**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?

*Arkansas uses eCrash from the University of Alabama Center for Advanced Public Safety to collect crash information. We began operation in 2015, with just the Arkansas State Police but began adding agencies very soon afterwards. At this time, we have 279 agencies live on the system and another 13 trained and set to go as soon as they can get equipment installed in their cars.*

*Although several of the smaller agencies were hesitant to adopt the system, preferring to mail in older crash reports for entry by a crew in house, changes by the Arkansas Administrative Office of the Courts moving all court systems statewide to a single live system, has resulted in a large request for many to request movement to the system in the next few months. Finances in the state run from well off to destitute, so locating funds to bring many of them online is extremely difficult.*

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

*Arkansas is currently MMUCC 4th edition. We had planned to begin the process of upgrading the system to the 6th edition, which was due out this year, but when it was held back, we began the process of implementing MMUCC 5th edition instead. We anticipate that being complete by the end of the calendar year. With Walmart’s use of autonomous trucks in the northwest part of the state a reality and JB Hunt’s work with autonomous vehicles among their tractor trailer fleet, we decided we needed to be prepared, and the 5th edition has directions and a separate section to log AV crashes.*

(a) Please provide an estimated timeline to implement MMUCC standardization.

*We expect to be completely MMUCC 5th compliant by the end of calendar year 2022.*

(b) What would it cost the State to move toward this data standardization?

We are pretty much already at a level of standardization, we just need to close all the loopholes to make it complete, and a state the size of this one is a big project to take on. I can address the cost of eCrash and eCite which currently runs around $600,000 per year just to pay for the program and support from the developers.

(3) 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?

*We have a centralized crash repository in the Arkansas State Police.*

(4) 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.

*We have been a part of the electronic data transfer since at least 2015. We signed an agreement in 2014 and resigned last fall.*

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

*We have had a centralized statewide crash data repository since 2015. We begin with just the Arkansas State Police and added agencies when they were ready to come aboard.*

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

*We already have a centralized statewide crash repository although establishing instant access for many agencies is out of reach.*

(7) 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.

*Finances are always going to be an issue in Arkansas. The state runs from one end of the financial scale to the other, often with staggering differences between communities that neighbor each other. COVID-19 has severely hampered the ability of agencies to purchase the appropriate equipment with some items out of stock or in low levels of availability.*

*There is also a severe issue with law enforcement structure at the state level especially. Every law enforcement official in the state from municipal to county to state can investigate crashes, but the process varies from county to county based on who is elected sheriff. Arkansas still uses a Justice of the Peace system, which serves as a county-wide Quorum Court, but the individual holding the position can use their power in a variety of ways, from simply overseeing the finances of their respective township, to conducting marriages and working crashes. We moved from a sheriff being elected every two years in 2018 to every four years and are preparing for an election that will see at least 33 new sheriffs, who may or may not change their manner of working crashes.*

*While Arkansas has long worked on a more local level, the problems that agencies saw when dealing with COVID-19 have brought about a new level of cohesiveness that hopefully will continue with the elections. As the state does not require an officer to live in the community in which they serve, there has been a good deal of movement over the past two years leaving some of the communities horribly underserved.*

**Law Enforcement Electronic Crash Reporting**

(8) 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?

*We believe that we are collecting approximately 95% of the crashes statewide but again, COVID-19 has changed the playing field. Due to overwhelming losses of law enforcement personnel several of the small communities that had contracted with the local sheriff’s office for enforcement have put tiny departments back on the road again in a part time status to control problems. We do not expect these changes to be permanent but in truth, have no idea what will come out of it.*

*Sadly, it was because these small communities could not adequately equip and pay a full time police force that they went to contracts with the county. They do not have the funds or the people to handle these issues. It appears that there needs to be a statewide discussion from every different angle to try to figure out how to proceed.*

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?

*Most of the agencies in the state are using eCrash from the University of Alabama Center for Advanced Public Safety. There are at least five of the larger agencies in NW Arkansas who use a different system and feed their crashes into eCrash using a file translation system with humans looking at the uploads. One is currently transitioning to eCrash as they realize the system is not working. Many of the small agencies that send hard copies in to the office for entry into the system use older forms of the crash reports. They contain basic data but certainly not everything.*

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

*The majority of the state uses eCrash from the University of Alabama Center for Advanced Public Safety. There are a small number in northwest Arkansas that use a system from Tyler Technology that feeds into eCrash using a file translation system. Their office staff review the crashes and make certain there are no issues. Several of the small agencies use older state forms that they send in electronically or by mail to the state crash record center with the Arkansas State Police. They scan and upload them for my crew to enter into eCrash.*

(9) What percentage or number of law enforcement agencies solely use paper crash reports in the crash reporting process?

*We believe that around 5% still use paper reports. Many of them send them in for entry into eCrash but we know that there are a few that do not and will not unless forced to do so.*

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

*The majority of agencies that do paper reports do send them to the central repository with the Arkansas State Police.*

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

*Arkansas cities and counties have for years functioned independently of each other and that has become the norm. COVID-19 has changed a good deal of that and that will continue. I think the changes in the statewide court’s electronic system which will require all levels of the courts to be on the same system will be the final straw in bringing all of the agencies online.*

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

*To make our system perfect it requires laptops and printers installed in the cars. There is often a great deal of activity inside a patrol unit as officers transport individuals to jail, doctor’s offices, mental health facilities, etc., and the units must be law enforcement grade equipment to withstand the pressures. They are not cheap and usually have to be upgraded every three to five years to keep up with system changes, even if they withstand the physical impacts. While many of the agencies have the funds to make the required changes, many do not and the ones that do have been able to hire grant writers to make certain that they get their equipment paid for while the poor ones cannot.*

*The financial situation varies by jurisdiction with one town in excellent financial condition while an adjoining city has nothing.*

**Data Management**

(10) 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.

*We have been using a centralized system since 2015. I do not think that many of the local agencies understand it, but those that have moved over to it seem thrilled by it.*

(11) 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.

*We do participate in the EDT protocol and have since 2015, but I am not certain about written operating procedures for managing the data flow. Arkansas State Police, like so many other agencies, has seen a rapid turnover in personnel over the past few years and especially in the last two years and always has run a small crew so often a new employee has had to learn a job without the benefit of human direction and interaction, or a manual to fall back on that they can easily lay their hands on. I will search for EDT protocol and will forward it when and if I find it to FARS.*

(12) Does the State, in its crash data, distinguish between crash types between self-reported and police reported crashes?

*That is a bit confusing as it varies at this point by jurisdiction. The Arkansas State Police (which accounts for fully one-quarter of the statewide reports, will accept a walk-in crash report using a handwritten Incident Report form. They are not uploaded to eCrash but are sent to the statewide Crash Repository for collection. eCrash will accept reports from private property crashes that are stored in the system for that agency and are marked as such under Property Classification. 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.*

*Agencies that submit crashes by mail, will often include self-reported crashes on an Incident Form as well.*

(13) Does the State include variables to identify State-reportable vs. non-reportable crashes?

*Yes, a crash is state reportable if is results in into or the death of any person, or if total property damage is $1,000 or more and does not specify that it must occur on public property. The report includes separate variables for public vs. private property crashes and total damages, so it is possible to run a query and pull all crashes that do not meet the requirement for State-reportable.*

**Data Accessibility to the Public**

(14) Please provide recommendations on the format types for publicly available State crash data.

*The Arkansas State Police maintains the central repository of all crash reports for the State of Arkansas. An individual may obtain a copy of an Arkansas Crash Report by using our Crash Report Online Purchase System. They are provided a report number by the officer at the crash site. A service fee will be added to the statutorily set fee of $10.00 for each report requested using the online service. Customers using the online system will receive the report(s) electronically, if the report is available for purchase. Reports are usually available for purchase within ten (10) business days following the date of the crash. For crash reports involving juvenile occupants, you must contact the Arkansas State Police Crash Records Section at 501-618-8129 and you will receive redacted reports.*

*(See Arkansas Code online at* [*https://www.arkleg.state.ar.us/ArkansasLaw/*](https://www.arkleg.state.ar.us/ArkansasLaw/) *A.C.A. § 27-53-202 Reports of Accidents Required)*

(15) What State products and services that include State crash data does the State find are most helpful to the public?

*To order a crash report the Arkansas State Police maintains an online service in which a requesting party may request and receive the report online.*

*The Arkansas Department of Transportation has an online service called ACAT (Arkansas Crash Analysis Tool) that allows the public to go online and locate crashes based on a variety of issues. It is currently not as up to date as planned, but we expect it to contain crashes at least within the past thirty days by early fall.* [*https://ardot.maps.arcgis.com/apps/MapSeries/index.html?appid=7976060331fb4930933bf560f8a9c91b*](https://ardot.maps.arcgis.com/apps/MapSeries/index.html?appid=7976060331fb4930933bf560f8a9c91b)

(16) Please advise if the State is interested in modernizing and standardizing its State crash system?

*We are always interested in making our system the best and most up-to-date available. We are in the process of upgrading the crash system to MMUCC 5th edition currently as we currently have totally autonomous vehicles working on our roadways.*

*Our statewide courts system is in the process of bringing all of the states courts online to the same system. The two systems are tied together with all citations issued in the eCite side of the system, reporting directly to the court clerk. The new system should make the citation viewable and payable almost immediately. Currently 183 agencies are live on the system and another eight are trained and awaiting equipment to be installed.*

*Our EMS system has used a trauma band system for eleven years and the trauma band number is recorded on the crash report. Unfortunately, we have not effectively tied the two systems together but is the next project on the list after the MMUCC 5th edition upgrade.*

*Location data is linked from the Arkansas Department of Transportation to the crash and citation forms and an incident can be located to within fifty feet of its occurrence both on the crash report and the citation.*

*Driver’s license and vehicle registration information from the Arkansas Department of Finance and Administration is available for any state that participates with us, to the officer working the crash and is automatically uploaded into the report forms.*