Federal RFI – State Electronic Data Collection Grant Program

1. What are the State's current methodologies for collecting and standardizing statewide crash data electronically in a central repository?

The state had a central repository by only allowing one state approved electronic collection program. Any agency not using the approved program submitted paper copies to the state to key into the system. Recent developments have led to two approved programs, but no true central repository anymore. The state is in the process of obtaining a new data warehouse on a cloud server that allows multiple programs to feed standardized data electronically to it and transfer data as a single point to/from other departments and agencies.

1. NHTSA relies on MMUCC to establish a standardized data set. What steps are required for the State to meet this standardization?

A major step is to move states to electronic collection of collision data including help with equipment for officers. Another step is getting the linkage and collaboration between various state departments to collect the needed MMUCC elements.

1. Please provide an estimated timeline to implement MMUCC standardization.

The state is currently in the process of upgrading its system and the state Police Accident Report (PAR) with an expected go-live date of January 1, 2024. The new PAR is expected to be around 80% compliant with MMUCC 5th Edition standards.

1. What would it cost the State to move toward this data standardization?

Moving further than 80% compliance would require several updates to linked data with other agencies including state DOT, state DMV, and Injury Surveillance to help combine data instead of requiring extra time for officers to go find. Also for CMV data collection, at least a federal form (Interstate travel, similar to a state’s registration form) with barcode with the MMUCC elements required by drivers to submit to officers at time of collision. With some of the changes needed with other departments, changes to the state’s laws are required such as alcohol/drug testing for surviving drivers in fatal collisions, etc. Also a better understanding of Federal Laws like HIPPAA to release data for statistical purposes. Other costs would be for equipment laptops, tablets, printers, etc. especially for smaller law enforcement agencies.

1. If the State does not have a centralized statewide crash data repository, describe what the State will need to establish the infrastructure; processes and procedures; information technology requirement; and training, to support this data modernization effort?

The cost for this update would be around a million dollars to purchase and set up a crash data repository. The information technology requirement would be that the data is secured to current security standards during transfer and while stored. Also, access to the data would have to be highly regulated.

1. Explain what the State will need to establish the infrastructure; processes and procedures; information technology requirement; and training to implement an electronic data transfer protocol.
2. How long would it take for the State to establish a centralized statewide crash data repository and to implement an electronic data transfer protocol?

The state is currently in the process of building the repository. We expected around 25 months before it possibly would be ready for electronic data transfer to NHTSA.

1. What are the State's estimated costs associated with establishing a centralized statewide crash repository to support an electronic data transfer protocol?

About a million dollars for initial set up.

1. Explain the challenges associated with establishing a centralized statewide crash repository that supports an electronic data transfer protocol. Elaborate on the State's needs to overcome those challenges

The state has seen more and more agencies wanting a one and done RMS system for collection and analysis of their enforcement data. The state is in the process of building a repository that accepts standardized data from multiple programs electronically and re-building the standards (with new PAR) for sending data that meets the needs of all laws and all departments/agencies needs of that data. The state is also in the process of trying to get state laws changed to require electronic reporting of collision data as well as other changes to facilitate the new program and electronic reporting.

**Law Enforcement Electronic Crash Reporting**

1. What percentage or number of the State's law enforcement agencies collect motor vehicle traffic crash information using an electronic crash report/records management system?

The state for 2021 collected about 96% of the collision reports through the two approved collection programs. Of the 4% entered from paper, an unknown portion was collected through an electronic program, but could not be electronically sent to the state. The state has 131 agencies on the two approved collection programs with approximately 86 agencies not using the two programs (56 agencies in 2021 submitted a combination of electronic and paper traffic collision reports).

1. Are all law enforcement agencies in the State collecting motor vehicle traffic crash information via an electronic crash report/records management system using the same application?

No

1. For law enforcement agencies collecting motor vehicle traffic crash information using an electronic crash report/records management system, what application is used?

ReportBeam, SmartCop, LawTrek,

1. What percentage or number of law enforcement agencies solely use paper crash reports in the crash reporting process?

In 2021, 207 agencies submitted collision reports. Of those 86 submitted paper reports which constituted about 4% of the 200,000 collisions reported.

1. If so, are these paper reports coded into the centralized statewide crash repository?

The paper reports excluding private property reports are keyed in to the ReportBeam crash repository (One of the two approved electronic collection programs).

1. Describe any law enforcement's reservations for participating in electronic crash reporting to document motor vehicle traffic crash information?

Equipment

1. Specify the needs and costs for law enforcement agencies to adopt electronic-crash reporting to document motor vehicle traffic crash information?

Would need approximately 1,000 laptop computers, printers, and scanners. Cost around two million dollars.

**Data Management**

1. Does the State have a conceptual or notional design of how the data would flow into a centralized statewide crash data repository? If so, please elaborate.

In the new state collection program being built, state DOT maps are expected to be used containing DOT data as well as possible links with State DMV data. Other collection programs used would be encouraged to follow similar use of state DOT maps and state DMV linkage. Data from multiple systems with be electronically transferred to the data warehouse through standardization protocols. Reports not meeting standardization protocols will be noted but rejected back to the sending program. Data will then flow to state DOT, state DMV, and possibly other state departments for merging with their data sets and the data returned with MMUCC data as well as other data not collected by the officer or a particular program.

1. If the State currently participates in NHTSA EDT protocol, does the State have written operating procedures for managing the data flow? If so, please submit the data flow or the operational structure.

The state does not participate

1. Does the State, in its crash data, distinguish between crash types between self-reported and police reported crashes?

Only police reported collisions

1. Does the State include variables to identify State-reportable vs. non-reportable crashes?

Yes?

**Data Accessibility to the Public**

1. Please provide recommendations on the format types for publicly available State crash data.

Web –based GIS interactive maps

1. What State products and services that include State crash data does the State find are most helpful to the public?

The state recent created web accessible and interactive GIS maps for fatal collisions and general collisions through the state DPS.

1. Please advise if the State is interested in modernizing and standardizing its State crash system?

The state is currently in the process of doing this. We are currently in the RFP process to select a vendor.