Current Outreach Initiatives

The CT DOT is working on creating an information package that will include required data elements, edit rules, and accepted transmission options for electronic reporting to be provided to vendors.

The CT DOT will be hosting several "listening sessions" throughout the State in the coming months. If your department is interested in hosting a listening session, please contact the Crash Data Improvement Program Coordinator, Mario Damiata, at 860-594-2024 or via e-mail at Mario.Damiata@ct.gov.

Get Ready!

The CT DOT suggests that agencies initiate the following in preparation for the State's new crash reporting system.

1. **Participate**
   Participate in the CT DOT work groups and listening sessions
2. **Meet with Vendor**
   Meet with your Vendor and review the CTDOT's new MMUCC 4.0 standards and related tools
3. **Reach Out to Peers**
   Reach out to other law enforcement agencies, especially those using CRCOG or DESPP solutions
4. **File a Declaration**
   File a declaration with the CT DOT regarding your reporting plan
5. **Install, Train and Test**
   Install software, conduct training, and arrange for pilot testing in the field with the CT DOT; and
6. **BEGIN SUBMISSION OF COMPLIANT MMUCC 4.0 CRASH DATA EFFECTIVE JANUARY 1, 2015**

MMUCC and Its Importance

MMUCC (pronounced MUCK) stands for "Model Minimum Uniform Crash Criteria" and serves as the national standard for the states to collect crash data. States must certify in their NHTSA grant program each year that they are making progress toward conformance with MMUCC guidelines. Many states have already adopted MMUCC as part of their crash reporting system and are using the expanded data for enhanced analysis. More information on MMUCC can be found by navigating to http://www.mmucc.us.

Current State of CT's Crash Reporting System

Connecticut's current crash reporting system relies almost exclusively on costly, time consuming, and inefficient paper reporting. The use of paper Police Report (PR-1) forms in the field or the conversion to paper PR-1s back at the station has resulted in unnecessary backlogs at the CT DOT and a duplication of effort with State and local law enforcement agencies.

Of the approximately 110,000 crash reports filed with the CT DOT each year, approximately 70 percent are sent in the form of paper reports. The CT DOT crash records staff and UCONN coders process about 5000 paper reports a month, many of which have already been electronically captured on cruiser laptops or at the stationhouse. In addition, the PR-1 crash report form has not been updated to meet national guidelines since 1995.

Vision for the New System

As a result, the CT DOT has embarked on a major initiative to improve the quality of crash reporting in the State. Our goal is to convert to a new crash report and electronic reporting system. Beginning with crashes occurring on or after January 1, 2015, all crash reports will be required to be in a new DOT electronic or paper reporting format. The CT DOT is also working in partnership with the University of Connecticut's (UCONN) Transportation Safety Research Center in redesigning the existing PR-1.

Benefits of the New System

The benefits of moving to a MMUCC-compliant electronic crash reporting system are many:

- use of state of the art technology to collect and move data;
- potential to share data across jurisdictions;
- improved conformance with national guidelines;
- improved efficiency and time savings at the crash site and at the station house;
- more timely, complete, and accurate data for improved safety analysis by state and local enforcement agencies;
- accessible data for the highway safety community to make more informed choices with limited resources;
- new data analysis tools from UCONN's crash data repository (CDR) for law enforcement agencies to better retrieve, analyze, and map data;
- addresses recommendations of the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA); and
- modernizes Connecticut's crash reporting system to reflect national guidelines established under MMUCC.

MMUCC 4.0 CRASH DATA COLLECTION INITIATIVE

NEW SYSTEM EFFECTIVE JANUARY 1, 2015

CTSRC

NHTSA
www.nhtsa.gov

Meeting MMUCC Guidelines

The Connecticut Department of Transportation (CT DOT) is working to address a federally recognized need to modernize the State's crash reporting system. The goal is to align CT's system with national crash data guidelines, known as Model Minimum Uniform Crash Criteria Guideline (MMUCC), and to leverage efficiencies gained with electronic reporting.

Panel 1

Early Fall
2013

Late Fall/
Early Winter
2013

Moving

CT DOT issuance of MMUCC 4.0 data elements, edit rules, and schema to law enforcement agencies and their vendors CT DOT issuance of redesigned PR-1 in digital form as PDF	Field pilot test for CRCOG CT CHIEF application Begin upgrade of DESPP RMS e-crash module for State Police and local customers Begin law enforcement listening and vendor orientation sessions

Your Options

The CT DOT plans to offer a wide range of strategies to law enforcement agencies and their vendors to participate. Essentially, law enforcement agencies will have five options to consider when making their conversion to the new system.

1. RMS Upgrades

Upgrade e-crash modules or electronic form based PR-1s (fillable PDFs) in existing records management systems (RMS). The CT DOT will work with your departments and vendors for a one time multi-customer fix to comply with new requirements.

CONTACT: CT DOT Office of Information Systems
Rory Belanger • rory.belanger@ct.gov

Panel 2

Winter 2013
through
Spring 2014

Spring 2014
through
Early Fall 2014

from   Pen

Begin pilot test of RMS upgrades and front end tools for field data collection Law enforcement agencies declare compliance strategies to the CTDOT Develop technical assistance MOUs to support conversion to new system Implement pilot for CTDOT's new crash analysis system (CAS II)	Monitor progress with DESPP and CRCOG applications, RMS upgrades, and install front end applications, as appropriate Conduct training for law enforcement officers on the new MMUCC 4.0 data collection process Begin pilot test transmissions with the CT DOT and receive certification of acceptance

2. CRCOG Web Based E-Crash

Pilot for a license-free Web based e-crash reporting system that will reside on a Statewide server at the Criminal Justice Information System (CJIS) as part of the CT CHIEF RMS.

CONTACT: Capitol Region Council of Governments
James Donnelly • james.donnelly@newbritainct.gov

3. DESPP Vendor Upgrade

Pilot to upgrade DESPP's RMS as well as upgrade RMS for those local agencies with the same vendor.

CONTACT: CT State Police
Capt. Mark Panaccione • mark.panaccione@ct.gov

Panel 3

Complete back end system checklist to accept MMUCC 4.0 data Assist State and local agencies with system transition issues and fixes	ALL PR-1 submittals MMUCC 4.0 Compliant **Effective** January 1, 2015

4. Front End Client

License-free front end crash reporting application, derived from federally funded software and customized for CT, that could be used on cruiser laptops and adapted to interface with existing RMS. The product is envisioned to be a stand-alone client based tool with minimal disruption to an existing RMS system. Sufficient interest by local agencies would need to be indicated before implementing this option.

CONTACT: CT DOT Office of Policy and Planning
Maribeth Wojenski • maribeth.wojenski@ct.gov

Panel 4

- MMUCC Data: http://mmucc.astminc.com
- Crash Reports From Other States: http://www.nhtsa-tsis.net/stateCatalog/stateData.html
- UCONN Crash Data Repository: http://www.ctcrash.uconn.edu
- MMUCC Questions
  CT DOT Highway Safety Office,
  Dave Bozak, bozakd@gmail.com
- Participation in Electronic Reporting
  UCONN Transportation Safety Research Center,
  Mario Damiata, mario.damiata@ct.gov
- CPCA Technology Committee
  Newington PD, Chief Richard Mulhall,
  rmulhall@newingtonct.gov OR
  Manchester PD, Chief Marc Montminy,
  montminym@manchesterct.gov
- CPCA Highway Safety Committee
  Waterford PD, Chief Bud Pendleton,
  mpendleton@waterfordct.org

5. Digital PR-1/ Paper Form Redesign

For agencies that are not ready to go fully electronic, a redesigned PR-1 form in paper as well as fillable, digital Portable Document Format (PDF) will be made available for transmission. This PDF version of the PR-1 will also be a backup tool for all users in the event that there is a system disruption.

CONTACT: UCONN Transp. Safety Research Center
Eric Jackson • erj02003@engr.uconn.edu