



STATE OF WASHINGTON

WASHINGTON TRAFFIC SAFETY COMMISSION

621 8th Avenue SE, Suite 409, PO Box 40944, Olympia, Washington 98504-0944 (360) 725-9860

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TRAFFIC SAFETY COMMISSION QUARTERLY MEETING

QUORUM PRESENT: YES []
NO [x]

Table with 2 columns: Field (Date, Chair, Call to Order, Adjourn) and Value (July 18, 2024, Sam Low, WA State Association of Counties, 10 a.m., 12 Noon)

Table with 3 columns: Agenda Item, Approval of Meeting Minutes, Lead: All Commissioners. Includes text: Minutes to be approved: April 18, 2024. Changes Needed: No changes requested. Minutes will be posted on the WTSC website.

Table with 3 columns: Agenda Item, Target Zero Plan Update, Lead: Mark McKechnie, Brian Chandler, Project Manager, DKS Assoc.

Refer to Target Zero Plan 2024 Update presentation.
The Target Zero Plan, also known as the Strategic Highway Safety Plan, is required by the Federal government for our state to receive funding for the Highway Safety Improvement Program. The Target Zero Plan provides the framework to reduce highway fatalities and injuries, identifies the state’s safety needs, and guides investment decisions. The plan was last updated in 2019.
Mark McKechnie and Brian Chandler provided an update on the status of the 2024 re-write of the plan which will completed in October 2024.
The 2024 update is co-sponsored by the Washington Traffic Safety Commission and the Washington State Department of Transportation. The public review period is July 15 – August 14, 2024, and the draft review period for the Tribes is July 15 – August 29, 2024.
The 2024 plan will be shorter, written in plain language, and will encourage readers to use dashboards provided by the WTSC and WSDOT. The plan is centered on the Safe System Approach, traffic safety culture, and equity. Community outreach was included in the drafting of this plan in the form of workshops, surveys, community-based organization listening sessions, tribal listening sessions, local agency consultation, and the public comment period.

The plan contains 11 emphasis areas: Impairment, Speeding, Unrestrained Occupant, Distraction, Young Driver (15-24), Active Transportation, Older Driver (70+), Lane Departure, Intersection, Motorcyclist, Heavy Vehicle.

Visit the WTSC Website to view the draft: <https://wtsc.wa.gov/targetzero-draft>.

Agenda Item:	Director Report	Lead: Shelly Baldwin
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Commission highlights:

- **Preliminary** 2023 Fatality Data:
 - 810 - The most traffic deaths in Washington since 1990, +10%
 - 157 - The most pedestrian fatalities on record, +17%
 - 141 - The most motorcyclist fatalities on record, +6%
 - 400 - fatalities involving an impaired driver, +4%
 - 251 - fatalities involving a speeding driver -1%
 - 171 - unrestrained fatalities +10%
 - 135 - fatalities involving a distracted driver +36%
- This is **preliminary** data and will not be finalized until December 31, 2024.
- Updated the State of the State: Washington Traffic Fatalities, May 2024 brief. https://wtsc.wa.gov/wp-content/uploads/2024/06/11_State-of-the-State_May2024.pdf
- **Preliminary** fatality number for first six months of 2024 is 322.
- Reminder of Governors Highway Safety Association annual conference scheduled for September 7-11, 2024, in Indianapolis, IN.
- WTSC conducted a case file review on fentanyl in fatal crashes. Between 2014 and 2017 there was one fatal crash involving a driver with fentanyl. In 2022, there were 30 fatal crashes involving fentanyl and in 2023 there were 26 fatal crashes involving fentanyl.
- Driver Alcohol Detection System for Safety (DADDS) is new technology that uses infrared spectroscopy to measure a driver’s alcohol concentration. If the driver’s BAC is too high, DADDS will prevent the vehicle from starting. WTSC signed a contract with the developers of DADDS for testing and increasing consumer awareness in Washington. WSDOT is providing five vehicles which will have the DADSS platform installed for a one year testing period. We will be conducting outreach through in-person STEM sessions, traffic safety professional outreach sessions, and other public outreach methods. Project Manager Edica Esqueda will update the Commission as we move through the testing.
 - Assistant Chief Mjor, WSP, suggested using the wet labs at the Academy for a controlled environment that would allow an opportunity for the DADDS technology to be tested.
- WTSC has been supporting the law enforcement phlebotomy program where law enforcement officers are trained as phlebotomists. This program has cut emergency room time in half. The Seattle PD recently trained 32 phlebotomists.
- We hired Erin Vroman as a Program Specialist, and she will be reporting to Jerry Noviello.

Agenda Item:	AGA / Technical Advisory Committee Process	Lead: Wade Alonzo
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Refer to FFY-2020 Program Update presentation.

Under the Bipartisan Infrastructure law, the WTSC is required to submit a Triennial Highway Safety Plan (3HSP) every three years. That Plan focuses on performance targets, strategy, and public engagement and participation. In addition, an Annual Grant Application (AGA) is due annually by August 1 and focuses on project details and changes to countermeasures. The 3HSP and the AGA are developed from the program plans prepared by Program Managers and are focused on 12 priority areas. The program plans are reviewed by the Technical Advisory Committee.

The 12 priority areas are:

- Communications
- Community Traffic Services
- Distracted Driving
- Impaired Driving
- Motorcycle Safety
- Non-Motorized (Walkers and Rollers)
- Occupant Protection
- Research and Data
- Speed
- Traffic Records
- Tribal Traffic Safety
- Young Drivers

In 2025 we will be hosting a Traffic Safety Summit – more information to come.

Agenda Item:	TraCS Implementation Update	Lead: Tom Wallace, WSP
<p><i>Refer to the Making TraCS Sector Replacement presentation.</i></p> <p>Tom Wallace updated the Commission on the TraCS Implementation. The SECTOR application is being replaced with the National Model TraCS application. Funding was allocated by the Legislature and is supplemented by traffic safety grants provided by NHTSA through the WTSC. WSP is responsible for supporting SECTOR and implementing the TraCS project.</p> <p>TraCS is a forms-based application used in 15 states. It will replace existing SECTOR components with TraCS citation and collision forms which are used for data collection and management by law enforcement, prosecutors, and the courts. The data collected transfers through the JINDEX interface (currently used with SECTOR) to participating partner agencies. JINDEX will remain and the equipment used with SECTOR will be used with TraCS.</p> <p>TraCS development began in May 2024 and should be completed by end of June 2025. The WSP will conduct a pilot project, and based on the success of the pilot, will begin rolling TraCS to law enforcement agencies and prosecutors in the second half of 2025. Many agencies will be adopting and migrating to TraCS and two years, or until July 1, 2027, is allocated for those local law enforcement agencies and prosecutors to make the transition. After that transition, the SECTOR client will be</p>		

decommissioned, but the SECTOR data environment will be maintained and available for retention purposes until 2037.

Upcoming activities: Train WSP technical team; internal development work; create an external facing website; develop an end user training plan in collaboration with WASPC; hire an internal WSP trainer; and develop the rollout strategy and law enforcement agency onboarding kit.

Direct questions to TraCS@wsp.wa.gov

Response to questions:

Law enforcement will continue to direct-file citations with the courts of limited jurisdiction.

Coordination with court of limited jurisdiction still needs to be done to ensure TraCS works with their case management system. It is not currently an action item, but it is on their radar.

Agenda Item:	High Visibility Enforcement	Lead: Jerry Noviello, WTSC
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Refer to the High Visibility Enforcement Program presentation.

High Visibility Enforcement (HVE) campaigns are utilized by many local law enforcement agencies and the WSP.

HVE has four core tenets – enforcement, publicity, highly visible to the public, and evaluation. HVE is a best practice model that requires the emphasis patrols are data driven, planned and coordinated by a multijurisdictional local team. The public must be aware of the enforcement. This includes making the enforcement highly visible, which means a person in the area would notice that traffic enforcement is clearly more enforcement than would be typical. The local planning teams use local agency’s PIOs and offer ride alongs for the local media. Finally, the HVE campaign is evaluated. Each participating officer and the local planning team share through their public media channels what happened during the event.

NHTSA’s *Countermeasures That Work* (a traffic safety guidebook) lists HVE as a solid countermeasure for most core issues we focus on – seat belt, alcohol impaired driving, speeding, and distraction. As we build our program plans for NHTSA each year, we can show that we are using a tool that research and evaluation has shown to be effective. HVE campaigns are also required by NHTSA. All states must have some participation in national HVE campaigns, specifically *Click It or Ticket* and two national DUI campaigns. Of the two national events, we choose the DUI holiday campaign that runs from early December through New Year’s and the *Drive Sober Get Pulled Over* campaign that runs from August to the end of September. Local traffic safety task forces also participate in many other national campaigns.

WTSC’s statewide HVE Program funding averages \$2.5 – \$3 million per year. WTSC sets a statewide funding amount that we include in our application to NHTSA. We ask our Target Zero Managers (TZMs) to apply for HVE funding. Regional TZMs apply for funding for their specific region detailing their top issue areas and determining what they can reasonably expect to spend in the upcoming fiscal

year. We determine how much each region will be awarded and the TZMs work with their local agencies to determine spending at the local level.

In 2023, two-thirds of our budget went towards local law enforcement agencies and a little over one-third went to the WSP. Last year we had excellent participation and an exceptional spend rate – 91 percent (historically the spend rate has been between 60-80 percent).

Local agencies must participate in statewide campaigns; however, they determine their level of participation based on their needs. They also determine how to spend the remaining funds. DUI tends to be the top-funded HVE category.

In the first nine months of 2024 vs. the first nine months of 2023, the main categories for enforcement activities are showing large increases and huge jump in infractions vs. warnings. Slightly concerning is that DUI arrests are down 10 percent, but so many other data points are positive it remains encouraging.

Response to question: In general, the overall enforcement that we fund is higher than it was pre-pandemic.

Agenda Item:	PUBLIC COMMENT	Lead: Sam Low, Chair
No public comment.		

Agenda Item:	Adjournment	Lead: Sam Low, Chair
Next meeting October 17, 2024, 10 a.m. to 12 Noon, in-person at WTSC offices and via Teams link.		
Chairman Low thanked staff for their work, the presenters for their participation, and fellow commissioners and alternates attending today.		
Shelly Baldwin thanked Chair Low for chairing today’s meeting and for volunteering to chair the October meeting.		
Meeting adjourned at 12 noon.		

Topics for Future Meetings	Proposed Date/Month	Lead
Update on DADDS	TBD	Edica Esqueda

Meeting Attendees	
Chief John Batiste, WSP	Commissioner
Marcus Glasper, DOL	Commissioner
Nigel Herbig, Association of Washington Cities	Commissioner
Sam Low, Washington State Association of Counties	Commissioner

George Steele, Judiciary	Commissioner
Dina Swires, WSDOT	Delegate
Deborah Bell, WA State Association of Counties	Delegate
Todd Mountin, DOH	Delegate
Sarah Mariani, HCA	Delegate
Patti Enbody, OSPI	Delegate
Shelly Baldwin	WTSC Staff
Wade Alonzo	WTSC Staff
Megan Baker	WTSC Staff
Debi Besser	WTSC Staff
Tony Bledsoe	WTSC Staff
Peter Corier	WTSC Staff
Mandie Dell	WTSC Staff
Edica Esqueda	WTSC Staff
Jessie Knudsen	WTSC Staff
Kayla McCown	WTSC Staff
Mark McKechnie	WTSC Staff
Mark Medalen	WTSC Staff
Geri Nelson	WTSC Staff
Jerry Noviello	WTSC Staff
Julie Otto	WTSC Staff
Pam Pannkuk	WTSC Staff
Dr. Max Roberts	WTSC Staff
Bernie Shah	WTSC Staff
Rainboe Sims-Jones	WTSC Staff
Abby Williams	WTSC Staff
Joel Barnett, FHWA	External
Brian Chandler, DKS	External
Cesi Velez, WA Child Passenger Safety Project Manager	External
Jennifer Dieguez, DOH	External
Haley Falley, TZM	External
Jaclyn Numata	External
Rebecca Lis, TZM	External
Robert Marlatt, WSP	External
Stacey McShane, TZM	External
Gabe Philips	External
Nancy Pullen-Seufert	External
Ryan Packer	External
Alex Schoening, NHTSA	External
Amy Shaffer	External
Drew Swanner	External
TVW Streaming	External
Bob Thompson, Statewide LEL	External

Christopher Waite	External
Tom Wallace, WSP	External
Nathan Winters, WSP	External
Sara Wood, TZM	External
Haiping Zhang, DOL	External
Abigail Potter, WA Trucking	External