

**Washington Traffic Records Governance Council (TRGC)**  
**Strategic Framework**  
**Federal Fiscal Years 2020-2024**



*Crash*



*Roadway*



*Accuracy*



*Uniformity*



*Driver*



*Citation & Adjudication*



*Completeness*



*Accessibility*



*Vehicle*



*Injury Surveillance*



*Timeliness*



*Integration*

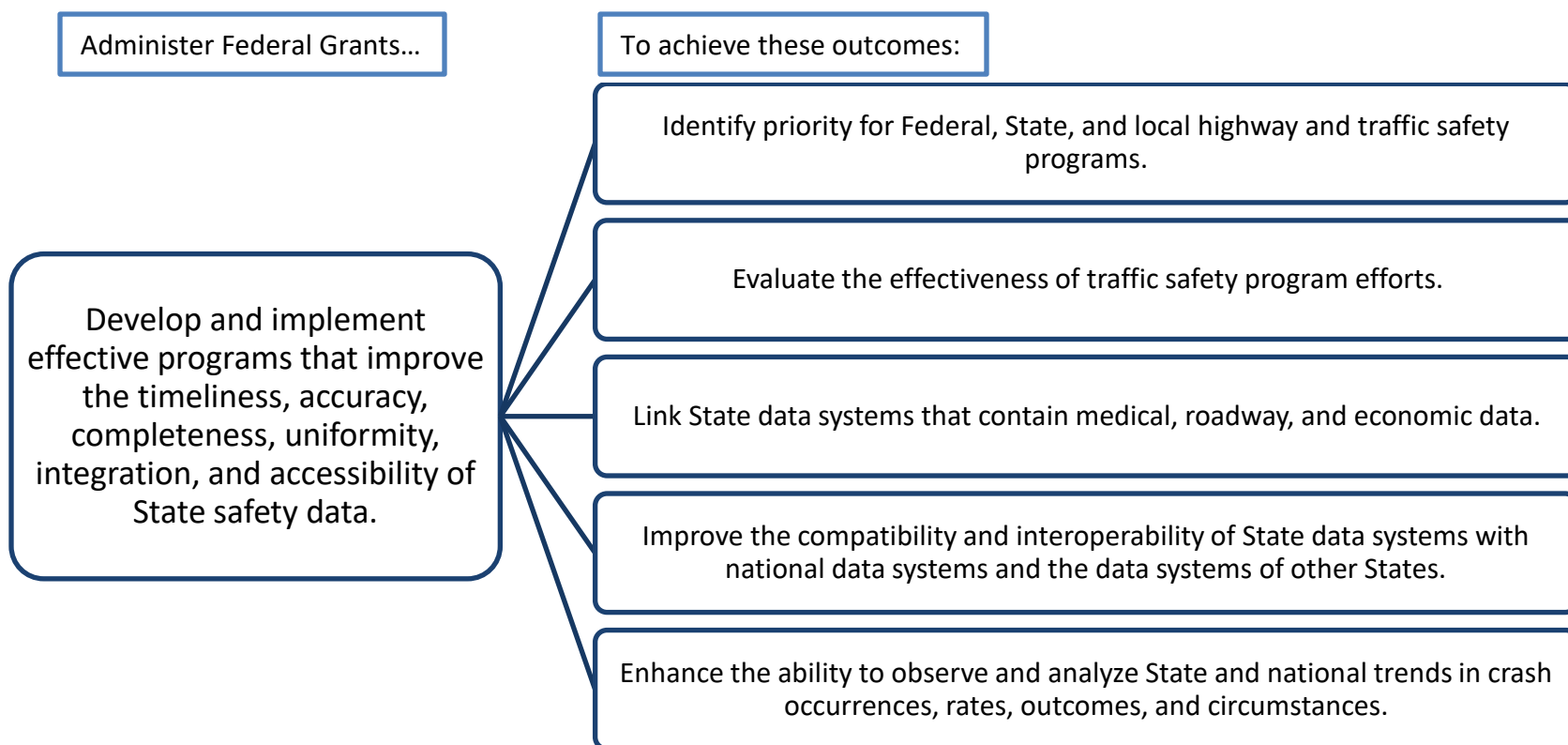
## Table of Contents

Washington’s Traffic Records Program .....	2
Figure 1: 23 U.S.C 405(c) and Federal Register §1300.22 State Traffic safety information system improvement grants .....	2
Traffic Records Governance Council and Committees .....	3
Figure 2: TRGC Organizational Structure .....	3
Traffic Records Countermeasures and Areas of Opportunity.....	4
Figure 3: Annual Approval Process for 405(c) Grants .....	5
Traffic Records Assessments and Recommendations .....	6
Figure 4: Traffic Records Assessment Recommendations FFY 2020-2024 .....	6
Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE) .....	7
Appendices.....	9
A: TRGC Charter and Memorandum of Understanding, TRGC Membership Roster .....	9
B: Federal Fiscal Year TRA Recommendation Implementation (updated annually).....	9
C: Federal Fiscal Year Demonstrable Quantitative Improvement Performance Measure [§1300.22(b)(3)] (updated annually) .....	9
D: WA TRA Recommendations FFY2020-2024 Best Practice Guidance (BPG).....	9
E: TRP Project Proposal Form.....	9

## Washington's Traffic Records Program

The Traffic Records Program (TRP) is managed by the Washington Traffic Safety Commission (WTSC), Research and Data Division (RADD). The TRP consists of a grant program administered in accordance with 23 U.S.C. 405(c) and coordination of the Traffic Records Governance Council (TRGC) and Committees. The WTSC submits the annual Highway Safety Plan (HSP) and related grant applications for annual funding approval by the National Highway Traffic Safety Administration (NHTSA).

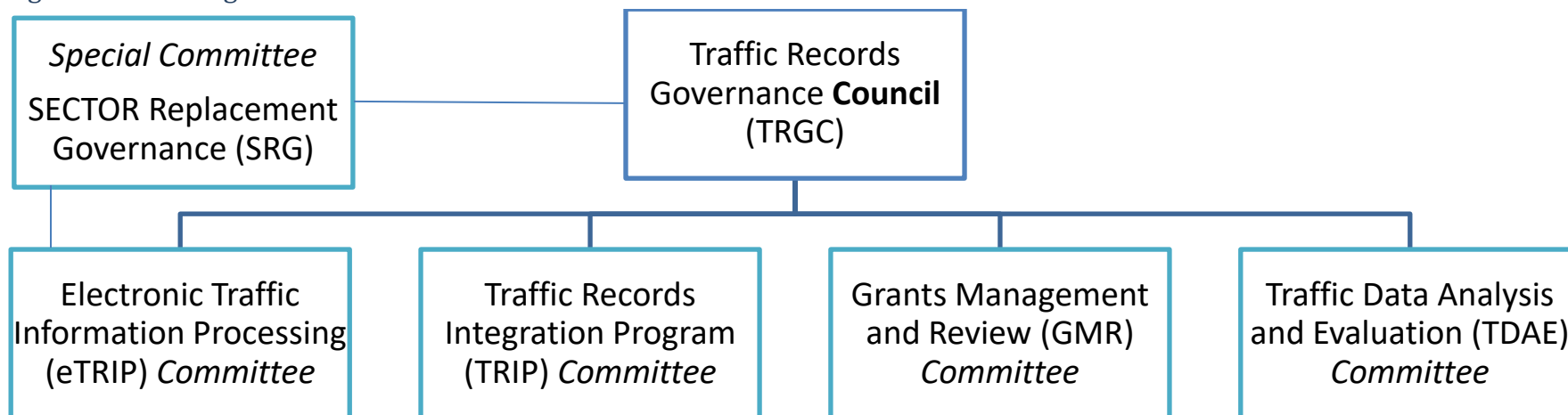
Figure 1: 23 U.S.C 405(c) and Federal Register §1300.22 State Traffic safety information system improvement grants



## Traffic Records Governance Council and Committees

The Traffic Records Governance Council (TRGC) is Washington’s traffic records coordinating committee and responsible for furthering the mission of the TRP. The mission of the TRP is to **enhance transportation safety through coordinated projects to provide more timely, accurate, complete, uniform, integrated, and accessible traffic records data**. The TRGC includes members from ten Washington State agencies. See Appendix A.

Figure 2: TRGC Organizational Structure



The TRGC provides oversight to four committees and one special committee. The eTRIP committee supports the TRGC through the management and maintenance of the data systems that uphold the electronic collection, storage, analysis, and transmission of Traffic Records data. The eTRIP governs the Statewide Electronic Collision and Ticketing Online Record (SECTOR) system.

The purpose of the TRIP Committee is to advise TRIP staff on data governance issues and to review data user applications that request multi-sector data. In addition, the TRIP Committee is responsible for helping formulate research ideas and critical questions that may be completed using TRIP data. The committee may also provide insight on other potential data sources that may be brought into the TRIP data warehouse.

The purpose of the GMR committee is to facilitate accountability and shared expertise among grantees to ensure efficient and well-coordinated use of resources. The GMR provides a forum to discuss traffic records grants progress reports and project proposals to promote the exchange of expertise and knowledge across partner agencies for the formulation of optimal technical and business solutions. The committee also provides a means for grantees to establish accountability to the TRGC as they report on the status and progress of grants throughout the year. As barriers to project

success are identified through review and discussion, the GMR serves as a venue for recommending solutions and convening partnerships to address gaps and blocking issues.

The purpose of the Traffic Data Analysis and Evaluation (TDAE) Committee is to provide consultation regarding traffic records data analysis, research, and traffic safety program evaluation. TDAE identifies traffic records analysis issue areas and recommends solutions or develops standardized best practice/guidance for users of Washington traffic records data. TDAE provides the data support necessary for updating the Strategic Highway Safety Plan, Target Zero. TDAE reviews and provides feedback or guidance on traffic safety research and evaluation.

The purpose of the SECTOR Replacement Governance (SRG) Special Committee is to provide executive level oversight of the SECTOR replacement project. This is a temporary committee is intended to be a forum for executive-level input and decision-making associated with the strategy and policy operations of the SECTOR replacement project being led by the Washington State Patrol. The SRG is a multi-agency group representing the current SECTOR/JINDEX ecosystem spanning data collection, data transmission and storage, and data exchange for Washington collisions and ticketing.

## Traffic Records Countermeasures and Areas of Opportunity

The Highway Safety Plan (HSP) includes the countermeasures, activities, and projects intended for the coming fiscal year. A countermeasure strategy is an approach to improving traffic safety at the program level. Countermeasures for improving traffic records attributes are identified by agencies and partners owning/using core data systems. HSP project proposals implementing countermeasure strategies for improving traffic records core data systems are submitted to the TRGC for review using the TRP project proposal form (Appendix E). In addition to state agencies, local governments and tribes are eligible to submit project proposals addressing local data needs and goals. In Spring of each year, the TRGC develops the following federal fiscal year's 405(c) project and budget portfolio for inclusion in the annual HSP.

Figure 3: Annual Approval Process for 405(c) Grants



Agencies and partners may also submit proposals at any time during the year as needs arise. If the TRGC approves the project, the WTSC works with NHTSA to obtain funding approval through the HSP amendment process. The TRGC does approve projects that are intended to span multiple federal fiscal years however annual funding for multiple year projects is contingent on funding availability and NHTSA HSP approval.

The TRGC prioritizes projects for funding based on but not limited to:

- the strength/feasibility of the proposed project,
- implementation of a traffic records assessment recommendation or other federal recommendation,
- sustainability and availability of alternative [non-405(c)] funding sources and funding availability,
- availability of new technologies and solutions,
- and state and local benefit.

Also included in the annual HSP is a description of the specific, quantifiable and measurable improvements that are anticipated in the traffic records core data systems each project intends to monitor. In addition, a single Traffic Records performance measure is selected to highlight in the HSP in which the WTSC also provides supporting documentation for the immediate previous period April 1 – March 31 (Appendix C).

Areas of opportunity are identified through the Traffic Records Assessment (TRA). Specific TRA questions that are self-assessed to only partially meet or not meet the ideal advisory, and result in a TRA recommendation, are areas of opportunity that are then tracked through an action plan. The action plan includes 405(c) funded projects, projects funded by other sources, and non-funded efforts that improve traffic records core database attributes.

## Traffic Records Assessments and Recommendations

Washington’s last TRA was conducted March – June 2019 and submitted on July 1, 2019. Washington completed the self-assessment tool provided by the National Highway Traffic Safety Administration after which 13 recommendations were generated. The next assessment is planned for spring 2024. No recommendations were generated for assessment sections Traffic Records Coordinating Committee Management or Strategic Planning for Traffic Records Systems.

Figure 4: Traffic Records Assessment Recommendations FFY 2020-2024

<b>Recommendation</b>	<b>Applicable Core Traffic Records Data System</b>
Improve the data quality control program for the data system.	Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance
Improve the interfaces with the data system.	Crash and Injury Surveillance
Improve the applicable guidelines for the data system.	Roadway and Injury Surveillance
Improve the procedures/process flow for the data system.	Vehicle
Improve the data dictionary for the data system.	Roadway
Improve the traffic records systems capacity to integrate data.	All

## Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE)

As required by 23 U.S.C §924.11(b), specific, quantifiable, and measurable anticipated improvements for the collection of MIRE FDE are incorporated into the Strategic Framework.

WSDOT does not maintain a single, dedicated database that is specifically designed to house MIRE FDE data. Most MIRE FDE for State Routes and many for local roads are collected and maintained as a byproduct of standard WSDOT business processes. Below is a table with percentage of elements currently collected. Estimates are based on number of FDEs, and do not reflect level of effort. The estimated percentage completion and approximate accuracy reflected in the table below has changed minimally since the previous update in 2018.

<b>Current as of June 2022</b>		
<b>Jurisdiction</b>	<b>Estimated Percent complete</b>	<b>Approximate accuracy of estimate</b>
WSDOT (state)	95%	+/- 90%
WSDOT (cities)	20%	+/- 60%
CRAB (counties)	65%	+/- 90%
Federal	20%	+/- 60%
Tribal	20%	+/- 60%
Non-DOT (state)	50%	+/- 60%

WSDOT’s Transportation Data, GIS and Modeling Office (TDGMO) collects and maintains the elements for state routes in a mainframe system (TRIPS). For many, but not all non-state routes, TDGMO’s Highway Plan Management System (HPMS) section maintains many MIRE FDE in their Functional Class database. TDGMO also coordinates with the State Departments of Natural Resources, Fish & Wildlife, and Parks to report on state owned public roads not managed by WSDOT. WSDOT’s Local Programs Office is responsible for outreach and coordination with local agencies. The County Road Administration Board (CRAB) collects county road data.

WSDOT reports the advancement of MIRE readiness in annual updates under FHWA’s Highway Safety Improvement Program. In 2020, FHWA began assessing states’ readiness for MIRE compliance. The results were provided back to the States in 2021 and Washington State’s average was 86.65%,



which was slightly better than the states' average. WSDOT is working to make some technical value coding changes that will improve the assessment score for State Routes. Median, intersection and interchange/ramp related data elements, especially at the local road level are most in need of improvement and will be a focus for WSDOT in the coming years. . The County Road Administration Board (CRAB) collects and stewards' data that is relevant to MIRE through a GIS-based asset management system named GIS-Mo (pronounced gizmo). Using ESRI Roads & Highways and a DTS, LLC VUEWorks software suites that meet both WAC 160 and RCW 36.78 requirements and include MIRE FDE reporting.

CRAB is the lead for *Model Inventory of Roadway Elements (MIRE) fundamental data element (FDE)* collection and reporting by counties. The counties collect their own data and are responsible for maintaining and updating CRAB's centralized Road Log dataset. The Road Log data for each of the county's complete road system with all the data elements is submitted to CRAB by the annual deadline of April 1. The Road Log contains control fields used in the computation of gas tax allocations. Based on this data, CRAB issues a Certificate of Good Practices to the State Treasurer, which directs disbursement of the Motor Vehicle Fuel Tax (MVFT). CRAB has the responsibility to distribute the counties' portion of the MVFT the following year.

CRAB secured partial funding for GIS-Mo through a partnership with the Washington State Association of Counties, and Washington State Traffic Safety Commission - Traffic Records grant. The system employs a Linear Referencing System (LRS) that can be used to place-analyze data on a GIS based LRS. This was a 4-year process and now has the capability of reporting all MIRE FDE local requirements. Moving forward, CRAB is developing a dashboard to help manage completeness for each of the 39 counties to meet the 2026 deadline.

A major objective for GIS-Mo is the interoperability with other systems outside of CRAB, e.g., the WSDOT All Public Roads layer, counties' GIS, WA State Open Geospatial Portal, FHWA, etc. Beyond CRAB's progress with counties, WSDOT's focus regarding MIRE compliance for local agencies (primarily cities) has always been that they will meet the intent of the federal requirement to "have access to" the MIRE data for cities based on what they collect, rather than to collect it & maintain it in a centralized state database. With that in mind, WSDOT conducted a preliminary survey of cities in 2017 regarding what MIRE data they were already collecting. WSDOT plans to conduct that survey annually through 2026 to track progress and direct additional outreach as needed.

WSDOT continues to actively maintain an All Public Roads GIS set for reporting compliance. WSDOT is looking at how to integrate the new GIS based data updates from CRAB into the current All Public Roads database. This "re-modeling" of All Public Roads will likely either incorporate MIRE FDE requirements by adopting the CRAB data framework or working out how to transform the CRAB data into a modified MIRE compliant framework. Potential collaborations with Next Generation e911 road centerline mapping efforts may also result in improved and more comprehensive maintenance of a single geometry base for locating statewide MIRE FDE.

## Appendices

A: TRGC Charter and Memorandum of Understanding, TRGC Membership Roster

B: Federal Fiscal Year TRA Recommendation Implementation (updated annually)

C: Federal Fiscal Year Demonstrable Quantitative Improvement Performance Measure [§1300.22(b)(3)] (updated annually)

D: WA TRA Recommendations FFY2020-2024 Best Practice Guidance (BPG)

E: TRP Project Proposal Form