

**Budget Savings Options 2020**

Dollars in Thousands

Agency: **WASHINGTON STATE PATROL**

**TRANSPORTATION**

**15% Reduction in Fiscal Year 2021 funding**

Agency Priority H, M, L	Impact 1-5	Program/Activity	SPHA-S		FTE Change	Brief Description and Rationale	Effective Date (MM/YY)	Impacts of Reductions and Other Considerations	Law/Reg. Change Required (cite)
			Fund	FY 21	FY 21				
H	1	Field Operations Bureau-Commissioned Staff reductions	081	24,664	97.0	Reduce positions	7/20	Collision calls and other calls for service times would increase by 64% for remaining staff, leading to extremely longer response times per incident and increase in roadway closure. Annual violations would also be reduced in the following areas: DUI: -7,936 Speeding: -194,579 Restraints: -18,338 Distracted Driving: -11,586 Aggressive Driving: -44,498 Drugs: -2,060	
H	1	Toxicology Laboratory Division	081	113	1.0	Reduce positions	7/20	Eliminate forensic toxicology testing in over 1,700 DUI cases, further adding to the already unacceptably high toxicology backlog. Prosecutors are then often forced to reduce charges in a plea deal or, if the prosecutors choose to wait over 12 months for a toxicology report for trial, the defendant will have no pretrial conditions imposed and is back on the roads, potentially driving impaired again.	
H	2	Communications Division	081	1955	11.0	Shut down two call centers	7/20	In order to shut down centers, we would need to work with the State E911 office to reroute 911 calls, but some calls for assistance would go unanswered. It would displace workers from the center shut down who are not in a position to move (our centers are located in Spokane, Yakima, Wenatchee, Bellevue, Marysville, Tacoma, Bremerton, and Vancouver). There would be costs associated with moving and programming consoles, adding furniture, and possibly relocating employees who would be willing to move.	
H	3	Homeland Security Division-Commissioned Staff reductions	081	2105	8.0	Reduce positions	7/20	Eliminate our ability to maintain ASP security requirements and the USCG indicates it would direct the WSF to reduce ferry service to a level that we could support with reduced resources. At this level, USCG indicates WSF would be in jeopardy of shutting down operations until adequate security levels could be achieved.	

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H	3	Motor Carrier Safety Division	081	1090	6.0	Close multiple POEs or eliminate the School Bus Inspection Program.	7/20	<p>We are legislatively mandated to inspect the 10,000+ school buses operating across the state. There were 14,075 total school bus inspections conducted by WSP in 2019. The inspections promote the utmost safety to school bus operations and the safety of school children being transported to/from school. Critical out of service violations of school buses are identified during inspections, requiring repair or correction before transporting school children. This process results in the utmost safety of school bus operations. Without this program, the work will need to be contracted to another entity, or it will not be completed at all. Without the oversight and compliance for school buses, children's lives will be in danger. School buses will not undergo the critical inspections; resulting in a negative impact in the transportation of school children and their overall safety.</p> <p>Currently, OPSI does not pay for the services provided by the WSP School Bus Program. If this service is no longer provided by the WSP, OSPI will need to find a funding source to support the service. The elimination of funding for this program would either result in inspections not being conducted, or significant funding would need to be allocated to support the service (to whomever is providing the service).</p>	WAC 392-143-035 by authority of RCW 46.61.380
M	1	Collision Records Division	081	113	1.0	Reduce positions	7/20	Process about 42,000 less incoming collision reports per year and respond to about 22,000 less requests for records per year.	
M	1	VIN Section	081	225	2.0	Reduce positions	7/20	A 33%-50% reduction in VIN inspection services for all regions and an increase in VIN inspection wait time from 20 days to 30 to 40 days for citizens statewide. This would also result in the closure of many remote VIN inspections sites throughout the state and limit inspections to be conducted only at WSP District offices. This would be an additional travel burden for many citizens.	
M	2	Aviation Section	081	188	2.0	Reduce positions	7/20	Eliminate after hours aircraft callout, eliminate Eastern WA traffic support, eliminate routine Western WA traffic support, suspend D-1 and D-7 downlink support, sell two Cessna 182 aircraft.	
M	2	Breath Test/DRE Section	081	263	2.0	Close two of the 11 satellite BAC calibration laboratories in the state and reduce the number of technicians at the Seattle Lab.	7/20	These options would cause an increased workload that could cause errors that affect our laboratory accreditation. Service delays could be experienced and BAC instruments may be unavailable for use by line officers in that area. This would result in the need to obtain more blood warrants and increase the time and potential costs spent investigating an impaired driver.	

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M	3	Commercial Vehicle Division-Commissioned Staff reductions	081	1805	7.0	Eliminate the TACT team, the Tow Inspection Program, and reduce staffing out in the districts.	7/20	<p>* The TACT team was established to answer our citizens call for enforcement specific to the violations causing collisions between CMVs and passenger vehicles. This unique unit operates primarily in King County, but also travels around the state to conduct emphasis patrols. Last year this team contacted more than 12,000 violators and conducted almost 3,000 CVSA inspections on commercial motor vehicles. It was also instrumental in the collision response effort around the Tacoma Dome construction area. Without this team, the state can expect an increase in aggressively driven trucks and a corresponding increase in CMV related collisions. That increase in collisions will result in higher numbers of deaths and serious injuries on Washington roadways.</p> <p>* These Tow Inspection Program troopers inspect and verify tow companies are operating within the rules (WAC) applicable to that industry. They verify the safety of equipment, background verification of drivers, and answer the numerous citizen complaints for over-charging. Without this unit the industry will operate un-checked. There will be no recourse for delays in service, making lengthy road closures become a pervasive problem. Companies will likely hire individuals with prohibitive criminal histories, which may result in victimizing citizens. Such a scenario on a WSP tow call will place the Agency in a position of tort liability and ultimately cost the tax payers money. DOL will be forced to manage the tow industry without WSP enforcement, likely resulting in that agency requesting funds to do the inspections the WSP previously provided (thus saving the State no money in the long-run).</p>	
M	3	Criminal Investigation Division-Commissioned Staff reductions	081	1504	6.0	<ul style="list-style-type: none"> <li>* Eliminate WSP's participation in all auto theft investigations.</li> <li>* Eliminate participation in the ATF Violent Gun Crime Task Force in the Puget Sound.</li> <li>* Eliminate the Major Accident Investigation Team (MAIT)</li> <li>* Eliminate the division's Special Investigation Section</li> </ul>	7/20	<ul style="list-style-type: none"> <li>* Eliminating our auto theft unit would have a significant negative impacts to auto theft investigations in the Puget Sound and Eastern Washington. Additionally, this would have significant negative impacts to the staffing level of the Washington Auto Theft Prevention Authority (WATPA) task forces statewide.</li> <li>* Eliminating our ATV Task Force Participation would mean the WSP would have no detectives assigned to investigate violent gun-related crimes within Washington state.</li> <li>* Eliminating the MAIT would mean the WSP would not investigate catastrophic or liability-related fatality collisions.</li> <li>* Eliminating the division's Special Investigation Section would eliminate the WSP's ability to investigate threats, crimes, or complaints associated with the Capitol Campus or any other state agency facility statewide and conduct any identify theft investigations statewide.</li> </ul>	

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L	2	Support Divisions (Information Technology, Training, Government & Media Relations, Human Resources, Fleet, Supply, Facilities, and Budget & Fiscal Services)	081	3572	20.0	Reduce positions	7/20	Based on the other reductions taken above, the support divisions would reduce services provided proportionately to the remaining needs of the agency mission. Impacts would be delays or elimination of support services to the agency.	
L	4	Generator Replacements	081	246	-	Defer generator replacements funded in the Capital Budget	7/20	Deferring the replacement of generators compromises the integrity of our existing communication systems throughout the State. Two of the generators we will be replacing failed in the past. These failures affect commutations and in turn trooper safety. The other remaining generators are to replace antiquated units at the Spokane Headquarters/911 Call Center and Capital Peak generator which is a main hub for Agency communications.	

**Priority:**

L = Low priority agency activity or program  
M = Medium priority agency activity or program  
H = High priority agency activity or program

**Impact:**

1 = Allows continuation of the program/activity at a reduced level  
2 = Eliminates the ability to perform program objectives  
3 = Eliminates agency function  
4 = Long term implications (moves the problem to next biennium)  
5 = Short term (reduction to one time increase)