FREQUENTLY ASKED QUESTIONS

ABOUT DOT'S NEW MMUCC PR-1 CRASH DATA IMPROVEMENT INITIATIVE AND ELECTRONIC CRASH REPORTING

1. ***Why Has The DOT Changed the Current PR-1 Now?***
   The PR-1 crash reporting form has not undergone any significant changes in over twenty years (1994). In that period of time automobile technologies and driver risk taking behaviors have changed. In addition, many of the elements in the current PR-1 are not aligned with national crash data collection standards thus inhibiting CT's ability to identify its highway safety problems and do much needed research. All Federally funded highway safety grant programs now require performance goals which are clearly linked to the need for new and better data.

2. ***What is the national MMUCC standard and how does it relate to this project?***
   MMUCC stands for *Model Minimum Uniform Crash Criteria* and serves as a national standard for collecting and reporting highway safety crash data. The Guideline is designed to generate the information necessary to improve highway safety within each state and across the nation. This standard, originally published in 1998 is currently in its 4th Edition (2012) and is updated as needed to reflect emerging highway safety issues. With the latest version of the new PR-1, CT will be in complete conformance with this recommended national standard. More information about MMUCC is available at the following Web site: http://www.mmucc.us/

3. ***What is the value of MMUCC and why is it important?***
   MMUCC captures more precise state of the art crash information that will keep CT current with what is happening on State and local roadways. MMUCC data will immeasurably benefit the effectiveness of engineering, education, and enforcement programs at the local level. With MMUCC data, traffic safety experts will be better able to drill down to the true causes of every crash. Projects to improve pedestrian and bicycle safety, child safety seat use, elderly drivers, impaired and speeding drivers will be more efficient and targeted based on the accuracy, timeliness, and completeness of MMUCC data.

   MMUCC also takes a new approach to crash reporting. It is less about filling out a form than about capturing critical safety data that can then be used for a variety of purposes by a wide range of users at the national, State, and local level. MMUCC data can support new automobile safety standards, contribute to defect recall campaigns, support national engineering and driver behavior research, drive data driven cost effective program decisions for State highway safety projects, and last but not least efficiently allocate safety resources to reduce crashes in every community. Every checkbox that an officer fills has the potential to save a life or reduce a serious injury.

4. ***How pertinent is MMUCC data to law enforcement and the criminal justice system?***
The collection of MMUCC crash data is highly pertinent to law enforcement operations. Specific fields being collected within MMUCC will enable law enforcement to better target locations, dates, times, and causation factors associated with major crashes in a community. This information in turn can be used to effect efficient traffic law enforcement by allocating officers at the most opportune times and locations to address risk taking behaviors. MMUCC data is also used to identify and implement engineering fixes at high crash locations thus allowing officers to spend less time investigating crashes and more time responding to other public safety concerns. Finally, there is a proven link between combining crime and traffic enforcement. Numerous studies have shown that general deterrence can be maximized when traffic crash and crime "hot spots" are identified and traffic enforcement is conducted to address both issues. The enhanced crash data greatly improves the efficiency and effectiveness of law enforcement operations.

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5. ***Why does the MMUCC PR-1 have to be so many pages and what is the DOT doing to mitigate the impact of this extra work on police officers?***
Many of the elements in the MMUCC PR-1 carry over from the old PR-1 some with additional attributes offering more choices for the officer. The actual number of new MMUCC fields is actually very small. What made the old PR-1 seem short was the use of overlays that defined data element codes outside of the form. Had those codes been embedded in the old PR-1 it would have been 2/3 the size of the current MMUCC PR-1. To ease the transition to MMUCC, DOT made a decision to assist agencies with electronic reporting to cut down on processing times and to eliminate the use of paper.

6. ***How is the new MMUCC PR-1 different from the current PR-1?***
The meaning of each field value is now in the form itself, thus eliminating the need for cumbersome overlays. New fields have been added to reflect new technology (airbags, cell phones) as well as new risk taking behaviors (e.g. distracted driving). Officers will now be able to pick more than one contributing circumstance per driver in each crash. Supplemental forms have been developed for rare event data collection. The new PR-1 consists of a crash summary, vehicle information, driver/ passenger information, and non-motorist information page, if applicable. Supplements include extra narrative sheet, commercial vehicle form, bus crash report, bicycle information, and witness data if needed.

7. ***When did the new MMUCC PR-1 go into effect?***
By January 1, 2015 all crash investigations conducted were required to comply with CTDOT's new PR-1 crash reporting requirements. CTDOT worked extensively with law enforcement agencies and their RMS providers throughout 2014 to make the transition to the new PR-1 as smooth as possible. Early input into the design and content of the MMUCC PR-1, edit rules, and desired features for electronic

reporting software was sought after and used. Law enforcement agencies that were ready in late 2014 began submitting new crash data electronically giving their officers as much experience as possible before the new PR-1 went into effect.

8. ***Is the DOT taking a phased approach to implementing the new MMUCC PR-1?***
   In practical terms, Yes. The first year of MMUCC implementation reflects accommodations and adjustments by both the DOT and its law enforcement partners to ease the transition towards adoption of the new MMUCC PR-1. The DOT is working diligently with law enforcement agencies and their RMS providers to make the first year transition to MMUCC data as smooth as possible. Mini grants have been awarded to RMS providers to update their software and to make it as user friendly as possible. In addition, the DOT has developed a stand-alone electronic MMUCC PR-1 that can be saved to local RMS systems and also uploaded to a State Web site. As a result every law enforcement agency in the State has full electronic data capture and reporting capability to the DOT. In addition, the DOT is relaxing edit rules to provide officers sufficient lead time to become familiar with MMUCC terms and concepts, update technology in the cruisers, and to gain experience with their RMS provider's software updates. Most importantly, the DOT has conducted extensive training programs on MMUCC data capture that have begun to take hold in every agency. A new round of MMUCC refresher training is planned for the Spring, 2015. The DOT and RMS providers are in touch on a weekly basis with many law enforcement agencies participating and providing suggestions for an improved user experience.

9. ***What are the consequences to the State if CT fails to adopt the national MMUCC standard?***
   Any effort to regress on MMUCC progress achieved to date could have significant impact on the State on several levels. 1)inability to collect MMUCC compliant will jeopardize CT's competitiveness for future NHTSA research grants 2) compromise of State's ability to demonstrate progress in highway safety performance measures in the annual NHTSA Highway Safety Plan 3) could impact future ability to secure Traffic Records grant funds in the event Congress elects to take further action to leverage MMUCC compliance 4) would weaken ability to develop and track performance measure progress within the FHWA mandated Strategic Highway Safety Plan. There would be no question that CT would lose Federal resources for highway safety programs in one form or another because of the poor quality of its crash data.

10. ***Were RMS providers notified of these changes and given enough lead time to adopt the MMUCC standard?***
    Yes. With financial assistance from the CTDOT, UCONN awarded mini grants to the following RMS providers: Hunt, Tri Tech Perform and Tri Tech Inform, KTI, Mobil Tec, New World, and Sungard. The DOT also awarded a contract to NEXGEN, the State's largest RMS provider to develop e-crash upgrades for the State Police and up to 32 customer towns. Contractors are working closely with the DOT and since January 1 have been participating in weekly calls.

11. ***What kind of training resources is the DOT making available to assist with in house training and deployment of the new MMUCC PR-1?***

    The CTDOT developed a POST certified MMUCC PR-1 training course which agency training and traffic supervisors are encouraged to attend. All materials in the course are captured on a flash drive which is given to attendees. In addition, as part of fillable PDF technical assistance, CTDOT provides a condensed form of MMUCC PR-1 training to command staff. Finally, training materials and videos are available on both the UCONN www.Youtube.com/ctsrc and DOT www.ct.gov/dot/crashinitiative Web sites.

12. ***What is the UCONN Crash Data Repository (CDR)?***

    The Connecticut Crash Data Repository (CTCDR) is a web tool designed to provide access to PR-1 crash information collected by state and local police. This data repository enables users (including law enforcement agencies) to query, analyze and print/export the data for research and informational purposes. Currently users can access crash data summaries for their own towns, run ad hoc queries, and in time will be able to map crashes for data analysis and planning purposes. More information on the CRCDR can be found on the following web link: www.ctcrash.uconn.edu.

13. ***Is there a central location online and a direct link to find information and materials on DOT's crash data collection and initiatives program (CDIP)?***

    Yes. The Connecticut Department of Transportation (CT DOT) has established a splash page for the crash data collection and initiatives program that is accessible from its website. It is embedded within the Highway Safety program information tab and can be located by navigating to that topic but also can be accessed via www.ct.gov/dot/crashinitiative.