

**Washington  
Traffic Records Committee**

**Resource Manual**

## **Introduction**

The purpose of the Washington Traffic Records Committee Resource Manual is to introduce new and prospective committee members to the Washington Traffic Safety Commission, the Washington Traffic Records Committee, and the Commission's partner agencies. This resource manual includes an overview of the Commission and its partners as well as the function and responsibilities of each of these partner agencies.

Part I of this Resource Manual contains an overview of the Commission and its partners, followed by our federal partners.

Part II of this Resource Manual contains descriptions of existing traffic records systems.

Part III of this Resource Manual contains a topical index of partner agency functions, responsibilities, and resources.

Part IV of this Resource Manual contains contact information for the partner agencies.

For additional information or for copies of this resource manual, contact:

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## **Part I**

### **Overview of Commission and Its Partners**



# WASHINGTON *Traffic Safety* COMMISSION

The **Washington Traffic Safety Commission** was created in 1967 to find solutions to the problems that have been created as a result of the tremendous increase of motor vehicles on our highways and the corresponding traffic death and collision tolls. The Commission plans and supervises programs for the prevention of collisions on streets and highways, coordinating activities at the state and local level in the development of statewide and local safety programs. The Commission also conducts research on driver behavior and traffic safety, to develop the most efficient and effective means of bringing about safety improvements.

The Washington Traffic Safety Commission offers many programs, including the following: Community DUI & Traffic Safety Programs; Corridor Safety; Emergency Management Services; Impaired Driving; Military Traffic Safety; Occupant Protection – Seat Belts & Child Safety Seats; Pedestrian, Bicycle & Motorcycle Safety; Police Traffic Services; Public Information & Education; School Zone & Pupil Transportation Safety; Senior Driver Program; Traffic Records & Research; Traffic Safety Legislation; and Youth & College Programs. The

Washington Traffic Safety Commission also administers the Fatality Analysis Reporting System (FARS) for Washington State through a cooperative agreement with NHTSA.

### *Mission Statement:*

*“To reduce death, injury, and property damage occurring on our roads by prevention of traffic collisions.”*

The Governor appoints the Washington Traffic Safety Commission’s Director and nine Commissioners. The nine Commissioners include a judiciary representative, a representative from Washington State Association of Counties, a representative from Association of Washington Cities, the Director of Licensing, the Chief of Washington State Patrol, the Secretary of Transportation, the Secretary of Health, the Superintendent of Public Instruction, and the Secretary of Social and Health Services.

### **Washington Traffic Records Committee**

The **Washington Traffic Records Committee** operates under the authority and oversight of the Traffic Safety Commission. The committee is made up of mid-level managers with oversight of traffic records programs as well as managers of traffic records data systems and technical specialists. The Washington Traffic Records Committee “advocates and facilitates coordination of and improvements to traffic records data systems that contribute to the safe movement of Washington State’s traveling public”. The committee meets monthly to discuss issues of interest to traffic safety professionals.



The **Administrative Office of the Courts (AOC)** was established by the 1957 Legislature and operates under the direction and supervision of the Chief Justice of the Supreme Court, pursuant to Chapter 2.56 RCW.

The AOC is organized into four areas:

- Administration
- Information Services Division
- Judicial Services Division
- Management Services Division

***Mission Statement:***

***“...To advance the efficient and effective operation of the Washington Judicial System.”***

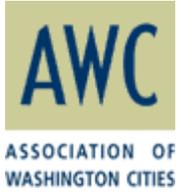
The AOC also provides coordination, support, and oversight of the funding for a variety of special programs including:

- Board for Court Education
- Court Management Council
- Gender and Justice Commission
- Judicial Information System Committee
- Minority and Justice Commission

**Traffic Records Function**

AOC’s Information Services Division provides support to the courts through the development, operation, and maintenance of the Judicial Information System (JIS) that supports automation in juvenile, municipal, district, superior, and appellate courts. Over 10,000 users access data on the JIS, including judges, court staff, attorneys, law enforcement, and private sector businesses. Services for the public include: access to the Judicial Information System, and Ad Hoc Requests for Information in the Judicial Information System.

AOC’s Information Services Division is also leading an electronic citations initiative with **Washington State Patrol** and **Department of Licensing** as partner agencies.



Founded in 1933, the **Association of Washington Cities (AWC)** is a private, non-profit, non-partisan organization that represents Washington's cities and towns before the state legislature, the state executive branch and with regulatory agencies. Membership is voluntary. However, AWC consistently maintains 100% participation from Washington's 281 cities and towns. A 24-member Board of Directors oversees the association's activities.

AWC's staff focuses its work in five service areas:

- Legislative representation
- Educational training
- Publications and resources
- Technical assistance in personnel and labor relations, energy, transportation, budgeting, planning, risk management and employee wellness
- Member programs, such as Municipal Liability and Property Insurance, Employee Drug and Alcohol Testing, and Employee Benefits

In pursuit of its mission, AWC provides leadership to:

- Enhance the capacity of local officials to perform their responsibilities.
- Continue to develop organized channels of communication to allow cities and towns to deal effectively with all other governmental entities.
- Share ideas, information, services and technology for the benefit of all cities and towns.
- Assist cities and towns in anticipating and managing change."

***Mission Statement:***

***"The Association of Washington Cities (AWC) exists to create and maintain livable cities and towns throughout the state."***

**Traffic Records Function**

AWC serves as a liaison to cities in traffic safety initiatives.



The **County Road Administration Board (CRAB)** was created by the Legislature in 1965 to provide statutory oversight of Washington's thirty-nine county road departments. The agency is funded from the portion of the counties' fuel tax that is withheld for state supervision, and from a small portion of the two grant programs that it administers.

The agency is governed by a nine member board that meets quarterly and is comprised of six county commissioners/council-members and three county engineers. The Board is appointed by the Board of Directors of the Washington State Association of Counties. The Board establishes and maintains "Standards of Good Practice" to guide and ensure consistency and professional management of county road departments in the state of Washington.

The agency is a major resource for the **Washington Association of County Engineers** and the **Washington State Association of Counties** for transportation related

issues. CRAB does research, provides reports and presents testimony when appropriate. The responsibility to distribute the counties' portion of the Motor Vehicle Fuel Tax (MVFT) was given to CRAB in 1985. At that time the agency also became the custodian of the county road log, a database of over 40,000 miles of roads. The formula for the distribution of fuel tax revenues is updated biennially to reflect statewide changes in population, costs, and mileage.

***Mission Statement:***

***“To preserve and enhance the transportation infrastructure of the Washington Counties by providing standards of good practice, fair administration of funding programs, visionary leadership, and integrated progressive and professional technical services.”***

**Traffic Records Function**

As previously stated, CRAB has oversight of the thirty-nine county road departments, and they are the custodian of the county road log, a database of over 40,000 miles of roads. In addition to these mandates, CRAB serves as a liaison to county engineers in traffic safety initiatives. CRAB provides a **County Road Information System (CRIS)** to counties; a roadway inventory system that a portion of the counties utilize. Counties use CRIS and other local applications to identify high-accident locations.



The **Department of Health** was formed in 1989 as the state’s agency responsible for preserving public health; monitoring health care costs; maintaining minimal standards for quality health care delivery; and planning activities related to the health of its citizens.

The secretary of health is appointed by the governor. The Office of the Secretary provides statewide administration, policy development and leadership on public health issues.

The Department of Health envisions a future for Washington citizens where they:

- begin as children born healthy, and wanted by healthy families;
- are free of preventable conditions, anticipating long and healthy lives;
- are able to make educated choices about preserving our health;
- enjoy access to quality health and illness care, when needed;
- have the opportunity to live as independently and with as much dignity as we are able; and
- live in a physical environment that nurtures good health.

***Mission Statement:***  
***“The Department of Health works to protect and improve the health of people in Washington State.”***

Public health services are population-based, focusing on improving the health status of the population, rather than simply treating individuals. This responsibility is shared by the Department of Health and 34 local public health jurisdictions serving Washington’s 39 counties.

### **The State Board of Health**

The **Washington State Board of Health** is established under Article XX of the State Constitution of 1889. It is mandated to provide a citizen forum for the development of public health policy in Washington State. RCW 43.20 requires the State Board to prepare the biennial *Washington State Public Health Report* outlining the State’s Priority Health Goals and recommended Action Strategies for use in preparing budgets and executive request legislation. The Board also exercises regulatory authority in a variety of public health areas, including drinking water, immunizations, school safety, and food handling. The 10-member citizen Board meets monthly in areas throughout the state and offers an opportunity for Washington citizens to provide input for the development of public health policy.

### **Local Health Departments/Districts**

Washington has 34 local health departments/districts that are entities of local government. They are not satellite offices of the state Department of Health or the State Board of Health.

Nineteen local health departments serve about 60 percent of the state's population. Of these, 17 are single-county departments where the county commissioners serve as the local board of health.

Two are combined city-county departments (Seattle-King County and Tacoma-Pierce County). Their local boards of health are determined by inter-local agreement.

Fourteen local health districts serve about 40 percent of the state's population. These districts are political subdivisions separate from the other offices of county government. Their local boards of health include county and city representation.

Four districts combine more than one county (Northeast Tri-County, Chelan-Douglas, Benton-Franklin, and Southwest Washington).

### **Public Health Partners**

The Department of Health works with many established health partnerships including the University of Washington School of Public Health and Community Medicine; American Indian Tribes and urban Indian health programs; state and local community-based organizations, associations and coalitions. It also has close working relationships with the Centers for Disease Control and Prevention, the U.S. Department of Health and Human Services, and National Institutes of Health.

### **Traffic Records Function**

The Department of Health is primarily responsible for the systems that track traumatic injury patients, including those from motor vehicle crashes, the hospital discharge database, and vital records death certificates. These systems aid in charting the medical and financial outcomes of vehicle collisions so health and highway communities can target interventions to reduce deaths, injuries, injury severity, and costs.



The **Department of Licensing** was formed in 1979 as the state's agency responsible for administering laws relating to the licensing and regulation of professions, businesses, gambling, and other activities in addition to administering laws relating to the licensing and regulation of vehicles and

vehicle operators, dealers, and manufacturers. The laws administered by the department have the common denominator of licensing and regulation and are directed toward protecting and enhancing the well-being of the residents of the state.

The Department of Licensing (DOL) is comprised of five divisions: Driver Services, Vehicle Services, Business & Professions, Information Services, and Management Services.

### **Traffic Records Function**

Driver Services is responsible for issuing driver's licenses and renewals, motorcycle endorsements, commercial driver's licenses and endorsements, and identification cards at 63 License Services Offices (LSOs) and four travel units. It also administers the motorcycle safety and commercial driver's license programs, and coordinates the motor voter program. In addition, Driver Services is responsible for administering state law relating to Driving Under the Influence (DUI), mandatory convictions, implied consent, habitual traffic offenders, financial responsibility and minors in possession. It identifies potentially unsafe drivers by records screening and referral, processes citations and accident reports, and provides documentation to courts. Driver Services is also responsible for conducting hearings and interviews for drivers facing suspension or revocation of driving privileges. They coordinate remedial programs for problem drivers, and the driver awareness program to the traffic safety community, school and general public.

Vehicle Services is responsible for over 11.5 million vehicle and 300,000 vessel licenses and titles issued through county auditors and subagents. Services include special and personalized license plates and disabled person's placards. It is also responsible for licensing Washington's vehicle manufacturers, salvage and towing operations, and for vehicle, vessel and manufactured home dealers. It issues more than 3,500 new and 8,000 renewal licenses each year. Vehicle Services also administers tax laws related to fuels and works with the transportation industry to license large trucks for which fees are prorated among several states.

### ***Mission Statement:***

***“We are an agency that protects the public safety and welfare in all areas we license and regulate, and ensures the fair, timely and efficient collection of state revenue.”***



Washington State  
Department of Social  
& Health Services

The **Department of Social and Health Services (DSHS)** is an agency that helps people. They do this in partnerships with families, community groups, religious organizations, private providers, other government agencies, and the many thousands of generous foster parents,

neighbors, and citizens who make Washington a special place by taking care of each other.

These services are housed in a single agency because the majority of people who use them have multiple needs, and require services from more than one program. The State Legislature and the Governor created a central umbrella agency for human services in 1970 to make these programs easier for citizens to find and use, and to reduce administration costs.

***Mission Statement:***

***“To improve the quality of life for individuals and families in need. We will help people achieve safe, self-sufficient, healthy and secure lives.”***

DSHS is comprised of six administrative areas: Aging & Disability Services Administration, Children’s Administration, Economic Services Administration, Health & Rehabilitative Services Administration, Juvenile Rehabilitation Administration, and Medical Assistance Administration.

Within the Health & Rehabilitative Services Administration, the **Division of Alcohol and Substance Abuse (DASA)** strives to ensure the delivery of quality alcohol- and drug-related prevention, intervention, and treatment services. DASA coordinates efforts to help individuals and communities with problems related to the abuse of drugs and alcohol. DASA contracts with organizations in the community to provide prevention, treatment, and other support services for individuals with problems related to alcohol, tobacco, and drugs.

DASA works with county government, tribes, non-profit organizations, and other state agencies to develop [prevention programs](#), and provide treatment programs. Prevention programs prioritize their focus on:

1. Young children because they have not yet started using alcohol, tobacco, or drugs;
2. Youth because they face strong pressure from their friends to use alcohol, tobacco, and drugs;
3. Parents of very young children and pregnant women because of the influence they have over their children.

**Traffic Records Function**

Each year, DASA produces the “Tobacco, Alcohol, and Other Drug Abuse Trends in Washington State” Report. The DASA Trends Report is a compendium of information focused on alcohol / drug-related data and issues in Washington State. There are three (3) traffic indicators that are tracked each year in this report:

- Alcohol-related motor vehicle fatalities;
- Alcohol-related motor vehicle fatalities per vehicle miles traveled; and
- Driving Under the Influence (DUI) arrests.

DSHS's Research & Data Analysis Division maintains a "Risk and Protection Profile for Substance Abuse Prevention", a GIS database that contains a comprehensive series of indicators at county, state, and federal levels. One of the indicators in this database is DUI arrests by age group.

Refer to the Topical Index in Part III of this Resource Manual to locate these reports on the Internet.



# Washington State Department of Transportation

## Transportation Commission

The **Transportation Commission** serves as a forum to enable the public to participate in transportation decisions throughout Washington State. The Transportation Commission:

- Provides policy oversight to WSDOT. Day-to-day operational issues are delegated to the Transportation Secretary.
- Develops long-range plans for each form of transportation. The Commission accomplishes the plans through six year investment programs, capital project lists and biennial budgets.
- Oversees the operational plans for highways, ferries and intercity passenger rail.
- Works with federal, state and local officials to develop partnerships, and remove barriers to achieve the state's transportation goals.

***Mission Statement:***

***“The Washington State Transportation Commission reflects the public interest in long-term planning, financing, and delivery of statewide transportation systems and services.”***

## Washington State Department of Transportation

***Mission Statement:***

***“The Washington State Department of Transportation keeps people and business moving by operating and improving the state transportation systems vital to our taxpayers and communities.”***

The Transportation Commission appoints the Secretary of the Washington State Department of Transportation (WSDOT). Under the Transportation Secretary is a Chief of Staff. Within this office, the **Highways and Local Programs Division** provides educational, technical and financial support, and federal oversight to local agencies and other transportation partners to help them succeed in meeting their transportation goals. Highways and Local

Programs promotes cooperative planning and partnerships between WSDOT and local governments.

Highways and Local Programs is home to the **Washington State Technology Transfer Center (WST2)**. The WST2 Center is one of 57 Technology Transfer Centers that make up the national Local Technical Assistance Program (LTAP). As a partnership between WSDOT, FHWA & Washington State local agencies, the Center provides a coordinated technology transfer program that is responsive to local agencies. The goal of the WST2 Center is to enhance the technical and

management skills and knowledge of local agencies staff so they can use resources more efficiently and effectively through sharing and coordination of technical expertise, training, technical materials, technical advice, and services.

Also within the office of Chief of Staff is the **Strategic Planning & Programming Division**. This office manages the statewide highway construction program that includes: recommending subprogram funding levels; developing project priorities; and preparing, executing, and monitoring the highway construction program. The office is responsible for communicating these activities to department executives, the Transportation Commission, and the Legislative Transportation Committee(s).

WSDOT divisions that report directly to the Transportation Secretary include the Engineering and Regional Operations Division, the Washington State Ferries Division, and the Finance and Administration Division.

### **Traffic Records Function**

Many offices within WSDOT perform traffic records functions. The Washington State Technology Transfer Center (WST2) works closely with county and city traffic engineers to ensure they have the tools they need to keep our roadways safe. WST2 is currently working with county and city traffic engineers to develop a Local Agency Safety Management System (LASMS), a much needed software tool for county and city traffic engineers.

The Strategic Planning & Programming Division houses the **Transportation Data Office (TDO)**. TDO collects and manages statewide traffic, roadway and collision data. They produce many well-known and widely used reports, including the annual Collision Data Summary, the annual Mileage and Travel Information Report, and the annual Traffic Report.

In addition, TDO manages the Collision Location and Analysis System (CLAS). This statewide system collects information on all reportable collisions. Reports of collisions are available to eligible parties upon request. The CLAS system is also used to distribute collision information to a variety of state and local agencies.

A large part of the Engineering and Regional Operations Division is made up of WSDOT's six regional offices. Each regional office has traffic engineers who maintain safe highways by making recommendations for roadway improvements.

Also within the Engineering and Regional Operations Division, the **Design Office** uses collision and roadway data to evaluate existing design standards and to develop new standards, and the **Materials Laboratory** inventories current pavement conditions. **Traffic Operations** uses collision and roadway data to evaluate traffic and safety operational issues. The **Research Office** uses collision and roadway data to conduct traffic safety research studies.

Within the Finance and Administration Division, the **Risk Management Office** uses collision and roadway data to recover damages to state property.



The **Office of Superintendent of Public Instruction (OSPI)** is the primary agency charged with overseeing K-12 education in Washington State. OSPI works with the state's 296 school districts to administer basic education programs and implement education reform on behalf of more than one million public school students.

The Pupil Transportation and Traffic Safety Education offices of the Student Support and Operations Division at the Office of Superintendent of Public Instruction utilizes data and resources generated through the traffic records community from participating state agencies.

The Pupil Transportation office provides essential services in support of pupil transportation in Washington State. In addition to overseeing the allocation of operations funding and the school bus depreciation and replacement systems, the office authorizes all school bus drivers, manages the state bidding process for school buses, provides a

training program for school bus driver instructors and provides additional services for the school districts, school bus drivers, parents and citizens of the state. We work with the Washington State Patrol to ensure safe school buses through the school bus inspection program. The safe transportation of the students of Washington is our primary concern.

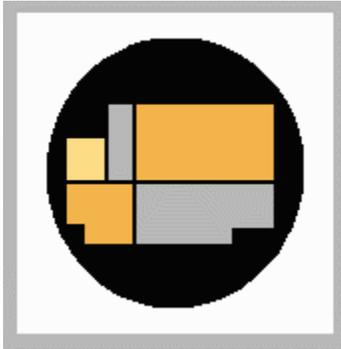
The goal of the Traffic Safety Education office (TSE) is to ensure public school Traffic Safety Education programs provide students with the skills and instruction necessary to build a lifetime of good driving habits. To accomplish this, the office provides an approval process to verify that the Traffic Safety Education program for each participating school district is in compliance with standards. The office also develops the instructional materials necessary to keep the traffic safety education curriculum up to date. Providing training for TSE instructors is also an important office function. These activities are all designed to provide the students of Washington State with the latest information necessary for them to be safe, responsible drivers.

### **Traffic Records Function**

OSPI analyzes pertinent data for use in bus driver training instruction, driver authorization, public school traffic safety education teacher training, teacher certification and crash data analysis for program effectiveness and improvement.

#### ***Mission Statement:***

***“In collaboration with educators, students, families, local communities, business, labor, and government, the Office of Superintendent of Public Instruction leads, supports, and oversees K-12 education, ensuring the success of all learners.”***



**Washington State Association of Counties (WSAC)** is a non-profit, non-partisan organization that represents Washington's counties before the state legislature, the state executive branch, and regulatory agencies. Members include County Commissioners, Council Members, Executives, County Engineers, Public Health Officers, Human Service Directors, and Emergency Management Directors. Other appointed officials participate through affiliate organizations.

### **Traffic Records Function**

Like CRAB, WSAC serves as a liaison to the state's 39 counties. Within the traffic records arena, WSAC represents county engineers as well as public health and emergency management agencies. WSAC appoints the CRAB Board of Directors.

#### ***Mission Statement:***

***“To help improve counties' capacity to serve their citizens.”***



Established in 1921, the Washington State Patrol operates under the authority of RCW 43.43.010, which created the department, and RCW 43.43.030, which gives full police powers to the officers. The Legislature acknowledged the need for a police organization that was mobile and could be concentrated immediately at any place in the state where the public safety was endangered. The Patrol began format assistance to other police agencies with the passage of RCW 43.43.500. This statute created the Washington State Crime Information Center.

The Washington State Patrol is organized into six bureaus: Field Operations Bureau, Fire Protection Bureau, Forensic Lab Services Bureau, Investigative Services Bureau, Management Services Bureau, and Technical Services Bureau.

### **Traffic Records Function**

The **Field Operations Bureau** is primarily responsible for traffic law enforcement, collision investigation, and motorist assistance on 17,524 miles of state and interstate highways in Washington State. Commissioned troopers carry out the department's primary goal of providing a safe motoring environment for the public. The Field Operations Bureau is comprised of eight geographic districts, the Special Operations Division, the Explosive Unit, the Honor Guard, the Canine Unit, and Vessel and Terminal Security (VATS).

Within the Investigative Services Bureau, the **Commercial Vehicles Division** consists of the **Commercial Vehicle Enforcement Section**, the **Motor Carrier Safety Assistance Program**, the **School Bus Inspection Program**, the Compliance and Review Section, the Tow Truck Inspection Unit and the Equipment and Standards Review Unit. The primary responsibility of the Commercial Vehicle Enforcement Section is to promote the safe travel of commercial vehicles on state highways through education and enforcement. The Motor Carrier Safety Assistance Program (MCSAP) major objective is to reduce the number and severity of commercial motor vehicle collisions and hazardous material incidents on interstate and state highways. This task is accomplished through comprehensive inspections of commercial motor vehicles and their drivers. The School Bus Inspection Program, in partnership with the Office of Superintendent of Public Instruction, works to ensure the safe transportation of school children through the inspection of over 8,600 school buses annually.

The **Implied Consent Section** located within the Forensic Laboratory Services Bureau is made up of the Breath Test and Drug Recognition Expert Programs of the Washington State Patrol. The Drug Evaluation and Classification Program (DEC) began in February 1996. Drug Recognition Experts (DREs) are trained to recognize the symptoms of intoxication for seven different categories of drugs. These programs are intended to reduce the number of intoxicated drivers and the resulting deaths, injuries, and costs. The Washington State Patrol provides training to both troopers and officers from local law enforcement agencies.

### ***Mission Statement:***

***“The Washington State Patrol makes a difference every day by providing public safety services to everyone where they live, work, travel, and play.”***

Within the Technical Services Bureau, the **Criminal Records Division** houses criminal records and is responsible for the **Collision Records Section**. The Collision Records Section is located within the **Department of Transportation Traffic Data Office** and is responsible for indexing and disclosing collision records.



The National Highway Traffic Safety Administration (NHTSA), under the [U.S. Department of Transportation](#), was established by the Highway Safety Act of 1970, as the successor to the National Highway Safety Bureau, to carry out safety programs under the National Traffic and Motor Vehicle Safety Act of 1966 and the Highway Safety Act of 1966. The Vehicle Safety Act has subsequently been recodified under Title 49 of the U. S. Code in Chapter 301, Motor Vehicle Safety. NHTSA also carries out consumer programs established by the Motor Vehicle Information and Cost Savings Act of 1972, which has been recodified in various Chapters under Title 49.

**NHTSA** is responsible for reducing deaths, injuries and economic losses resulting from motor vehicle crashes. This is accomplished by setting and enforcing safety performance standards for motor vehicles and motor vehicle equipment, and through grants to state and local governments to enable them to conduct effective local highway safety programs.

***Mission Statement:***

***“To save lives, prevent injuries and reduce traffic-related healthcare and other economic costs.”***

**NHTSA** investigates safety defects in motor vehicles; sets and enforces fuel economy standards; helps states and local communities reduce the threat of drunk drivers; promotes the use of safety belts, child safety seats and air bags; investigates odometer fraud; establishes and enforces vehicle anti-theft regulations and provides consumer information on motor vehicle safety topics.

**NHTSA** also conducts research on driver behavior and [traffic safety](#), to develop the most efficient and effective means of bringing about safety improvements.

NHTSA has a toll-free Auto Safety Hotline to provide recall information, receive motor vehicle SAFETY complaints and furnish consumers with a wide range of information on auto safety. The Hotline operates from 8 am to 10 pm Eastern Time, Monday thru Friday. Calls can be received during non-business hours by means of a sophisticated automatic telephone answering service. A Spanish speaking operator is available from 8 am to 4 pm.

*The nationwide toll-free number is [888-DASH-2-DOT \(888-327-4236\)](#). For the hearing impaired the TTY number is 800-424-9153.*



U.S. Department of Transportation  
Federal Highway Administration

The Federal Highway Administration (FHWA) is a major agency of the U.S. Department of Transportation (DOT). As a cabinet-level organization of the

Executive Branch of the U.S. Government, the DOT is led by a presidential appointee—the Secretary of Transportation. The top-level official at FHWA is the Administrator, who reports directly to the Secretary of Transportation. FHWA is headquartered in Washington, DC, with field offices in every State, the District of Columbia, and Puerto Rico.

FHWA is charged with the broad responsibility of ensuring that America’s roads and highways continue to be the safest and most technologically up-to-date. Although State, local, and tribal governments own most of the Nation’s highways, we provide financial and technical support to them for constructing, improving, and preserving America’s highway system. Our annual budget of more than \$30 billion is funded by fuel and motor vehicle excise taxes. The budget is primarily divided between two programs: Federal-aid funding to State and local governments; and Federal Lands Highways funding for national parks, national forests, Indian lands, and other land under Federal stewardship.

***Mission Statement:***

***“Enhancing Mobility Through Innovation, Leadership, and Public Service”***

**The Federal-aid Highway Program** provides Federal financial resources and technical assistance to State and local governments for constructing, preserving, and improving the National Highway System, a 160,000-mile network that carries 40 percent of the Nation’s highway traffic. The program also provides resources for one million additional miles of urban and rural roads that are not on the System, but that are eligible for Federal-aid.

**The Federal Lands Highway (FLH) Program** provides funding for public roads and highways within federally owned lands and tribal lands that are not a State or local government responsibility. Each year more than 900 million people visit National parks, forests, and wildlife refuges. Through our Federal Lands Highways program we provide funding to maintain and improve access to these areas that include preparing plans, letting contracts, and supervising construction projects.

## Federal Motor Carrier Safety Administration



The Federal Motor Carrier Safety Administration (FMCSA) was established as a separate administration within the U.S. Department of Transportation on January 1, 2000, pursuant to the Motor Carrier Safety Improvement Act of 1999. FMCSA is headquartered in Washington, DC. FMCSA employs more than 1,000 individuals, in all 50 States and the District of Columbia, dedicated to improving bus and truck safety and saving lives.

In carrying out its safety mandate, FMCSA

- develops and enforces data-driven regulations that balance motor carrier (truck and bus companies) safety with industry efficiency;
- harnesses safety information systems to focus on higher risk carriers in enforcing the safety regulations; and
- targets educational messages to carriers, commercial drivers, and the public.
- FMCSA partners with stakeholders including Federal, State, and local enforcement agencies, the motor carrier industry, safety groups, and organized labor on efforts to reduce bus and truck-related crashes.

### ***Mission Statement:***

***“To reduce crashes, injuries, and fatalities involving large trucks and buses.”***

### ***Key Programs . . .***

**FEDERAL MOTOR CARRIER SAFETY REGULATIONS (FMCSRs)** FMCSA develops, maintains, and enforces federal regulations that promote carrier safety, industry productivity, and new technologies. FMCSRs establish safe operating requirements for commercial vehicle drivers, carriers, vehicles, and vehicle equipment.

**HAZARDOUS MATERIALS REGULATIONS (HMRs)** FMCSA enforces HMRs, which are designed to ensure the safe and secure transportation of hazardous materials. These rules address the classification of hazardous materials, proper packaging, employee training, hazard communication, and operational requirements.

**COMMERCIAL DRIVER'S LICENSE PROGRAM** FMCSA develops, monitors, and ensures compliance with the commercial driver licensing standards for drivers, carriers, and States.

**MOTOR CARRIER SAFETY IDENTIFICATION AND INFORMATION SYSTEMS** FMCSA provides safety data, State and national crash statistics, current analysis results, and

detailed motor carrier safety performance data to industry and the public. This data allows Federal and State enforcement officials to target inspections and investigations on higher risk carriers, vehicles, and drivers.

**NEW ENTRANT SAFETY ASSURANCE PROCESS** FMCSA ensures that new entrant motor carriers (carriers applying for a new USDOT number) are knowledgeable about applicable Federal motor carrier safety and hazardous materials regulations. There is an 18-month monitoring period for new applicants, which requires the carrier to pass a safety audit and maintain safe operations to receive permanent USDOT registration. New entrant motor carriers that fail to maintain adequate basic safety management controls may have their temporary USDOT registration revoked.

**MOTOR CARRIER SAFETY ASSISTANCE PROGRAM (MCSAP)** A Federal grant program that provides States with financial assistance to hire staff and implement strategies to enforce FMCSRs and HMRs. MCSAP funds are used to conduct roadside inspections and review motor carriers' compliance with FMCSRs and HMRs. MCSAP funds promote detection and correction of commercial motor vehicle safety defects, commercial vehicle driver deficiencies, and unsafe motor carrier practices before they become contributing factors to crashes and hazardous materials incidents.

**PERFORMANCE & REGISTRATION INFORMATION SYSTEMS MANAGEMENT (PRISM)** A Federal-State partnership that makes safe performance a requirement for obtaining and keeping commercial vehicle registration. PRISM links Federal motor carrier safety records with the State's vehicle registration system. The USDOT number of the carrier responsible for safety is identified at the vehicle level allowing the State to determine a carrier's safety fitness before issuing license plates. Safety performance is continuously monitored, and carriers prohibited by FMCSA from operating in interstate commerce may have their ability to register vehicles denied. PRISM plays a key role in FMCSA's effort to remove high-risk carriers from our highways.

**RESEARCH AND TECHNOLOGY (R&T)** R&T work is aimed at gaining fundamental and applied knowledge in order to develop new methods and technologies to enhance truck and bus safety and security.

**BORDER AND INTERNATIONAL SAFETY** FMCSA supports the development of compatible motor carrier safety requirements and procedures throughout North America. FMCSA works closely with the governments of Canada and Mexico to ensure that these countries' motor carriers, drivers, and vehicles operating in the United States meet the same safety standards as U.S. carriers.

**SAFETY EDUCATION AND OUTREACH** FMCSA implements educational strategies to increase motor carrier compliance with the safety regulations and reduce the likelihood of a commercial vehicle crash. Messages are aimed at all highway users including passenger car drivers, truck drivers, pedestrians, and bicyclists.

**HOUSEHOLD GOODS PROGRAM** FMCSA regulates interstate household goods movers and requires them to register with the agency. FMCSA has developed a Web site, <http://www.fmcsa.dot.gov/factsfigs/moving.htm>, to assist consumers moving across State lines. We also have a 24-hour toll-free hotline (888-368-7238) and Web site, <http://www.1-888-dot-saft.com>, for consumer complaints on interstate movers.

## **Part II**

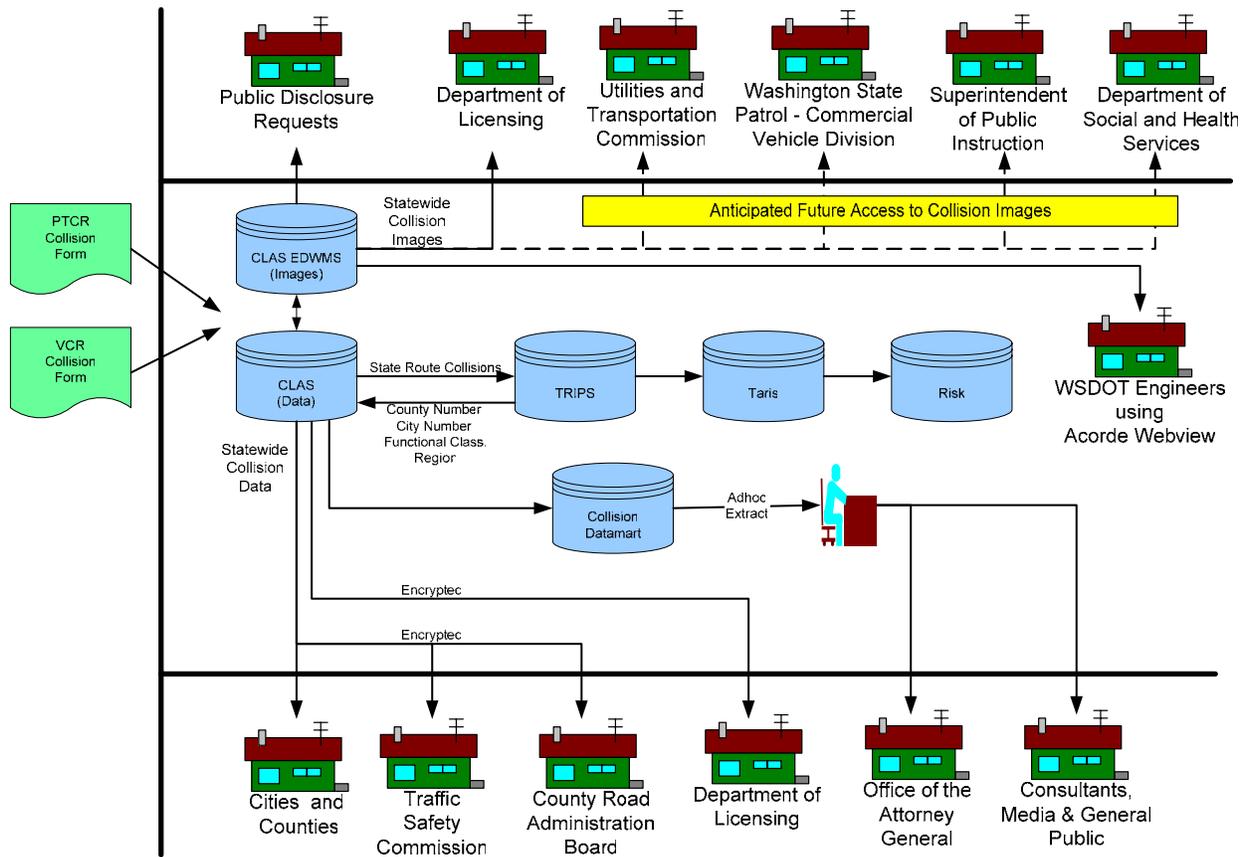
# **Washington State Traffic Records Systems Overview**

## The State of Washington's Collision Traffic Records Systems

The state's official repository for collisions statewide is the **Collision Location and Analysis System (CLAS)**, maintained by the Washington State Department of Transportation (WSDOT) with administrative oversight by the Washington State Patrol (WSP). CLAS contains records for all reported collisions in Washington State. Approximately 90% of collisions are reported by state and local law enforcement agencies using the state's Police Traffic Collision Report (PTCR). The remaining 10% of collisions are reported by citizens using the state's Vehicle Collision Report (VCR).

WSDOT also maintains collision records for interstate and state highways in the **Transportation Information and Planning Support (TRIPS)** system. Information on collisions occurring on interstate and state route highways are exported from CLAS to WSDOT's TRIPS system. (See figure 1.)

Figure 1: State of Washington's Collision Traffic Records Systems



All CLAS records are exported to a **Collision Data Mart** for query and analysis purposes.

TRIPS exports information to the **Traffic, Accident and Roadway Information System (TARIS)**, a client-server database used for a variety of client-server based applications. Information in TARIS is exported to Risk, another client-server database. The **Risk** program uses statewide collision, roadway and traffic data to develop accident frequency prediction models. The models are developed using three years of accident data. Threshold levels of accident frequency are not used to determine needs. Rather, roadside severity indices are used to determine probable accident severity and are compared to the frequency predictions. Those sites with the highest benefits are chosen for possible correction.

Electronic copies of reported collisions are retrieved a) for public disclosure requests and b) for use by WSP, WSDOT, and Department of Licensing (DOL). In the future, the state Utilities and Transportation Commission (UTC) along with WSP's Commercial Vehicles Division, the state Superintendent of Public Instruction, and the state Department of Social and Health Services are anticipated to have access to electronic copies of reported collisions.

Information on collisions is exported to counties and cities, the Washington Traffic Safety Commission, DOL, and the state County Road Administration Board (CRAB).

Cities maintain city street collision records in a variety of formats and systems. Some cities use a system maintained by WSDOT on behalf of the **Urban Traffic Engineers Council (UTEK)**.

In addition to these electronic exchanges, reports of collisions involving commercial carriers are data-entered into WSP's **SafetyNet** system and then exported to the federal **Motor Carrier Management Information System (MCMIS)**.

Reports of fatality collisions are data-entered into the federal **Fatality Analysis Reporting System (FARS)**. FARS contains data on a census of fatal traffic crashes with the 50 states, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway customarily open to the public and result in the death of a person (occupant of vehicle or a non-motorist) within 30 days of the crash. The FARS team at WTSC collects statewide fatal traffic collision data for Washington State as part of the federal database.

Reports of collisions involving trains are data-entered into the state **UTC's railway system**. In all cases, information is data-entered from the uniform state collision report forms.

**CLAS** is a major component of Washington’s Traffic Records Systems. What follows is a business process overview of this system. Refer to Figure 2 for a process flowchart.

**Initial Quality Review** – Officer and citizen collision forms and related documents are received by the Transportation Data Office and reviewed for completeness and accuracy. Those forms that do not meet minimum standards are returned to the originating party for correction. Those forms that are acceptable are forwarded to Scan Batch Preparation.

**Scan Batch Preparation** – Collision forms and related documents are grouped by form type and identified with bar coded batch cover sheets.

**Scan Documents/QC Images/Enter Indexes** – Collision forms and related documents are scanned, creating electronic images. The images are reviewed to ensure readability. Key indexes are entered for each document, allowing the image to be easily retrieved for public disclosure and other purposes. Officer collision form images are then routed using workflow software to Jurisdictional Analysis, while citizen collision form images are routed to Citizen Matching.

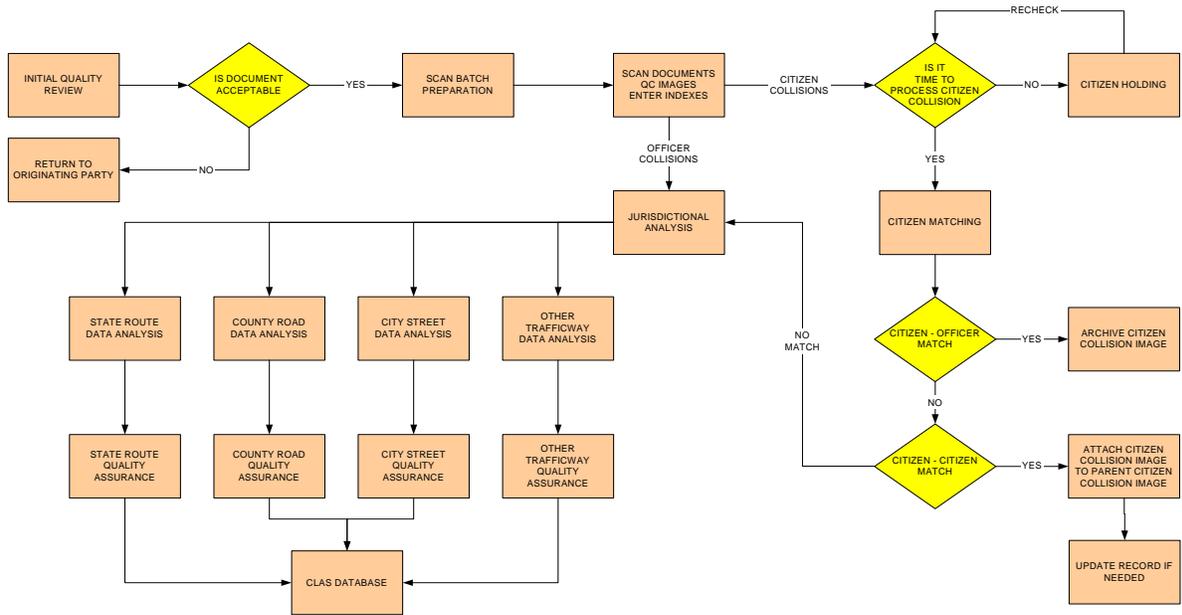
**Citizen Matching** – Citizen collision form images are held for a period of time long enough to ensure that if an officer report had been filed for the same collision, it would have been received during that period. In this way, duplicate records are prevented from being entered in the CLAS database. For each citizen collision form, a search is performed in the CLAS database to determine if there are any matching officer or citizen collision forms. This search is based on the date of the collision and the names of the persons involved. If a match with an officer collision form is found, the citizen collision form image is sent to archive, and no data entry is performed for it. If a match with another citizen collision form is found, the workflow software will route the matching citizen collision form to its “parent” citizen collision form and combine the images so that a composite record can be created. If no match is found, the workflow software will route the citizen collision form image to Jurisdictional Analysis.

**Jurisdictional Analysis** – The collision location is reviewed to determine if it occurred on a State Route, a County Road, a City Street or an Other Trafficway (federal, tribal, etc.). Collision form images are then routed to the appropriate Data Analysis unit, based on the collision’s jurisdiction.

**Data Analysis** – More than 80 data elements are captured for each officer or citizen collision form, including information about the collision location; the environmental conditions present at the time of the collision; the drivers, pedestrians, pedalcyclists or property owners involved; and the types of vehicles involved. When the Data Analysis is completed, workflow software will route the collision form image to Quality Assurance.

**Quality Assurance** – Each collision record that is created in Data Analysis is reviewed by a different analyst to ensure accuracy and completeness. If necessary, the Quality Assurance analyst will confer with the Data Analyst who created the record to resolve any discrepancies and determine if any corrections are warranted. Once a collision record has completed this step, it is saved to the CLAS database and is available for distribution.

Figure 2: CLAS Overview



## The State of Washington's Motor Carrier Traffic Records Systems

Freight mobility and commercial vehicle transportation are vital aspects of Washington's economy. Washington State is one of the most, if not the most trade dependent economy in the nation. Washington State University researchers estimate that more than three hundred thousand tons of cargo is transported on Washington highways everyday.

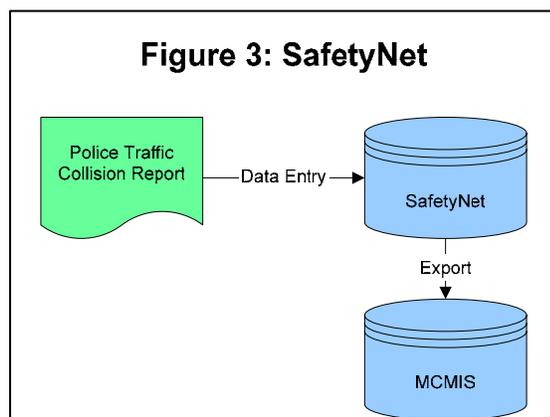
To support and facilitate this tremendous volume of freight, the state's major transportation agencies, the Washington State Patrol (WSP), the Washington State Department of Transportation (WSDOT), and the Department of Licensing (DOL), are legislatively mandated to ensure the public safety, preserve transportation infrastructure, and foster regulatory compliance of commercial vehicle operations. The agencies are also directed to employ efficient and productive means to accomplish their duties.

The **Commercial Vehicle Information Systems and Networks (CVISN)** program uses **Intelligent Transportation Systems** technology to promote the safe and legal movement of commercial vehicle traffic within our state and across the nation.

The CVISN program refers to the collection of information and communication systems owned and operated by the Federal Highway Administration, states, motor carriers and other stakeholders.

CVISN is a cooperative effort among the following agencies:

- Washington State Patrol
- Washington State Department of Licensing
- Washington Trucking Association
- Washington State Department of Transportation
- Federal Motor Carrier Safety Administration (FMCSA)



In addition to partnering in CVISN, **FMCSA** also maintains a federal **Motor Carrier Management Information System (MCMIS)**. **WSP** data enters reports of collisions involving commercial carriers into its **SafetyNet** system and then exports the information to MCMIS. (See Figure 3.)

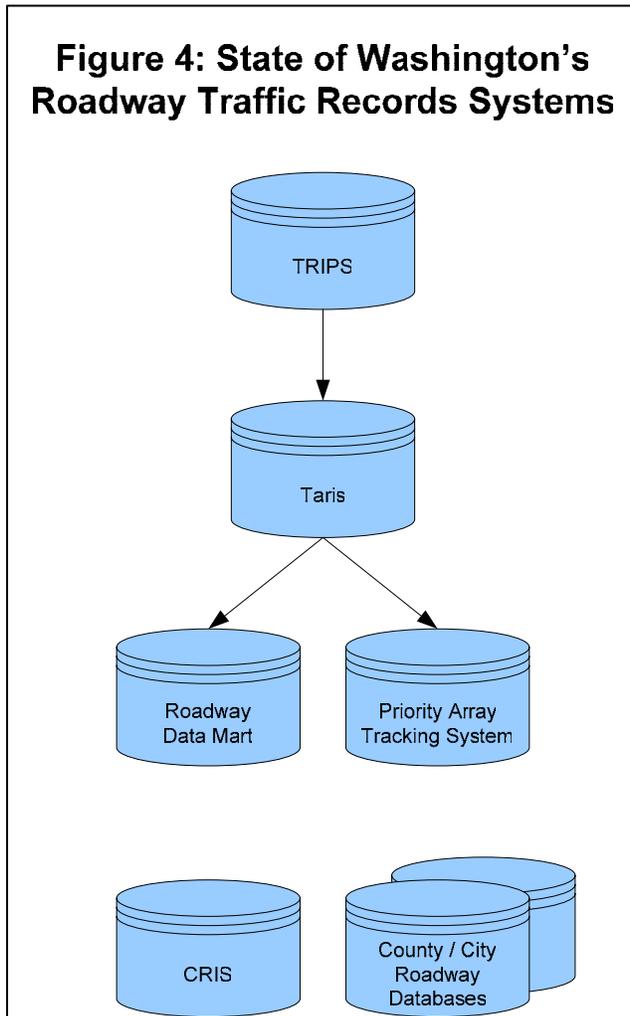
**DOL** also maintains information on commercial carriers. Each driver nationwide with a Commercial Driver License (CDL) endorsement has a driver history in the FMCSA **Commercial Driver License Information System (CDLIS)**. When a

commercial carrier changes its address, all out-of-state driver history is added to the driver's record, and the Driver database is queried for possible out-of-state suspensions.

## The State of Washington's Roadway Traffic Records Systems

Washington State Department of Transportation (WSDOT) maintains roadway records for interstate and state highways in the **Transportation Information and Planning Support (TRIPS)** system. Along with collision information, TRIPS also contains roadway geometrics and traffic volumes that are all linked by a common milepost system based on accumulated route mileage (ARM).

**Figure 4: State of Washington's Roadway Traffic Records Systems**



Information from TRIPS is exported to a variety of client-server database applications. (See figure 4.) TRIPS information is exported to the **Traffic, Accident and Roadway Information System (TARIS)**. TARIS was created to allow client-server applications that couldn't connect to the mainframe to access TRIPS data in a client-server environment. Information from TARIS is exported to a **Roadway Data Mart** for query and analysis purposes. TARIS information is also exported to a **Priority Array Tracking System**, a system which prioritizes sections of roadway based on number of collisions, traffic counts, and road pavement conditions. Those sections most in need of repair or alteration float to the top, and are then presented to the Legislature for funding requests.

The state County Road Administration Board (CRAB) provides a **County Road Information System (CRIS)** to counties; a roadway inventory system that a portion of the counties utilize. A new roadway inventory system, **Mobility**, will be available in the future, along with an integrated **Local Agency Safety Management System**

(**LASMS**), a safety analysis tool for county and city engineers. LASMS will interface with the Collision Location and Analysis (CLAS) and Mobility system.

Cities maintain city street roadway records in a variety of formats and systems. Some cities use a system maintained by WSDOT on behalf of the **Urban Traffic Engineers Council (UTEC)**.

## The State of Washington's Vehicle Traffic Records Systems

The **Department of Licensing (DOL)** is responsible for maintaining vehicle records on motor vehicles, off-road vehicles, mobile homes, campers, trailers, tractors and semi-trailers in the State of Washington. This information is maintained in a **Vehicle database**. The vehicle database contains approximately 7,280,000 active records. The primary access path to this data is through the license plate number, vehicle identification number (VIN) or license tab number.

Vehicle information is maintained in a variety of ways. Customers may obtain or renew licenses at DOL. DOL staff then input this information into the Vehicle database. A more practical option is to renew licenses at one of 140 sub-agent field offices. DOL contracts with the 39 county auditors, who in turn contract with the sub-agents in their county. Field offices access the Vehicle database through the **Vehicle Field System (VFS)**. (See figure 5.) Patrons may also renew a vehicle license over the Internet using DOL's **Internet Payment Option (IPO)**.

Unpaid parking tickets block the renewal of a vehicle license. Information on unpaid parking tickets is maintained on the Vehicle database with information that is sent electronically from **Administrator of the Courts**, acting on behalf of local courts, and **Municipal Courts**.

Annually, DOL must certify its addresses with the United States Postal Service (USPS) to obtain reduced rates for mailings. Renewal addresses are extracted from the Vehicle database, processed by USPS and located in a GIS database. Updates are then made to the Vehicle database.

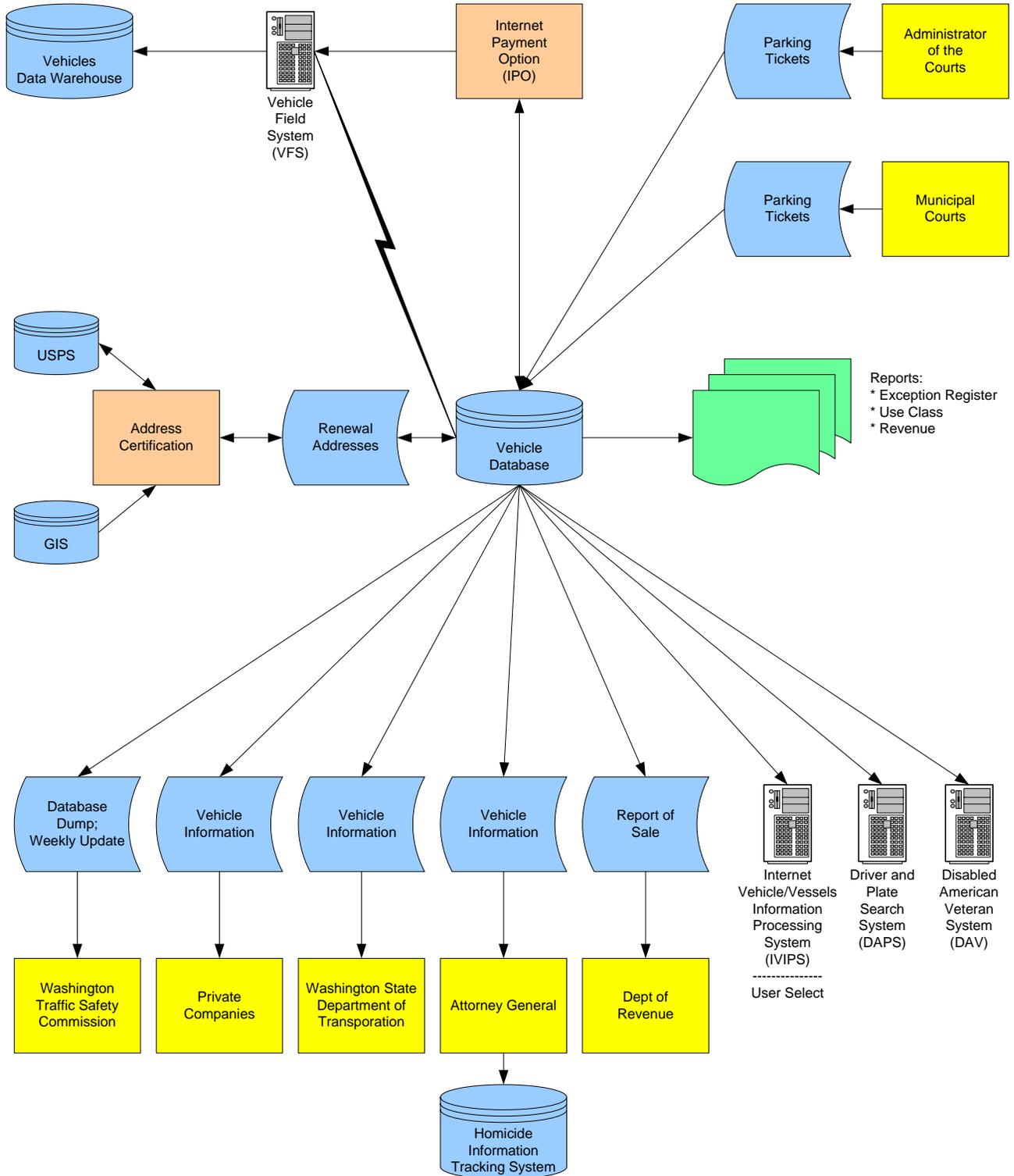
Several reports are produced from the Vehicle database. When updates are made to the Vehicle database, any problem records are reported on an exception register. A Use Class report is used by DOL's economist to forecast departmental revenue from licenses. A Revenue report shows how much revenue was generated from licenses and is used by DOL's budget office.

Vehicle information is shared with a number of parties. Annually, the **Washington Traffic Safety Commission (WTSC)** receives a Vehicle database dump, followed by weekly updates for statistical purposes. Private companies receive information on specific vehicles for a variety of uses. **Washington State Department of Transportation (WSDOT)** received information on specific vehicles for its Park-n-Ride lots as well as special studies. The **Attorney General** receives information on specific vehicles for use in its Homicide Information Tracking System. **Department of Revenue** receives an electronic Report of Sale daily.

DOL has several client-server systems that interface with the Vehicles database. An **Internet Vehicle/Vessels Information Processing System (IVIPS)** allows pre-authorized Internet users to input a plate number and receive vehicle or vessel information. On this same server is a **User Select** application, a complete copy of the Vehicle and Vessels databases. The application is used for statistical analysis, projections, and other reports.

A **Driver and Plate Search System (DAPS)** is used by law enforcement agencies to do queries on motorized vehicles. A **Disabled American Veteran System (DAV)** authorizes disabled American veterans one free lifetime vehicle license.

Figure 5: State of Washington's Vehicle Traffic Records Systems

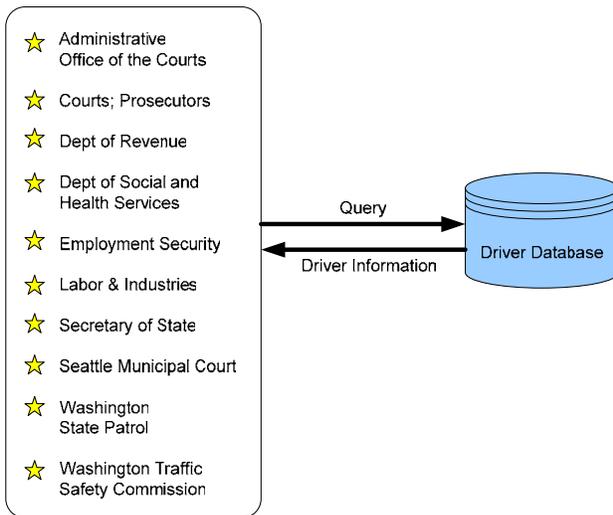


## The State of Washington’s Driver Traffic Records Systems

The Department of Licensing (DOL) is responsible for maintaining driving records on every resident driver in the State of Washington. A ‘driver’ is defined as anyone who operates a motor vehicle, including motorcycles and commercial carriers. DOL also issues and maintains identification cards for non-licensed residents. DOL licenses more than 4.3 million drivers in the state of Washington. DOL’s **Driver Database** contains information on a driver in relationship to the type of document, if any, (license, identicard, or no license record), status information, traffic convictions, FTAs, violations, collisions, and departmental information. The Driver Database resides on a Unisys mainframe housed at the Department of Information Services (DIS).

Customers include law enforcement, the judicial community, individuals, insurance companies, employers, transit authorities, enforcement agencies, judicial agencies, volunteer organizations, as well as state and federal agencies of which some are as follows: the Washington State Patrol (WSP), Administrator of the Courts(AOC), Secretary of State (SOS), Washington Traffic Safety Commission (WTSC), Department of Social and Health Services (DSHS), Selective Service, Employment Security (ESD), University of Washington (UW), and Department of Revenue (DOR).

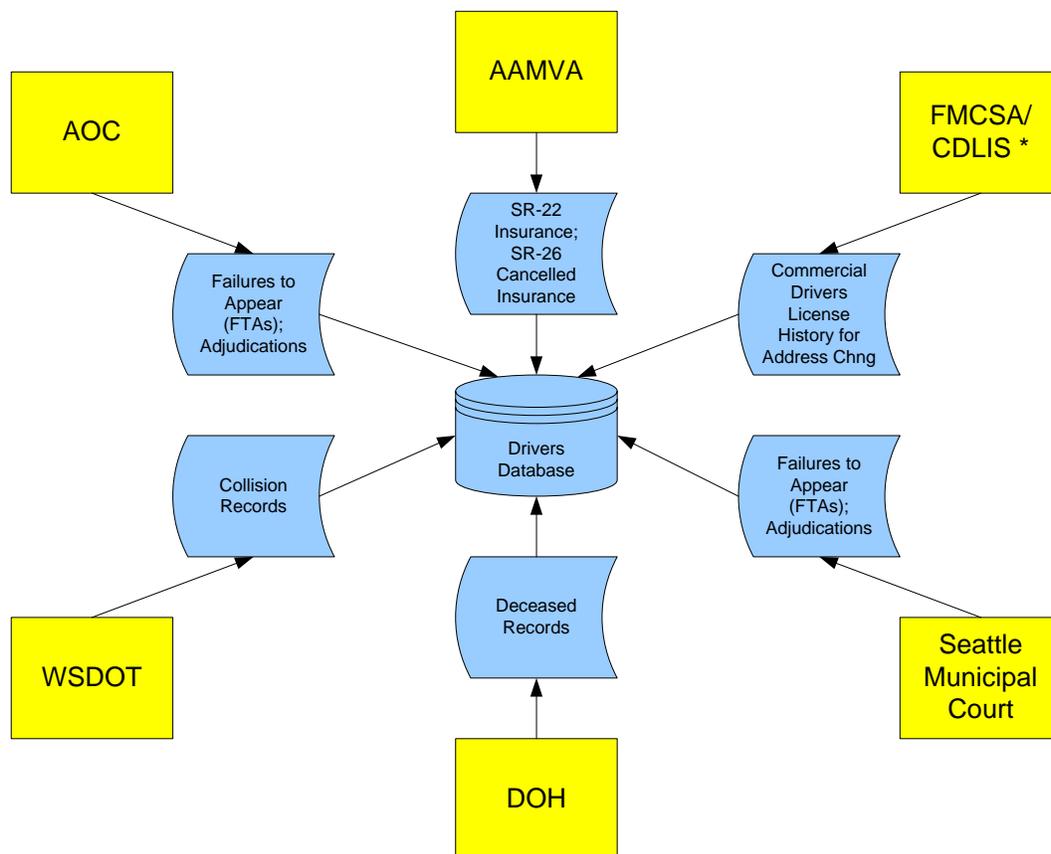
Figure 6: Agencies Who Query Drivers Database



DOL maintains data, produces files, and reports on driver information. The driver license number, which is comprised of the person’s name and date of birth, is the key to obtain the driver record. The Driver Database is an online system, supporting online queries as well as updates. Many agencies ‘query’ the Driver Database for a variety of purposes, as is shown in Figure 6. Agencies enter a name and date of birth into a Unisys client workstation, or via the Internet. Depending on the type of request and the level of authorization, the agency will receive back the driver’s name and address, their full driver record, or their complete driver history, including collisions, departmental actions, traffic convictions, FTAs and violations.

In some cases, updates are done in a batch (overnight) process. Figure 7 on the following page illustrates Imports to the Driver Database. AOC and Seattle Municipal Court, for example, sends DOL a file of Failures to Appear (FTAs) and adjudications (convictions), which are posted to the driver’s record. WSDOT sends collision records to DOL, which are also posted to the driver’s record. DOH sends a quarterly electronic notification to DOL when a person dies and the driver’s status is flagged as deceased. The Federal Motor Carrier Safety Administration (FMCSA) maintains a Commercial Driver License Information System (CDLIS) of commercial drivers nationwide. CDLIS sends complete driver histories to the Driver Database when a commercial driver applies for a commercial driver license (CDL) in Washington State.

Figure 7: Imports to Drivers Database



\* Federal Motor Carrier Safety Administration Commercial Driver License Information System

There are several periodic outputs from the Driver Database:

- OFM receives a driver name and address file for forecasting migration patterns.
- The University of Washington receives a 'multiple births' name and address file for soliciting participation in the multiple births registry.
- The Fred Hutchinson Cancer Research Center receives a file of names and addresses of people meeting certain criteria.
- The Secretary of State's office receives a file of names and addresses of drivers who want to register to vote as a part of the Motor Voter Act of 1993.
- The Attorney General's Office receives a file of driver violations.

- The Washington Traffic Safety Commission receives a complete driver history file annually for statistical research purposes.
- Insurance Service Bureaus receive a file with a 3 year driver history for insurance purposes including traffic violations, FTAs, convictions and collisions.
- Employment Service Bureaus receive a file with a full driver history, including traffic violations, FTAs, convictions and collisions.
- Transit Service Bureaus receive a file with a full driver history, including traffic violations, FTAs, convictions and collisions.
- The American Association of Motor Vehicle Administrators (AAMVA) provides DOL with motor vehicle insurance information for high-risk drivers and receives back an electronic statistical report.
- Selective Service receives a file of 17-21 year old males, containing address information.
- Department of Defense receives a file of 18-19 year old males and females, containing address information.

### **Problem Driver Pointer System**

Through a Unisys Driver Database client workstation, the National Driver Register (NDR) is searched. NDR is a repository of information on problem drivers provided by all 51 U.S. jurisdictions. Based on information received as a result of an NDR search, the Problem Driver Pointer System (PDPS) will "point" the inquiring jurisdiction to the State of Record, where an individual's driver status and history information is stored. This information is returned to the Unisys workstation. In conjunction with the Commercial Driver License Information System (CDLIS), PDPS is intended to assist jurisdictions in the meeting the basic tenet "...that each driver, nationwide, have only one driver license and one record," through the cooperative exchange of problem driver information between jurisdictions.

### **Commercial Driver License Information System**

Through a Unisys Driver Database client workstation, the Commercial Driver License Information System (CDLIS) is searched. Driver suspensions found in CDLIS are returned electronically to the Unisys workstation.

Mandated by the Commercial Motor Vehicle Safety Act (CMVSA) of 1986, CDLIS supports the issuance of commercial driver licenses (CDLs) by the jurisdictions, and assists jurisdictions in meeting the goals of the basic tenet "that each driver, nationwide, have only one driver license and one record" through the cooperative exchange of commercial driver information between jurisdictions.

CDLIS has operated in all 51 U.S. jurisdictions (50 states and the District of Columbia) since April 1, 1992. As of July 1, 2001, there were more than 10 million Master Pointer Records on CDLIS, growing at a rate of nearly 40,000 per month.

The CDLIS Central Site houses the CDLIS pointers and identification data about each commercial driver registered in the jurisdictions, such as: name, date of birth, Social Security Number, state driver license number, and AKA information.

This information constitutes a driver's unique CDLIS Master Pointer Record (MPR). When a jurisdiction queries CDLIS to obtain information about an applicant prior to issuing a CDL, the CDLIS Central Site compares data provided by the State of Inquiry (SOI) against all MPRs in CDLIS. If one or more matches are returned, then the CDLIS Central Site "points" the SOI to the State of Record (SOR), where more detailed information about the driver's commercial driving history is found.

## **The State of Washington's Enforcement/Adjudication Traffic Records Systems**

Washington's Court System is comprised of County District, Municipal and Superior Courts. The state's 39 counties are divided into 31 districts, each of which has at least one court; some smaller counties share a district. Many of the cities and towns have separate municipal courts. Misdemeanor traffic cases and infractions are adjudicated in municipal courts and county district courts. Traffic violations may be infractions or traffic misdemeanors and are sent to either the municipal or to the county district courts depending on the jurisdiction.

The state has a uniform traffic citation, which is utilized by all law enforcement agencies throughout the state. There are statutory provisions which outline specifically the form and format of the citation, including the number of copies and to whom they are provided. There are several systems which support the enforcement and adjudication processes in Washington State. They are described below. All citations are now being hand-written by law enforcement officers in the state of Washington.

### **Administrative Office of the Courts Judicial Information System (JIS)**

The **Administrative Office of the Courts (AOC)** is responsible for a centralized database of adjudication information called the **Judicial Information System (JIS)**. JIS provides case management automation to courts in Washington State. It includes systems for appellate, superior, limited jurisdiction and juvenile courts. Its two-fold purpose is: (1) to automate and support the daily operations of the courts and (2) to maintain a statewide network connecting the courts and partner criminal justice agencies to the JIS database. The benefits of this approach are the reduction of the overall cost of automation and access to accurate statewide history information for criminal, domestic violence, and protection order history.

The primary JIS input for traffic data is paper tickets from law enforcement officers that are manually keyed into JIS. Some of the input is paper from prosecutors' offices for more serious offenses (e.g., DUI).

The principal JIS clients are judicial officers, court managers, and other court staff. Other clients include users from the state's Departments of Corrections and Licensing, the Washington State Patrol and other law enforcement agencies, prosecutors, public defenders, the media, and law firms.

### **JIS for Appellate Courts**

The major application supported by JIS is **Appellate Court Information System (ACORDS)**. ACORDS maintains a record of events for cases on appeal and tracks issues in cases. It is used by the three divisions of the Court of Appeals and by the Supreme Court Clerk's Office.

### **JIS for All Trial Courts**

The JIS application includes statewide information shared by all trial courts (superior, limited jurisdiction, and juvenile). It includes:

- Person information for criminal and domestic-related cases
- Statewide criminal case history for a person
- Domestic violence case and protection order history for a person

### JIS for Superior Courts

The 39 superior courts use JIS, the **Superior Court Management Information System (SCOMIS** -- the major JIS applications for superior courts), the **Judicial Receipting System (JRS)** and the **Judicial Accounting Subsystem (JASS)**. SCOMIS is used to:

- Manage and report Washington's superior court cases, dates for court motions, trials, etc.
- Provide judgment or case status.
- Document the amount of a judgment.
- Record if, and when, certain pleadings and documents have been filed.
- Provide statewide tracking for all felony cases.

### JIS for Courts of Limited Jurisdiction

Courts of Limited Jurisdiction use JIS and the **District and Municipal Court Information System (DISCIS)** -- the major limited jurisdiction application -- and **JASS**. More than 150 courts use these systems which allow them to process cases from the initial filing to closure incorporating such tasks as:

- Case Filing
- Calendaring
- Docketing
- Case Maintenance
- Finding/Judgment and Sentence Recording
- Accounts Receivable and Collections
- Receipting/Cashiering
- Trust Accounting
- Checking and Banking
- FTA and Warrant Processing
- Management and Statistical Reporting

### JIS for Juvenile Departments

Juvenile departments of superior courts use both JIS and **JUVIS**. JUVIS is a statewide computer system with the primary function to allow Washington's juvenile courts to record and share information about juveniles' criminal histories. Juvenile departments also use JIS to enter person information about juveniles and parents. This information is then transferred to JUVIS where all referral and detention information is entered and managed.

The **Juvenile Detention System**, which is a separate module within JUVIS, tracks information about a juvenile's stay in a detention facility including why the juvenile was admitted, room number, legal status of each referral for which the juvenile is serving detention time, and why the juvenile was released.

## JIS Data Exchanges

JIS exchanges data with a number of agencies. The following chart lists these data exchanges.

JIS Data Imports:	<ul style="list-style-type: none"> <li>• Seattle Municipal Court Caseload</li> <li>• Seattle Municipal Court Criminal and Domestic Violence Case and Person Data</li> <li>• Washington State Bar Association Attorney Address Information</li> <li>• Dept of Corrections (DOC) Person Data</li> <li>• DOL Vehicle Owner Exchange (DOL Vehicle Owner Data)</li> </ul>
JIS Data Exports:	<ul style="list-style-type: none"> <li>• SCOMIS Case Index to Microfiche via OAC web</li> <li>• Thurston Superior Court Criminal Filings</li> <li>• WSP WASIS (Criminal History) Criminal/Offender Disposition Transfer Report</li> <li>• WSP WASIS (Criminal History) Appellate Court Mandate Report</li> <li>• Grays Harbor Superior Court Cases (Trak-IT/CRIMS)</li> <li>• King Superior Court Cases (Trak-IT/CRIMS)</li> <li>• Snohomish Superior Court Cases (Trak-IT/CRIMS)</li> <li>• Kitsap Superior Court Cases (Trak-IT/CRIMS)</li> <li>• Thurston Superior Court Cases (Trak-IT/CRIMS)</li> <li>• Whatcom Superior Court Cases (Trak-IT/CRIMS)</li> <li>• Washington State Bar Association Attorney Cases</li> <li>• Case Numbers for Bar-Code Exchange</li> <li>• DOL Failure to Appear (FTAs)</li> <li>• JIS Caseload Reports to Courts</li> <li>• Dept of Corrections (DOC) Billing (DOC Obligor Tracking System)</li> <li>• JIS Case Data to BIPIN (a jail booking and management application used by several counties in the state)</li> <li>• WSP WASIS (Criminal History) Case Dispositions</li> <li>• DOL Hold/Release Parking Report (DOL Vehicles Database)</li> <li>• DOL Vehicle Owner Exchange (JIS VIN Numbers)</li> <li>• Collection Agency Exchange (JIS Accounts Receivable and Personal Identification Data)</li> <li>• Spokane Superior Court Cases</li> <li>• Appellate Court Extract</li> </ul>
Source: AOC's Extranet – a web site for AOC and Courts personnel	

## The State of Washington’s Injury Surveillance Traffic Records Systems

The **Department of Health (DOH)** is responsible for the state’s injury surveillance traffic records systems. Injuries are the leading cause of death for Washington citizens age 1-44. Injuries kill approximately 3,000 Washington residents and result in 35,500 hospitalizations per year. Over 60% of childhood deaths are due to injuries. Most injuries are preventable.

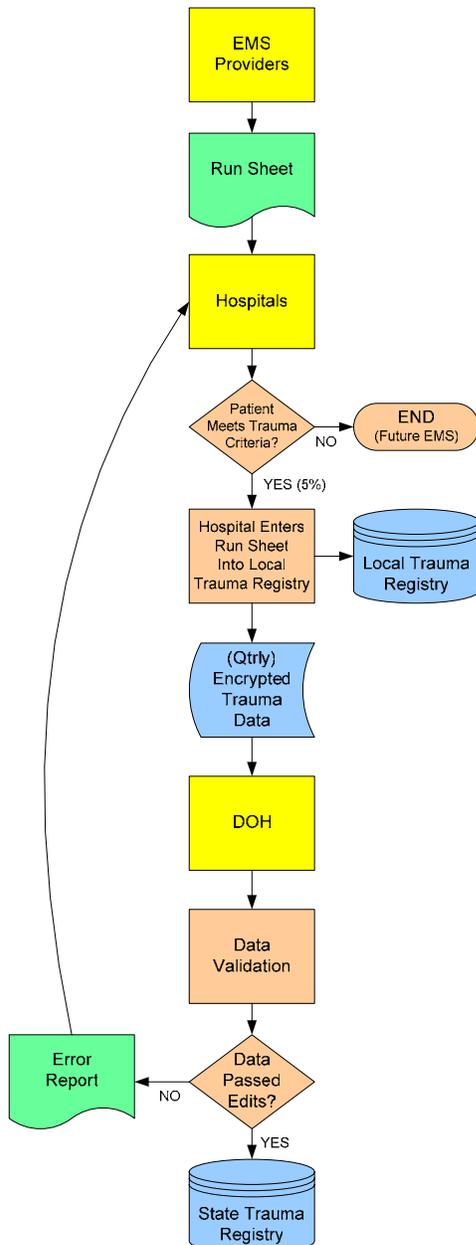
DOH collects injury data from certified hospitals and indirectly through EMS service providers. They maintain the state **Trauma Registry** and the **Comprehensive Hospital Abstract Reporting System (CHARS)**.

In 1990 the Washington Emergency Medical Services and Trauma Act established the Washington Trauma Registry which is authorized to collect and link major trauma records from verified EMS and designated hospitals and rehabilitation programs.

The Trauma Registry collects information on locations, times, field interventions, first vitals, activation of the trauma system and transport destination from over 500 verified EMS services and programs. The 81 designated hospitals provide information on patient demographics, lengths of stay, costs and surgery procedures, discharge diagnoses, injury severity and probability of survival. In addition, rehabilitation facilities provide measures of independent functioning when a patient enters a program and when the patient exits the program.

To be eligible for the trauma registry, the patient must meet certain trauma criteria (as codified in the hospital’s ICD-9 codes) and for adults, be hospitalized for more than two days or die as a result of the trauma. For patients who are transported to a hospital via an EMS service provider, the EMS run sheet is the primary source of information for the Trauma Registry. (See Figure 8.) For those patients meeting the Trauma Registry criteria, the hospital enters data into their local trauma registry from the EMS run sheet. If the Trauma Registry patient arrived at the hospital by private transport, the data for the Trauma Registry is collected from the patient minus the EMS ‘pre-hospital’ information.

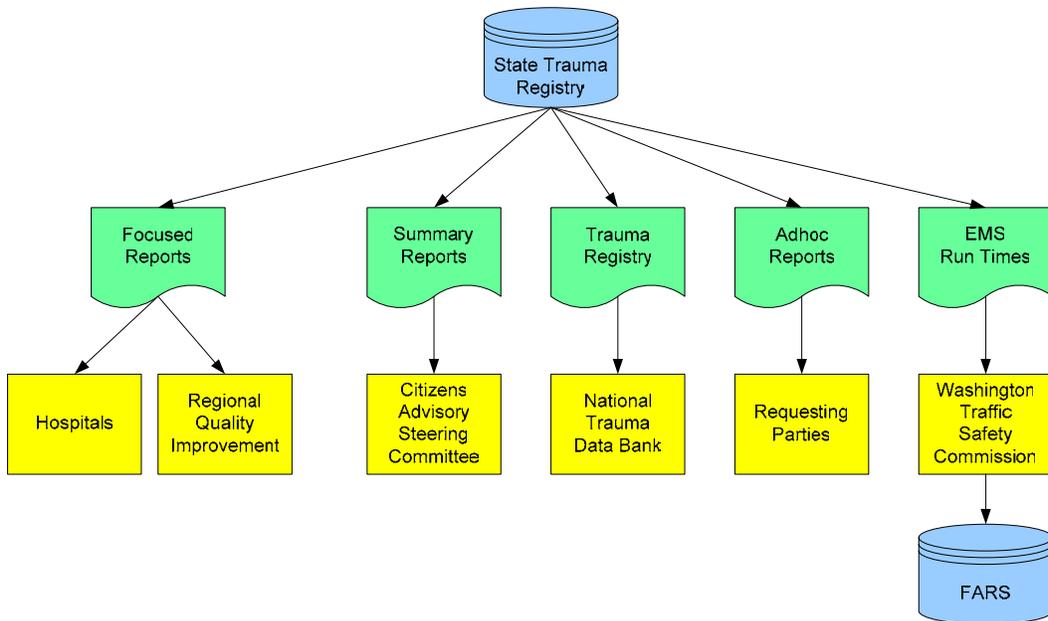
Figure 8: Trauma Registry



On a quarterly basis, the hospitals send an encrypted trauma data file to DOH via email. DOH edits the data. Trauma data that passes the data validation process is electronically input to the state Trauma Registry. Trauma data with errors is reported back to the hospitals for correction and resubmission.

The Trauma Registry is used in a variety of ways by a variety of parties. **Hospitals** use ‘focused reports’ from the Trauma Registry to benchmark how they compare with other hospitals. They also use them to identify problems, improve clinical outcomes, or study issues. Frequently, a doctor will have a theory and ask the registrar to investigate. **Regional Quality Improvement** typically uses the reports to look at the system and evaluate the way resources are managed. They look at availability, times, diverts (when a hospital has to refuse patients because they're full or have a major systems failure), or mass-causality incidents. They also like to examine representative cases to see anecdotally how the system worked. The **Citizens Advisory Steering Committee**, made up of practitioners, is interested in the big picture: the trends, volumes, times, outcomes, and percentages. They also advise on policy and they may suggest a standard way of treating a particular injury (evidence-based protocol). The **National Trauma Data Bank** is only in its infancy and has not gotten a very high percentage of hospitals to participate. Right now they are benchmarking, similar to the level of use of hospitals. **Requesting Parties** request a variety of trauma information for a variety of uses. Most parties receive data with personal identifiers removed. Those parties who desire data with personal identifiers must present their case to the **Independent Research Review Board (IRRB)** for approval or disapproval. The IRRB reviews research proposals and makes a determination on whether subjects are protected and confidentiality is maintained. The **Washington Traffic Safety Commission** receives trauma data, primarily EMS run times, for input into the **Fatality Analysis Reporting System (FARS)**. (See Figure 9.)

Figure 9: Trauma Registry Reporting



## CHARS

The **Comprehensive Hospital Abstract Reporting System (CHARS)** is a hospital discharge database maintained by **Department of Health (DOH)** that contains all inpatient discharge records from Washington State licensed hospitals. The data collected is a subset of the information from the hospital billing forms that are submitted to insurers for payment. The CHARS database contains approximately 520,000 annual hospital discharge records on all persons hospitalized in state licensed acute care hospitals, regardless of patient residence. The CHARS data, along with death records, form the foundation of the Injury Prevention Program in DOH and are used extensively by the Emergency Medical Services (EMS) and Trauma Registry systems.

Data is provided by approximately 93 Washington State licensed acute care facilities as defined in RCW 70.14.020. CHARS does not include emergency room or hospital outpatient records, information from other outpatient or ambulatory facilities, US military or veterans hospitals, state psychiatric hospitals, birthing facilities, or private alcoholism or rehabilitation facilities.

Hospitals create a CHARS record at the time of a patient's discharge. By law hospitals have up to 45 days after the discharge date to submit the required elements to DOH. Some hospitals send their file to a contractor who updates / edits the data and then forwards the file to DOH. Other hospitals send their data directly to DOH. (See Figure 10.) DOH edits the data. If the record passes the edits, the record is placed in the state CHARS database. If the record had errors, an error report is returned to the sending contractor or hospital for correction and resubmission.

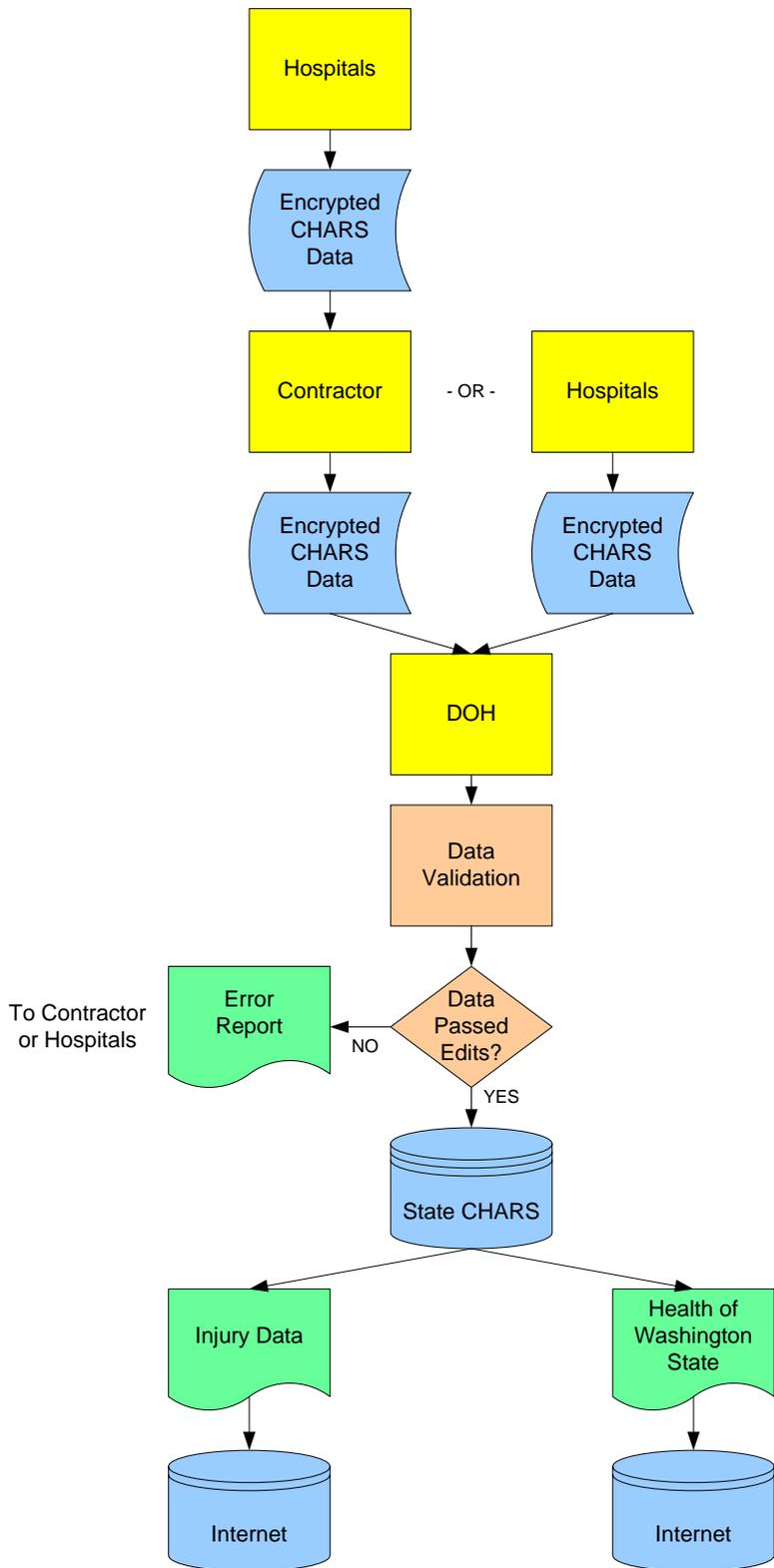
CHARS data is sent annually to the Injury Prevention Program where the injury data, including traffic records, is screened for errors. The Injury Prevention Program corrects the injury-related errors.

This data is used for a number of different purposes. The first is injury data tables. These tables provide injury data by cause of the injury by age group, year, county, EMS region, and intent of the injury (unintentional or intentional). The injury data tables are updated annually and placed on the Internet. (See [http://www.doh.wa.gov/cfh/Injury/Tables\\_update.htm](http://www.doh.wa.gov/cfh/Injury/Tables_update.htm)). This information is used by public health workers, Emergency Medical Service workers, health care providers, SAFEKIDS coordinators, Child Death Review (CDR) teams, local health jurisdictions, and injury prevention groups. A paper copy of the Injury Data tables is sent to these professionals annually.

The injury data is also used in a report called the "Health of Washington State". This report includes information on many aspects of health and includes an entire section devoted to injury. A chapter on motor vehicle injuries is included. This report is also placed on the Internet. This report is used by local health departments, legislators, the general public, community organizations, and state agencies.

Injury data is also incorporated into a software package, called Vista, which is used across the Washington State public health system, including local health departments, for community health assessment. The software is used to analyze population-based public health data. (For more information about Vista, see <http://www.doh.wa.gov/OS/Vista/HOMEPAGE.HTM>).

Figure 10: Comprehensive Hospital Abstract Reporting System (CHARS)



## **The State of Washington's Analysis Traffic Records Systems**

Analysts at the **Washington Traffic Safety Commission (WTSC)** use traffic records data to do research studies and traffic safety analysis. WTSC analysts primarily use **SPSS** for statistical analysis and **Microsoft Excel** for general analysis. Both are well-known commercial software products.

SPSS features a broad range of capabilities for the entire analytical process. With SPSS, research analysts can generate decision-making information quickly using powerful statistics, understand and effectively present the results with high-quality tabular and graphical output, and share the results with others using a variety of reporting methods. SPSS is a modular, tightly integrated, full-featured product line for the analytical process—planning, data collecting, data access, data management and preparation, analysis, reporting and deployment.

Microsoft Excel is a widely-used spreadsheet application for general-purpose data analysis. Excel includes statistical functions to make it easier to analyze complex data.

**Washington State Department of Transportation (WSDOT)** does traffic safety research and analysis as well. **SAS** and **Excel** are used by WSDOT's Research Office and the Design Office. The Collision Data Branch uses **SPSS** and Excel for research and analysis.

The SAS products that WSDOT uses are BASE SAS, SAS/STAT, and SAS/GRAPH, all mainframe products. **BASE/SAS** is the foundation of the SAS system. It provides tools essential for mastering the four data-driven tasks common to virtually any application: data access, management, analysis and presentation. **SAS/STAT** provides extensive statistical capabilities with tools for both specialized and enterprise-wide analytical needs. Ready-to-use procedures handle a wide range of statistical analyses, including analysis of variance, regression, categorical data analysis, multivariate analysis, survival analysis, psychometric analysis, cluster analysis, and nonparametric analysis. **SAS/GRAPH** software provides information and presentation color graphics capabilities to produce a wide variety of business charts, plots, and maps in many colors and patterns. Graphics components can be created, stored in catalogs, retrieved as needed, and combined with other graphics. The software also includes extended capabilities for building multimedia applications -- graphics editing, image capture and playback, video editing and compositing, and batch processing of high-volume graphics.

## **Part III**

### **Topical Index of Traffic Records Resources**

### **AAA Foundation for Traffic Safety**

The AAA Foundation for Traffic Safety is dedicated to saving lives and reducing injuries by preventing traffic crashes. It is a not-for-profit, publicly-supported charitable educational and research organization. Since 1947, the Foundation has funded nearly 100 research projects designed to discover the causes of traffic crashes. We have used this research to develop dozens of focused, high-impact educational materials for drivers, pedestrians, bicyclists and other road users.

**<http://www.aaafoundation.org/home/>**

### **Accidents / Risk / Road Rage**

Department of Licensing (DOL) has a variety of topics on accidents, risk, and road rage, including: collision reporting, minor in possession, road rage, and ‘Are You at Risk?’.

**<http://www.dol.wa.gov/drivers.htm#acc>**

### **Administrative Office of the Courts (AOC)**

The Administrative Office of the Courts (AOC) was established by the 1957 Legislature and operates under the direction and supervision of the Chief Justice of the Supreme Court, pursuant to Chapter 2.56 RCW.

**[http://www.courts.wa.gov/appellate\\_trial\\_courts/aocwho/](http://www.courts.wa.gov/appellate_trial_courts/aocwho/)**

### **Administrative Office of the Courts (AOC) Information Services Division**

AOC’s Information Services Division provides support to the courts through the development, operation, and maintenance of the Judicial Information System (JIS) that supports automation in juvenile, municipal, district, superior, and appellate courts. Over 10,000 users access data on the JIS, including judges, court staff, attorneys, law enforcement, and private sector businesses.

**[http://www.courts.wa.gov/appellate\\_trial\\_courts/aocwho/?fa=atc\\_aocwho.display&fileID=isd](http://www.courts.wa.gov/appellate_trial_courts/aocwho/?fa=atc_aocwho.display&fileID=isd)**

### **Alcohol and Substance Abuse, Division of (DASA)**

DSHS’s Division of Alcohol and Substance Abuse (DASA) coordinates efforts to help individuals and communities with problems related to the abuse of drugs and alcohol. DASA contracts with organizations in the community to provide prevention, treatment, and other support services for individuals with problems related to alcohol, tobacco, and drugs.

**<http://www1.dshs.wa.gov/dasa/default.shtml>**

### **Alcohol and Substance Abuse, Division of (DASA) Strategic Plan**

DSHS’s Division of Alcohol and Substance Abuse (DASA) coordinates efforts to help individuals and communities with problems related to the abuse of drugs and alcohol. This web site contains DASA’s strategic plan. Within this URL, search on “traffic” and find the portions of the plan that discuss traffic safety.

**<http://www1.dshs.wa.gov/dasa/services/OPPLR/strategicplan.shtml>**

### **American Association of Motor Vehicle Administrators (AAMVA)**

AAMVA is a tax-exempt, nonprofit organization striving to develop model programs in motor vehicle administration, police traffic services and highway safety. The association serves as an information clearinghouse for these same disciplines, and acts as the international spokesman for these interests. <http://www.aamva.org/>

### **American Association of State Highway and Transportation Officials (AASHTO)**

AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail and water. Its primary goal is to foster the development, operation and maintenance of an integrated national transportation system.

<http://www.transportation.org/aashto/home.nsf/FrontPage>

### **Annual Traffic Report, WSDOT**

The Annual Traffic Report (ATR) summarizes traffic data maintained by the Washington State Department of Transportation for the State Highway System. The report includes Annual Average Daily Traffic (AADT) figures and truck percentages, when available, for locations where data collection has occurred within the past four years. Also included are: a list of Automated Data Collection (ADC) station locations; an annual summary of data from all operational ADC stations; a table of Average Weekday Traffic (AWDT) to AADT conversion factors from all operational ADC stations; a ten-year history of AADTs from ADC stations, ferry systems and toll crossings; Annual Vehicle Miles of Travel (AVMT) information for the State Highway System; and a copy of the latest Washington State Traffic Flow Map.

<http://www.wsdot.wa.gov/mapsdata/tdo/annualtrafficreport.htm>

### **ANSI D16.1**

The purpose of the American National Standards Institute (ANSI) D16.1 Manual on Classification of Motor Vehicle Accidents is to promote uniformity and comparability of motor vehicle traffic accident statistics now being developed in states and local jurisdictions. The state of Washington uses ANSI D16.1 in classification of motor vehicle accident statistics.

<http://www.nhtsa.dot.gov/people/perform/trafrecords/crash/pdf/d16.pdf>

### **Association of Transportation Safety Information Professionals (ATSIP)**

The Association of Transportation Safety Information Professionals is also known as the Traffic Records Committee, a working group of the National Safety Council's Highway Traffic Safety Division. The Association of Transportation Safety Information Professionals exists to further the development and sharing of traffic records system procedures, tools and professionalism. Membership is open to any professional working within the areas of traffic safety data collection, management, and analysis.

<http://www.atsip.org/>

### **Association of Washington Cities (AWC)**

Founded in 1933, the Association of Washington Cities (AWC) is a private, non-profit, non-partisan organization that represents Washington's cities and towns before the state legislature, the state executive branch and with regulatory agencies.

**<http://www.awcnet.org/portal/studionew.asp?webid=1&mode=b1>**

### **Caseloads of the Courts of Washington**

Statistical data contained in the state's Judicial Information System have been used to publish this comprehensive description of Washington's courts. From the caseload directory page you can access most-recent-month, year-to-date, and annual statistics for every superior court and most of the district and municipal courts in Washington State. Annual statistics are also available for the Supreme Court and Court of Appeals.

**<http://www.courts.wa.gov/caseload/>**

### **Child Safety Guide**

One of the four leading causes of accidental child deaths in Washington State is improperly installed safety restraint (car or booster seat) systems. This web site has educational resources that promote the proper installation of safety restraint systems.

**<http://www1.dshs.wa.gov/keepsafe/>**

### **Child Transportation Safety**

Although 96 percent of parents who use car seats and safety belts to protect their children think they are doing it correctly, checkups continually show that 4 out of 5 unintentionally make mistakes that could result in their child being injured or killed in a crash. The National Transportation Safety Board (NTSB) has some recommendations to change this statistic.

**<http://www.nts.gov/Surface/highway/childseat.htm>**

### **Collision Data Summary, WSDOT (Annual report)**

This report includes summary information on the previous years State Highway collision experience for both statewide and specific locations, along with trend analysis. Due to delays in implementing a new collision records system in the state, the most recent year covered by this report is 1996.

**<http://www.wsdot.wa.gov/mapsdata/tdo/accidentannual.htm>**

### **Collision Records Section, WSP/WSDOT**

The WSP Criminal Records Division houses criminal records and is responsible for the Collision Records Section. The Collision Records Section is located within the Department of Transportation Traffic Data Office and is responsible for indexing and disclosing collision records.

**<http://www.wsp.wa.gov/about/tsbhome.htm#crd>**

### **Commercial Vehicle Division, WSP**

The Commercial Vehicle Division consists of the Commercial Vehicle Enforcement Section, the Motor Carrier Safety Assistance Program, the School Bus Inspection Program, the Compliance and Review Section, the Tow Truck Inspection Unit and the Equipment and Standards Review Unit.

**<http://www.wsp.wa.gov/traveler/cvd.htm>**

### **Commercial Vehicle Information Systems and Networks (CVISN), USDOT**

The Johns Hopkins University Applied Physics Laboratory is working for the US Department of Transportation (DOT) to improve the safety and efficiency of operations for commercial vehicles (trucks and buses). This site is maintained by the Laboratory to provide a source of current planning and technical information for the Commercial Vehicle Information Systems and Networks (CVISN) Program, and to distribute program documentation for review, feedback, and use.

**<http://www.jhuapl.edu/cvisn/>**

### **Commercial Vehicle Information Systems and Networks (CVISN), WSDOT**

The Commercial Vehicle Information Systems and Networks (CVISN) program uses Intelligent Transportation Systems technology to promote the safe and legal movement of commercial vehicle traffic within our state and across the nation. The CVISN program refers to the collection of information and communication systems owned and operated by the Federal Highway Administration, states, motor carriers and other stakeholders.

**<http://cvisn.wsdot.wa.gov/>**

### **Comprehensive Hospital Abstract Reporting System (CHARS)**

The Comprehensive Hospital Abstract Reporting System (CHARS) database is used to collect public information such as the age, sex, zip code and billed charges of the patient, as well as the codes for their diagnosis and procedures among other items. The purpose of the CHARS system is to provide public health personnel, consumers, purchasers, payers, providers, and researchers useful information by which to make informed decisions on health care. The CHARS system provides those concerned with the development of public policy with information necessary to analyze many significant health care issues. Site also contains a CHARS dataset file layout and a PDF of the CHARS manual.

**<http://www.doh.wa.gov/EHSPHL/hospdata/Chars.htm>**

### **Comprehensive Hospital Abstract Reporting System (CHARS) Standard Reports**

This site contains the standard CHARS reports, including: hospital census and charges, hospital census and charges by payer, hospital census and charges by diagnosis related groups (DRG) weights, and hospital patient origin census and charges.

**<http://www.doh.wa.gov/EHSPHL/hospdata/CHARS/Default.htm>**

### **County Road Administration Board (CRAB)**

The County Road Administration Board (CRAB) was created by the Legislature in 1965 to provide statutory oversight of Washington's thirty-nine county road departments. The agency is a major resource for the Washington Association of County Engineers and the Washington State Association of Counties for transportation related issues. CRAB does research, provides reports and presents testimony when appropriate.

<http://www.crab.wa.gov/>

### **County Road Administration Board (CRAB) Resources**

CRAB's web site lists a number of traffic safety resources: Geographic Information Systems links, general transportation links, local government links, state government links, federal government links, technology links, transit links, CRAB links, and transportation safety links.

<http://www.crab.wa.gov/resources/>

### **County Road Administration Board (CRAB) 2003 Annual Report**

CRAB's 2003 annual report contains several tables of data, including: county bridge data, county road revenues and expenditures, county road levy summary, county road mileage, county arterial preservation program, and the county freight and goods system.

<http://www.crab.wa.gov/resources/documents/annreport2003/annreport03.pdf>

### **County Road Information System (CRIS)**

CRAB maintains a County Road Information System (CRIS) as one of its many services to counties. CRIS is a comprehensive and dynamic, yet easy to use, road inventory and management system that makes it easier for counties to preserve and improve their transportation infrastructure.

<http://www.crab.wa.gov/cris/>

### **Crash Outcome Data Evaluation System (CODES)**

Injuries resulting from motor vehicle crashes remain a major public health problem. These injuries cause unnecessary burden of increased taxes and insurance premiums. They can be prevented, or reduced, but only if we understand what the severity of these crashes is, and their associated health care costs. Crash data alone do not indicate the injury problem in terms of the medical and financial consequences. By linking crash, vehicle, and behavior characteristics to their specific medical and financial outcomes, we can identify prevention factors.

<http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/CODES.html>

### **Department of Health (DOH)**

See "Health, Department of".

### **Department of Licensing (DOL)**

See "Licensing, Department of".

### **Design Office, WSDOT**

The WSDOT Design office uses traffic records data to evaluate existing design standards and develop new ones.

<http://www.wsdot.wa.gov/eesc/design/default.htm>

### **Division of Alcohol and Substance Abuse (DASA)**

See “Alcohol and Substance Abuse, Division of”.

### **Driver & Vehicle Information, WSP**

Whether you drive a car, a truck, or a motorcycle, you'll find resources and information about vehicle inspections, equipment, traction devices, traffic, road conditions, weather, and vehicle operation.

<http://www.wsp.wa.gov/traveler/traveler.htm>

### **EMS and Trauma Committees, Washington State**

The Department of Health provides regular data presentation to the EMS and Trauma Steering Committee. These presentations cover various topics from meeting to meeting, with a major focus on trauma system performance and evaluation. Recent presentations are available for your viewing.

[http://www.doh.wa.gov/hsqa/emtp/commpg1.htm#Data%20presentations%20to%20the%](http://www.doh.wa.gov/hsqa/emtp/commpg1.htm#Data%20presentations%20to%20the%20)

### **Emergency Medical Services and Trauma System, DOH Office of**

Here you will find information regarding EMS and Trauma Prevention in Washington.

<http://www.doh.wa.gov/hsqa/emtp/>

### **Fatal Collisions in Washington (WTSC)**

Go to this web site for a variety of statistical reports on fatal collisions in Washington State. Categories of reports include: Overview of Deaths, Travel, and Status of Persons Killed; and Drivers, Alcohol, Occupants, and Seat Belts.

[http://www.wtsc.wa.gov/stats\\_research.html](http://www.wtsc.wa.gov/stats_research.html)

### **Fatality Analysis Reporting System (USDOT / NHTSA)**

In order to improve traffic safety, the United States Department of Transportation (DOT) National Highway Traffic Safety Administration (NHTSA) created the Fatality Analysis Reporting System (FARS) in 1975. This data system was conceived, designed, and developed by the National Center for Statistics and Analysis (NCSA) to assist the traffic safety community in identifying traffic safety problems and evaluating both motor vehicle safety standards and highway safety initiatives. FARS is one of the two major sources of data used at the NCSA.

<http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/FARS.html>

### **Fatality Analysis Reporting System (WTSC)**

The Fatality Analysis Reporting System (FARS) contains data on a census of fatal traffic crashes with the 50 states, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway customarily open to the public and result in the death of a person (occupant of vehicle or a non-motorist) within 30 days of the crash. The system was conceived, designed and developed by the National Center for Statistics and Analysis (NCSA) of the National Highway Traffic Safety Administration (NHTSA).

<http://www.wtsc.wa.gov/fars.html>

### **Fatality Analysis Reporting System (USDOT / NHTSA) Query System**

NHTSA decided in 1996 to make FARS data easier to obtain by using Internet technology. This FARS Web-Based Encyclopedia offers a more intuitive and powerful approach for retrieving fatal crash information.

<http://www-fars.nhtsa.dot.gov/>

### **Federal Highway Administration (FHWA)**

The Federal Highway Administration (FHWA) is a part of the U.S. Department of Transportation and is headquartered in Washington, D.C., with field offices across the United States. FHWA is charged with the broad responsibility of ensuring that America's roads and highways continue to be the safest and most technologically up-to-date.

<http://www.fhwa.dot.gov/>

### **Federal Highway Administration (FHWA) Office of Safety**

The Office of Safety is a strong advocate and champion for highway safety within the FHWA, within DOT, and with external organizations. The Office of Safety is proactive in working with other offices in FHWA to "integrate" safety improvements, goals and activities in all of FHWA's business functions, i.e. planning, environment, design, engineering, management systems, operations, etc. The Office of Safety closely coordinates FHWA safety strategies and initiatives with other DOT agencies (NHTSA, FMCSA, FRA, etc.) and the Office of Secretary. It advocates and influences the field activities to improve highway safety since is the champion of FHWA's safety goal. The Office of Safety interacts closely with FHWA partners, such as the States, AASHTO, NAGHSR, and with other external safety advocacy groups. It interacts with Congressional staff to communicate the renewed importance of highway safety in FHWA.

<http://safety.fhwa.dot.gov/>

### **FHWA, Washington Division**

FHWA's Washington Division is located in Olympia. Go to this site for staff contacts and to find out who to contact for project-specific information.

<http://www.fhwa.dot.gov/wadiv/index.htm>

### **Federal Motor Carrier Safety Administration (FMCSA)**

The Federal Motor Carrier Safety Administration (FMCSA) was established as a separate administration within the U.S. Department of Transportation on January 1, 2000, pursuant to the Motor Carrier Safety Improvement Act of 1999. Their primary mission is to reduce crashes, injuries, and fatalities involving large trucks and buses. FMCSA is headquartered in Washington, DC. They employ more than 1,000 individuals, in all 50 States and the District of Columbia, dedicated to improving bus and truck safety and saving lives.

<http://www.fmcsa.dot.gov/>

### **Federal Motor Carrier Safety Administration (FMCSA) Analysis & Information Online**

This Federal Motor Carrier Safety Administration (FMCSA) website contains statistics on commercial carriers, including: safety statistics, crash profiles, program measures, NAFTA safety statistics, and analysis results and reports.

<http://ai.volpe.dot.gov/>

### **Field Operations Bureau, WSP**

The Field Operations Bureau is primarily responsible for traffic law enforcement, collision investigation, and motorist assistance on 18,289 miles of state and interstate highways in Washington State. Commissioned troopers carry out the department's primary goal of providing a safe motoring environment for the public. The Field Operations Bureau is comprised of eight geographic districts, the Special Operations Division, the Explosive Unit, the Honor Guard, the Canine Unit, and Vessel and Terminal Security (VATS).

**<http://www.wsp.wa.gov/about/fobhome.htm>**

### **GIS in Transportation**

The GIS in Transportation Web site highlights innovative transportation-related applications of GIS across the country. GIS in Transportation is home to detailed descriptions of featured GIS applications and a searchable database of GIS applications.

**<http://www.gis.fhwa.dot.gov/>**

### **Governors Highway Safety Association (GHSA) – formerly National Association of Governors' Highway Safety Representatives (NAGHSR)**

The Governors Highway Safety Association (GHSA) is the states' voice on highway safety. The 501(c)(3) nonprofit association represents the highway safety programs of states and territories on the "human behavioral aspects" of highway safety. Areas of focus include: occupant protection, impaired driving and speed enforcement, as well as motorcycle, school bus, pedestrian and bicycle safety, and traffic records. GHSA's mission is to provide leadership in the development of national policy to ensure effective highway safety programs. The Association provides a collective voice for the states in working with Congress and the federal agencies to address their safety challenges.

**<http://www.ghsa.org/>**

### **Grant Opportunities (WTSC)**

Grants are available to qualified agencies and organizations within Washington State to fund innovative programs, projects, services and strategies to reduce the number of deaths, injuries and property damage that result from traffic crashes. Every year, WTSC receives approximately \$5,000,000 to disperse for eligible projects.

**<http://www.wtsc.wa.gov/grants.html>**

### **Health, Department of (DOH)**

Public health services are population-based, focusing on improving the health status of the population, rather than simply treating individuals. This responsibility is shared by the Department of Health and 34 local public health jurisdictions serving Washington's 39 counties.

**<http://www.doh.wa.gov>**

### **Health of Washington State Report**

This report presents a statewide assessment of health status, health risks, and health care services. Published July 2002.

**<http://www.doh.wa.gov/HWS/default.htm>**

### **Healthy Youth Survey**

The Healthy Youth Survey is a collaborative effort by the Department of Health (DOH), Office of Superintendent of Public Instruction (OSPI), the Department of Social and Health Services (DSHS), the Family Policy Council, and the Department of Community Trade and Economic Development (CTED). Each agency works to prevent and intervene in unhealthy behaviors of Washington youth. The survey data is used for needs assessment, planning, monitoring, and evaluation. Key traffic indicators include safety belt use, riding with a driver who had been drinking, and drinking and driving.

**<http://www3.doh.wa.gov/HYS/>**

### **Highway Statistics Series, FHWA**

The federal Highway Statistics Series consists of annual reports containing analyzed statistical data on motor fuel; motor vehicles; driver licensing; highway-user taxation; State and local government highway finance; highway mileage, and Federal aid for highways. This data is presented in tabular format as well as selected charts and has been published each year since 1945.

**<http://www.fhwa.dot.gov/policy/ohpi/hss/index.htm>**

### **Highways and Local Programs, WSDOT**

Highways and Local Programs provides educational, technical and financial support, and federal oversight to local agencies and other transportation partners to help them succeed in meeting their transportation goals. Highways and Local Programs promotes cooperative planning and partnerships between WSDOT and local governments.

**<http://www.wsdot.wa.gov/TA/HOMEPAGE/HLPHP.html>**

### **Hospital and Patient Data, DOH**

The Hospital and Patient Data section of DOH is responsible for collecting and publishing critical information that is needed to help Washingtonians live healthier lives. By providing access to current, high quality health data that covers community hospitals in Washington State, CHS\HPDS enables people to make better informed decisions about healthcare and health plans. These data are also used by policy makers, health professionals, community-based organizations, and researchers to understand trends, identify high risk populations (and geographic areas), set prevention priorities, and plan targeted health promotion strategies.

**<http://www.doh.wa.gov/EHSPHL/hospdata/default.htm>**

### **I Promise Program, IIHS**

This program is designed to reduce the risk of youth related car crashes and relies on parents as role models by entering into a family contract with their young driver for safe and responsible use of the car. Key components of the program include a personalized family agreement, mutual accountability, trust and a commitment to safe driving.

<http://www.ipromiseprogram.com/>

### **Implied Consent Section, WSP**

The Implied Consent Section located within the Forensic Laboratory Services Bureau is made up of the Breath Test and Drug Recognition Expert Programs of the Washington State Patrol. The Drug Evaluation and Classification Program (DEC) began in February 1996. Drug Recognition Experts (DREs) are trained to recognize the symptoms of intoxication for seven different categories of drugs. These programs are intended to reduce the number of intoxicated drivers and the resulting deaths, injuries, and costs. The Washington State Patrol provides training to both troopers and officers from local law enforcement agencies.

<http://www.wsp.wa.gov/about/flsbhome.htm#implied>

### **Injury Data Tables, DOH**

The Injury Prevention and Safety Program develops and maintains programs designed to reduce injuries. The Injury Data Tables contain statistics on causes of injury by age, causes of injury by year, and causes of injury by intent. Motor vehicles, pedalcyclists, and pedestrians are included as the cause of injury.

[http://www.doh.wa.gov/cfh/Injury/Tables\\_update.htm](http://www.doh.wa.gov/cfh/Injury/Tables_update.htm)

### **Insurance Institute for Highway Safety (IIHS)**

The Insurance Institute for Highway Safety is a nonprofit research and communications organization funded by auto insurers. For over 30 years the Insurance Institute for Highway Safety has been a leader in finding out what works and doesn't work to prevent motor vehicle crashes in the first place and reduce injuries in the crashes that still occur. The Institute's research focuses on countermeasures aimed at all three factors in motor vehicle crashes (human, vehicular, and environmental) and on interventions that can occur before, during, and after crashes to reduce losses.

<http://www.iihs.org/>

### **Judicial Information System (JIS)**

The Judicial Information System (JIS) provides case management automation to courts in Washington State. It includes systems for appellate, superior, limited jurisdiction and juvenile courts. Its two-fold purpose is: (1) to automate and support the daily operations of the courts and (2) to maintain a statewide network connecting the courts and partner criminal justice agencies to the JIS database.

<http://www.courts.wa.gov/jis/>

### **Judicial Information System Committee (JISC)**

The Judicial Information System Committee (JISC) governs the JIS. The JISC is established in the state court Judicial Information System Committee Rules (JISCR) and operates under those rules and RCW Chapter 2.68. The JISC sets policy for the Judicial Information System and approves projects and their priorities.

[http://www.courts.wa.gov/committee/?fa=committee.home&committee\\_id=74](http://www.courts.wa.gov/committee/?fa=committee.home&committee_id=74)

### **Justice Information Network (JIN)**

The strategic process and governance structure for sharing criminal justice information in Washington State is referred to as the Justice Information Network (JIN). JIN is a collaborative effort and continuing process of state and local criminal justice agencies to provide integrated information to criminal justice practitioners and automate the electronic transfer of information.

<http://www.jin.wa.gov>

### **Licensing, Department of**

The Department of Licensing was formed in 1979 as the state's agency responsible for administering laws relating to the licensing and regulation of professions, businesses, gambling, and other activities in addition to administering laws relating to the licensing and regulation of vehicles and vehicle operators, dealers, and manufacturers.

<http://www.dol.wa.gov/>

### **Licensing Organization, Department of**

The Department of Licensing (DOL) is comprised of five divisions: Driver Services, Vehicle Services, Business & Professions, Information Services, and Management Services.

<http://www.dol.wa.gov/main/about.htm#organization>

### **Locator Log**

See "State Route Accident Locator Log, WSDOT".

### **Major Accident Investigation Team (MAIT), WSP**

The Washington State Patrol's Major Accident Investigation Team (MAIT) was formed in 1990, in partnership with the Washington State Department of Transportation. The MAIT is charged with investigating catastrophic collisions occurring within the jurisdiction of the Washington State Patrol. These collisions are defined by specific criteria that, by their severity, demand exhaustive investigation and review.

<http://www.wsp.wa.gov/crime/mait.htm>

### **Materials Laboratory, WSDOT**

The WSDOT Materials Laboratory inventories current pavement conditions. Pavement management is one aspect of traffic records.

<http://www.wsdot.wa.gov/biz/mats/>

### **Mileage and Travel Information, WSDOT (Annual report)**

The mileage and travel information on this website is based on data collected annually for Highway Performance Monitoring System (HPMS) sample sections. Daily Vehicle Miles Travel (DVMT) is updated annually based on these statistical samples.

<http://www.wsdot.wa.gov/mapsdata/tdo/annualmileage.htm>

### **Model Minimum Uniform Crash Criteria (MMUCC)**

MMUCC are a voluntary set of guidelines that help states collect consistent, reliable crash data that are more effective for identifying traffic safety problems, establishing goals and performance measures, and monitoring the progress of programs. This site has the latest edition of MMUCC, and features a query by data element.

<http://www.mmucc.us/>

### **Motor Carrier Facts and Figures**

At this area of the Federal Motor Carrier Safety Administration (FMCSA) web site, you can get information on and access to crash and other data bases which can be used to analyze safety issues, safety statistics, ratings and other statistical information. You will also find many of FMCSA's forms, some downloadable for your use, and on-line publications.

<http://www.fmcsa.dot.gov/factsfigs/factsfigs.htm>

### **Motor Carrier Safety Programs, FMCSA**

The Federal Motor Carrier Safety Administration (FMCSA) regulates and supports the Nation's interstate commercial carrier industry. In cooperation with its partners and customers, they are striving to reduce the large truck fatality rate by 41% from 1996 to 2008. This reduction translates into a rate of 1.65 fatalities in truck crashes per 100 million miles of truck travel. This site contains their safety programs for meeting this safety objective.

<http://www.fmcsa.dot.gov/safetyprogs/saftprogs.htm>

### **National Center for Statistics and Analysis (NCSA) of the National Highway Traffic Safety Administration (NHTSA)**

NCSA's vision is to provide the data and the analysis to allow complete understanding of the nature, causes and injury outcomes of crashes and the strategies and interventions that will reduce crashes and their consequences. NCSA provides links to programs such as CODES, FARS, and MMUCC.

<http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/intro.html>

### **National Highway Traffic Safety Administration (NHTSA)**

NHTSA is responsible for reducing deaths, injuries and economic losses resulting from motor vehicle crashes. This is accomplished by setting and enforcing safety performance standards for motor vehicles and motor vehicle equipment, and through grants to state and local governments to enable them to conduct effective local highway safety programs.

<http://www.nhtsa.dot.gov/>

### **National Highway Traffic Safety Administration (NHTSA) Regional Offices**

The National Highway Traffic Safety Administration (NHTSA) has 10 Regional offices that work on the agency's mission to save lives, prevent injuries, and reduce traffic related healthcare and other economic costs. Each Regional office provides numerous services to its states, as well as other public and private sector customers. These services include, but are not limited to, technical assistance, promoting legislation, administering the agency's grant fund programs, assisting in coalition building and delivering training. Washington State is in Region 10.

<http://www.nhtsa.dot.gov/nhtsa/whatis/regions/index.cfm?Fitting=No>

### **National Model**

The National Model for the Statewide Application of Data Collection & Management Technology to Improve Highway Safety is a nationally-recognized program for sharing information, resources, and technologies to improve highway safety. The focus of the National Model is improving data collection for roadway incidents, leveraging proven technology for law enforcement, streamlining the communication of safety information to key stakeholders, and extending the use of this information for short- and long-range safety and law enforcement programs.

<http://www.dot.state.ia.us/natmodel/>

### **National Safety Council (NSC)**

Last year, more than 20 million Americans suffered disabling injuries at work, in their homes and communities, or in transportation. For nearly 100,000 of these people, their injuries were fatal. These are personal tragedies that occur every day across America. The National Safety Council is committed to correcting this huge societal problem.

<http://www.nsc.org/>

### **National Transportation Safety Board (NTSB) Data and Information Products**

NTSB publishes its highway studies and special reports on the Internet. A variety of topics of interest to traffic safety professionals can be found at this site.

[http://www.nts.gov/Publictn/H\\_Stu.htm](http://www.nts.gov/Publictn/H_Stu.htm)

### **Office of the Superintendent of Public Instruction**

See "Public Instruction, Office of the Superintendent of".

### **Operation Lifesaver**

Operation Lifesaver is a national, non-profit education and awareness program dedicated to ending tragic collisions, fatalities and injuries at highway-rail grade crossings and on railroad rights of way. To accomplish its mission, Operation Lifesaver promotes 3 Es: Education, Enforcement, and Engineering.

<http://www.oli.org/index.html>

### **Public Instruction, Office of the Superintendent of**

The Office of Superintendent of Public Instruction (OSPI) is the primary agency charged with overseeing K-12 education in Washington State. Led by State School Superintendent Dr. Terry Bergeson, OSPI works with the state's 296 school districts to administer basic education programs and implement education reform on behalf of more than one million public school students.

**<http://www.k12.wa.us/>**

### **Reducing Underage Drinking (RUaD), DSHS**

Primarily through an agreement with the Washington Traffic Safety Commission and with collaboration from the Washington State Liquor Control Board, the DSHS Division of Alcohol and Substance Abuse (DASA) manages the "Enforcing the Underage Drinking Laws" program funded by the federal Office of Juvenile Justice and Delinquency Prevention. "Reducing Underage Drinking" or RUaD, as it is known in this state, supports programming to reduce youth alcohol use. RUaD strives to build community-based partnerships made up of law enforcement, the prevention system, public education, and the juvenile justice system.

**<http://www1.dshs.wa.gov/dasa/services/prevention/specialprev.shtml>**

### **Request for Copy of Collision Report**

If you were involved in a collision and would like to request a copy of the collision report, complete the "Request for Copy of Collision Report" form.

**<http://www.wsdot.wa.gov/mapsdata/tdo/collisionreportrequest.htm>**

### **Research and Technology, FHWA**

This site includes the latest list of FHWA Priority, Market-Ready, Technologies and Innovations and the FHWA Corporate Master Plan for Research and Deployment of Technology & Innovation (CMP) published in 2003.

**<http://www.fhwa.dot.gov/rnt4u/index.htm>**

### **Research Office, WSDOT**

WSDOT's research office uses traffic records data to conduct traffic safety research studies.

**<http://www.wsdot.wa.gov/research/>**

### **Risk and Protection Profile for Substance Abuse Prevention**

DSHS's Research & Data Analysis Division maintains a CORE-GIS database, a database that contains a comprehensive series of indicators at county, state, and federal levels. One of the indicators in this database is DUI arrests by age group.

**<http://www1.dshs.wa.gov/rda/research/4/47/updated/default.shtm>**

### **Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 (SAFETEA)**

This site is designed to be a source of information during the reauthorization of the Transportation Equity Act for the 21st Century (TEA-21), which was to expire on September 30, 2003. On September 24, 2003, the U.S. House passed a 5-month extension of TEA-21. TEA-21 was enacted on June 9, 1998, and authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period from 1998-2003. The new bill under consideration is called the 'Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003', or SAFETEA.

**<http://www.fhwa.dot.gov/reauthorization/>**

### **Share the Road Safely**

The Federal Motor Carrier Safety Administration (FMCSA) 'Share the Road Safely' program strives to improve the knowledge of all highway users to minimize the likelihood of a crash with a large truck, and reduce the consequences of those that do occur.

**<http://www.sharetheroadsafely.org/>**

### **Social and Health Services, Department of (DSHS)**

The State Legislature and the Governor created a central umbrella agency for human services in 1970 to make programs easier for citizens to find and use, and to reduce administration costs. These human services are housed in a single agency because the majority of people who use them have multiple needs, and require services from more than one program.

**<http://www1.dshs.wa.gov/>**

### **Social and Health Services, Department of (DSHS) Strategic Plan**

A DSHS State Advisory Committee was appointed by Secretary Braddock in November 2001 to facilitate discussion among members of Washington's business community, medical providers, educators, and a variety of community leaders about the state of human services. Along with feedback from clients and other DSHS stakeholders, input from this group was used to assist in developing the department's Strategic Plan for 2004-2009.

**<http://www1.dshs.wa.gov/budget/pdf/AWStratPlan.pdf>**

### **State Data System (SDS) Crash Data Report, 1990 - 1999**

The Crash Data Report provides extensive motor vehicle crash data from 1990-1999. These data are not representative of the nation as a whole, but do provide a comprehensive and illustrative census of motor vehicle crash patterns and trends for the 17 states in the State Data System at the time of publication: California, Florida, Georgia, Illinois, Indiana, Kansas, Maryland, Michigan, Missouri, New Mexico, North Carolina, Ohio, Pennsylvania, Texas, Utah, Virginia, and Washington. South Carolina joined the State Data System in January 2003 and NHTSA is actively seeking additional members. NHTSA's goal is to have all states participate in the State Data System.

**<http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/SDS.html>**

### **State Highway Log, WSDOT**

The State Highway Log, which is published annually, contains roadway data and mileage statistics for more than 7,000 miles of Washington State Highways. It is designed to provide a record of current highway system information and a source for computing distances between major points. Each State Highway includes such items as: the number of lanes; the length and width of turn lanes; shoulder, roadway and median widths; roadway surface pavement type; legal speed limits; and the State Route Milepost location for such physical features as intersecting roads, bridges and underpasses, county and corporate limits and on/off ramps.

**<http://www.wsdot.wa.gov/mapsdata/tdo/statehighwaylog.htm>**

### **State Patrol, Washington (WSP)**

Established in 1921, the Washington State Patrol operates under the authority of RCW 43.43.010, which created the department, and RCW 43.43.030, which gives full police powers to the officers. The Legislature acknowledged the need for a police organization that was mobile and could be concentrated immediately at any place in the state where the public safety was endangered. The Patrol began formal assistance to other police agencies with the passage of RCW 43.43.500. This statute created the Washington State Crime Information Center.

**<http://www.wsp.wa.gov/>**

### **State Patrol, Washington (WSP) Strategic Plan**

WSP's strategic plan provides an overview of the agency and identifies emerging issues, providing specific objectives and action plans to meet the agency's goals. WSP surveys consistently conclude that citizens want a safer motoring environment and an effective means of crime control, and express concern regarding the transportation of narcotics on our highways.

**<http://www.wsp.wa.gov/reports/stratplan.pdf>**

### **State Route Accident Locator Log, WSDOT**

The Locator Log is generated from the Transportation Information Planning Support System (TRIPS). TRIPS is a mainframe database containing roadway geometric and jurisdictional data, collision data, and traffic data. The Locator Log is a list of identifiable highway features, private enterprises and public services that were found to exist along each state route at the time it was inventoried. The mileages were secured in the field by a survey odometer.

**<http://www.wsdot.wa.gov/mapsdata/tdo/locatorlog.htm>**

### **State Traffic Safety Information (STSI), NHTSA**

STSI is a by-State profile of traffic safety data and information including: crash statistics, economic costs, legislation status, funding programs, et al.

**<http://www.nhtsa.dot.gov/stsi/>**

### **Strategic Planning and Programming, WSDOT**

This office manages the statewide highway construction program which includes: recommending subprogram funding levels; developing project priorities; and preparing, executing, and monitoring the highway construction program. The office is responsible for communicating these activities to department executives, the Transportation Commission, and the Legislative Transportation Committee(s).

**<http://www.wsdot.wa.gov/ppsc/>**

### **Target Zero**

Target Zero is a statewide traffic safety plan with three key objectives: 1) Recognize and build upon existing safety programs, 2) Bring traffic safety partners together, and 3) Coordinate a statewide safety vision and goals. The Target Zero Steering Committee, in cooperation with many state, local, and private agencies, will focus on further reducing traffic related fatalities and disabling injuries in Washington State. The plan will support the committee's thirty-year vision, to achieve a "transportation system with no deaths or disabling injuries." Along with the vision statement, Target Zero highlights 12 emphasis areas and recommends over 62 statewide traffic safety strategies.

**<http://www.wsdot.wa.gov/biz/trafficoperations/pdf/targetzero.pdf>**

### **Technology Transfer Center, Washington State (WST2)**

The WST2 Center is one of 57 Technology Transfer Centers that make up the national Local Technical Assistance Program (LTAP). As a partnership between WSDOT, FHWA & Washington State local agencies, the Center provides a coordinated technology transfer program that is responsive to local agencies. The goal of the WST2 Center is to enhance the technical and management skills and knowledge of local agencies staff so they can use resources more efficiently and effectively through sharing and coordination of technical expertise, training, technical materials, technical advice, and services.

**<http://www.wsdot.wa.gov/TA/T2Center/T2HP.htm>**

### **Title and Registration Statistics (DOL)**

This site contains several statistical reports on vehicles and vessels, including: fee distribution and counts reports, motor vehicle registrations by class within county, and vessel registrations by county.

**<http://www.dol.wa.gov/vs/stats/trvehiclevesselstats.htm>**

### **Tobacco, Alcohol, and Other Drug Abuse Trends in Washington State**

Each year, DSHS's Division of Alcohol and Substance Abuse (DASA) produces a Trends Report. The annual Trends Report is a compendium of information focused on alcohol / drug-related data and issues in Washington State. Included in this report are statistics on alcohol-related motor vehicle fatalities and driving under the influence (DUI) arrests.

**[www1.dshs.wa.gov/dasa/services/opplr/linkstothe2003trendsr.shtml](http://www1.dshs.wa.gov/dasa/services/opplr/linkstothe2003trendsr.shtml)**

### **Traffic Operations, WSDOT**

WSDOT's Traffic Operations office uses traffic records data to evaluate traffic and safety operational issues.

**<http://www.wsdot.wa.gov/biz/trafficoperations/default.htm>**

### **Traffic Records and Driver Licensing, NHTSA**

NHTSA'S Traffic Records and Driver Licensing Team's mission is to provide national leadership in the design, development and implementation of integrated highway and traffic safety records information systems. The Team's mission, as well, is to provide national leadership and guidance in the development of uniform laws and ordinances pertaining to the licensing of novice drivers and to promote the enactment of Graduated Driver Licensing systems for the young driver.

**<http://www.nhtsa.dot.gov/people/perform/trafrecords/default.htm>**

### **Traffic Records System Inventory, NHTSA**

The information on these web pages will be used by the NHTSA Office of Research & Traffic Records, Traffic Records & Driver Licensing Team, to establish a contact database, and basic information about the traffic records system within each state. This information will be published at the NHTSA Traffic Records web site and will be updated on an annual basis.

**<http://tsass-tsis.com/trsystems/>**

### **Traffic Safety and Occupant Protection, NHTSA**

NHTSA'S Traffic Safety and Occupant Protection web site has information on injury prevention, communications and outreach, crash information, and driver performance.

**<http://www.nhtsa.dot.gov/people/>**

### **Traffic Safety Commission, Washington**

The Washington Traffic Safety Commission was created in 1967 to find solutions to the problems that have been created as a result of the tremendous increase of motor vehicles on our highways and the corresponding traffic death and collision tolls. The Commission plans and supervises programs for the prevention of collisions on streets and highways, coordinating activities at the state and local level in the development of statewide and local safety programs. The Commission also conducts research on driver behavior and traffic safety, to develop the most efficient and effective means of bringing about safety improvements.

**<http://www.wtsc.wa.gov/>**

### **Traffic Safety Education, OSPI**

The goal of the OSPI Traffic Safety Education office is to ensure public school Traffic Safety Education programs provide students with the skills and instruction necessary to build a lifetime of good driving habits. To accomplish this, the office provides an approval process to verify that the Traffic Safety Education program for each participating school district is in compliance with standards. The office also develops the instructional materials necessary to keep the traffic safety education curriculum up to date. Providing training for TSE instructors is also an important office function. These activities are all designed to provide the students of Washington State with the latest information necessary for them to be safe, responsible drivers.

**<http://www.k12.wa.us/trafficsafety/>**

### **Transportation Commission, Washington State**

The Washington State Transportation Commission is an independent state agency whose seven citizen members are appointed by the Governor and confirmed by the Senate. The Commission exercises responsibilities in preparing the state's transportation plan, proposing the state's transportation budget, and working with the Governor, the State Legislature, the Secretary of Transportation (whom the Commission appoints) and others across the state in formulating transportation policy. The Commission also oversees the implementation of transportation policy and the operational plans for highways, ferries and intercity passenger rail.

<http://www.wsdot.wa.gov/commission/>

### **Transportation Data Office, WSDOT**

The Transportation Data Office (TDO) is responsible for collecting, processing, analyzing, and disseminating transportation data pertaining to the Washington State Highway System. This data is used by a variety of customers including: the Regions and Service Centers within WSDOT, the Federal Highway Administration (FHWA), other Washington State government agencies, and public or private organizations.

<http://www.wsdot.wa.gov/mapsdata/tdo/>

### **Transportation, United States Department of (USDOT)**

The Department of Transportation was established by an act of Congress on October 15, 1966. The mission of the Department is to: Serve the United States by ensuring a fast, safe, efficient, accessible and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future.

<http://www.dot.gov/index.cfm>

### **Transportation, United States Department of (USDOT) Strategic Plan 2003 - 2008**

USDOT's strategic plan provides a blueprint for achieving its strategic objectives in safety, mobility, global connectivity, environmental stewardship and security through *Safer, Simpler, Smarter Transportation Solutions*. The Department's top priorities are to keep the traveling public safe, increase their mobility, and ensure that our transportation system enables the Nation's economic growth and development.

[http://www.dot.gov/stratplan2008/strategic\\_plan.htm](http://www.dot.gov/stratplan2008/strategic_plan.htm)

### **Transportation, Washington State Department of (WSDOT)**

The Washington State Department of Transportation keeps people and business moving by operating and improving the state transportation systems vital to our taxpayers and communities. For information about WSDOT regional offices, click on the Washington map on this web site.

<http://www.wsdot.wa.gov/>

### **Trauma Designation, Registry and Quality Assurance Section, DOH**

The Trauma Designation, Registry and Quality Assurance Section facilitates the development of a statewide system for efficient and effective delivery of Trauma Care Services.

<http://www.doh.wa.gov/hsqa/emtp/TSDpg1.htm>

### **Trauma Registry Information, DOH**

Go to this site to learn more about the DOH Trauma Registry, including its mission and objectives, data collection process, trauma services, and DOH contacts.

**<http://www.doh.wa.gov/hsqa/emtp/TRAMAREG.HTM>**

### **Trends Report, DASA**

See “Tobacco, Alcohol, and Other Drug Abuse Trends in Washington State”.

### **Washington Association of Sheriffs and Police Chiefs (WASPC)**

WASPC was founded in 1963 and consists of executive and top management personnel from law enforcement agencies statewide. Our membership includes sheriffs, police chiefs, the Washington State Patrol, the Washington Department of Corrections, and representatives of a number of federal agencies. WASPC's function is to provide specific materials and services to all law enforcement agencies in the state, members and non-members alike.

**<http://www.waspc.org/>**

### **Washington Courts**

Current events in Washington Courts. Site sponsored by the Administrative Office of the Courts.

**<http://www.courts.wa.gov/>**

### **Washington Courts Online**

Search superior or district courts statewide in a single search. \$9 to \$25 per search. Civil, criminal, domestic, divorce, probate, will and judgment cases.

**<http://www.wacourtsonline.com/>**

### **Washington's Transportation Plan 2003-2022**

Washington's Transportation Plan (WTP) is a blueprint for transportation programs of spending. The plan was most recently issued in February 2002 for the 2003-2022 planning period. The plan covers all modes of Washington's transportation system: roadways, ferries, public transportation, aviation, freight rail, passenger rail, marine ports and navigation, bicycles and pedestrians.

**<http://www.wsdot.wa.gov/planning/wtp/wtplan.htm>**

## **Part IV**

### **Partner Agency Contact Information**

**Administrative Office of the Courts (AOC)**

1206 Quince Street SE  
P.O. Box 41170  
Olympia, WA 98504-1170  
Phone: (360) 753-3365  
Fax: (360) 586-8869  
Internet Home Page: <http://www.courts.wa.gov/>

**Association of Washington Cities (AWC)**

Association of Washington Cities  
1076 Franklin Street SE  
Olympia, WA 98501-1346  
Phone: (360) 753-4137  
Fax: (360) 753-0149  
Email: [awc@awcnet.org](mailto:awc@awcnet.org)  
Internet Home Page: <http://www.awcnet.org/portal/StudioNew.asp?webid=1&mode=B1>

**County Road Administration Board (CRAB)**

2404 Chandler Ct SW, Suite 240  
Olympia, WA 98502  
Phone: (360) 753-5989  
FAX: (360) 586-0386  
Internet Home Page: <http://www.crab.wa.gov/>

**Federal Highway Administration, U.S.D.O.T. (FHWA)**

400 Seventh Street, SW  
Washington, DC 20590  
Headquarters Phone Directory: <http://www.fhwa.dot.gov/hqphone.htm>  
Internet Home Page: <http://www.fhwa.dot.gov/>

**Division Office:**

Evergreen Plaza  
711 S Capitol Way, Suite 501  
Olympia, WA 98501-1284  
Phone: (360) 753-9480  
Fax: (360) 753-9889

**Federal Motor Carrier Safety Administration, U.S.D.O.T. (FMCSA)**

400 7<sup>th</sup> Street, S.W.  
Washington, D.C. 20590  
Internet Home Page: <http://www.fmcsa.dot.gov/>

**Division Office:**

Evergreen Plaza Bldg  
711 S Capitol Way, Suite 502  
Olympia, WA 98501  
Phone: (360) 753-9875  
Fax: (360) 753-9024

**Health, Department of (DOH)**

1112 SE Quince Street  
PO BOX 47890  
Olympia, WA 98504-7890  
Phone: (360) 236-4501  
**DOH Consumer Hotline - (800) 525-0127**  
Internet Home Page: <http://www.doh.wa.gov/>

**Licensing, Department of (DOL)**

1125 Washington St. SE  
Post Office Box 9020  
Olympia, WA 98507-9020  
Phone: (360) 902-3600  
Fax: (360) 902-4098  
TDD: (360) 664-8885  
Email: [webmaster@dol.wa.gov](mailto:webmaster@dol.wa.gov)  
Internet Home Page: <http://www.dol.wa.gov/index.htm>

**National Highway Traffic Safety Administration (NHTSA)**

Phone: (888) DASH-2-DOT (888-327-4236)  
TTY: (800) 424-9153  
Internet Home Page: <http://www.nhtsa.dot.gov/>

**Regional Office:**

3140 Jackson Federal Bldg  
915 Second Ave  
Seattle, WA 98174  
Phone: (206) 220-7640  
Fax: (206) 220-7651  
Email: [region10@nhtsa.dot.gov](mailto:region10@nhtsa.dot.gov)

**Public Instruction, Office of the Superintendent of (OSPI)**

Old Capitol Building  
PO Box 47200  
Olympia, WA 98504-7200  
Phone: (360) 725-6000  
TTY: (360) 664-3631  
Email: [webmaster@ospi.wednet.edu](mailto:webmaster@ospi.wednet.edu)  
Internet Home Page: <http://www.k12.wa.us/>

**Social and Health Services, Department of (DSHS)**

DSHS Constituent Services  
PO Box 45130  
Olympia, WA 98504-5130  
Phone: 1-800-737-0617  
Internet Home Page: <http://www1.dshs.wa.gov/>

Division of Alcohol & Substance Abuse: 1-877-301-4557

**State Patrol, Washington (WSP)**

General Administration Building  
Olympia WA 98504-2600  
Phone: (360) 753-6540  
Fax: (360) 753-0770  
E-Mail: [questions@wsp.wa.gov](mailto:questions@wsp.wa.gov)  
Internet Home Page: <http://www.wsp.wa.gov/>

**Traffic Safety Commission, Washington (WTSC)**

1000 South Cherry Street  
PO Box 40944  
Olympia, WA 98504-0944  
Phone: (360) 753-6197  
Fax: (360) 586-6489  
E-Mail: [sysop@wtsc.wa.gov](mailto:sysop@wtsc.wa.gov)  
Internet Home Page: <http://www.wtsc.wa.gov/>

**Transportation, Department of (WSDOT)**

Transportation Building  
Washington State Department of Transportation  
310 Maple Park Avenue SE  
PO Box 47300  
Olympia WA 98504-7300  
Phone: (360) 705-7000  
Internet Home Page: <http://www.wsdot.wa.gov/>

**Transportation Commission, Washington State**

The Transportation Commission  
PO Box 47308  
Olympia, WA 98504-7308  
Phone: (360) 705-7070  
Fax: (360) 705-6802  
Internet Home Page: <http://www.wsdot.wa.gov/commission/>