Jerry	Program Manager	Washington Traffic Safety Commission	State Highway Safety Office
Old	Chris	Commander of Property Management Division	Washington State Patrol	State Law Enforcement
Ostlie-Thompson	Sarah	Therapeutic Court Coordinator	Spokane Municipal Court	Criminal Justice System
Pannkuk	Pam	Deputy Director	Washington Traffic Safety Commission	State Highway Safety Office
Ponton	Terry	FARS Analyst	Washington Traffic Safety Commission	State Highway Safety Office
Prouty	James	Captain	Washington State Patrol	State Law Enforcement
Rarick	Penny	Program Manager	Washington Traffic Safety Commission	
Raymond	Ryan	State DRE Coordinator	Washington State Patrol Impaired Driving Section	State Law Enforcement & Drug Impaired Driving
Reinfeld	Jason	Emergency Management Sergeant & Law Enforcement Liaison Region 12	Chelan County Sheriff's Office	Local Law Enforcement
Rethwill	Wes	Undersheriff	Lewis County Sheriff's Office	Local Law Enforcement

Name (Last)	Name (First)	Position Title	Organization / Agency	23 CFR 1300.23(e)(1)(ii) - Classification
Robert	Max	Research Associate	Washington Traffic Safety Commission	State Highway Safety Office
Roy	Eveline	Target Zero Manager Region 12	Safe Kids Chelan-Douglas & Washington Traffic Safety Commission	Community Engagement & Communications
Sahlinger	Craig	Judicial Services Liaison	Smart Start, Inc.	
Scarpaci	Stacie	Probation Supervisor	City of Federal Way & Washington State Misdemeanant Probation Association	Criminal Justice System
Schoening	Alex	Region 10	National Highway Traffic Safety Administration	
Shaffer	Brian	Law Enforcement Program Manager	Draeger Safety Diagnostics, Inc.	
Stewart	Courtney	Field Operations Lieutenant	Washington State Patrol	State Law Enforcement
Stineman	Erica	Communications Manager	Washington Traffic Safety Commission	Communications
Thompson	Justin	President	Think Twice	
Totten	Jane	Advocate for Elderly		Community Engagement
Ursino	Brian	Director of Law Enforcement Programs	American Association of Motor Vehicle Administrators	
Van Gorkom	Melissa	Staff Coordinator	Washington State Legislature Senate Housing Committee	
Villanti	Brandon	Ignition Interlock Supervisor Sergeant	Washington State Patrol Impaired Driving Section	State Law Enforcement
Walker	Patti	District Court Judge	Spokane County District Court	Criminal Justice System
Wax	Chandra	Director of Enforcement and Education Division	Washington State Liquor and Cannabis Board	
Webster	Marc	Director of Legislative Affairs	Washington State Liquor and Cannabis Board	
Weimer	Jamie	Projects & Program Manager	Washington Association of Sheriffs & Police Chiefs	Criminal Justice System
Weyrich	Rich	Prosecuting Attorney	Skagit County Prosecuting Attorney's Office	Criminal Justice System
Wilhelm	Liz	Health Service Consultant	Department of Health Youth Cannabis and Commercial Tobacco Prevention Program	Public Health

Name (Last)	Name (First)	Position Title	Organization / Agency	23 CFR 1300.23(e)(1)(ii) - Classification
Wood	Sara	Community Education Coordinator & Target Zero Manager Region 8	City of Kent Police Department & Washington Traffic Safety Commission	Community Engagement & Communications
Young	Sara	Management Analyst	Washington State Department of Health	

APPENDIX C

Washington State DUI Laws

(as of 5/23/2023)

Chapter 46.61 RCW: Rules of the Road

<u>46.61.502</u>	Driving under the influence.
<u>46.61.503</u>	Driver under twenty-one consuming alcohol or cannabis—Penalties.
<u>46.61.504</u>	Physical control of vehicle while under the influence.
<u>46.61.5054</u>	Alcohol violators—Additional fee—Distribution.
<u>46.61.5055</u>	Alcohol and drug violators—Penalty schedule.
<u>46.61.5056</u>	Alcohol and drug violators—Information school—Evaluation and treatment.
<u>46.61.50571</u>	Alcohol or cannabis violators—Mandatory appearances—Electronic monitoring or alcohol abstinence monitoring.
<u>46.61.5058</u>	Alcohol violators—Vehicle seizure and forfeiture.
<u>46.61.506</u>	Persons under influence of intoxicating liquor or drug—Evidence—Tests—Information concerning tests.
<u>46.61.508</u>	Liability of medical personnel withdrawing blood.
<u>46.61.513</u>	Criminal history and driving record.
<u>46.61.5151</u>	Sentences—Intermittent fulfillment—Restrictions.
<u>46.61.5152</u>	Attendance at program focusing on victims.
<u>46.61.517</u>	Refusal of tests—Admissibility as evidence.
<u>46.61.520</u>	Vehicular homicide—Penalty.
<u>46.61.522</u>	Vehicular assault—Penalty.
<u>46.61.524</u>	Vehicular homicide, assault—Revocation of driving privilege—Eligibility for reinstatement.
<u>46.61.5249</u>	Negligent driving—First degree.
<u>46.61.525</u>	Negligent driving—Second degree.
<u>46.61.526</u>	Negligent driving—Second degree—Vulnerable user victim—Penalties—Definitions.
<u>46.61.540</u>	"Drugs," what is included.

Chapter 10.05 RCW: Deferred Prosecution – Courts of Limited Jurisdiction

<u>10.05.010</u>	Petition—Eligibility.
<u>10.05.015</u>	Statement of availability.
<u>10.05.020</u>	Requirements of petition—Rights of petitioner—Court findings.
<u>10.05.030</u>	Arrest continued—Treatment referral.
<u>10.05.040</u>	Investigation and examination.

10.05.050	Report to court—Recommended treatment plan—Commitment to provide treatment.
10.05.060	Procedure upon approval of plan.
10.05.070	Arraignment when treatment rejected.
10.05.080	Evidence, uses and admissibility.
10.05.090	Procedure upon breach of treatment plan.
10.05.100	Conviction of similar offense.
10.05.110	Trial delay not grounds for dismissal.
10.05.120	Dismissal of charges.
10.05.130	Services provided for indigent defendants.
10.05.140	Conditions of granting.
10.05.150	Alcoholism program requirements.
10.05.160	Appeal of deferred prosecution order.
10.05.170	Supervision as condition—Levy of assessment.

Chapter 10.31 RCW: WARRANTS AND ARRESTS

10.31.100	Arrest without warrant.
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**Chapter 10.21 RCW: BAIL DETERMINATIONS UNDER ARTICLE I, SECTION 20—
CONDITIONS OF RELEASE**

10.21.045	Conditions of release—Drugs and intoxicating liquors—Testing.
10.21.050	Conditions of release—Judicial officer to consider available information.
10.21.055	Conditions of release—Requirements—Ignition interlock device—24/7 sobriety program monitoring—Notice by court, when—Release order.

Chapter 36.28A RCW: ASSOCIATION OF SHERIFFS AND POLICE CHIEFS

36.28A.300	24/7 sobriety program.
36.28A.320	24/7 sobriety account.
36.28A.330	24/7 sobriety program definitions.
36.28A.340	24/7 sobriety program—Counties or cities may participate.
36.28A.350	24/7 sobriety program—Bond or pretrial release.
36.28A.360	24/7 sobriety program—Washington association of sheriffs and police chiefs may adopt policies and procedures.
36.28A.370	24/7 sobriety account—Distribution of funds.
36.28A.380	24/7 sobriety program—No waiver or reduction of fees.
36.28A.390	24/7 sobriety program—Violation of terms—Penalties.

Chapter 46.04 RCW: DEFINITIONS

46.04.500	Roadway.
46.04.670	Vehicle (<i>as amended by 2019 c 170</i>).

Chapter 46.20 RCW: DRIVERS' LICENSES—IDENTICARDS

Restricting the Driving Privilege

- [46.20.270](#) Driving offenses—Procedures—Definitions.
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[46.65.060](#) Department findings—Revocation of license—Stay by department.

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<u>71.24.030</u>	Grants, purchasing of services, for community behavioral health programs.
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<u>71.24.064</u>	Partnership access lines—Psychiatric consultation lines—Funding—Performance measures.
<u>71.24.066</u>	Partnership access line pilot programs—Determination to be made permanent— Long-term funding.
<u>71.24.067</u>	Partnership access lines—Psychiatric consultation lines—Review.
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- [71.24.370](#) Behavioral health services contracts—Limitation on state liability.
- [71.24.380](#) Purchase of behavioral health services—Managed care contracting— Requirements.
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- [71.24.405](#) Streamlining delivery system.
- [71.24.415](#) Streamlining delivery system—Authority duties to achieve outcomes.
- [71.24.420](#) Expenditure of funds for operation of service delivery system— Appropriation levels—Outcome and performance measures—Report.
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- [71.24.490](#) Evaluation and treatment services—Capacity needs—Behavioral health administrative services and managed care organizations.
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- [71.24.525](#) Agreements authorized under the interlocal cooperation act.
- [71.24.530](#) Local funding and donative funding requirements—Facilities, plans, programs.

<u>71.24.535</u>	Duties of authority.
<u>71.24.540</u>	Drug courts.
<u>71.24.545</u>	Comprehensive program for treatment—Regional facilities.
<u>71.24.546</u>	Substance use recovery services plan—Substance use recovery services advisory committee—Rules—Report.
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<u>71.24.560</u>	Opioid treatment programs—Pregnant individuals—Information and education.
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<u>71.24.570</u>	Emergency service patrol—Establishment—Rules.
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<u>71.24.590</u>	Opioid treatment—Program licensing or certification by department, department duties—Use of medications by program—Definition.
<u>71.24.593</u>	Opioid use disorder treatment—Care of individuals and their newborns—Authority recommendations required.
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<u>71.24.595</u>	Statewide treatment and operating standards for opioid treatment programs— Evaluation and report.
<u>71.24.597</u>	Opioid overdose reversal medication—Coordinated purchasing and distribution.
<u>71.24.598</u>	Drug overdose response team.
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<u>71.24.600</u>	Inability to contribute to cost of services no bar to admission—Authority may limit admissions for nonmedicaid clients.
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<u>71.24.618</u>	Withdrawal management services—Substance use disorder treatment services— Prior authorization—Utilization review—Medical necessity review.
<u>71.24.625</u>	Uniform application of chapter—Training for designated crisis responders.
<u>71.24.630</u>	Integrated, comprehensive screening and assessment process for substance use and mental disorders.
<u>71.24.640</u>	Standards for certification or licensure of evaluation and treatment facilities.

<u>71.24.645</u>	Standards for certification or licensure of crisis stabilization units.
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<u>71.24.660</u>	Recovery residences—Referrals by licensed or certified service providers.
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<u>71.24.715</u>	Reentry services—Waiver application.
<u>71.24.720</u>	Less restrictive alternative treatment—Transition teams.
<u>71.24.845</u>	Transfer of clients between behavioral health administrative services organizations—Uniform transfer agreement.
<u>71.24.850</u>	Regional service areas—Report—Managed care integration.
<u>71.24.852</u>	Intensive behavioral health treatment facilities—Resident rights and access to ombuds services—Recommendations to governor and legislature.
<u>71.24.855</u>	Finding—Intent—State hospitals.
<u>71.24.861</u>	Behavioral health system coordination committee.
<u>71.24.870</u>	Behavioral health services—Adoption of rules—Audit.
<u>71.24.872</u>	Regulatory parity between primary care and behavioral health care settings—Initial documentation requirements for patients—Administrative burdensomeness.
<u>71.24.880</u>	Interlocal leadership structure—Transition to fully integrated managed care within a regional service area.
<u>71.24.885</u>	Medicaid rate increases—Review authority—Reporting.
<u>71.24.887</u>	Training support grants for community mental health providers—Behavioral health workforce pilot program.

Miscellaneous RCWs related to Impaired Operation of Vehicles and Other Modes of Transportation

<u>46.10.490</u>	Operating violations. It is a misdemeanor for any person to operate any snowmobile so as to endanger the person of another or while under the influence of intoxicating liquor or narcotics or habit-forming drugs
<u>46.61.790</u>	Intoxicated bicyclists.
<u>47.68.220</u>	Operating aircraft recklessly or under influence of intoxicants or drugs.
<u>79A.60.040</u>	Operation of vessel in a reckless manner—Operation of a vessel under the influence of intoxicating liquor, cannabis, or any drug—Consent to breath or blood test— Penalty.

Chapter 448-15 WAC: ADMINISTRATION OF PRELIMINARY BREATH TESTING

448-15-005	Definitions.
448-15-010	Approval of devices.
448-15-020	Use of test results.
448-15-030	Test protocol.
448-15-040	Certification.
448-15-060	PBT technicians.

Chapter 448-16 WAC: ADMINISTRATION OF BREATH TEST PROGRAM

448-16-030	Definitions.
448-16-040	Foreign substances, interference, and invalid samples.
448-16-050	Test defined.
448-16-060	Determining agreement of duplicate breath samples.
448-16-070	Review, approval, and authorization of protocols of procedures and methods by the state toxicologist.
448-16-080	Instructors.
448-16-090	Operators.
448-16-100	External standard changers.
448-16-110	Technicians.
448-16-120	Permits.
448-16-130	Review, approval, and authorization by the state toxicologist of training courses and outlines.
448-16-140	Information concerning technical aspects of the breath test program.
448-16-150	Address for correspondence.
448-16-160	Severability.

Chapter 448-14 WAC: State Toxicologist Standards for Analysis of Blood Samples for Alcohol

448-14-010	Criteria for approved methods of quantitative analysis of blood samples for alcohol.
448-14-020	Operational discipline of blood samples for alcohol.
448-14-030	Qualifications for a blood alcohol analyst.

Chapter 246-341 WAC: BEHAVIORAL HEALTH AGENCY LICENSING AND CERTIFICATION REQUIREMENTS

246-341-0815	Substance use disorder counseling for RCW 46.61.5056 —Service standards.
246-341-0820	Driving under the influence (DUI) substance use disorder assessment services— Service standards.

Chapter 308-101 WAC: HEARING PROCEDURAL RULES

308-101-010	Applicability.
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<u>308-101-020</u>	Hearings examiners.
<u>308-101-030</u>	Computation of time.
<u>308-101-040</u>	Eligibility for hearing.
<u>308-101-060</u>	Service on petitioner.
<u>308-101-070</u>	Signatures.
<u>308-101-080</u>	Requests for hearing.
<u>308-101-090</u>	Scheduling—Notice of hearing.
<u>308-101-100</u>	Place of hearing.
<u>308-101-110</u>	Notice of appearance.
<u>308-101-120</u>	Continuances.
<u>308-101-130</u>	Agreements to schedule hearings under RCW <u>46.20.308</u> past the time frame required by law.
<u>308-101-140</u>	Cancellation of hearings.
<u>308-101-150</u>	Subpoenas.
<u>308-101-155</u>	Filing of exhibits and other documents with the department and calling expert witnesses.
<u>308-101-160</u>	Evidence.
<u>308-101-170</u>	Video evidence.
<u>308-101-180</u>	Briefs, motions, memoranda, and other pleadings.
<u>308-101-190</u>	Interpreters.
<u>308-101-200</u>	Testimony under oath or affirmation.
<u>308-101-210</u>	Conduct of hearings.
<u>308-101-220</u>	Default.
<u>308-101-230</u>	Final orders.
<u>308-101-240</u>	Probation in habitual traffic offender matters.
<u>308-101-250</u>	Reconsideration of final order.
<u>308-101-260</u>	Significant decisions in driver license cases.

Chapter 5: Motorcycle Safety

5.1 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 #41: 2024-FG-5067-WTSC's Motorcycle Safety Program

Project Name	WTSC's Motorcycle Safety Program
Project Description	<p>This project supports effective programs statewide to reduce the number of single and multi-vehicle crashes involving motorcyclists. To enhance motorist awareness of the presence of motorcyclists on or near roadways and safe driving practices that avoid injuries to motorcyclists, public awareness, public service announcements, and other outreach programs will be used to enhance driver awareness of motorcyclists.</p> <p><u>Project Location</u>: Statewide</p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency
Public and Community Engagement /Participation	<p>Washington state has a 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 seeks input from Board members and the public on motorcycle safety, training, and licensing issues as well as related legislation.</p> <p>WTSC uses media contractor C+C to help engage the public through surveys, social media, and other outreach to learn about knowledge and awareness of motorcycle safety issues. C+C is seeking public input around the rebrand of the Ride Safe, Ride On motorcycle safety program including online surveys, website testing, social media posts, and other outreach.</p>

Project Agreement Number	F24*MC 24-01, M9MA24-01
Amount of Federal Funds	\$150,000.00
Federal Funding Source(s)	NHTSA 405d 24/7, 405f
Eligible Use of Funds	Motorcycle Safety, Motorcyclist Awareness
Planning and Administration Costs	No
Project is a Promised Project	No

Project #42: 2024-FG-5068-DOL's Motorcycle Safety Program

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 endorsements, and motorist awareness programs. This grant also assists WMSP to attend professional development workshops and traffic safety conferences to learn and share best practices with industry experts.</p> <p>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 C. Travel for training and professional development <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 learned through training and professional development will be shared with training schools, instructors, and riders around Washington.</p> <p><u>Project Location:</u> Statewide³</p>
Subrecipient(s)	Department of Licensing
Organization Type	State Agency
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 seeks input from Board members and general public on

³ A complete list of training school and testing locations can be found at:
<https://www.dol.wa.gov/appointments-locations/training-schools-testing-locations>

	motorcycle safety, training, and licensing issues as well as related legislation. DOL also engages the public through surveys, social media, and other outreach to learn about knowledge and awareness of motorcycle safety issues. DOL also engages the current and future motorcycle riders and trainers through training schools statewide.
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Project Agreement Number	M9MP24-01
Amount of Federal Funds	\$100,000.00
Federal Funding Source(s)	NHTSA 405f
Eligible Use of Funds	Motorcycle Programs
Planning and Administration Costs	No
Project is a Promised Project	No

5.A Addendums: Appendix B, Part 7 – 405(f) Motorcyclist Safety Grants

Motorcyclist Safety Grants Addendum 1:

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

Locations where motorcycle rider training courses will be conducted.

County or Political Subdivision	Number of registered motorcycles
Benton	6,247
Chelan	3,669
Clark	12,483
Cowlitz	3,876
Douglas	1,647
Franklin	1,837
Grant	2,979
Grays Harbor	2,593
Island	4,157
King	38,485
Kitsap	10,769
Kittitas	2,406
Lewis	3,352
Okanogan	1,408
Pierce	24,181
Skagit	5,813
Skamania	5,098
Snohomish	24,047
Spokane	15,654
Thurston	9,794
Wahkiakum	131
Walla Walla	2,019
Whatcom	7,277
Yakima	5,044
Total	194,966

*Based on calendar year 2022 data from DOL as of December 31, 2022 which was the most current data available to date.

Of the 39 counties in Washington, there are 24 counties where motorcycle training schools are located. The table provided shows that in the 24 counties where training schools are located and operating, this covers a total of 194,966 registered motorcycles. For the same time period, the total number of registered motorcycles in state was 208,887. So training is available in counties where 93% (majority) of all motorcycles are registered.

Motorcycle Safety Grants Addendum 2:

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

Performance Measures and Targets

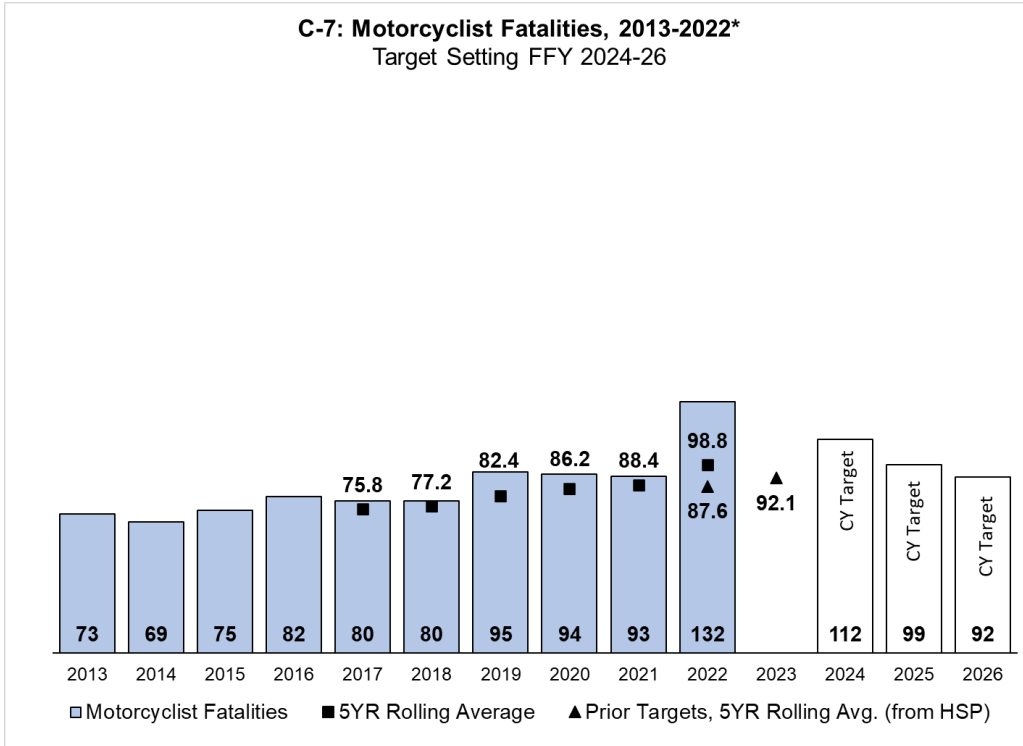
The Motorcycle Safety Program is linked to the following Performance Measures and Targets.

C-7 Motorcyclist Fatalities

Current Safety Level and Targets

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

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



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

C-8 Unhelmeted Motorcyclist Fatalities

Current Safety Level and Targets

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

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

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

Target Justification

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

Performance Report

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

Motorcycle Safety Grant Addendum 3:

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

County or Political Subdivision	# of MCC (2022) involving another motor vehicle
King	310
Pierce	206
Snohomish	158
Spokane	113
Clark	72
Thurston	52
Kitsap	47
Benton	46
Yakima	44
Whatcom	38
Cowlitz	30
Lewis	19
Skagit	19
Grant	17
Chelan	16
Grays Harbor	14
Mason	12
Walla Walla	11
Island	8
Kittitas	7
Stevens	7
Clallam	6
Franklin	6
Jefferson	6
Douglas	5
Pend Oreille	5
Skamania	5
Whitman	5
Adams	4
Pacific	2
Ferry	1

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

Total # of MCC crashes involving another motor vehicle

2022 = 1,291

**Source: Washington State Department of Transportation
MRFF (statewide crash data)**

Chapter 6: Non-Motorized Services

6.1 Countermeasures: Elementary-Age Child Pedestrian Training AND Reduce and Enforce Speed Limits AND Safe Routes to School AND Walking School Buses

Project #43: 2024-FG-5019-Lewis and Cowlitz County Walker Roller Socioeconomic Standing (SES) Equity Project

Project Name	Lewis and Cowlitz County Walker Roller Socioeconomic Standing (SES) Equity Project
Project Description	<p>This project will support the goal of educating members of the public about the laws related to walker and roller safety through a public education, outreach, and enforcement campaign about safety for people walking and bicycling in Longview, Kelso, Castle Rock, and Lewis County. Project activities performed by a vendor contractor will leverage existing grantee partnerships with community-based partners that serve low-income communities to continue to implement youth-targeted education, HVE, and public education campaign interventions to reduce the incidence of fatal and serious injury crashes involving people who walk or bicycle (walkers and wheelers) in geospatial “hot spots,” where statewide data shows a disproportionately high number of walker and wheeler fatalities between Lewis and Cowlitz Counties.</p> <p>The project will address the data-based equity issue of low socio-economic status pedestrian and cyclist safety in Cowlitz and Lewis Counties through the use of paid and earned media targeted to educate focus-populations about the laws related to walker and roller safety.</p> <p>Key project partnerships include Safe Kids Coalition, Cowlitz County Target Zero Task Force, Castle Rock School District, Castle Rock CARE Coalition (CPWI Coalition), City of Longview, City of Castle Rock, Kelso School District, Lewis County Target Zero Task Force, Centralia Police Department, Lewis County Sheriff’s Office, WA State Patrol (Chehalis), Operation Lifesaver, and other community partners that assist with the projects.</p> <p><i>Project Location: Lewis and Cowlitz County</i></p>
Recipient	Washington Traffic Safety Commission

Organization Type	State Agency
Public and Community Engagement /Participation	<p>Pre-project outreach was conducted for the Lewis/Cowlitz County Equity Grant. The Project Manager solicited planning assistance and guidance from the following partners (see below). Prior to signing the contract, she ensured partners were onboard and met with each one to conduct a planning meeting. Safe Kids Coalition – Lower Columbia Cowlitz 2 Fire Department Kelso School District Longview School District Castle Rock School District Cowlitz County 911 Communications City of Longview WA City of Castle Rock WA Castle Rock Public Works Castle Rock CARE Coalition (CPWI) Longview PD WSP Centralia PD Napavine PD Chehalis PD Lewis County Sheriff’s Office Operation Lifesaver WTSC RADD Division, Bicoastal Media (research and demographic analysis).</p> <p>This process assisted her in identifying which schools to launch program activities at in FY24 and which to continue from FY23 (need based on low SES), surveys for evaluation, dates and locations to schedule walker and roller HVEs and strategy for launching bilingual campaign elements.</p>

Project Agreement Number	FHLE24-01, FHPE24-01
Amount of Federal Funds	\$64,147.00
Federal Funding Source(s)	NHTSA 405h (FY22-23; (BIL/Supl)),
Eligible Use of Funds	Law Enforcement, Public Education
Planning and Administration Costs	No
Project is a Promised Project	No

6.2 Countermeasures: Elementary-Age Child Pedestrian Training; Mass Media Campaign; Multidisciplinary Involvement; Law Enforcement; Enforcement Strategies

Project #44: 2024-FG-5023-Let’s Go! Edmonds

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 Let’s Go program focuses on the skills and knowledge necessary to prevent the most common causes of collisions and errors of the upper-elementary and middle school age group as they become independent commuters and start to navigate the built environment. The curriculum uses differentiated lessons that provide educators with the opportunity to meet students at their skill level, while inviting them to be active and healthy in their daily lives. Program partners include ESD physical education teachers in 24 elementary and middle schools and Region 10 Target Zero. Grant funding supports the activities of Cascade Bicycle Club FTEs to implement curriculum at schools, train teachers to deliver curriculum and maintain and transport 100 elementary and 35 middle school youth bicycles, 160 helmets, and equipment 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> <p><i>Project Locations: See Attachment D – List of Schools</i></p>
Subrecipient(s)	Cascade Bicycle Club
Organization Type	Non-profit
Public and Community Engagement /Participation	<p><u>Identifying problem/need:</u> 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</p> <p><u>Project design/selection:</u> Outreach to tribal schools and CBOs that serve physically and developmentally delayed populations in safe active transportation (Outdoors for All)</p> <p><u>Project implementation:</u> Planned outreach to schools in Region 10 to expand program service range to include low-income students and underserved populations. Surveys.</p>

Project Agreement Number	FHPE24-02
Amount of Federal Funds	\$94,500.00
Federal Funding Source(s)	NHTSA 405h (FY22-23; (BIL/Supl)),
Eligible Use of Funds	Public Education

Planning and Administration Costs	No
Project is a Promised Project	No

6.3 Countermeasures: Elementary-Age Child Pedestrian Training; Multidisciplinary Involvement

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

Project Name	Tacoma Neighborhood Education
Project Description	<p>Project funding will support the following walker & roller safety education efforts.</p> <ol style="list-style-type: none"> To further support Tacoma’s Driver Safety Campaign and speed limit reduction efforts, the City Vision Zero program will conduct Road Safety Assessments for a minimum of two High Injury Network corridors: <ul style="list-style-type: none"> Identify safety issues along the corridors and at intersections, particularly for vulnerable road users such as walkers and rollers. Include recommended safety improvements, including “quick” fixes and improvements that could be included in a future project or design. Conduct education and outreach to the community adjacent to the corridor about State traffic laws applicable to nonmotorized road user safety. The City’s Safe Routes to School program will: <ul style="list-style-type: none"> Expand bicycle safety education through collaborating with a community bike educator to host elementary school bike rodeos at additional high equity schools, host family rides to encourage intergenerational bicycle safety skills, and/or implement spring break or summer break urban bicycling camps. Pilot Walking School Buses at high equity need schools with high rates of students absent or tardy, educating students and families on walking safety every day the program operates. Pilot an educational project (quick build installations) with one school to educate community on infrastructure and art enhancing walker/roller safety. Quick-build projects or demonstration projects pilot safety enhancements, delineator/tuff curb installation to educate and train on correct use of these safety features (NOT concrete/permanent).

	<ul style="list-style-type: none"> • Grow 'Walk & Roll to School' punch card program educating students walking/rolling to school using Walking Route Maps. <p><i>Project Locations: See Attachment D – List of Schools</i></p>
Subrecipient(s)	City of Tacoma
Organization Type	City
Public and Community Engagement /Participation	<p>Tacoma school staff, community member, 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.</p> <p>The City of Tacoma received public feedback on the need to identify safety improvements in the following ways:</p> <ul style="list-style-type: none"> • 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. • 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. • Neighborhood Council presentations (Tacoma has eight neighborhood councils that are vocal about the need to improve safety on large arterial roads in their neighborhoods) • 2023 City Council Bike Month Proclamation, Community members provided public comment related to biking around Tacoma, and how they felt unsafe biking around Tacoma. • Change.org petition: A neighborhood has started a petition demanding safety improvements on a corridor that is part of Tacoma’s high-risk network in the Vision Zero Plan. • See ClickFix submittals: The City of Tacoma has received hundreds of complaints in the past year regarding traffic safety concerns, often about corridors identified as high risk in the Vision Zero Plan. • Safe Walk Routes to School Washington Chapter members. • Focus groups.

	<p><u>Project Design/selection:</u></p> <ul style="list-style-type: none"> • Public comment at Tacoma City Council Meetings • Tacoma City Council Members • Tacoma School District Staff feedback and suggestions related to areas of particular concern for children walking and rolling to schools • Safe Routes to School. Safe Walk Routes to School Washington Chapter members • Parents of school-based program participants <p><u>Project Implementation: Feedback sources:</u></p> <ul style="list-style-type: none"> • The 2023 Safe Routes to School Action Plan update is in progress and families are voting on what priority education and encouragement efforts they want to see. Thus far, walking school buses, bike rodeos, and traffic calming projects rank as some of the highest priorities among Tacoma school families and staff. • Tacoma school principals, social workers, attendance secretaries, and families directly are asking for Walking School Bus programs to assist getting students to school to improve attendance and on-time arrivals, and enhance safety in walking with trusted adults. • Schools frequently request traffic calming projects adjacent to their school, and middle school teachers have requested incorporating students into traffic calming efforts and tying it into their lessons. <p><u>Project evaluation:</u></p> <ul style="list-style-type: none"> • Tacoma School District Staff feedback and suggestions related to areas of particular concern for children walking and rolling to school. • Parents of school-based program participants, community members.
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Project Agreement Number	FHLE24-02, FHPE24-03
Amount of Federal Funds	\$200,000.00
Federal Funding Source(s)	NHTSA 405h (FY22-23; (BIL/Supl)),
Eligible Use of Funds	Law Enforcement, Public Education
Planning and Administration Costs	No
Project is a Promised Project	No

6.4 Countermeasure: Mass Media Campaign

Project #46: 2024-FG-5018-“Together We Get There” Walker and Roller Campaign

Project Name	“Together We Get There” Walker and Roller Campaign
Project Description	<p>A multi-faceted outreach campaign will use the “Together We Get There” positive messaging approach to convey the urgent need to practice safe driving behaviors and to humanize the walkers and rollers that share our streets and our roads. The campaign will include the following goals:</p> <ul style="list-style-type: none"> • Increase driver knowledge and awareness of safe driving behaviors and laws related to pedestrian and bicyclist safety, such as yielding, distraction, and speed. • Increase in drivers demonstrating safe and legal driving behaviors that increase pedestrian and bicyclist safety in areas where high rates of bicyclist and pedestrian fatalities and serious injuries occurred between 2016 and 2021. • Implement statewide outreach campaign with focus on locations with large populations like cities, using PCN messaging consistent with WTSC’s traffic safety culture initiative, Together We Get There. • Communicate elevated risk of vulnerable road users and disproportionality of involvement in walker and/or roller crashes involving BIPOC populations, low-socioeconomic status populations, and individuals with vision, hearing, cognitive, and mobility disabilities. • Educate drivers about laws related to pedestrians and bicyclists and address common misconceptions through community organizations and local governments. <p><i>Project Location: Statewide</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency
Public and Community Engagement /Participation	<p>Yes, identification of the need for this project was assisted through outreach conducted through the Cooper Jones Active Transportation Safety Council. You can learn more about the members and their diverse set of community representation by visiting https://wtsc.wa.gov/programs-priorities/active-transportation-safety-council/.</p>

	<p>FY23 research was conducted by a communications contractor to inform campaign messaging and tone in the following areas:</p> <ul style="list-style-type: none"> • Consultation with in-house equity outreach strategists • Bilingual focus groups • Surveys • Focus-groups, testing • WTSC data • Race, age, and gender-based feedback on campaign messaging, creative and thematic decisions.
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Project Agreement Number	FHPE 24-04, BGPE24-01
Amount of Federal Funds	\$650,000.00
Federal Funding Source(s)	NHTSA 405h (FY22-23; (BIL/Supl)), 405g (BIL/Supl)
Eligible Use of Funds	Public Education
Planning and Administration Costs	No
Project is a Promised Project	No

6.5 Countermeasures: Multidisciplinary Involvement; Law Enforcement; Mass-Media Campaign; Enforcement Strategies

Project #47: 2024-FG-5017-Pacific Highway (SR 99) South Walker and Roller Safety Program

Project Name	Pacific Highway (SR 99) South Walker and Roller Safety Program
Project Description	<p>This project seeks to reduce the number of serious injuries 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> <ul style="list-style-type: none"> • Goal 1: Decrease the percent of unsafe driving behavior concerning walkers and rollers by 10% along South SR 99 through driver education and increased signage. • 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

	<p>efforts from law enforcement, community agencies, and others by 10 percent by September 30, 2024.</p> <ul style="list-style-type: none"> • Goal 3: Research and implement strategies to increase walker and roller safety throughout South King County. <p><i>Project Location: King and Pierce County</i></p>
Subrecipient(s)	Kent Police Department
Organization Type	City
Public and Community Engagement /Participation	This project was designed to address the high incidence of walker roller conflicts on SR-99. The project managers, in FY2023 made it a priority to reach out to the affected communities, in which the countermeasure was being to deployed, to gather their feedback on the efficacy of the project. They are using this feedback to adapt the project as it goes forward into FFY 2024.

Project Agreement Number	FHPE24-05
Amount of Federal Funds	\$134,000.00
Federal Funding Source(s)	NHTSA 405h (FY22-23; (BIL/Supl)),
Eligible Use of Funds	Public Education
Planning and Administration Costs	No
Project is a Promised Project	No

6.6 Countermeasures: Multidisciplinary Involvement; Mass-Media Campaign

Project #48: 2024-FG-5022-Seattle Neighborhood Greenways

Project Name	Seattle Neighborhood Greenways
Project Description	The purpose of this project is to improve the safety of the Martin Luther King Jr Way South Corridor in Southeast Seattle using proven countermeasures. This work will use strategies including community education and engagement to advance the following objectives of the Washington Strategic Highway Safety Plan in communities underserved by infrastructure and disproportionately impacted by roadway injuries and fatalities:

	<ul style="list-style-type: none"> • Meet with agency stakeholders to understand their perspectives and interest in engaging with project goals and community members. • Engage and educate community members and organizations about the laws and best practices related to bicyclist and pedestrian safety through one-on-one meetings, presentations, project-hosted community events, guest presentations at community-planned events (church functions, affinity groups, neighborhood councils, PTAs) and through traditional and social media. Ask District Two residents to identify safety concerns related to walking and rolling and educate them about countermeasures that work to address their concerns (bulb outs, bike lanes, crossings, lighting). • Host regular meetings of stakeholder committee to guide education activities and build community support for safety countermeasures. • Following community education efforts and engagement activities, connect community member-driven traffic safety proposals to appropriate public sector agencies to seek funding to implement these proven safety countermeasures. <p><i>Project Location: Martin Luther King Jr Way South Corridor in Southeast Seattle</i></p>
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 the Rainier Beach Action Coalition, Bethany Church, Front and Centered, and the Rainier Vista Boys and Girls Club.

Project Agreement Number	FHPE24-06
Amount of Federal Funds	\$145,000.00
Federal Funding Source(s)	NHTSA 405h (FY22-23; (BIL/Supl)),
Eligible Use of Funds	Public Education
Planning and Administration Costs	No
Project is a Promised Project	No

6.A Addendum: Appendix B, Part 8 – 405(g) Nonmotorized Safety Grants

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

National Highway Traffic Safety Administration Regional Operations and Program Delivery Office of Grants Management and Operations				
FY 2024 Nonmotorized Safety Grants Eligibility (23 CFR 1300.27)				
MOTOR VEHICLE TRAFFIC FATALITIES, PEDESTRIAN & BICYCLIST FATALITIES AND PERCENT OF TOTAL, BY STATE FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2020 FINAL				
State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
Washington	574	129	22.47%	Eligible

Chapter 7: Occupant Protection

7.1 Countermeasure: School-Based Programs

Project #49: 2024-AG-5082-Transforming Traffic Safety Culture with PCN

Project Name	Transforming Traffic Safety Culture with PCN
Project Description	<p>This project will be a pilot to using the Positive Community Norms approach as a traffic safety intervention to increase seat belt use of high school students in Washington. WTSC will identify up to six high schools to target, with the commitment of providing funding for at least three years, pending annual approval availability. Each project team is responsible for data collection and analysis, message development and using focus groups to fine tune messaging, message deployment and rotation, and ongoing analysis. The anticipated focus for FFY 2024 is local project implementation.</p> <p>Included in this project is training and technical assistance from professionals in the field to ensure that local grantees have the knowledge and skills needed to implement these new projects. Each project will have unique issues to identify and work through that will impact the implementation timelines.</p> <p>Sub-recipient: WTSC sub-recipient(s) are to be determined.</p> <p><i>Project Location: To be determined</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	FDL*OP24-01
Amount of Federal Funds	\$300,000.00
Federal Funding Source(s)	NHTSA 405d (bil/supl) low flex
Eligible Use of Funds	Occupant Protection - Communications Program
Planning and Administration Costs	No
Project is a Promised Project	No

7.2 Countermeasures: Strategies for Older Children; Strategies for Child Restraint Use and Booster Seat Laws; Inspection Stations

Project #50: 2024-FG-4998-Washington CPS Program Delivery

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

Project Agreement Number	CR24-02
Amount of Federal Funds	\$300,000.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Child Restraint, Occupant Protection - Occupant Protection for Children Program
Planning and Administration Costs	No
Project is a Promised Project	No

Project #51: 2024-FG-5000-CPS Program Mini-Grants

Project Name	CPS Program Mini-Grants
Project Description	<p>The goals of this project are to increase the number of trained CPS technicians and to provide resources to communities so that they can operate a successful CPS program. Funding will be used to provide training services for CPS technician training and purchasing supplies to support car seat check events. The CPS Coordinator 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 services (inspections, training, seat distribution).</p> <p>Additional Subrecipient information: Additionally, 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 (inspections, training, seat distribution).</p> <p>Sub-recipient: Additional WTSC sub-recipient(s) are to be determined.</p> <p>A portion of the federal funds use 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> <p><i>Project Location: To be determined</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	M1CPS24-01
Amount of Federal Funds	\$150,000.00
Federal Funding Source(s)	NHTSA 405b (bil/supl)

Eligible Use of Funds	Community CPS Services; Training, Public Education; Underserved CPS Programs
Planning and Administration Costs	No
Project is a Promised Project	No

Project #52: 2024-FG-5001-CPS Program Training

Project Name	CPS Program Training
Project Description	<p>Washington’s Child Passenger Safety (CPS) Program relies on a network of Child Passenger Safety Technicians (CPSTs) who are trained in up-to-date practices and trends related to child car seat safety. This project will support bringing many CPSTs and instructors together to receive training in child car seat related topics, provide an opportunity to network, provide exposure to various child restraints, share success of programs, and hear directly from the child restraint manufacturers.</p> <p>The project will also support active CPSTs who regularly support local activities, education, and car seat check efforts.</p> <p>A portion of the federal funds use 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> <p><i>Project Location: Statewide</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	M1*CR24-01
Amount of Federal Funds	\$200,000.00
Federal Funding Source(s)	NHTSA 405b (bil/supl) flex
Eligible Use of Funds	Child Restraint; Underserved CPS Programs
Planning and Administration Costs	No
Project is a Promised Project	No

7.A Addendums: Appendix B, Part 1 – 405(b) Occupant Protection Grant —High

Occupant Protection Addendum 1:

The State's occupant protection program area plan for the upcoming fiscal year.

C-4 Unrestrained Passenger Vehicle Occupant Fatalities

Current Safety Level and Targets

The safety level is defined as the most recent calendar year data available, which was 154 unrestrained passenger vehicle occupant 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-4 Unrestrained Occupant Fatalities <i>Calendar Year Totals</i>	154 <i>2022 CY Total</i>	154 <i>Constant</i>	149 -3%	145 -3%

Target Justification

The FFY 2024-2026 performance targets were set as calendar year targets. The FFY 2024 target was set to constant performance based on the 2022 safety level or 154 unrestrained passenger-vehicle occupant fatalities. The FFY 2025-2026 targets were set to improving performance, with a three percent decrease in fatalities in 2025 and another three percent decrease in 2026.

Despite an increase in unrestrained passenger vehicle occupant fatalities in recent years, Washington has maintained a high seat belt use rate of 93.8 percent. We continue to look for ways to reach the minority of the population that does not wear their seat belt so we can understand why and look for ways to influence behavior change. Information gathered from the statewide survey will be used to help us understand people's current attitudes about wearing their seat belt. We hope to use this information to identify populations and locations where we should focus our efforts.

There have also been efforts in the child passenger safety program that we expect will lead to a decrease in unrestrained deaths among children. The network of certified child passenger safety technicians was negatively impacted by the COVID-19 pandemic where the number of certified techs dropped from 529 at the end of FFY 2020 to 394 at the end of FFY 2021. The program has made great progress in recruiting technicians and by the end of FFY 2022 there were 433 certified technicians. At the end of the second quarter in FFY 2023, there were a reported 462 certified technicians. Recruitment efforts and training opportunities to ensure

recertification will continue to be a priority to ensure there are an adequate number of technicians to serve the entire state. The replacement of two vacant Target Zero Manager (TZM) positions (in Region 2 and Region 15) in the spring of 2023 will also have a positive impact, as they can help recruit people in their local communities to become certified. The distribution of tablets to all child passenger safety technicians and the requirement for all car seat checks to be entered into the National Digital Check Form as of October 1, 2022, will provide us with more complete, accurate, and timely data about child passenger seat use across the state. This information will help us determine where services and education can be improved. The program has also responded to emerging needs such as creating materials in more languages, outreach to arriving refugee families, and training for staff who transport children such as Department of Children, Youth, and Families, local law enforcement agencies that transport children in emergency situations, and agencies that work with children with disabilities.

Traffic enforcement is expected to increase based on new policies to recruit and retain law enforcement. Increased high-visibility enforcement is likely to influence motorist behaviors including wearing their seat belt while driving. Target Zero Managers may also be activated to identify areas where high-visibility enforcement and educational campaigns could have the greatest impact.

Other programs outside of the occupant protection program are also expected to increase seat belt use and help decrease the number of unrestrained fatalities. Teens in the Driver Seat is being adopted in high schools statewide. This project has a component focused on seat belt use. Our new speed program will also help to reduce driving speeds, making crashes less deadly for the few people who are not wearing seat belts.

Performance Report

The FFY 2023 target for unrestrained fatalities was 121.4 (2019-2023 rolling average value). After holding relatively constant from 2014-2020, unrestrained fatalities increased by 39 percent in 2021, reaching 153 fatalities and remained unchanged in 2022 at 154. The number of unrestrained fatalities in 2023 to meet the five-year rolling average FFY 2023 target would need to be 80, which is unlikely judging by recent trends.

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

Current Safety Level and Targets

The safety level is defined as the most recent seat belt use rate available, which was 93.9 percent 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
B-1 Observed Seat Belt Use <i>Calendar Year Rate Estimates</i>	93.9% <i>2022 Estimate</i>	95%	95%	95%

Target Justification

Washington's seat belt use rate goal is to achieve and maintain a rate of >95 percent. Washington has one of the highest seat belt use rates in the nation, but our rate has hovered just below 95 percent for the past several years. The 95 percent goal is consistent with previous years' targets.

Performance Report

Seat belt observation surveys are conducted in June of each year so at the time of this report the 2023 estimate is not available. The target remains "in progress" until the 2023 survey data becomes available.

Problem Identifications

Washington has one of the highest seat belt use rates in the country at 93.9 percent. Despite an increased seat belt use rate in 2021, the number of unrestrained fatalities and serious injuries have increased to the highest number since before 2010. Since 2019, unrestrained fatalities have increased over 30 percent and serious injuries increased 58 percent. In 2021, unrestrained motor vehicle drivers and occupants represented 36 percent of traffic fatalities in the state. According to NHTSA, people who buckle up in the front seat of a passenger car can reduce the risk of fatal injury by 45 percent and moderate to critical injury by 50 percent. Wearing a seat belt in a light truck can reduce the risk of fatal injury by 60 percent and moderate to critical injury by 65 percent.

Key Issues include the following factors:

- **Some Populations are Less Likely to use Seat Belts:**
Currently, we know—based on seat belt citation and FARS data, as well as other research—that some populations are less likely to use seat belts. There is a variety of solid and anecdotal evidence that demonstrates that Hispanic males, AIAN males, males aged 55 and older, and younger drivers aged 16-25 are at higher risk of not wearing seat belts while driving². According to the WTSC's Research and Data Division's 2022 brief on AIAN traffic deaths, one-third of AIAN deaths were unrestrained vehicle occupants, versus less than 20 percent of all other races.
- **Unrestrained Occupants Tend to Correlate with Other High-risk Behaviors:**
Individuals who do not use their seat belts closely correlate with other high-risk driving behaviors like speeding, distracted or aggressive driving, and impaired driving. For example, the correlation between impaired driving and lack of seat belt use is extremely

high. From 2017-2021, about 39 percent of unrestrained deaths involved alcohol impairment, and 55 percent involved drug impairment. In addition, 22 percent of unrestrained driver fatalities involved distraction, and 39 percent involved speeding.

- **Younger Male Drivers are More Likely to be Unrestrained:**
Only 32 percent of 16-25-year-olds killed in crashes between 2017-2021 were properly restrained. Sixty-five percent of unrestrained vehicle occupants in this age group killed in crashes during this time 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 2017-2021, there was an annual average of seven deaths and 11 serious injuries of young children from vehicle crashes in Washington State. From 2017-2021, 14 percent of unrestrained passenger fatalities were children ages 0-15. Using the right sized child seat 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 the first half of FFY 2023 shows 68 percent misuse child restraints.

Washington’s primary seat belt law [RCW 46.61.688](#) states that all passengers under the age of 16 years 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 2 to 4 years old must ride in a harness child restraint; children 4 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.

The state’s occupant program plan also includes funding and supporting the projects included in this chapter

Occupant Protection Addendum 2:

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

WTSC will participate in the National Click It or Ticket mobilization in May 2024. 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 Click it or Ticket (CIOT) messaging on their statewide network of variable message boards.

Washington: Agencies planning to participate in CIOT

Department	Department	Department	Department
Aberdeen Police Department	Adams County Sheriff's Office	Airway Heights Police Department	Algona Police Department
Anacortes Police Department	Arlington Police Department	Asotin County Sheriff's Office	Auburn Police Department
Bainbridge Island Police Department	Battle Ground Police Department	Bellevue Police Department	Bellingham Police Department
Benton County Sheriff's Office	Black Diamond Police Department	Blaine Police Department	Benton County Sheriff's Office
Bothell Police Department	Bremerton Police Department	Brewster Police Department	Bothell Police Department
Buckley Police Department	Burien Police Department	Burlington Police Department	Buckley Police Department
Castle Rock Police Department	Central Washington University Police Department	Centralia Police Department	Chehalis Police Department
Chelan County Sheriff's Office	City of Bainbridge Island	Clallam County Sheriff's Office	Clark County Sheriff's Office
Clark Regional Emergency Services Agency	Clarkston Police Department	Colfax Police Department	College Place Police Department
Cosmopolis Police Department	Covington Police Department	Cowlitz County Sheriff's Office	Des Moines Police Department
Douglas County Sheriff's Office	DuPont Police Department	East Wenatchee Police Department	Eastern Washington University Police Department
Edmonds Police Department	Ellensburg Police Department	Elma Police Department	Enumclaw Police Department

Department	Department	Department	Department
Ephrata Police Department	Everett Police Department	Evergreen State College Police Department	Everson Police Department
Federal Way Police Department	Ferndale Police Department	Ferry County Sheriff's Office	Fife Police Department
Fircrest Police Department	Forest Lake Police Department	Franklin County Sheriff's Office	Garfield County Sheriff's Office
Garfield Police Department	Gig Harbor Police Department	Grand Coulee Police Department	Grandview Police Department
Grant County Sheriff's Office	Grays Harbor Communications E-911	Grays Harbor County Sheriff's Office	Hoquiam Police Department
Island County 911	Island County Sheriff's Office	Issaquah Police Department	Jefferson County Sheriff's Office
Kalama Police Department	Kenmore Police Department	Kennewick Police Department	Kent Police Department
Klickitat County Sheriff's Office	La Center Police Department	Lake Forest Park Police Department	Lake Stevens Police Department
Kirkland Police Department	Kitsap 911	Kitsap County Sheriff's Office	Kittitas County Sheriff's Office
Lakewood Police Department	Lewis County 911	Lewis County Sheriff's Office	Liberty Lake Police Department
Lincoln County Sheriff's Office	Longview Police Department	Lynden Police Department	Lynnwood Police Department
Mabton Police Department	Maple Valley Police Department	Marysville Police Department	Mason County Sheriff's Office
Mattawa Police Department	McCleary Police Department	Mercer Island Police Department	Mill Creek Police Department
Milton Police Department	Monroe Police Department	Montesano Police Department	Morton Police Department
Moses Lake Police Department	Mount Vernon Police Department	Mountlake Terrace Police Department	Moxee Police Department
Mukilteo Police Department	Multi Agency Communication Center (MACC)	Napavine Police Department	Newcastle Police Department
Normandy Park Police Department	Oak Harbor Police Department	Ocean Shores Police Department	Odessa Police Department
Okanogan County Sheriff's Office	Olympia Police Department	Omak Police Department	Orting Police Department
Othello Police Department	Pacific County Sheriff's Office	Pacific Police Department	Palouse Police Department

Department	Department	Department	Department
Pasco Police Department	Pend Oreille County Sheriff's Office	Pierce County Sheriff's Office	Port Angeles Police Department
Port of Seattle Police Department	Port Orchard Police Department	Port Townsend Police Department	Poulsbo Police Department
Prosser Police Department	Public Health Seattle King County	Pullman Police Department	Puyallup Police Department
Quincy Police Department	Raymond Police Department	Reardan Police Department	Redmond Police Department
Region 15 Target Zero Manager	Republic Police Department	Richland Police Department	Ridgefield Police Department
Ritzville Police Department	Royal City Police Department	Ruston Police Department	Sammamish Police Department
San Juan County Sheriff's Office	SeaTac Police Department	Seattle Police Department	Sedro-Woolley Police Department
Selah Police Department	Sequim Police Department	Shelton Police Department	Shoreline Police Department
Skagit 911	Skagit County Sheriff's Office	Snohomish County	Snohomish County 911
Snoqualmie Police Department	Soap Lake Police Department	South Bend Police Department	Spokane County Sheriff's Office
Spokane Police Department	Steilacoom Police Department	Stevens County Sheriff's Office	Sumner Police Department
Sunnyside Police Department	Suquamish Tribal Police Department	Tacoma Police Department	Tenino Police Department
Thurston 9-1-1 Communications	Thurston County Sheriff's Office	Toledo Police Department	Toppenish Police Department
Tukwila Police Department	Tumwater Police Department	Union Gap Police Department	University Place Police Department
Vancouver Police Department	Wahkiakum County Sheriff's Office	Walla Walla Emergency Services Communications (WESCOM)	Walla Walla Police Department
Warden Police Department	Washington State Patrol	Washougal Police Department	Wenatchee Police Department
West Richland Police Department	Western Washington University Police Department	Westport Police Department	Whatcom County Sheriff's Office
Whitman County Sheriff's Office	Woodland Police Department	Yakima County Sheriff's Office	Yakima Police Department
Yelm Police Department	Zillah Police Department		

Occupant Protection Addendum 3:

Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application. Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Project #52: 2024-FG-5001-CPS Program Training Supplemental Information

1. Within the child passenger safety projects, the total number of planned inspection stations and/or events in the State for the upcoming fiscal year.

Planned inspection stations and/or events = 120

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

Population Served- urban = 120

Population Served- rural = 120

Population Served- at risk = 120

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

Occupant Protection Addendum 4:

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

Project #52: 2024-FG-5001-CPS Program Training Supplemental Information

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

Chapter 8: Program Coordination

8.1 Countermeasure: Planning and Administration

Project #53: 2024-FG-5038-Planning and Administration

Project Name	Planning and Administration
Project Description	This project is to propose a grant be issued by the WTSC to assign federal traffic safety funds in furtherance of the goals of the Target Zero Strategic Highway Safety Plan, specifically for Planning and Administration. <i>Project Location: Statewide</i>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	PA24-01
Amount of Federal Funds	\$706,405.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Planning and Administration
Planning and Administration Costs	Yes
Project is a Promised Project	No

8.2 Countermeasure: Positive Traffic Safety Culture Training and Technical Support

Project #54: 2024-FG-5037-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 contract with the Montana State University Center for Health and Safety Culture to fund traffic safety culture training and support for WTSC staff and TZMs. <i>Project Location: Statewide</i>

Recipient	Washington Traffic Safety Commission
Organization Type	State Agency
Public and Community Engagement /Participation	The TZM refresh project involved interviews with all the Target Zero Managers and a number of external stakeholders. In the interviews, input was gathered on how the TZM program could evolve to better help WTSC achieve the goal of Target Zero.

Project Agreement Number	F24*CP24-01
Amount of Federal Funds	\$155,000.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Community Traffic Safety Programs
Planning and Administration Costs	No
Project is a Promised Project	No

8.3 Countermeasure: Program Coordination

Project #55: 2024-FG-5039-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. <i>Project Location: Statewide</i>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	AL24-01, CR24-01 DD24-01, MC24-01,PS24-01, CP24-01, SC24-01, TR24.01
Amount of Federal Funds	\$ 2,525,473.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Impaired Driving, Distracted Driving, Motorcycle Safety, Safety Belts, Pedestrian/Bicycle Safety, Community Traffic Safety Programs, Speed Management, Traffic Records.
Planning and Administration Costs	No
Project is a Promised Project	No

8.4 Countermeasure: Strategic Highway Safety Planning

Project #56: 2024-FG-5002-Target Zero Update

Project Name	Target Zero Update
Project Description	<p>Funds awarded to WTSC will be combined with funds from WSDOT to contract with a team led by DKS and Associates (a vendor contractor) to coordinate and write the updated Strategic Highway Safety Plan (SHSP), also known as the Target Zero Plan (TZP). The contract was signed in April 2023, and work has begun in FY 2023. Additional funds are required in FFY 2024 to complete the project. Expected completion of the project and submission of the TZP is expected to be by October 31, 2024.</p> <p>WTSC has contracted with a team led by DKS and Associates to coordinate and write the updated Strategic Highway Safety Plan (SHSP), also known as the Target Zero Plan (TZP). The contract started in April 2023 and work began then. Additional funds are required in FFY 2024 to work towards completion of this project. Completion and submission of the TZP is expected to be by October 21, 2024. Washington Department of Transportation will be providing 50 percent matching funds for this project.</p> <p><i>Project Location: Statewide</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	PA24-02
Amount of Federal Funds	\$254,800.00
Federal Funding Source(s)	NHTSA 402 (bil/supl), State (50/50 split)
Eligible Use of Funds	Planning & Administration
Planning and Administration Costs	Yes
Project is a Promised Project	No

8.5 Countermeasure: WTSC Grant Management System (WEMS)

Project #57: 2024-FG-5006-WEMS Maintenance, Upgrades, and Support

Project Name	WEMS Maintenance, Upgrades, and Support
Project Description	<p>This project will fund maintenance, upgrades, and support to WEMS, WTSC's on-line grants management system. Specifically, WTSC will explore enhancements to the system, so it better reflects WTSC's current and future processes, allows more program-by-program customization of calls for project proposals, and accommodates multi-year contracts. 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.</p> <p><i>Project Location: Statewide</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	CP24-02
Amount of Federal Funds	\$150,000.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Community Traffic Safety Programs
Planning and Administration Costs	No
Project is a Promised Project	No

Chapter 9: Research and Data

9.1 Countermeasure: Collect and Analyze Survey Data

Project #58: 2024-FG-5079-Vendor Survey Services

Project Name	Vendor Survey Services
Project Description	<p>Conduct various surveys of traffic safety attitudes, knowledge, and behaviors for measuring and monitoring traffic safety cultures. This internal grant will be used to award the following Vendor contracts: Market Decisions Research, LLC - Statewide Traffic Safety Survey (ABS + Online Panel Sample resulting in 10,000 completed self-report surveys per year)</p> <p>Almeida Consulting and Training, LLC - Observation Surveys (Statewide Seat Belt, Distracted Driving, and Speeding survey, Speeding in School Zones survey); Safer Streets, LLC - School zone data collection</p> <p>Vendor Contracts: Market Decisions Research, LLC, Almeida Consulting and Training, LLC, Safer Streets, LLC</p> <p><i>Project Location: Statewide</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	TR 24-02, B5DR24-01
Amount of Federal Funds	\$457,655.00
Federal Funding Source(s)	NHTSA 402 (bil/supl), 405d (bil/supl) mid
Eligible Use of Funds	Traffic Records, Impaired Driving Data Reporting
Planning and Administration Costs	No
Project is a Promised Project	No

9.2 Countermeasure: Research and Analysis of Traffic Records Data

Project #59: 2024-FG-4984-Research Grant Program

Project Name	Research Grant Program
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Project Description	<p>The Research Grant Program will fund the following sub-grants in FFY 2024: Yakima County DUI Court Evaluation – evaluate the fidelity of the court to the NADCP DUI Court guiding principles and analyze recidivism of the court graduate population. Assessing the Role of DREs in Traffic Safety – how DREs are commonly used, issues faced by DREs, DRE presence/absence in trials, and DRE perspectives of the DRE program. eScooter Injury Impacts in Washington – evaluate past and future impacts of eScooter and bicycle use and feasibility of identifying injuries related to shared use programs. Collision Risks Among Repeat Offenders – using TRIP data, explore the relationship between repeat traffic offenders (citations) with repeat crash involvement, culpability, and severity. Impaired Driving Graduate Student Research – identification/evaluation of impaired driving countermeasures. The research grant is a parent grant with four current research subgrant projects underway.</p> <p>Subrecipient(s): University of Washington, Washington State University</p> <p><i>Project Locations: Statewide (3); Yakima County (1)</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	TR 24-03, B5IDM24-01
Amount of Federal Funds	\$420,000.00
Federal Funding Source(s)	NHTSA 402 (bil/supl), 405d (bil/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 #60: 2024-FG-5078-RADD Support

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 equipment needed to conduct research. Some pre-planned data products and services for FFY 2024 include:</p> <ul style="list-style-type: none"> • Purchasing death data through the Department of Health

	<ul style="list-style-type: none"> • Software licenses purchased through the state master contract • Purchase of research articles • Data services fees from other agencies, such as Administrative Office of the Courts and the Washington State Institutional Review Board. <p>The FFY 2024 equipment budget is for purchasing 12 iPads and accessories (~\$800 per unit). Accessories include covers, external battery packs, and stylus.</p> <p><i>Project Location: Statewide</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	TR24-04
Amount of Federal Funds	\$25,000.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Traffic Records
Planning and Administration Costs	No
Project is a Promised Project	No

Chapter 10: Speed

10.1 Countermeasure: Communications and Outreach Supporting Enforcement

Project #61: 2024-FG-5057-Community Speed Management Education and Resource Guide

Project Name	Community Speed Management Education and Resource Guide
Project Description	<p>This project will fund the development of a speed management education and resource guide for the general public by a vendor contractor. The education and resource guide will increase knowledge of risks associated with speeding, especially in context with vulnerable road users (pedestrians, children, road workers, bicyclists, motorcycles) and increase knowledge of laws and change management strategies for slowing and lowering speeds through policy change.</p> <p>It is intended to augment and reinforce law enforcement by proactively engaging communities in assessing locations where speeding is already a documented problem or where speeding is likely to become a problem in the future with education, training, and policy change. This resource will be a complement to the pre-existing Speed Safety Cameras Readiness Guide and will be available online and hard copy by request.</p> <p><i>Project Location: Statewide</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency
Public and Community Engagement /Participation	The speed management education and resource guide will be cocreated and tested for understandability and usability with members of the statewide speed management workgroup representing a variety of state and community traffic safety interest groups. It will undergo two levels of review. The first will be by WTSC partners like an ATSC member or a non-motorized grantee. Next, it will be piloted with an urban and a rural Target Zero Manager’s work group, coalition, or task force to evaluate utility in communities with differing resources and capacities. Feedback in both stages of review will be incorporated into the final version.

Project Agreement Number	SC24-02
Amount of Federal Funds	\$30,000.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Speed Management
Planning and Administration Costs	No
Project is a Promised Project	No

10.2 Countermeasure: Speed Management Program

Project #62: 2024-FG-5055-Speed Management Program

Project Name	Speed Management Program
Project Description	<p>This countermeasure is intended to support the development of a formal speed management program.</p> <p>This project includes funding a phased design consultation approach with experts from the Governor’s Highway Safety Association. Phase one will include 100 hours of time providing expert consultation to the WTSC, including a potential in-person meeting. Phase two is an additional 30 hours to assist with the development of a statewide speed management workgroup. The primary objective is to establish a program development design and action plan by identifying, engaging with, and recruiting community, regional, and state stakeholders to form a statewide speed management workgroup.</p> <p>This project also funds five regional workshops for community members, allies, stakeholders, and local, regional, and state departmental representatives to assist with community development of local strategic plans to slow speeds and improve local traffic safety culture. Collaboratively coordinated with the TZMs, the workshops will include safe system approach training, facilitate engagement of participants to evaluate existing Washington Department of Transportation local transportation plans and technical assistance for state and federal funding. Local plans will augment a multi-year statewide speed management plan. The meetings will assist communities to utilize WTSC and other data resources to inform the development and identification of speed management priorities to guide projects development and funding priorities. Through this process, there will be an increase in the belief that speeding is a problem that local, regional, state stakeholders, decision-makers, and</p>

	<p>law enforcement should devote themselves to addressing. Subsequently, the risk of serious injury from other traffic safety focus areas (i.e., young drivers, impaired, distracted, occupant safety, motorcycles, etc.) will be reduced because slower speeds are involved.</p> <p><i>Project Location: To be determined</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency
Public and Community Engagement /Participation	Law enforcement champions, Target Zero Managers, and educational partners expressed an interest in developing a better understanding the safe system approach and of the issue of speed management, to increase community care and concern about speeding, increase community readiness for automated speed enforcement and lower non-arterial speed limits, and general traffic safety concerns.

Project Agreement Number	SC24-03
Amount of Federal Funds	\$60,000.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Speed Management
Planning and Administration Costs	No
Project is a Promised Project	No

Project #63: 2024-FG-5056-Speeding in School Zone Study Participant Support

Project Name	Speeding in School Zone Study Participant Support
Project Description	<p>Thirty-five different school districts representing 115 different school sites in 18 counties participated in a 2023 observation study on speeding in school zones. This project provides additional support for resource development, technical assistance, and community engagement strategies appropriate for schools located in urban, rural, and frontier communities throughout the state.</p> <p><i>Project Location: To be determined</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency
Public and Community	This project was started when the contractor that conducts WTSC's annual speed observation study, noticed that an alarming number of vehicles were speeding within a school zone. They brought their

Engagement /Participation	<p>concerns to WTSC which decided to launch this project by reaching out to schools to inquire if they would be interested in participating in a school zone speed study. All participants in the study had to opt-in to be included in the study.</p> <p>School districts and their local community will determine what strategies and resources will best meet their needs to utilize their study results to educate the general public, increase care and concern to support slower speeds, and engage decision-makers at all levels of the community to take action to reduce traffic safety risks. Technical assistance may include training in the safe system approach, the Positive Culture Framework, and grant application development.</p>
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Project Agreement Number	SC24-04
Amount of Federal Funds	\$35,000.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Speed Management
Planning and Administration Costs	No
Project is a Promised Project	No

Chapter 11: Traffic Records

11.1 Countermeasure: Traffic Data Systems Improvement

Project #64: 2024-TR-4999-AOC DOL Data Exchange Enhancement

Project Name	AOC DOL Data Exchange Enhancement
Project Description	<p>The purpose of this project is for the Administrative Office of the Courts (AOC) to collect, integrate, and exchange required data elements related to traffic citations to the Department of Licensing (DOL), which will significantly improve efficiency for the superior and limited jurisdiction courts while promoting data completeness, timeliness and accuracy for records transmitted to DOL on impaired driving cases.</p> <p><i>Project Location: Statewide</i></p>
Subrecipient(s)	Administrative Office of the Courts
Organization Type	State Agency

Project Agreement Number	M3DA24-01
Amount of Federal Funds	\$390,016.92
Federal Funding Source(s)	NHTSA 405c (bil/supl)
Eligible Use of Funds	Data Program
Planning and Administration Costs	No
Project is a Promised Project	No

Project #65: 2024-TR-5007-DOH RHINO

Project Name	DOH RHINO
Project Description	<p>Improve the applicable guidelines for the Injury Surveillance systems; Per the recommendations, DOH will explore the feasibility of calculating and incorporating standard injury severity indicators such as the AIS and ISS into the Rapid Health Information NetWork (RHINO) dataset. Additionally, DOH will investigate supplementing RHINO data with hospital charge information by joining RHINO data with the WA hospital discharge dataset, the Comprehensive Hospital Abstract Reporting System (CHARS). CHARS contains charge information for observation and inpatient visits.</p>

	<p>Improve the data quality control program for the Injury Surveillance systems; The RHINO program will continue to onboard and maintain emergency department data while continually working toward a goal of collecting 100% 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>Improve the traffic records systems capacity to integrate data; 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 Project (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><i>Project Location: Statewide</i></p>
Subrecipient(s)	Department of Health
Organization Type	State Agency

Project Agreement Number	M3DA24-02
Amount of Federal Funds	\$172,856.34
Federal Funding Source(s)	NHTSA 405c (bil/supl)
Eligible Use of Funds	Data Program
Planning and Administration Costs	No
Project is a Promised Project	No

Project #66: 2024-TR-5029-DOH WEMISIS

Project Name	DOH WEMISIS
Project Description	Continuing their work on motor vehicle crash (MVC) surveillance, the DOH Washington Emergency Medical Services Information System (WEMISIS) program plans to continue current efforts with customized data quality reports for local 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. <i>Project Location: Statewide</i>
Subrecipient(s)	Department of Health
Organization Type	State Agency

Project Agreement Number	M3DA24-03
Amount of Federal Funds	\$354,845.07
Federal Funding Source(s)	NHTSA 405c (bil/supl)
Eligible Use of Funds	Data Program
Planning and Administration Costs	No
Project is a Promised Project	No

Project #67: 2024-TR-5031-DOL Data Catalog

Project Name	DOL Data Catalog
Project Description	<p>The Department of Licensing (DOL) Data Stewardship Team desires to purchase a data catalog to improve the accuracy of vehicle and driver data. Improvement of data quality will result in enhanced traffic safety research and operations for all those who rely upon DOL data. Driver and Vehicle data are critical elements in the larger ecosystem of traffic safety data in Washington.</p> <p>Traffic safety researchers at DOL and other state agencies utilize DOL data to better understand crash trends and identify factors associated with collisions. Being able to effectively combine data elements with crash datasets from other agencies (such as WSDOT and WTSC) is essential for being able to fully analyze and assess traffic safety issues. As of October 2021, DOL has a fully staffed team of Data Stewards tasked with the goal of bringing DOL data to a governed state. However, the team is constrained by not having funds to purchase a data catalog and therefore, currently rely upon numerous less-effective tools to organize and store data. With a data catalog, the team could continue classifying business data elements, their metadata, and</p>

	practice more effective vocabulary management within a platform built specifically for this purpose. Further, a data catalog would allow DOL to better monitor, assess, and record data quality dimension metrics and work towards resolution of issues. As DOL's data quality improves, so do the contributions to traffic safety through reporting and open data, benefitting organizations and individuals of Washington state and beyond. <i>Project Location: Statewide</i>
Subrecipient(s)	Department of Licensing
Organization Type	State Agency

Project Agreement Number	M3DA24-04
Amount of Federal Funds	\$86,000.00
Federal Funding Source(s)	NHTSA 405c (bil/supl)
Eligible Use of Funds	Data Program
Planning and Administration Costs	No
Project is a Promised Project	No

Project #68: 2024-TR-5032-CRAB GIS-Mo Training

Project Name	CRAB GIS-Mo Training
Project Description	The County Road Administration Board (CRAB) utilizes geographic information system mobility (GIS-Mo) software to collect and manage county road infrastructure data. CRAB staff and county workers require ongoing training to ensure the data is being properly logged into GIS-Mo. Without proper training, the data quality will be adversely affected. This project will facilitate the creation of GIS-Mo training materials; establish training guidelines for counties; and standardize data inputs into GIS-Mo. <i>Project Location: Statewide</i>
Subrecipient(s)	Washington State County Road Administration Board
Organization Type	State Agency

Project Agreement Number	M3DA24-05
Amount of Federal Funds	\$100,000.00
Federal Funding Source(s)	NHTSA 405c (bil/supl)
Eligible Use of Funds	Data Program

Planning and Administration Costs	No
Project is a Promised Project	No

Project #69: 2024-TR-5033-OFM Traffic Records Data Integration

Project Name	OFM Traffic Records Data Integration
Project Description	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. <i>Project Location: Statewide</i>
Subrecipient(s)	Washington State Office of Financial Management
Organization Type	State Agency

Project Agreement Number	M3DA24-06
Amount of Federal Funds	\$272,781.00
Federal Funding Source(s)	NHTSA 405c (bil/supl)
Eligible Use of Funds	Data Program
Planning and Administration Costs	No
Project is a Promised Project	No

Project #70: 2024-TR-5034-WSP SECTOR 24x7 Support

Project Name	WSP SECTOR 24x7 Support
Project Description	The project will put in place processes to provide 24x7 coverage for The Statewide Electronic Collision & Tickets Online Records (SECTOR) application in the event of a total interruption in service. <i>Project Location: Statewide</i>
Subrecipient(s)	Washington State Patrol
Organization Type	State Agency

Project Agreement Number	M3DA24-07
Amount of Federal Funds	\$16,556.60
Federal Funding Source(s)	NHTSA 405c (bil/supl)
Eligible Use of Funds	Data Program

Planning and Administration Costs	No
Project is a Promised Project	No

Project #71: 2024-TR-5035-WSP WRECR Replacement

Project Name	WSP WRECR Replacement
Project Description	The main goal of this project is to replace the current aging Washington State Patrol Requests for Electronic Collision Records (WRECR) system with a state-of-the-art records management system designed with robust technology and advanced analytical and reporting capabilities. <i>Project Location: Statewide</i>
Subrecipient(s)	Washington State Patrol
Organization Type	Law Enforcement - State

Project Agreement Number	M3DA24-08
Amount of Federal Funds	\$219,000.00
Federal Funding Source(s)	NHTSA 405c (bil/supl)
Eligible Use of Funds	Data Program
Planning and Administration Costs	No
Project is a Promised Project	No

Project #72: 2024-TR-5036-JINDEX Resourcing

Project Name	JINDEX Resourcing
Project Description	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 & local government entities as well as appropriate federal and quasi-governmental entities operating in the State of Washington. WATECH provides Infrastructure & Connectivity support for eTRIP Programs and Business Processes. These hardware and software components together make up what is referred to as WATECH Justice Information Network Data Exchange (JINDEX) Support Services. The WATECH

	<p>JINDEX Support Services are provided by a highly skilled team dedicated to providing world-class application support to WSP and the eTrip Committee.</p> <p>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 (WSP, DOT, DOL, & AOC) 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><i>Project Location: Statewide</i></p>
Subrecipient(s)	Washington Technology Solutions (WaTech)
Organization Type	State Agency

Project Agreement Number	M3DA24-09
Amount of Federal Funds	\$160,000.00
Federal Funding Source(s)	NHTSA 405c (bil/supl)
Eligible Use of Funds	Data Program
Planning and Administration Costs	No
Project is a Promised Project	No

Project #73: 2024-TR-5049-WTSC Traffic Records Training and Coordination

Project Name	WTSC Traffic Records Training and Coordination
Project Description	<p>This project will provide for training needs and tools for coordination by the Traffic Records Governance Council (TRGC) and its committees, including:</p> <ol style="list-style-type: none"> 1) Attendance at the Traffic Records Forum for TRGC and committee members. Given the unique circumstances of COVID-19, and the cancellation of most in-person trainings, travel is less essential now than in prior years. However, the funds allocated for travel can be used for facilitating distance learning. 2) Maintenance and improvement of collaboration tools for the TRGC and its committees. <p><i>Project Location: Statewide</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	B3SP24-01
Amount of Federal Funds	\$40,000.00
Federal Funding Source(s)	NHTSA 405c
Eligible Use of Funds	Supporting Professionals
Planning and Administration Costs	No
Project is a Promised Project	No

11.A Addendum: Appendix B, Part 2 – 405(c) State Traffic Safety Information System Improvements Grant

State Traffic Safety Information System Improvements Addendum:

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, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023
Total EMS Providers Reporting to WEMSIS	67%	71%
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. Currently WEMSIS participation is not required therefore the Traffic Records Governance Council relies on DOH to track and report on overall EMS reporting.		
Calculation Method – An estimated total licensed EMS services providers reporting to WEMSIS.		
Supporting Documentation –		
	Month	Percent of EMS service providers reporting to WEMSIS
	Apr-22	67%

	May-22	67%
	Jun-22	67%
	Jul-22	67%
	Aug-22	67%
	Sep-22	68%
	Oct-22	68%
	Nov-22	68%
	Dec-22	69%
	Jan-23	71%
	Feb-23	71%
	Mar-23	71%
	Apr-23	71%

Injury Surveillance – Completeness	Baseline	Current
	April 1, 2021 – March 31, 2022	April 1, 2022 – March 31, 2023
Total EMS Response Volume Captured in WEMIS (estimated percent of total EMS records)	92%	92%

Written Description of Performance Measure –

The Washington EMS Information System, WEMIS, 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. WEMIS 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 NEMIS Gold-compliant vendor laterally submit data to WEMIS. Currently WEMIS participation is not required therefore the Traffic Records Governance Council relies on DOH to track and report on overall EMS reporting.

Calculation Method –

An estimated total response volume percent captured in WEMIS.

Supporting Documentation –

Month	Estimated Total Response Volume Captured in WEMIS
Apr-22	92%
May-22	92%
Jun-22	92%
Jul-22	92%
Aug-22	92%
Sep-22	92%
Oct-22	92%

	Nov-22	92%	
	Dec-22	93%	
	Jan-23	92%	
	Feb-23	92%	
	Mar-23	92%	
	Apr-23	92%	

Chapter 12: Tribal Traffic Safety

12.1 Countermeasure: Tribal Traffic Safety Coordinators

Project #74: 2024-FG-5043-Tribal Traffic Safety Coordinator-Yakama Nation

Project Name	Tribal Traffic Safety Coordinator-Yakama Nation
Project Description	<p>Yakama Nation has some of the highest crashes and fatality rates on reservation land compared to other Washington tribes. More than 50 percent of American Indian/Alaskan Native (AI/AN) traffic deaths occurred on county roads or reservation lands, versus 25 percent of all other races. AI/AN people are overrepresented among traffic deaths involving these three high-risk behaviors: impairment, speeding, unrestrained drivers, and occupants. Traffic safety behavior change is not part of the focus of many tribal governments. The motivation and capability to change is an internal process of each individual. To try and understand the problem and then share information about traffic safety issues with others on tribal land is not an easy task.</p> <p>The activities performed by a Tribal Traffic Safety Coordinator could provide a much-needed focus on traffic safety issues resulting in an opportunity to change driving behavior.</p> <p>The coordinator's activities will lead efforts to implement high priority traffic safety strategies (that tribal leadership deemed necessary), to meet Target Zero. The activities of this position will support a Tribal Traffic Safety Committee during project year. The duties will include conducting primary research (surveys and focused groups) to learn more about perception of the problems and develop countermeasures to support tribal council decision making. This will include developing a dual language messaging and social media campaign designed to focus on various traffic safety issues, and improving data gathering, assessing quality, and consistency to improve statistical analysis.</p> <p><i>Project Location: Yakima</i></p>
Subrecipient(s)	WSD - Yakama Nation
Organization Type	Tribal Non-Profit
Public and Community	The Tribal Traffic Safety Coordinator position in the Yakama Nation began when WTSC reached out to a number of tribes to inquire if they

Engagement /Participation	would be interested in receiving grant funds to fund the activities of a focused staff member within the tribe that would elevate and advance traffic safety within the community. The Yakama Nation responded to that inquiry and began this partnership with the WTSC. The work of the coordinator is driven by the priorities of tribal leadership. This partnership has been active for the past few years, though it was interrupted by the impacts of COVID, and continues to evolve driven by the needs of the tribe.
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Project Agreement Number	CP24-04
Amount of Federal Funds	\$100,003.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Community Traffic Safety Programs
Planning and Administration Costs	No
Project is a Promised Project	No

Project #75: 2024-FG-5083-Tribal Traffic Safety Coordinator (3)

Project Name	Tribal Traffic Safety Coordinator (3)
Project Description	<p>More than 50 percent of AI/AN traffic deaths occurred on county roads or reservation lands, versus 25 percent of all other races. AI/AN people are overrepresented among traffic deaths involving these three high-risk behaviors: impairment, speeding, unrestrained drivers and occupants. Traffic safety behavior change is not part of the focus of many tribal governments. The motivation and capability to change is an internal process of each individual. To try and understand the problem and then share information about traffic safety issues with others on tribal land is not an easy task.</p> <p>The activities of a Tribal Traffic Safety Coordinator could include providing a much-needed focus on traffic safety issues resulting in an opportunity to change driving behavior. The coordinator’s activities would include leading efforts to implement high priority traffic safety strategies (that tribal leadership deemed necessary), to meet Target Zero. Supporting a Tribal Traffic Safety Committee during project year would be included in the work. In addition, the work would include conducting primary research (surveys and focused groups) to learn more about perception of the problems and developing countermeasures to support tribal council decision making. This would include developing a dual language messaging and social media</p>

	<p>campaign designed to focus on various traffic safety issues. This would include improving data gathering, assessing quality and consistency to improve statistical analysis.</p> <p>Subrecipient(s): Three federally recognized tribes in Washington, yet to be determined.</p> <p><i>Project Location: To be determined</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	CP24-05
Amount of Federal Funds	\$300,000.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Community Traffic Safety Programs
Planning and Administration Costs	No
Project is a Promised Project	No

Chapter 13: Young Drivers

13.1 Countermeasure: Driving Instructor Training

Project #76: 2024-FG-5046-Vehicle Safety Technology Education for Driving Instructors

Project Name	Vehicle Safety Technology Education for Driving Instructors
Project Description	<p>Create online, self-passed e-learning classes to teach driving instructors about vehicle safety technologies and how to effectively teach them to students, in support of the DOL/OSPI Driver Training Required Curriculum, Ch. 11- Vehicle Systems Technology. Provide the continuing education classes to driver instructors at no charge.</p> <p>The focus of FY2024 will be to develop the curriculum.</p> <p><i>Project Location: Olympia</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency

Project Agreement Number	DE24-02
Amount of Federal Funds	\$80,000.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Driver Education
Planning and Administration Costs	No
Project is a Promised Project	No

13.2 Countermeasure: Peer-to-Peer Teen Traffic Safety Education

Project #77: 2024-FG-4975-Teens in the Driver Seat

Project Name	Teens in the Driver Seat
Project Description	WTSC will engage in a vendor contract with the Texas Transportation Institute (TTI) to support the implementation of the Teens in the Driver's Seat (TDS) program in Washington high schools by promoting

	<p>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.</p> <p><i>Project Location: See Attachment E: Schools Participating in Teens in the Driver Seat</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency
Public and Community Engagement /Participation	<p>TZM's and TDS staff connect with local high school club advisors who are leading students to educate their peers. Monthly, we meet with TZM's to get their feedback on how to make this program more effective in their communities, and update materials and approaches based on their feedback. We have identified the top five counties with the highest rate of young-driver involved fatalities. The TZM's in those counties will be reaching out to talk with club advisors in the area high schools to understand how we can better enable them to use the TDS program in their schools.</p> <p>The developer (Jennifer Dorsett) used the feedback from local law enforcement and student focus groups to modify the presentation to ensure it was accurate and effective in communicating the traffic safety messages to students.</p>

Project Agreement Number	TSP24-01
Amount of Federal Funds	\$220,001.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Teen Safety Program
Planning and Administration Costs	No
Project is a Promised Project	No

13.3 Countermeasure: Traffic Safety Education in Schools

Project #78: 2024-FG-5047-Teen Target Zero

Project Name	Teen Target Zero
Project Description	Support the state-wide expansion of Teen Target Zero, a 1- hour program delivered by first responders in high schools. Fund printing

	<p>support materials, travel, time, and other expenses for the training of first responders in areas implementing the program.</p> <p>Sub-recipient: Dorsett Consulting</p> <p><i>Project Location: To be determined</i></p>
Recipient	Washington Traffic Safety Commission
Organization Type	State Agency
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	TSP24-02
Amount of Federal Funds	\$30,000.00
Federal Funding Source(s)	NHTSA 402 (bil/supl)
Eligible Use of Funds	Teen Safety Program
Planning and Administration Costs	No
Project is a Promised Project	No

Attachments

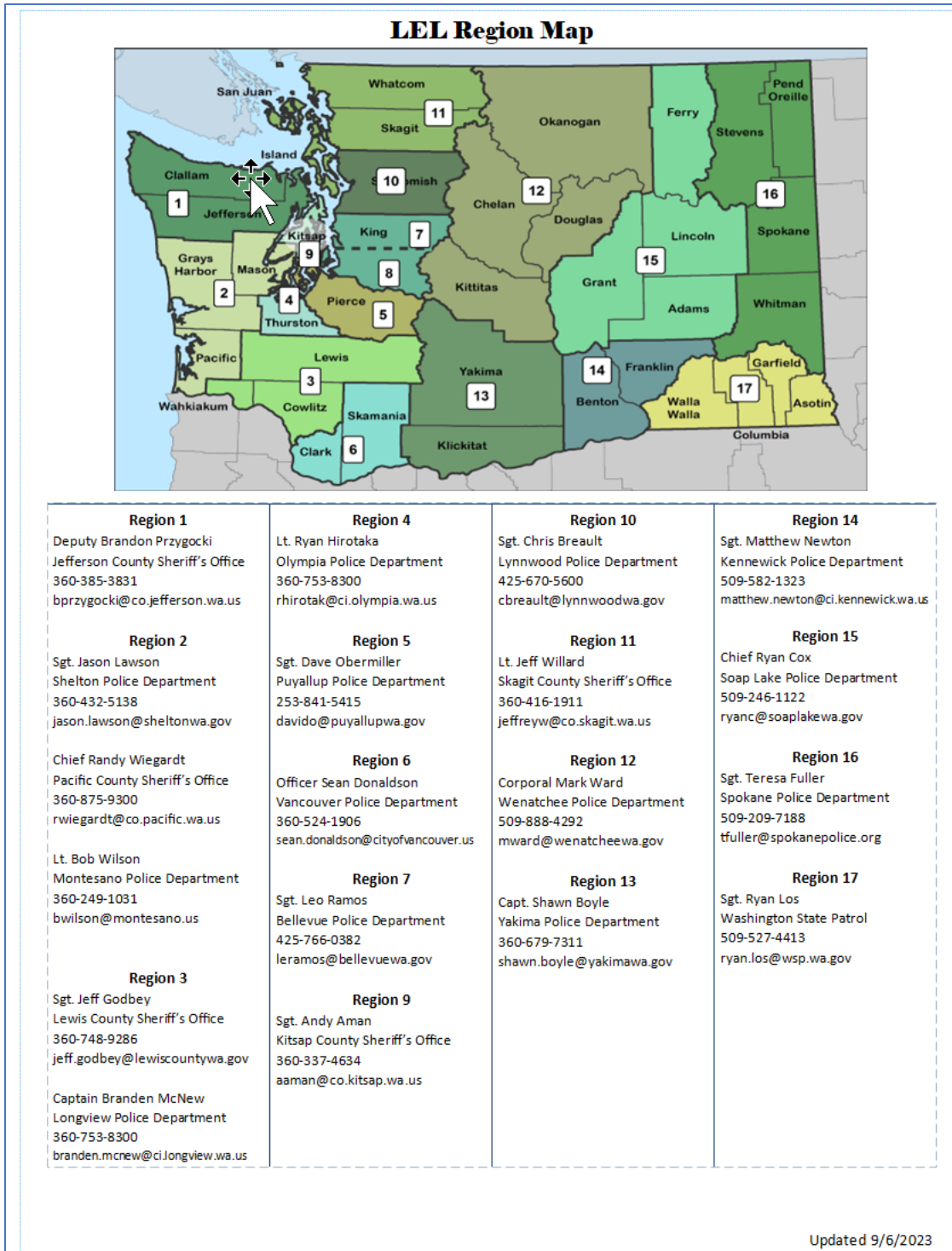
Attachment A: Law Enforcement Agencies

Department	Department	Department	Department
Aberdeen Police Department	Adams County Sheriff's Office	Airway Heights Police Department	Algona Police Department
Anacortes Police Department	Arlington Police Department	Asotin County Sheriff's Office	Auburn Police Department
Bainbridge Island Police Department	Battle Ground Police Department	Bellevue Police Department	Bellingham Police Department
Benton County Sheriff's Office	Black Diamond Police Department	Blaine Police Department	Benton County Sheriff's Office
Bothell Police Department	Bremerton Police Department	Brewster Police Department	Bothell Police Department
Buckley Police Department	Burien Police Department	Burlington Police Department	Buckley Police Department
Castle Rock Police Department	Central Washington University Police Department	Centralia Police Department	Chehalis Police Department
Chelan County Sheriff's Office	City of Bainbridge Island	Clallam County Sheriff's Office	Clark County Sheriff's Office
Clark Regional Emergency Services Agency	Clarkston Police Department	Colfax Police Department	College Place Police Department
Cosmopolis Police Department	Covington Police Department	Cowlitz County Sheriff's Office	Des Moines Police Department
Douglas County Sheriff's Office	DuPont Police Department	East Wenatchee Police Department	Eastern Washington University Police Department
Edmonds Police Department	Ellensburg Police Department	Elma Police Department	Enumclaw Police Department
Ephrata Police Department	Everett Police Department	Evergreen State College Police Department	Everson Police Department
Federal Way Police Department	Ferndale Police Department	Ferry County Sheriff's Office	Fife Police Department
Fircrest Police Department	Forest Lake Police Department	Franklin County Sheriff's Office	Garfield County Sheriff's Office
Garfield Police Department	Gig Harbor Police Department	Grand Coulee Police Department	Grandview Police Department

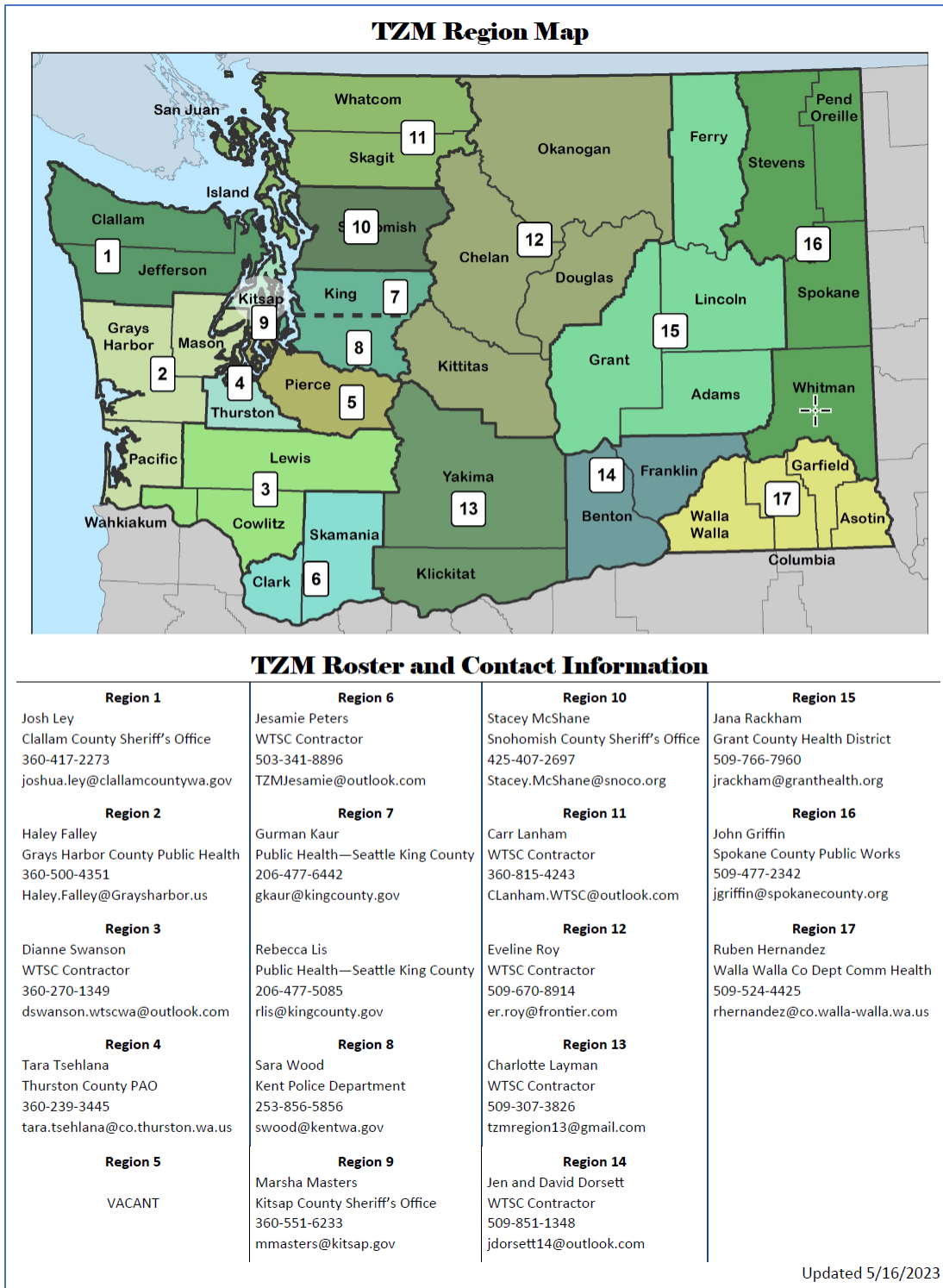
Department	Department	Department	Department
Grant County Sheriff's Office	Grays Harbor Communications E-911	Grays Harbor County Sheriff's Office	Hoquiam Police Department
Island County 911	Island County Sheriff's Office	Issaquah Police Department	Jefferson County Sheriff's Office
Kalama Police Department	Kenmore Police Department	Kennewick Police Department	Kent Police Department
Klickitat County Sheriff's Office	La Center Police Department	Lake Forest Park Police Department	Lake Stevens Police Department
Kirkland Police Department	Kitsap 911	Kitsap County Sheriff's Office	Kittitas County Sheriff's Office
Lakewood Police Department	Lewis County 911	Lewis County Sheriff's Office	Liberty Lake Police Department
Lincoln County Sheriff's Office	Longview Police Department	Lynden Police Department	Lynnwood Police Department
Mabton Police Department	Maple Valley Police Department	Marysville Police Department	Mason County Sheriff's Office
Mattawa Police Department	McCleary Police Department	Mercer Island Police Department	Mill Creek Police Department
Milton Police Department	Monroe Police Department	Montesano Police Department	Morton Police Department
Moses Lake Police Department	Mount Vernon Police Department	Mountlake Terrace Police Department	Moxee Police Department
Mukilteo Police Department	Multi Agency Communication Center (MACC)	Napavine Police Department	Newcastle Police Department
Normandy Park Police Department	Oak Harbor Police Department	Ocean Shores Police Department	Odessa Police Department
Okanogan County Sheriff's Office	Olympia Police Department	Omak Police Department	Orting Police Department
Othello Police Department	Pacific County Sheriff's Office	Pacific Police Department	Palouse Police Department
Pasco Police Department	Pend Oreille County Sheriff's Office	Pierce County Sheriff's Office	Port Angeles Police Department
Port of Seattle Police Department	Port Orchard Police Department	Port Townsend Police Department	Poulsbo Police Department
Prosser Police Department	Public Health Seattle King County	Pullman Police Department	Puyallup Police Department
Quincy Police Department	Raymond Police Department	Reardan Police Department	Redmond Police Department

Department	Department	Department	Department
Region 15 Target Zero Manager	Republic Police Department	Richland Police Department	Ridgefield Police Department
Ritzville Police Department	Royal City Police Department	Ruston Police Department	Sammamish Police Department
San Juan County Sheriff's Office	SeaTac Police Department	Seattle Police Department	Sedro-Woolley Police Department
Selah Police Department	Sequim Police Department	Shelton Police Department	Shoreline Police Department
Skagit 911	Skagit County Sheriff's Office	Snohomish County	Snohomish County 911
Snoqualmie Police Department	Soap Lake Police Department	South Bend Police Department	Spokane County Sheriff's Office
Spokane Police Department	Steilacoom Police Department	Stevens County Sheriff's Office	Sumner Police Department
Sunnyside Police Department	Suquamish Tribal Police Department	Tacoma Police Department	Tenino Police Department
Thurston 9-1-1 Communications	Thurston County Sheriff's Office	Toledo Police Department	Toppenish Police Department
Tukwila Police Department	Tumwater Police Department	Union Gap Police Department	University Place Police Department
Vancouver Police Department	Wahkiakum County Sheriff's Office	Walla Walla Emergency Services Communications (WESCOM)	Walla Walla Police Department
Warden Police Department	Washington State Patrol	Washougal Police Department	Wenatchee Police Department
West Richland Police Department	Western Washington University Police Department	Westport Police Department	Whatcom County Sheriff's Office
Whitman County Sheriff's Office	Woodland Police Department	Yakima County Sheriff's Office	Yakima Police Department
Yelm Police Department	Zillah Police Department		

Attachment B: Law Enforcement Liaison Region Map



Attachment C: Target Zero Manager Region Map



Attachment D: List of Schools

<p>Project #45: 2024-FG-5003-Tacoma Neighborhood Education</p>	<p>Project #44: 2024-FG-5023-Let's Go! Edmonds</p>
<p><u>Elementary</u></p> <ul style="list-style-type: none"> • Whitman Elementary • Edison Elementary • Manitou Park Elementary • Stafford Elementary • Boze Elementary • Mary Lyon Elementary <p><u>Middle Schools</u></p> <ul style="list-style-type: none"> • Stewart Middle School • Baker Middle School 	<p><u>Elementary</u></p> <ul style="list-style-type: none"> • 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 <p><u>Middle Schools</u></p> <ul style="list-style-type: none"> • Alderwood • Madrona K8 • College Place • Brier Terrace

Attachment E: Schools Participating in Teens in the Driver Seat

School Name	Student Population
A G West Black Hills High School	853
Capital High School	1359
Lake Stevens Sr High School	1930
Liberty Christian School	108
Pomeroy Jr Sr High School	152
Prosser High School	870
Sedro-Woolley High School	1169

Current as of 09-02-2023

Note: This list will be updated in a future amendment.

Attachment F: 405 Clarifying Questions and Responses

405 Section	Clarifying Question	WTSC Response
<p>405(c) Traffic Records Systems</p>	<p>§ 1300.22(b)(2) of NHTSA's State Highway Safety Grant Program final rule requires States to demonstrate quantitative improvement to a core traffic records database and provide supporting documentation covering a contiguous period starting no earlier than April 1, 2022 (e.g., April 1, 2022 - March 31, 2023) that demonstrates quantitative improvement to the comparable 12-month baseline period (e.g., April 1, 2021 - March 31, 2022).</p> <p>Washington submitted a performance measure showing quantifiable improvements. However, NHTSA could not locate supporting documentation. Please identify where the supporting documentation can be found within your 405c application. Examples of acceptable supporting documentation may include analysis spreadsheets, system screenshots of the related query, and aggregate results.</p>	<p>The supporting documentation for both traffic records performance measures is included in the performance measures table beginning on page 120 of the AGA – the last box of each table is titled “Supporting Documentation” and includes the monthly aggregate results for the required 12-month reporting period for each performance measure. In past HSPs these monthly aggregate results tables were provided in an additional excel attachment.</p> <p>For the new AGA, we wanted everything to be in one document rather than adding multiple separate attachments, therefore the excel tables were cut and paste into the AGA word document. See page 121-122 of the AGA for the supporting documentation sections.</p>
<p>405(d) Impaired Driving</p>	<p>Washington's Impaired Driving Plan shows approved May 2023 but does not give a specific date. Appendix B to Part 1300 – Application Requirements for Sections 405 and 1906 grants shows that the plan was approved on June 13, 2023. Please advise which date is correct and update accordingly.</p>	<p>Washington's Impaired Driving Plan was updated May of 2023. However, it was formally enacted and signed on June 13, 2023. The correct date of June 13, 2023, was submitted in Appendix B.</p> <p>See page 55 of the AGA and page 3 of WA_FY24_AGA_Appendix B previously submitted.</p>

405 Section	Clarifying Question	WTSC Response
<p>405(d) Impaired Driving</p>	<p>23 CFR 1300.23(e)(1)(iii)(B) requires the Impaired Driving Strategic plan to include strategies based upon Guideline #8, which at a minimum covers Prevention (including community engagement and coalitions). Please provide a page number within the Impaired Driving Plan where strategies regarding coalitions can be found.</p>	<p>In the Washington Impaired Driving Strategic Plan and Guide (page 38 of the AGA) it describes the WIDAC (Washington’s Impaired Driving Advisory Council), which is the agency’s primary active impaired driving coalition and arm for community engagement with over ninety members from various government, private, and non-profit organizations representing communities across Washington. On page 38 of the AGA, under the <i>Strategies for Areas of Support</i>, is a table that outlines the strategies the WTSC will use to engage with WIDAC to implement the strategic plan, which includes building effective workgroups and committees to address impaired driving. In addition, the WIDAC charter (pages 47-55 of the AGA) outlines the goals, membership relationship within and between WIDAC and the WTSC and how WIDAC guides programing and implementation of the strategic plan.</p> <p>In future NHTSA document submissions, WTSC will be clear in identifying the WIDAC as the state’s primary impaired driving coalition.</p>

405 Section	Clarifying Question	WTSC Response
<p>405(f) Motorcyclist Safety</p>	<p>Per 23 CFR 1300.25(f)(3), States shall provide projects at the level of detail required under § 1300.12(b)(2), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall submit a list of counties or political subdivisions in 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. Such data shall be from the most recent calendar year for which final State crash data are available, but data must be no older than three calendar years prior to the application due date (e.g., for a grant application submitted on August 1, 2023, a State shall provide calendar year 2022 data, if available, and may not provide data older than calendar year 2020). The State shall select projects implementing those countermeasure strategies to address the State's motorcycle safety problem areas in order to meet the performance targets identified in this section.</p> <p>Washington identified the WTSC Motorcycle Safety project as the project to meet this requirement, however, it is described as a statewide project and does not mention focusing their efforts on motorcycle awareness in the counties with the highest number of crashes involving a motorcycle and another vehicle. Please confirm that the motorcycle awareness activities will focus on the counties identified as having the highest crashes involving a motorcycle and another motor vehicle.</p>	<p>In the 405f application, Motorcycle Addendum 3 (page 79-80 of the AGA), we provided a list of counties (calendar year 2022) ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle. We are providing High Visibility Enforcement (HVE) motorcycle safety funding to regions where motorcycle crashes are the highest (including crashes involving a motorcycle and another motor vehicle). These regions conducting HVE include King, Pierce, Snohomish, Spokane, Clark, Thurston, Kitsap, Benton, Yakima, and Whatcom (Top 10).</p> <p>There are a few other regions in the state that will receive motorcycle safety HVE funding as well. In addition to enforcement activities, we have a media buy in the King, Yakima, and Spokane media markets where messages will reach much of the state. We work with the Target Zero Manager (TZMs) in these regions to ensure their messaging and patrols are on point where these type of crashes are occurring. Our TZMs have active social media pages and messages around motorcycle safety that include Watch Out for Motorcycles and Share the Road focused on other drivers. Each May we participate in the National Motorcycle Safety Awareness Month. The FY23 media release is attached (Attachment A). We have also included samples of the media releases we distribute in those counties where the most motorcycles crashes involving other vehicles are happening (Attachment B).</p>

405 Section	Clarifying Question	WTSC Response
<p>405(f) Motorcyclist Safety</p>	<p>Per 23 CFR 1300.25(e)(2) States shall provide a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided that the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.</p> <p>Washington provided a list of counties that will hold training and their respective motorcycle registration data, however not all counties are listed. Please provide the total number of motorcycle registrations in the State so NHTSA can determine if the counties listed represent a majority of the motorcycle registrations.</p>	<p>As part of the FY24 405f application, we provided in Addendum 1 (page 75 of the AGA) the list of counties where motorcycle rider training courses will be conducted during the fiscal year AND the number of registered motorcycles in each of those counties. Of the 39 counties in Washington, there are 24 counties where motorcycle training schools are located. The table provided shows that in the 24 counties where training schools are located and operating, this covers a total of 194,966 registered motorcycles. For the same time period, the total number of registered motorcycles in state was 208,887. So training is available in counties where 93% (majority) of all motorcycles are registered.</p>

405 Section	Clarifying Question	WTSC Response
<p>405(h) Preventing Roadside Deaths</p>	<p>Per 1300.27, States applying for the Preventing Roadside Deaths incentive grant shall identify the roadside death safety problem to be addressed at the level of detail in 1300.11(b)(1), i.e., a description of the processes, data sources, and analyses of data. NHTSA noted brief information noting 5 fatalities in 5 years but could not locate the information at the required level.</p> <p>Please identify the specific roadside death safety problem to be addressed, which includes describing the processes, data sources and data analyses.</p> <p>Additionally, States applying for this grant program shall provide a performance measure and target specific to preventing roadside deaths at the level of detail in 1300.11(b)(3). However, core performance measures (total fatalities, serious injuries, and fatality rates) were provided. Please identify the specific safety performance measures and targets pertaining to roadside deaths.</p>	<p>Regarding the problem identification, performance measures, and countermeasure strategy, it appears NHTSA is referring to the requirement CFR 1300.27(c)(1), specifically “identification of the specific safety problems to be addressed, performance measures and targets, the countermeasure strategies at the level of detail required by 1300.11(b)(1), (3), and (4).” The countermeasure strategy we are applying for this incentive grant is part of a larger program, “Community Traffic Services” (see page 92 of the 3HSP and Chapter 2 of the 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 3HSP as is required by the referenced sections 1300.11(b)(1), (3), (4).</p> <p>CFR 1300.27(c)(2) requires the identification of projects at the level of detail required by CFR 1300.12(b)(2) - which is a cross reference to the AGA. We have provided the required project level detail in the AGA. In addition to what was provided in the 3HSP as required to meet the 405(h) grant eligibility, the WTSC submitted the plan that describes the method by which the state will use the grant funds in the AGA 405(h) addendum.</p> <p>Until a formal federal definition is provided, for purposes of problem identification for FY2024, 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</p>

		<p>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</p> <p>From 2018-2022 there were 118 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, 59.3 percent occurred on an interstate, 18.6 percent occurred on a state route, 11 percent occurred on a city street, 5.9 percent occurred on a U.S. highway, and 5.1 percent occurred on a county road.</p> <p>WTSC’s performance measure for the 405(h) Preventing Roadside Deaths grant will be the number of digital alert technology-equipped vehicles with a target goal of equipping 75 vehicles with this technology in the first year. As this is a baseline year, our focus will be to build relationships with Emergency Medical Services (EMS), fire, tow, or Department of Transportation partners and continue with our law enforcement partnerships to deploy the digital alert technology and to support the subscription and maintenance costs of this technology throughout the grant year.</p> <p>Performance Measure: # of vehicles equipped with digital alert technology.</p> <p>Target Goal: 75 vehicles by September 30, 2024.</p> <p>Additional preventing roadside deaths performance measures may be considered in the future as the grant evolves.</p>
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