

Washington Traffic Safety Commission 2007-2009 State Operating Budget

Agency: 228 Washington Traffic Safety Commission

Date: May 31, 2006

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Part 1. Strategic Plan and Performance Measures for 2007-2012

A. Mission statement:

The Washington Traffic Safety Commission works to save lives and reduce injuries on Washington roads through leadership, innovation, coordination and program support in partnership with traffic safety activists, professionals and organizations throughout the state.

B. Statutory authority:

Statutory Functions of the Washington Traffic Safety Commission (RCW Chapter 43.59):

- 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 death and accident tolls;
- Plan and supervise programs for the prevention of accidents on streets and highways; including but not limited to educational campaigns designed to reduce traffic accidents in cooperation with all official and unofficial organizations interested in traffic safety;
- Coordinate activities at the state and local level in the development of state-wide and local traffic safety programs;
- Promote uniform enforcement of traffic safety laws;
- Establish standards for investigation and reporting of traffic accidents;
- Promote and improve driver education;
- Promote bicycle safety through education and promotion of helmet use.
- Perform all functions required to be performed by the Governor under the federal Highway Safety Act of 1966 (Public Law 89-564; 80 Stat. 731).

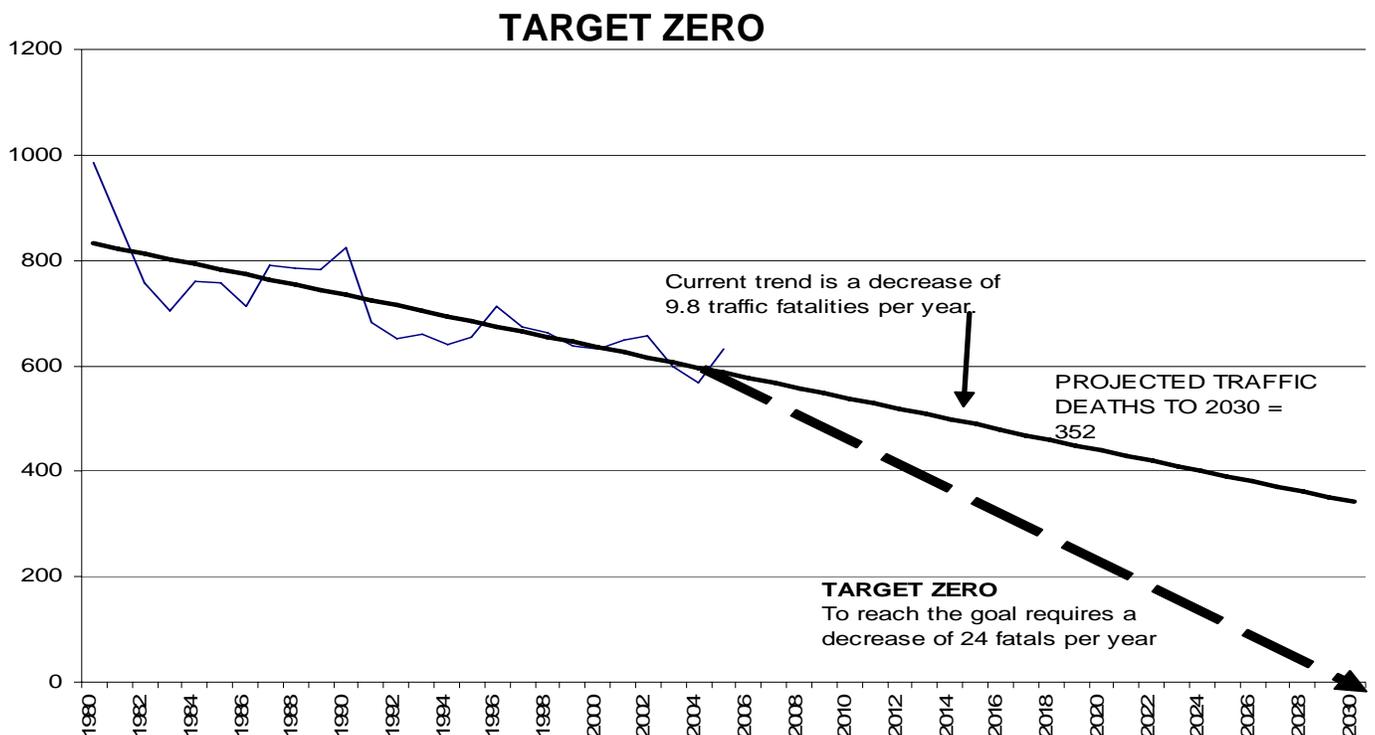
C. Vision, Goals, Objectives & Performance Measures:

1. Vision

The Washington Traffic Safety Commissioners, with the Governor as Chair, have clearly stated that their vision is a time when deaths and disabling injuries will no longer result from traffic crashes on Washington roads. Specifically, the WTSC envisions eliminating all traffic crash related deaths and disabling injuries by the year 2030. Washington is the first state to adopt this aggressive long-range goal we call **Target Zero**.

By adopting this Target Zero vision, the State of Washington is stating that it is unconscionable to continue to accept hundreds of preventable deaths on our State roadways each year. Although it might eventually prove to be unattainable, the Commissioners intend to use the vision as a reminder of the best possible outcome when creating shorter term goals, outcomes and projects.

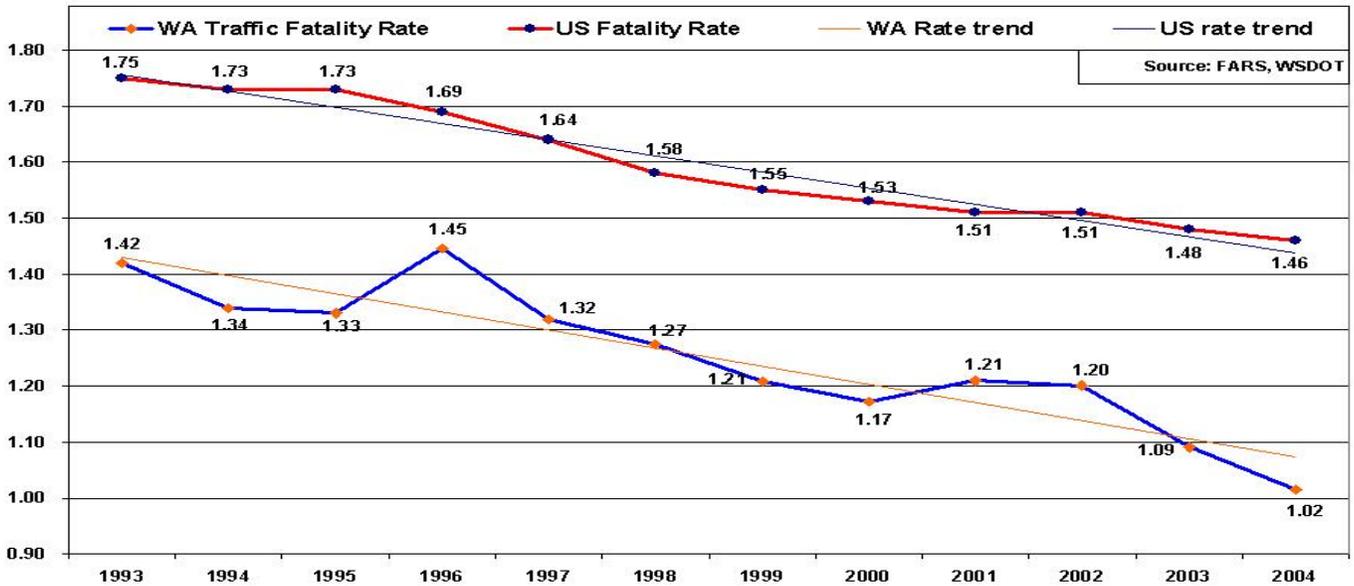
This chart demonstrates that if Washington State maintains its current rate of progress in reducing traffic deaths, we would still have 352 people die in crashes in the year 2030. In order to make the Target Zero goal by 2030, every year until 2030 we must reduce by twenty-five the number of people killed in traffic crashes in Washington.



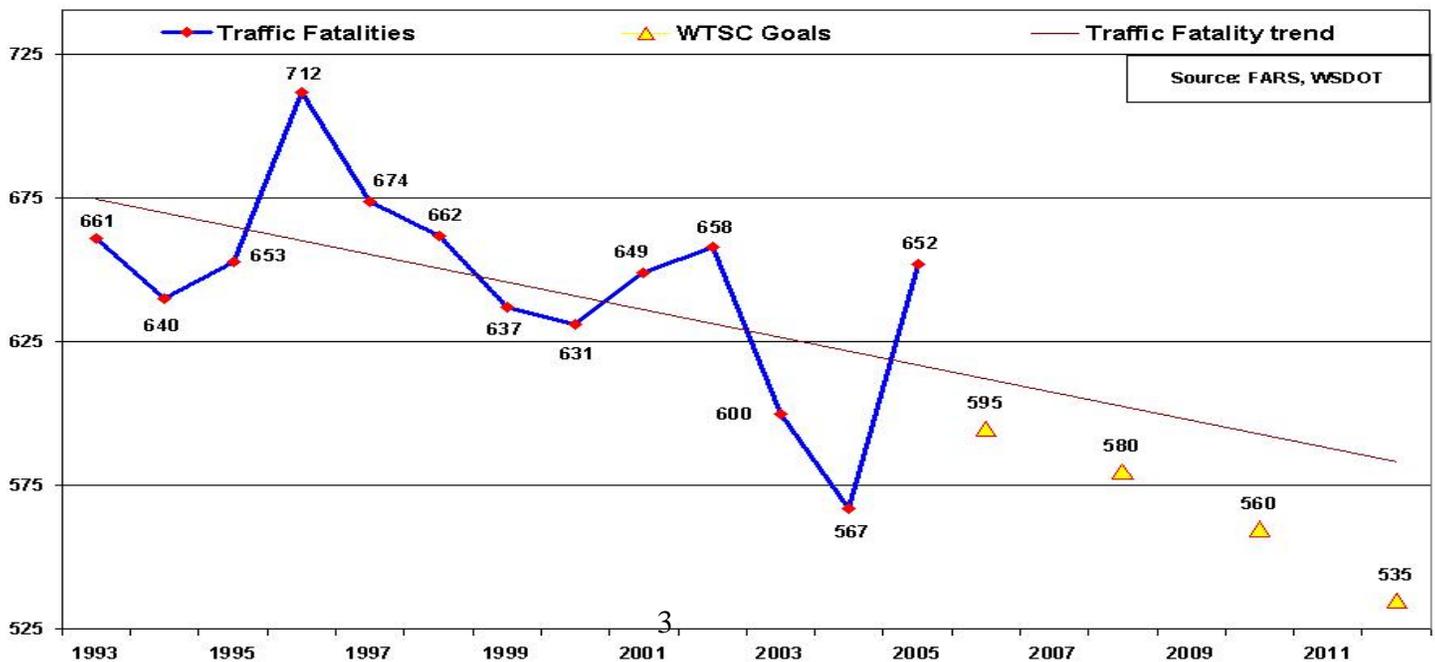
2. Goal: The following goal is aggressive, yet achievable. Unless the death rate is reduced at a faster rate, however, we will not realize our vision of Target Zero by 2030. We will constantly evaluate and implement new strategies that will support a more aggressive goal to keep our vision on track.

Our primary goal each year is to reduce the number of deaths and serious injuries resulting from traffic crashes.

WASHINGTON & U.S. TRAFFIC FATALITY RATES, 1993-2004
Traffic deaths per 100 million VMT



WASHINGTON TRAFFIC FATALITIES, 1993-2005*
By Year



* 2005 figures based on preliminary data

2. Objectives & Performance Measures

Although the WTSC makes investments in a wide variety of behavioral traffic safety emphasis areas, the four most critical aspects we address are:

- Impaired driving
- Speed
- Seat belt use
- Reliable, accurate and timely traffic records/data.

Through an in depth analysis of Washington crash data by a broad coalition of traffic safety partners, we identified these four most critical behavioral and traffic records areas. These emphasis areas offer the highest potential for return when investing in projects to reduce crash-related injuries and deaths.

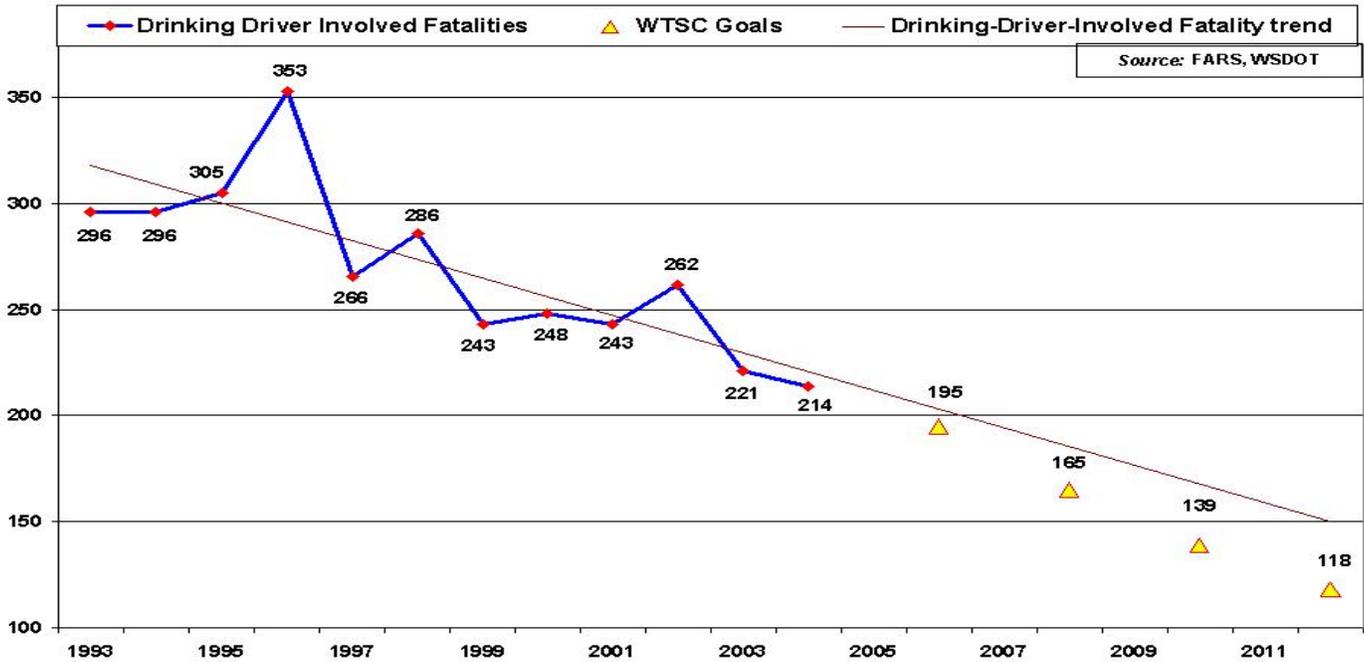
The following charts and text provide objectives (supporting goals) for each of the major emphasis areas. Emphasis areas and strategies are listed in more detail in the proposed Washington State Strategic Highway Safety Plan (SHSP), scheduled for release on 10/01/2006 after Governor Gregoire approves and signs the plan.

We have linked Washington's SHSP to other state planning and implementation efforts. The chain begins with the Governor's priorities and the Priorities of Government, then to the Washington Transportation Plan (WTP.) The SHSP fleshes out the general strategic guidance provided by the Governor and the WTP with specific goals, objectives, emphasis areas and strategies. State agencies with traffic safety responsibilities will adopt applicable sections of the SHSP and incorporate them into their agency's strategic planning process. To close the loop with tracking and evaluation, the agencies will use their agency GMAP process as well as that of the Governor.

- a. Reduce Impaired Driving Related Deaths (Drivers with drugs or alcohol in their systems are involved in about 40% of the crash deaths every year.)

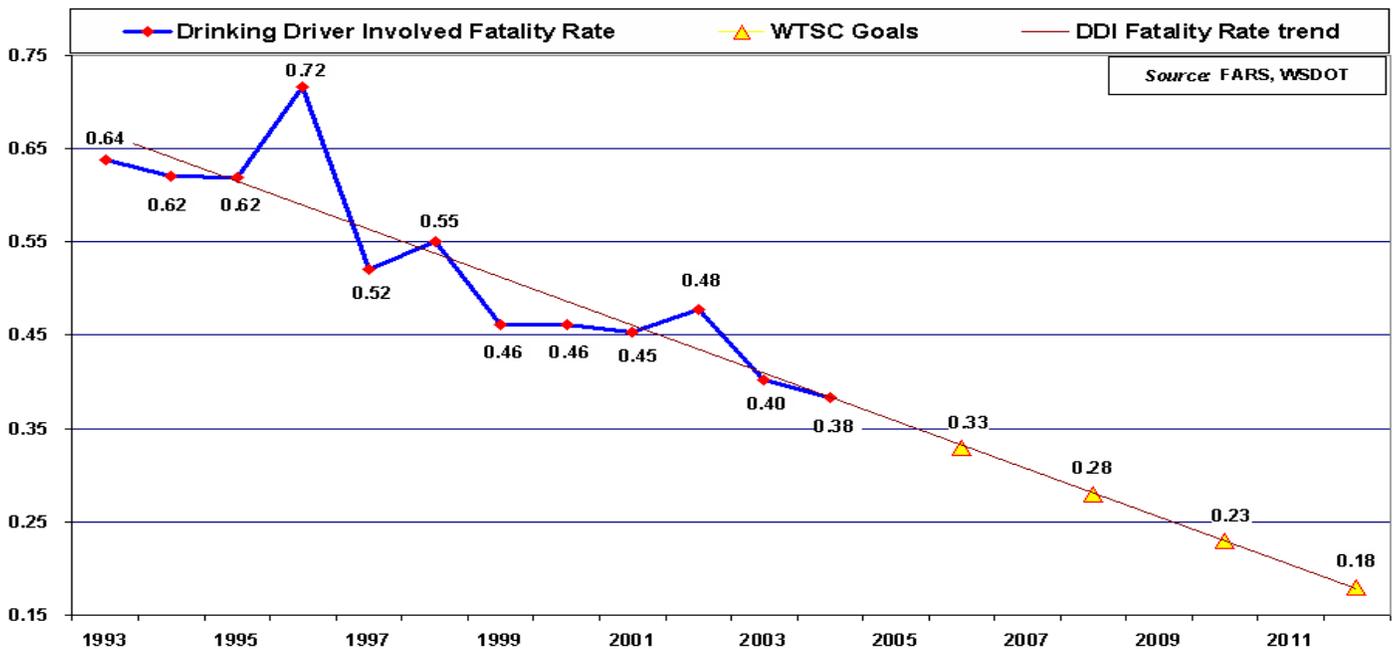
WASHINGTON DRINKING-DRIVER-INVOLVED FATALITIES*, 1993-2004

*At least one involved driver had been drinking before the crash



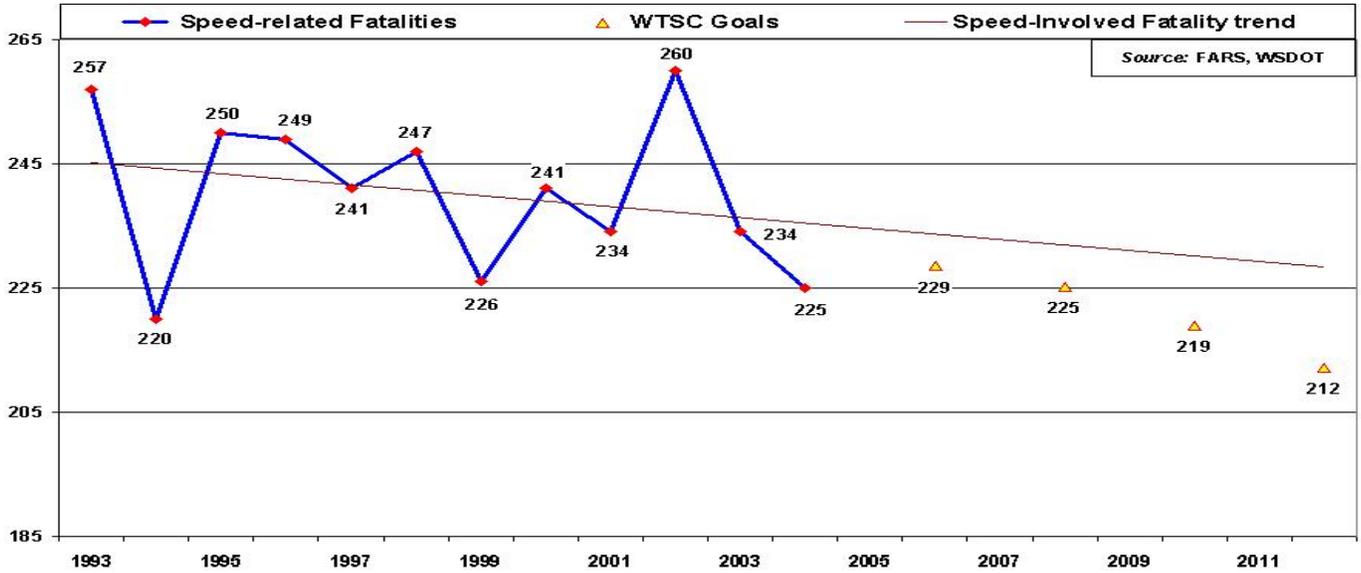
WASHINGTON DRINKING-DRIVER-INVOLVED FATALITY RATE, 1993-2004

DDI deaths per 100 million VMT

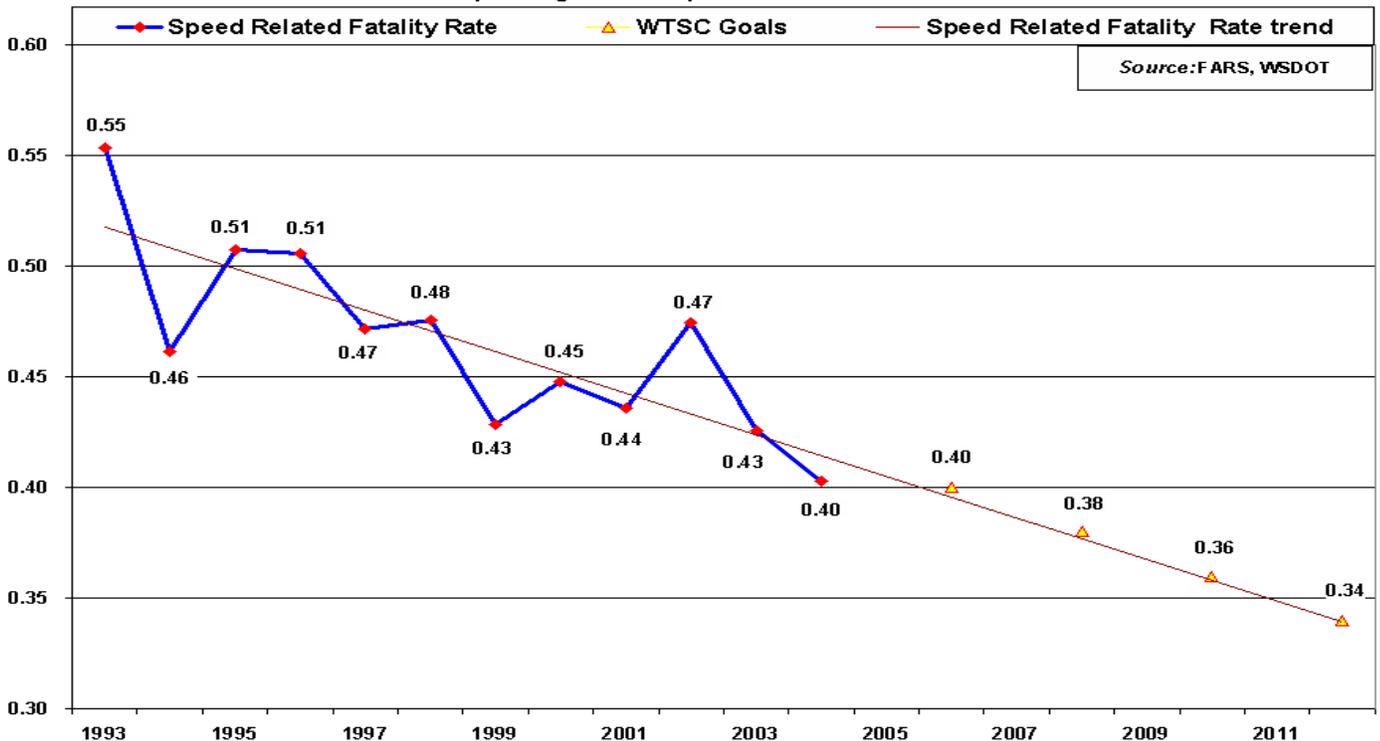


b. Reduce Traffic Crash Deaths Where Speed is a Factor (Speed is the second most often cited behavior in fatal crashes in our state.)

WASHINGTON SPEEDING-RELATED FATALITIES, 1993-2004
By Year

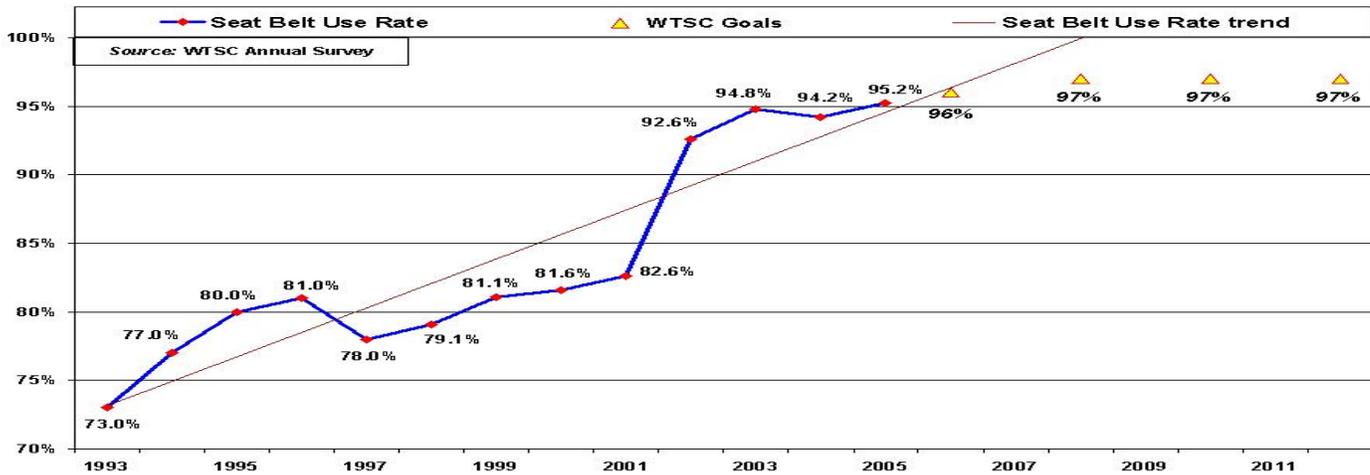


WASHINGTON SPEEDING-RELATED FATALITY RATE, 1993-2004
Speeding fatalities per 100 million VMT

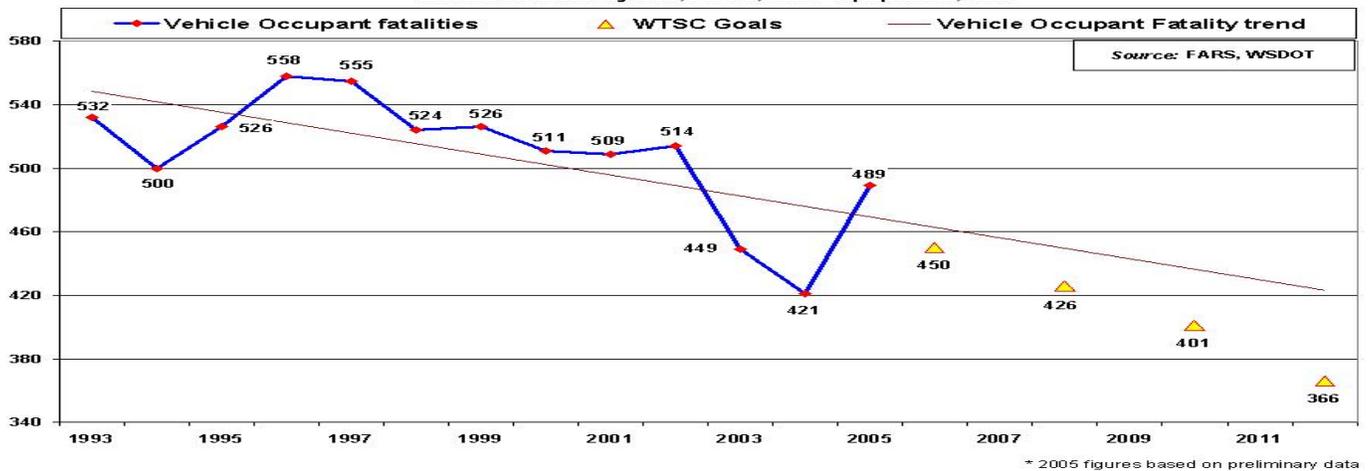


c. Reduce Vehicle Occupant Deaths by Maintaining the Highest Safety Belt Use in the United States (those who do not wear seat belts account for 40% of occupant deaths.)

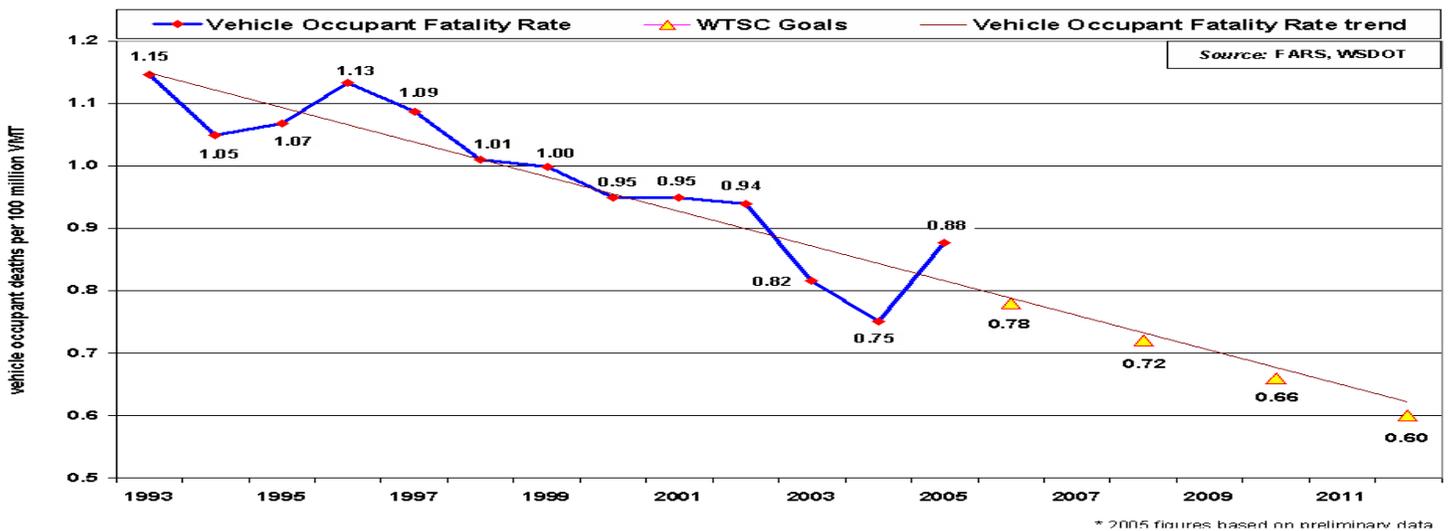
WASHINGTON OBSERVED SEAT BELT USE, 1993-2005
Percentage of vehicle occupants observed wearing seat belts



WASHINGTON VEHICLE OCCUPANT FATALITIES, 1993-2005*
Excludes motorcycles, ATVs, farm equipment, etc.



WASHINGTON VEHICLE OCCUPANT FATALITY RATE, 1993-2005*
Vehicle occupant deaths per 100 million vehicle-miles traveled



d. Provide Accurate, Reliable and Timely Traffic Data/Records to Enhance Problem Identification, Countermeasure Development and Program Effectiveness Evaluation

Background

Traffic safety data is the primary source of knowledge about the quality and safety of our state's transportation environment. Reliable data provides the underpinnings of an effective campaign to reduce injuries and fatalities on the state's roadways. This data serves as the critical link in identifying problems, selecting appropriate countermeasures, investing limited traffic safety resources and evaluating the performance of these programs.

Washington's information and decision support system is comprised of the hardware, software and accompanying processes that capture, store, transmit, and analyze the following types of data:

- Collisions
- Citations & Adjudication
- Drivers & Registered Vehicles
- Traffic Fatalities
- Motor Carriers (Commercial Vehicles)
- Injury Surveillance (Emergency Medical Services, Emergency Department, Trauma, Hospital inpatient, Death Records)
- Roadway (Traffic Volume, Features Inventory, Geometrics, etc.) and Location (Geographic Information Systems)

Together, these data systems make up Washington's Traffic Records System. Each component of this system provides key information to support decisions regarding public and transportation safety. Information derived from these data systems is valuable in documenting progress toward key measures of performance to enhance management and accountability in public service. Timely, accurate, integrated, and accessible traffic records data is crucial to Washington's efforts to improve public safety.

The Washington Traffic Records Committee (TRC) is a statewide stakeholder forum created to facilitate the planning, coordination and implementation of projects to improve the state's traffic records system. The TRC is a partnership of state, local, and federal interests from the transportation, law enforcement, criminal justice, and health professions. Washington's TRC fosters understanding among stakeholders and provides an appropriate venue to formulate mutually beneficial projects to improve the timeliness, accuracy, integration, and accessibility of statewide traffic data.

In November 2003, the TRC hosted a state traffic records assessment conducted in cooperation with the National Highway Traffic Safety Administration (NHTSA), a division of the U.S. Department of Transportation. This assessment provided a number of recommendations as to how the current system architecture could be improved. In addition, the TRC held numerous strategic planning sessions to develop a foundation for the state's future direction in traffic records. The TRC has created the Washington

Traffic Records Strategic Plan (TRSP). This document serves as a blueprint for future improvements to the state's system of collecting, distributing, and using traffic records data. The TRSP also serves as Washington's application for a U.S. DOT grant under Section 408 of SAFETEA-LU, awarded to qualifying states specifically to fund traffic records improvements. Specific, quantifiable measures of performance are included for each project proposal, providing a mechanism to document progress in improving our traffic records system. The participating agencies listed in the Traffic Records Committee Memorandum of Understanding and required to track and report on key measures of data improvement. The WTSC will encourage state and local agencies responsible for implementing the TRSP to use the GMAP process to track the progress of their traffic records improvement projects. After June 15, 2006 traffic records project goals, objectives and performance measures can be found at www.trafficrecords.wa.gov.

Traffic Records Goals

1. Leverage technology and appropriate government and industry standards to improve the collection, dissemination, and analysis of traffic records data.
2. Improve the interoperability and exchange of traffic records data among systems and stakeholders for increased efficiency and enhanced integration.
3. Provide an ongoing statewide forum for traffic records and support the coordination of multi-organizational initiatives and projects.
4. Promote the value of traffic records data and encourage training opportunities to maximize its effectiveness as decision support.

Participating Agencies

- ◆ Washington State Patrol
- ◆ Administrative Office of the Courts
- ◆ Association of Washington Cities
- ◆ County Road Administration Board
- ◆ Department of Health
- ◆ Department of Transportation
- ◆ Federal Highway Administration
- ◆ Federal Motor Carrier Safety Administration
- ◆ Office of Superintendent of Public Instruction
- ◆ Washington Association of Sheriffs and Police Chiefs
- ◆ Washington Traffic Safety Commission
- ◆ Washington Integrated Justice Information Board
- ◆ Department of Licensing
- ◆ National Highway Traffic Safety Administration

D. Strategies

Examples of strategies for each of the four critical objectives:

- Impaired Driving: Employ extensive and aggressive public information/law enforcement campaigns, following the proven Click-it-or-Ticket model. Explore new and innovative methods to increase program effectiveness.
- Speed: Enhance speed reduction efforts by employing the PIE/Enforcement model on high-crash corridors. Support and employ automated traffic enforcement (photo/radar) on all public roads.
- Seat Belt Use. Continue Click it or Ticket campaigns, combining intense public education with visible enforcement activity.
- Improve Traffic Records. Implement various projects identified in the Washington Traffic Records Strategic Plan, primarily eTRIP, to improve the value of our traffic records system.

Additional information on these strategies and many others are in the Washington State Strategic Highway Safety Plan (SHSP). The SHSP is currently in draft form and will be in effect by October 1, 2006.

E. Performance Assessment

- Since May of 2005, the WTSC has developed and implemented GMAP as the agency's accountability process as directed by Governor Gregoire. We continue to integrate GMAP within the agency, especially as it relates to measuring performance and the expenditure of resources.
- The WTSC is using GMAP to assist in aligning the agency's strategic plan with the Governor's priorities for Washington and the proposed State Strategic Highway Safety Plan (SHSP) to more effectively accomplish goals and invest our resources.
- The WTSC, in conjunction with the WSP and DOL, has presented directly to the Governor's Executive GMAP on four high priority issues in Washington – impaired driving, speeding, seat belt use and motorcycle fatality crashes. Each of the three agencies has incorporated these priority areas into our own GMAP process, strategic plans and performance measures. We report action plans, performance measures and progress to the Governor quarterly.
- The WTSC relies on GMAP to ensure that each of our activities and investments remain aligned with the Governor's priorities, the Washington Transportation Plan, the state Strategic Highway Safety Plan, the internal strategic plans of other state agencies, the WTSC Highway Safety Plan and federal highway safety guidelines

F. Appraisal of external environment

- To be successful, the majority of our traffic safety programs must have the active support and participation of various state and local agencies, assisting in public education, traffic law enforcement, the courts, parole services and jail capacity. With the recent downturn in funding at the city and county level, local jurisdictions often ask the WTSC for help in just maintaining the status quo, rather than adding value.
- The majority of WTSC's funding comes from the federal transportation budget, thus the new federal authorization, SAFETEA-LU, will have a direct impact on our ability to perform our mission. As we are early in the process, that impact is still unknown.

G. Assessment of Internal Capacity & Financial Health

- The WTSC, like many small agencies, continues to struggle with growing workloads and static staffing levels. The agency constantly explores ways to create efficiencies through organizational restructuring, outsourcing lower priority traffic safety activities, and increasing our use of technology to deliver services. Given that new and expanding programs are now the responsibility of the WTSC, such as School Zone & Pupil Transportation Safety and coordination of the State Traffic Records System, we will need to continue our efforts to address the added duties. These efforts, with the assistance of the Governor's office, may include requests for additional FTE's supported by federal funds, the use of interns and/or fellows.

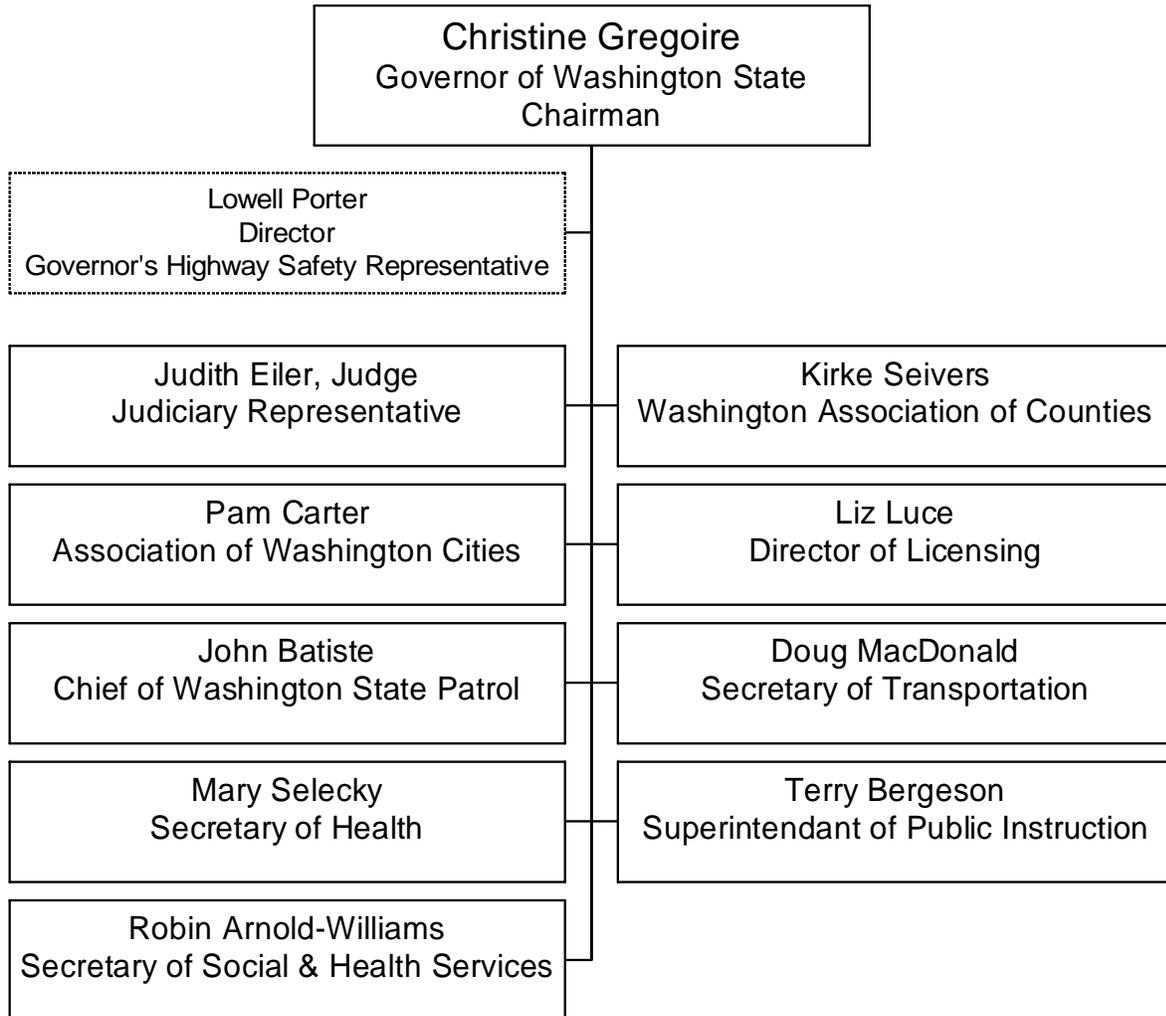
H. Capital and Technology Needs

- The WTSC computer network and hardware/software infrastructure are in need of upgrades and increased maintenance. The agency will budget for these needs and seek assistance from DIS to determine the most cost effective option available.

I. DIS Technology Portfolio Management

- The WTSC works directly with DIS to keep a current IT portfolio and E-Portfolio on file. We review these documents and meet with DIS consultants to ensure that we maintain a functioning IT infrastructure and that we have properly identified future IT needs. As stated above, the WTSC will have to increase investments in this area in the 2007-09 biennium.

Washington Traffic Safety Commission



Organization of the
Washington Traffic Safety Commission
Professional Staff
(Effective May 1, 2006)

