

**WASHINGTON TRAFFIC SAFETY COMMISSION
QUARTERLY MEETING
January 16, 2014
Olympia, WASHINGTON**

COMMISSIONERS PRESENT:

Darrin Grondel, Washington Traffic Safety Commission (for Governor)
Sharon Dillon, Washington State Association of Counties (meeting chair)
Jim Swanger, Judiciary
Jon Snyder, Association of Washington Cities

COMMISSIONER'S DESIGNATED REPRESENTATIVE PRESENT:

Scott Waller, Department of Social & Health Services
Martin Mueller, Department of Health
John Nisbet, Washington State Department of Transportation
Allan J. Jones, Superintendent of Public Instruction
Asst. Chief Ron Rupke, Washington State Patrol

OTHERS PRESENT:

Janet Kastl, Department of Health
Capt. Mark Brogan, Washington State Patrol
Bob Wier, Washington Traffic Safety Commission
Michael Jarrett, AAA Washington
Vince Fairhurst, Washington State Department of Transportation
Marsha Masters, Kitsap County Target Zero Manager
Steve Lind, Washington Traffic Safety Commission
Angie Ward, Washington Traffic Safety Commission
Edica Esqueda, Washington Traffic Safety Commission
Geri Nelson, Washington Traffic Safety Commission
Jonna VanDyk, Washington Traffic Safety Commission
Shelly Baldwin, Washington Traffic Safety Commission

The meeting of the Washington Traffic Safety Commission (WTSC) was called to order at 10:30 a.m. on January 16, 2014, at the WTSC Headquarters in Olympia, Washington, by Commissioner Sharon Dillon, meeting Chair.

Introductions were made around the room.

Approval of Minutes for April 18, July 18, and November 21, 2013

Action waived due to no quorum present.

Director's Report – Darrin T. Grondel

April 17, 2014, Commission Meeting – The April meeting will be devoted to approval of the 2014 Grant Proposals. A quorum is needed for this meeting. If Commissioners cannot attend in person, please try and attend by telephone.

Strategic Highway Safety Plan – A final copy is in the Commissioner meeting packets. This Plan has been signed by all Commissioners and the Governor.

WTSC FTE Allotment – the Office of Financial Management has approved two additional WTSC positions – a GIS Analyst and a Data Integration Specialist. These new positions, funded through federal traffic records account, will help with the additional responsibilities from the Legislature.

Annual Report – As required by NHTSA, the WTSC Annual Report has been submitted.

Local Implementation Program Review – For the past 18 months, the WTSC has been working on a review of the Local Implementation Program. As part of an internal review, the WTSC is looking at all of its programs from an efficiency, effectiveness, and strategy-targeted approach. Some misinformation is circulating around the state regarding the WTSC's review of this program. So, this portion of the meeting will focus on the Local Implementation Program, its history, WTSC's review, and looking forward.

The review of the Local Implementation Program began with listening tours shortly after Grondel was appointed as Director. WTSC's goal is to ensure that it effectively and efficiently provides evidence-based services and programs at the local level.

WTSC currently has six program managers. Each program manager has specific, identified programs they manage. Local representatives, known as Target Zero Managers (TZM) (either a full or part-time FTE or a contractor) facilitate the local programs. Some of the local representatives are associated with law enforcement, some with public health districts, and some with public works districts. One example is Marsha Masters, who represents Kitsap County and works with the Kitsap County Sheriff's Office. Marsha helps to facilitate coordination with the local agencies, with funding to the programs, and with community activities.

Ward and Esqueda gave an overview of the Local Implementation Program, including:

- Funding history, timeline, and current state of the program
- Location of coordinators
- Decline of Washington's federal traffic safety
- Lean principles
- Listening tours
- Strategic Assessment Workgroup (SAWG)
- Other states' models
- Incremental changes for 2013
- Data

Discussion ensued on the PowerPoint presentation (attached). Grondel discussed how WTSC looked at the program, the listening tours conducted in 2012, and the SAWG.

Ward and Esqueda discussed the history, other states' models, potential changes, and the reason for those changes.

Some of the other states' models focus on regional coordinators. This does not mean that the WTSC is going to replace all TZMs with regional coordinators. WTSC is simply researching what other states are doing and how they facilitate their programs.

WTSC currently has agreements with every organization where a TZM is housed. The agreement has a detailed scope of work and was developed using a collaborative approach and in response to what WTSC heard during the listening tours.

One rumor mentioned was that WTSC was taking money from the counties. WTSC does not intend to take money from the counties, but is looking at how services are coordinated and delivered within the counties.

Ward and Esqueda showed data slides and explained how the data has helped WTSC have a clearer view of each county and its stats, including population, average vehicle miles traveled, number of fatalities, etc.

Questions:

In the Oregon model, are the employees centralized or decentralize? They live in the locations they serve.

What are mobilizations and what role do the LELs and TZMs have in those communities with respect to the mobilizations? Mobilizations are the WTSC's "Drive Sober or Get Pulled Over," "Click it or Ticket," DUI and seatbelt emphasis patrols. TZMs or local representatives manage these at the local level. Target Zero Team counties handle mobilizations year round for sustained enforcement in Target Zero counties, and they coordinate the four mobilizations throughout the state.

What are they doing with public education – is law enforcement involved? Yes, local law enforcement, county agencies, and municipal agencies are involved. The State Patrol handles its own funding, but they sit at the table when patrols are being organized. The TZMs manage a coalition of law enforcement partners who coordinate the mobilizations – dates, locations, and dissemination of funding. This is an example of how WTSC depends on TZMs to coordinate at the local level. In addition, the TZMs coordinate some media and public relations and have the option to lead that effort. The WTSC coordinates the media buy.

How are the TZM sites presently determined? At that time, part of it was determined by who expressed an interest. Some communities sought us out. WTSC originally thought a higher number of TZMs was better, and not as much emphasis was put on whether there were traffic safety problems in a specific community. It was not strategic.

Did you look at roadway miles rather than area of the county? Esqueda was unsure, but indicated there were additional data sets. She will look to see if data is available for roadway miles and type of roadway.

The second table indicates the population (2012) estimates, the annual allotment, and the state/federal split. What is the allotment? Total traffic safety dollars? No, the allotments

are salary and benefits or a contract amount. Allotments do not include training, mini grants, etc. There is a different budget for that.

Is Vehicle Miles Traveled (VMT) just on state routes or county roads also? The data is from DOT. Consensus was that it was all roads.

In 2001, you went from 16 positions to 24 with a budget increase of \$900,000 to \$1.1 million. Why was that? This was a time when WTSC received additional federal funds and added seven new TZMs around the state.

Grondel asked the Commissioners to review the criteria by which WTSC is evaluating this program and the processes used to determine if this review is worthwhile and something they would like WTSC to continue.

Grondel and WTSC staff have heard from legislators, police chiefs, and sheriffs expressing their concerns about WTSC's review of the program and how it will affect their respective jurisdictions. Steve Lind expressed that it is rare that the WTSC would ask Commissioners to conduct a formal review and approval of a project; however, this is a very sensitive project because it has the potential of affecting peoples' lives. Therefore, WTSC is asking the Commission to thoroughly look at this program and, with a critical eye, ask us what we are not considering but we should consider so that we don't miss something important.

Commissioner Snyder commented that when looking at the list of counties, the top 5 or 10 counties being focused on stand out pretty clearly for the number of accidents, population, and vehicle miles traveled. Where it looks different is when you get below the top 5 or 10. How choices are made for resource allocations gets a lot trickier when you look at how to equitably cover the entire state and still have an impact on driving down fatalities, the core mission of this group. Snyder expressed that the Commission should be a part of this discussion and should lead some of the policy discussion and outcome. It is difficult because this Commission meets quarterly, with a majority of proxy members in attendance. Because it is difficult to get Commission members to the quarterly meetings, Snyder suggested that the proxy members be empowered to participate in this discussion and help the Commission come to a conclusion on this issue. This discussion is setting the future direction of the Commission. He indicated the best use of this Commission is to have the discussion here and then Commissioners can go back to their respective counties and report back that the Commission approved the criteria or strategy. From there, Commissioners can then implement those decisions. Feedback and disgruntlement can go back to Commissioners where it appropriately rests.

Snyder found interesting what the other states are doing with the regions vs. the counties. He said you should never take lightly that these decisions impact employment of individuals who have been doing things for years. At the same time, resources are not unlimited and the Commission needs to determine best strategies on how it allocates funding. Snyder wondered if a combination of regions and counties ought to be something to look at. In looking at the map, he saw big areas of the state that have issues with traffic fatalities, but have no one covering them. On a side note, he said that as the bike/ped guy, he is always interested in how the average fatals break down between the two. He is fascinated that there are some really significant disparities in serious injuries vs. fatalities. The data is very interesting and he would like to know more about where those disparities come into play.

Commissioner Dillon said that she would like to be able to sit down and talk about this when it starts moving forward. She also wants to talk with her staff that may have some good ideas – right now Skagit County does not have a coordinator. Dillon wants to analyze the process and then take it back to the other counties and tell them why we are doing it a certain way.

Grondel stressed that the WTSC has not made a final decision. However, money is not being cut from the counties. To correct the misinformation circulating, Grondel has spoken with several Commissioners and has walked them through the process. This is a sensitive, but important, issue and any changes have the potential of affecting many peoples' lives. Grondel hopes that in the future critical information is communicated from WTSC and the Commission to those affected. He felt that it was inappropriate for this information to be circulating with no regard for those it may affect.

WTSC and the Commission will work through the details and mitigate any impacts. Proposed recommendations will be sent to the Commissioners and then WTSC will reconvene the Commission for final recommendation and approval.

Lind followed up with regard to Grondel's comment about the counties not losing any money. He clarified that what he thought Grondel intended to say is that WTSC will probably be spending the same amount of money for local programs, but a county is not guaranteed the same allotment based on fluctuations in federal funds.

Commissioner Dillion received an email on this topic also. She plans to talk to her county association to inform all county commissioners of what we are doing.

If the final recommended changes will impact a particular county, WTSC plans to reach out to that county and discuss the plans with those involved. WTSC will keep the Commission informed of such meetings. The goal is to make sure TZMs, a Sheriff, and/or local representatives are fully informed of plans and understand the reasons for any changes. That information should only come from the WTSC, representing the Commission.

Commissioner Snyder requested that the Commission review and discuss the process before final recommendations are announced.

2014 Highway Safety Grant Process – Each Commissioner meeting packet includes a highway safety grant plan process and it provides the detailed timeline for this year's process. The Technical Advisory Committee (TAC) will be convened between March 21 and 28. Commissioners will receive final proposed recommendations shortly thereafter, for review and acceptance at the April meeting.

Target Zero Awards Luncheon – Reminder that the Target Zero Awards Luncheon is scheduled for April 16. The two guest speakers are Dan Schilte and Matt Fick. Both participated in the Impaired Driving Work Group.

FARS Report -- The current fatal number is 429 for 2013. However, the number is not confirmed final until December 31, 2014. Last year's total number of fatalities was 437. There is a possibility that the 2013 number of 429 will be adjusted downward if some of the fatalities

are ruled non-traffic related deaths. Legalization of marijuana and privatization of alcohol does have an impact, and while the downward trend continues, it is just not as steep.

Pacific Research Institute (PIRE) Roadside Survey -- Jonna VanDyk and Shelly Baldwin, Program Managers, shared information on a project that is being considered for Washington. PIRE obtained funding from federal agencies such as NHTSA, Department of Education, Department of Defense, and numerous other federal agencies as well as non-profits to conduct research. PIRE coordinates a national roadside survey that shows a snapshot of how many impaired drivers are on the roads in a specific area at any given time – during the week, weekends, during the night, etc. Washington is of interest because of the recent privatization of alcohol and the legalization of marijuana. PIRE would like to conduct a roadside survey in Washington prior to the legal sale of marijuana and possibly again six months after. The survey is voluntary and people are free to leave at any time. Anyone who participates will receive \$50 for a blood sample, \$10 for a saliva sample, and an additional \$5 if they are willing to complete a paper and pencil survey. Protocols are in place when an impaired driver goes through the survey area. Any driver determined to be impaired (.05 percent and above) are not allowed back on the road. Alternate transportation will be arranged by PIRE.

There is controversy surrounding this survey and there are still many details to be worked through. PIRE asks law enforcement to participate and pays for law enforcement overtime.

Question:

How long does it take to get through the process? Jonna didn't know answer but will follow-up.

Grant Management System – Bob Wier, Project Manager – Wier gave a very brief update on the Grants Management System. The primary goal is to implement a system that will result in a greater percentage of WTSC resources being appropriated and used to reduce traffic fatalities. Several products are being considered, including the Software as a Service (SAS) Model. A recommendation of what vendor and product to select should be ready for the Director by Q2 2014. Wier will update the Commission throughout the project.

Legislation – Steve Lind, Deputy Director – After discussion at the November meeting, WTSC developed a legislative agenda for approval. This year, WTSC does not have any agency-request legislation, but is watching many active bills. Two in particular – a distracted driver bill and a bill to close mistakes made in SB 5912 from 2013. WTSC has created a distribution list of legislative liaisons for Commission agencies and will keep those folks informed of the progress.

Shelly Baldwin gave some detail on the bills referenced. Brief discussion ensued.

Retirement – Grondel recognized Janet Kastl of the Department of Health for all the time she has devoted to EMS, public health, and Traffic Safety, and wished her well in her retirement. Janet has served as the proxy on the Commission for every Department of Health Secretary since 1990. Janet and her great work will be missed.

Commissioner Dillon adjourned the meeting at 12:07 pm.