**Docket Number:** NHTSA-2022-0030

**Agency:** Tennessee Department of Safety and Homeland Security

**Request for Information**

The agency is interested in information that would help develop and implement a successful State electronic data collection program. This includes information about States' existing capacity to collect, store, and transfer crash data from the State level to NHTSA; interest in moving to an electronic data collection framework; making State crash data accessible to the public; identifying potential barriers; describing the infrastructural needs to transition to an electronic data transfer protocol; and adoption of electronic crash reporting by law enforcement agencies. The information will support the development and implementation of the State electronic data collection program by taking into consideration the States' experiences and operational capacity. NHTSA has a general understanding of how data collection and information technology protocols work based on NHTSA's assessment of State traffic records systems, current State electronic data transfer, and FARS operations. However, NHTSA hereby seeks further information based on the below questions. This list is not exhaustive, and we encourage commenters to provide any further information that they believe is relevant to inform the agency as it seeks to implement a successful State electronic data collection grant program.

**Data Standardization and Modernization of Information Technology**

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

Tennessee collects all crash data electronically in using a standard schema defined by the TNDOSHS. We provide crash reporting software (TITAN – TN Integrated Traffic Analysis Network) which is custom built software maintained by the TN Dept. of Safety and Homeland Security. The software is provided at no cost to local law enforcement agencies and includes free technical support and training. We also allow local agencies to use their own 3rd party crash reporting software to collect crash data and then they submit XML for each crash report to the State repository. Local agencies that use a 3rd party submissions must meet our XML criteria and schema. So crash data collected in the State repository is standardized regardless of collection method. We have a state statute that became effective in 2015 that requires all crash reports to be submitted electronically to the State.

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

Tennessee utilizes MMUCC and ANSI D.16 as a source when determining what crash data elements to collect and how attributes are defined. We strive to meet as many of the MMUCC guidelines where possible, and where it makes sense for the State to do so. In some cases, it is not practical to implement all of the MMUCC recommendations.

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

A revision to the crash form would be required to make any additional MMUCC changes. This would require the State to engage its vendor to make development changes to the State-provided crash reporting software. Additionally, this would require changes to our XML schema and would require vendors who support local agencies utilizing 3rd party software to incur changes to their crash reporting software as well.

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

The cost would be determined by the amount of development that would be required to make the necessary changes to the collection software to meet the MMUCC requirements. There would also be an unknown cost to local agencies utilizing 3rd party software.

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?

Tennessee has a centralized statewide crash repository. We own the servers and environment, and also own our source code. We utilize an outside vendor to provide technical support for our State-owned and operated system. There is an ongoing cost to sustain, maintain, and support the system.

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.

Tennessee is already an EDT state. It is only necessary to make changes to that interface (a JSON web service) when we make changes to the data collection form. Typically changes are made only when new MMUCC guidelines are released, or State legislation is passed which requires additional data to be collected.

1. How long would it take for the State to establish a centralized statewide crash data repository and to implement an electronic data transfer protocol?

N/A

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

We absorb the ongoing maintenance of the EDT protocol. Development costs when we originally established the EDT interface were approximately $40k.

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.

It helps that we have a statute requiring all crash reports to be submitted electronically. This allows for timely reporting to the State repository and transmission through the EDT interface. A State which still processes paper-based crash reports may encounter a variety of other challenges, such as cost, technical support, delays in processing paper reports, officers in the field having the necessary technology to report electronically (laptops, connectivity, etc).

**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?

100%

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?

Yes. Agencies that use 3rd party crash reporting software to collect crash data are required to meet our XML schema when submitting to the State. So all data collected is standardized regardless of collection method.

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

TITAN or 3rd party software

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

None.

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

N/A for Tennessee

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

N/A for Tennessee

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

N/A for Tennessee

**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.

N/A for Tennessee.

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.

Once crash data is accepted into the State crash repository, it is transmitted to NHTSA through the EDT web service nightly. NHTSA runs a job that fetches any new crash data through the web service.

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

Tennessee only captures police reported crashes in the State crash repository.

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

Yes. State statute dictates crashes that are required to be reported to the State system, versus those that are non-reportable. Any crashes investigated by law enforcement involving Property Damage Only less than $1500 are not required to be reported to the State. If the damaged property is government property, the threshold is $400. All crashes investigated by law enforcement involving injury (or fatal injury) as well as Property Damage Only Crashes greater than $1500 are required to be reported to the State crash repository. We capture variables that allow us to distinguish between reportable and non-reportable crashes within the State crash repository.

**Data Accessibility to the Public**

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

We provide crash statistics (non-Personally Identifying Information) in a variety of formats including static tabular reports, online dashboards, and online GIS maps. We also provide redacted (non-PII) crash data in character delimited text file.

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

User-friendly dashboards (like Tableau) and crash mapping tools seem to be well received and of benefit to the public.

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

Yes, we are always looking for ways to keep our crash system current and improving the timeliness, accuracy, completeness, and reliability of crash data for traffic safety professionals.