CRASH CAUSAL FACTORS PROGRAM: KNOWLEDGE OF SYSTEMS AND PROCESSES

Information Collection (IC) 3: Crash Data Collection

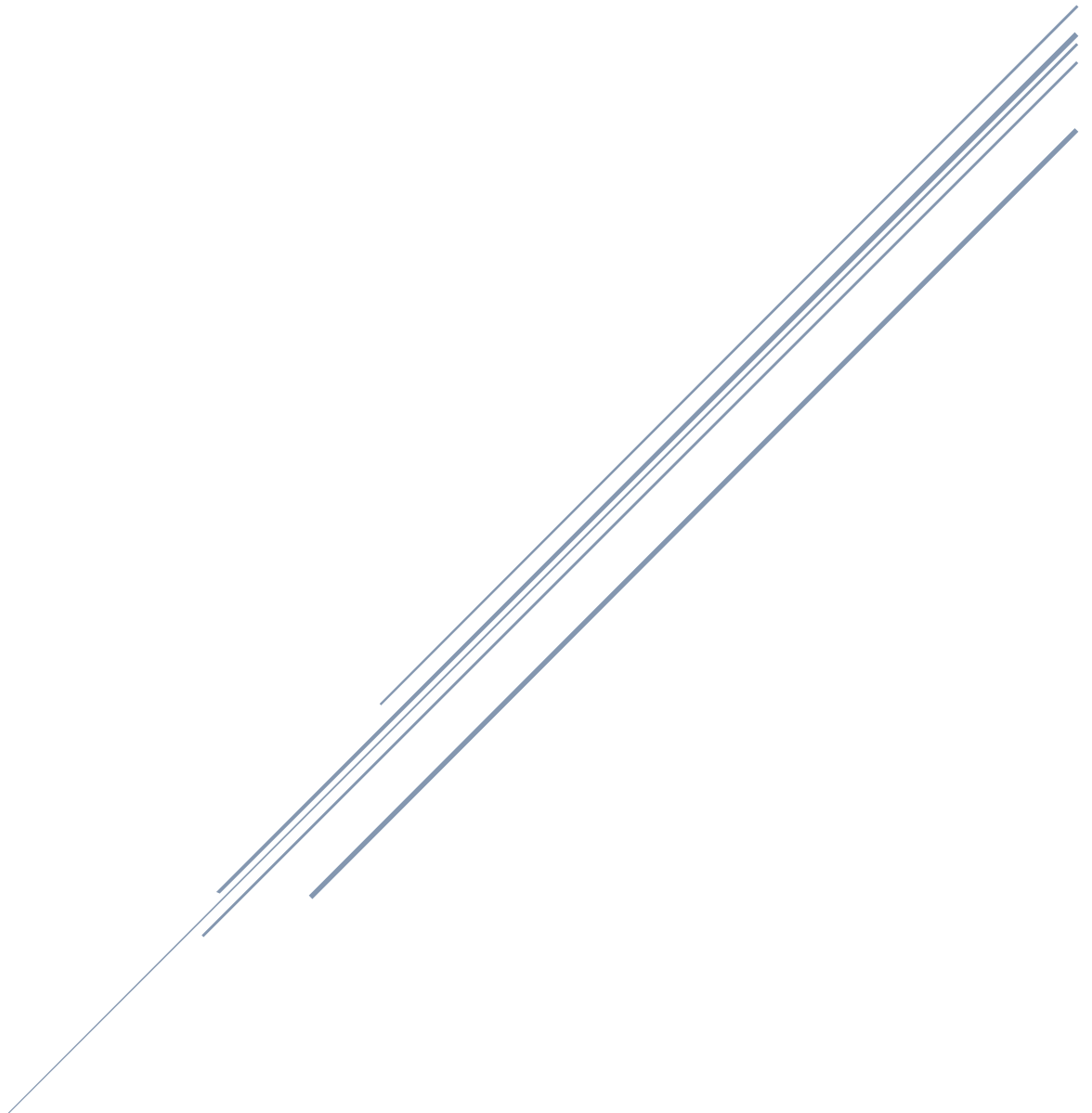### Survey Protocols

DRAFT
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ATTACHMENT G

FMCSA Crash Causal Factors Program: Knowledge of Systems and Processes
Information Collection (IC) 3: Crash Data Collection Survey Protocols

Contents

1. IC-3: CRASH DATA COLLECTION

1.1 CRASH NOTIFICATION PROCESSES

Respondent(s): Identified in IC-1, 1.2.2

SURVEY LANDING PAGE

The Federal Motor Carrier Safety Administration (FMCSA) is currently planning the Large Truck Crash Causal Factors Study (LTCCFS), a widescale, detailed crash data collection and analysis effort intended to (1) identify the key factors that contribute to fatal large truck crashes, and (2) inform countermeasures to prevent these crashes from happening. The LTCCFS will leverage existing State and local jurisdiction resources, equipment, and infrastructure to collect detailed crash data on fatal crashes involving Class 7/8 large trucks. This will include standard police crash report data, detailed post-crash investigation or crash reconstruction data, and post-crash inspection data for every fatal crash involving a Class 7/8 large truck in participating jurisdictions.

The Large Truck Crash Causal Factors Study will focus on **fatal** crashes that involve a Class 7/8 large truck. These types of crashes are referred to as "**qualifying crashes**" throughout this survey. FMCSA will be asking participating agencies to notify post-crash investigators or reconstructionists and post-crash inspectors of all qualifying crashes. The questions in this survey pertain to **current crash notification processes** for qualifying crashes (or serious injury crashes involving a Class 7/8 large truck that could result in a fatality) in your jurisdiction.

To aid in the interpretation of survey questions, please review the following definitions:

- **Police crash report (PCR):** A police crash report (PCR) is a form for collecting data at the scene of a motor vehicle traffic crash. PCRs are typically completed by local/county/State law enforcement personnel and undergo quality control before being uploaded to a central crash report database.
- **Post-crash investigation:** A post-crash investigation is a more thorough investigation of the crash event report with more crash details than a PCR. Typically completed by a law enforcement officer, a post-crash investigation report involves the collection of additional data elements beyond what is collected as part of a standard police crash report but is not as expansive as a crash reconstruction.
- **Crash reconstruction:** A crash reconstruction must include all the components of a crash investigation, plus additional data collection and analysis that "utilizes principles of physics and empirical data to analyze the physical, electronic, video, audio, and testimonial evidence from a crash to determine how and why the crash occurred" (SAE International). Crash reconstructions are typically completed by specially trained law enforcement officers or contracted third parties.
- **Post-crash inspection:** A post-crash inspection is performed by a commercial motor vehicle (CMV) inspector certified to conduct commercial vehicle inspections through the Commercial Vehicle Safety Alliance (CVSA). Post-crash inspections are recorded on driver/vehicle examination reports and document violations and defects discovered at the time of the inspection. These inspections assist in identifying where regulatory non-compliance by a driver may have contributed to crash causation and identify whether vehicle defects existed prior to or resulted from a crash.

If you have any questions about the study, or about the information being requested in the survey, please contact Dan Meyer, FMCSA Transportation Specialist, at dan.meyer@dot.gov or (202) 366-2616.

If you have technical difficulties with the online survey tool, please e-mail CCFP@dot.gov or call [INSERT Volpe POC] at (617) 494-XXXX.

Thank you in advance for your time; your participation is greatly appreciated!

The questions in this survey pertain to **crash notification processes and capabilities**. When answering these questions, please only consider **crash notification processes and capabilities**. FMCSA has prepared another survey to focus on the availability of post-crash inspectors, post-crash investigators, and crash reconstructionists in your jurisdiction.

Post-Crash Inspector Notifications

Respondent(s): Identified in IC-1, 1.2.2

1.1.1 How does your agency *currently* notify **post-crash inspectors** of fatal crashes involving a Class 7/8 large truck? *Select one response.*

- o Dispatch a post-crash inspector employed by this agency [GO TO Q 1.1.2]
- o Contact another agency to request a post-crash inspector [GO TO Q 1.1.2]
- o Something else (please describe: _____) [GO TO Q 1.1.2]
- o We do not notify post-crash inspectors of fatal crashes involving a Class 7/8 large truck [GO TO Q 1.1.3]

1.1.2 [IF Q 1.1.1=NOTIFY] Does your agency *currently* notify **post-crash inspectors** of *all* (or nearly all) fatal crashes involving a Class 7/8 large truck?

- o Yes [GO TO Q 1.1.6]
- o No [GO TO Q 1.1.3]

1.1.3 [IF 1.1.1 = NOT NOTIFY OR Q1.1.2 = NO] If your agency were to participate in the LTCCFS, could your agency change or enhance its crash notification processes to notify **post-crash inspectors** of *all* (or nearly all) fatal crashes involving a Class 7/8 large truck?

- o Yes, we can change or enhance our crash notification processes [GO TO Q 1.1.5]
- o No [GO TO Q 1.1.4]

1.1.4 [IF Q 1.1.3=NO] What would prevent your agency from notifying **post-crash inspectors** of *all* (or nearly all) fatal crashes involving a Class 7/8 large truck? *Select all that apply.*

- ☐ Policy/regulatory constraints [GO TO 1.1.6]
- ☐ Insufficient number of staff [GO TO 1.1.6]
- ☐ Lack staff with the appropriate skillset/training [GO TO 1.1.6]
- ☐ Not enough time to handle all the qualifying crashes [GO TO 1.1.6]
- ☐ Other (please specify:_____) [GO TO 1.1.6]

1.1.5 [IF Q 1.1.3=YES] How difficult would it be for your agency to notify **post-crash inspectors** of *all* (or nearly all) fatal crashes involving a Class 7/8 large truck? *Select one response.*

- o Not difficult at all
- o Slightly difficult
- o Moderately difficult
- o Very difficult

1.1.6 [ASK ALL] If there is anything else you'd like to share with us regarding your agency's crash notification systems or processes for post-crash inspectors, please provide it here:

_____

Post-Crash Investigator or Reconstructionist Notifications

Respondent(s): Identified in IC-1, 1.2.2

1.1.7 [ASK ALL] How does your agency *currently* notify **post-crash investigators or reconstructionists** of fatal crashes involving a Class 7/8 large truck? *Select one response.*

- o Dispatch a post-crash investigator or reconstructionist employed by this agency [GO TO 1.1.8]
- o Contact another agency to request a post-crash investigator or reconstructionist [GO TO 1.1.8]
- o Something else (please describe: _____) [GO TO 1.1.8]
- o We do not notify post-crash investigators or reconstructionists of fatal crashes involving Class 7/8 large trucks [GO TO 1.1.9]

1.1.8 [IF 1.1.7 = NOTIFY] Does your agency *currently* notify **post-crash investigators or reconstructionists of** *all* (or nearly all) fatal crashes involving a Class 7/8 large truck?

- o Yes [GO TO Q 1.1.12]
- o No [GO TO Q1.1.9]

1.1.9 [IF 1.1.7 = NOT NOTIFY OR 1.1.8=NO] If your agency were to participate in the LTCCFS, could your agency change or enhance its crash notification processes to notify **post-crash investigators or reconstructionists** of *all* (or nearly all) fatal crashes involving a Class 7/8 large truck?

- o Yes, we can change or enhance our crash notification processes [GO TO Q 1.1.11]
- o No [GO TO Q 1.1.10]

1.1.10 [IF Q 1.1.9=NO] What would prevent your agency from notifying **post-crash investigators or reconstructionists** of *all* (or nearly all) fatal crashes involving a Class 7/8 large truck? *Select all that apply.*

- ☐ Policy/regulatory constraints [GO TO Q 1.1.12]
- ☐ Insufficient number of staff[GO TO Q 1.1.12]
- ☐ Lack staff with the appropriate skillset/training [GO TO Q 1.1.12]
- ☐ Not enough time to handle all the in-scope crashes [GO TO Q 1.1.12]
- ☐ Other (please specify: _____) [GO TO Q 1.1.12]

1.1.11 [IF Q 1.1.9=YES] How difficult would it be for your agency to notify **post-crash investigators or reconstructionists** of *all* (or nearly all) fatal crashes involving a Class 7/8 large truck? *Select one response.*

- o Not difficult at all
- o Slightly difficult

    o   Moderately difficult

    o   Very difficult

1.1.12 [ASK ALL] If there is anything else you'd like to share with us regarding your agency's crash notification systems or processes for post-crash investigators or reconstructionists, please provide it here: _____

1.2   CRASH DATA COLLECTION SYSTEM(S)

Police Crash Report Data

Respondent(s): Crash Records Managers, Identified in IC-1, 1.1.1

As authorized in the Bipartisan Infrastructure Law, the Federal Motor Carrier Administration (FMCSA) is establishing a Crash Causal Factors Program. Through this program, FMCSA will execute a multi-phased study of commercial motor vehicle (CMV) crash causal factors, with Phase 1 focused on fatal crashes involving Class 7/8 large trucks: the Large Truck Crash Causal Factors Study (LTCCFS).

FMCSA is currently planning the LTCCFS; a widescale, detailed crash data collection and analysis effort intended to identify the key factors that contribute to fatal large truck crashes and inform countermeasures to prevent these crashes from happening.

Where possible, the LTCCFS will leverage existing State and local jurisdiction resources, equipment, and infrastructure to collect study data.

FMCSA is exploring options for developing a database to store crash data for the LTCCFS.

The purpose of this survey is to gather information about States' PCR crash databases to inform this database development.

If you have any questions about the study, or about the information being requested in the survey, please contact Dan Meyer, FMCSA Transportation Specialist, at dan.meyer@dot.gov or (202) 366-2616.

If you have technical difficulties with the online survey tool, please e-mail CCFP@dot.gov or call [INSERT Volpe POC] at (617) 494-XXXX.

Thank you in advance for your time; your participation is greatly appreciated!

1.2.1 [ASK ALL] When was your State's **police crash report (PCR)** form, and data dictionary last updated?

Please indicate the PCR update year. _____

Please indicate the data dictionary update year _____

1.2.2 [ASK ALL] Does your State have an electronic crash data repository for **police crash reports (PCRs)**?

- o Yes [GO TO Q 1.2.6]
- o No [GO TO Q 1.2.3]

1.2.3 [IF Q 1.2.2=NO] How does your State store **police crash report (PCR)** data? *Select all that apply.*

- ☐ Local server (electronic storage) [GO TO 1.2.5]
- ☐ Hard copy (paper storage) [GO TO 1.2.5]
- ☐ Other (please specify: _____) [GO TO 1.2.5]

1.2.4 [IF Q 1.2.2=YES] Does your State upload **CMV supplemental data** into the State crash data repository? *Select one response.*

- o Yes, CMV supplemental forms are uploaded into the State crash data repository [GO TO Q 1.2.6]
- o Yes, CMV supplemental data are embedded in the PCR [GO TO Q1.2.6]
- o No [GO TO Q 1.2.5]

1.2.5 [IF 1.2.2 = NO OR 1.2.2=YES and Q 1.2.4=NO]] How does your State store **CMV supplemental data**? *Select all that apply.*

- ☐ Local server (electronic storage)
- ☐ Hard copy (paper storage)
- ☐ Other (please specify: _____)

1.2.6 [ASK ALL] Does your State have any of the following mechanisms for sharing crash data with FMCSA? *Select all that apply.*

- ☐ Web service [GO TO Q 1.2.7]
- ☐ Data export (examples: excel/csv file export, website download, database extract) [GO TO Q 1.2.7]
- ☐ Manual process (examples: scan PDFs and send via email, flash drive, CD/DVD) [GO TO Q 1.2.7]
- ☐ Other mechanism (please specify: _____)[GO TO Q 1.2.7]
- ☐ No existing mechanism for sharing PCR data with FMCSA [GO TO Q 1.2.8]

1.2.7 [IF Q 1.2.6=ANY MECHANISM] Can your State share **crash data** that contains personally identifiable information (PII) with FMCSA, using your current data sharing mechanism(s)? *Select one response. NOTE: PII is personal or professional information that can be used to distinguish or trace an individual's identity, such as the individual's name, Social Security number (SSN), biometric records, etc., alone or when combined*

- o Yes, our current data sharing mechanism(s) allows for sharing PII
- o No, but a future mechanism could allow for sharing PII
- o No, this is not a possibility (please explain why this is not a possibility_____)

1.2.8 [ASK ALL] If there is anything else you'd like to share with us regarding your State's **crash data repository and/or PCR data sharing policies/processes**, please provide it here: _____

[END SURVEY]

Post-Crash Investigation and Crash Reconstruction Data

Respondent(s): Command Staff, Identified in IC-1, 1.2.3

SURVEY LANDING PAGE

As authorized in the Bipartisan Infrastructure Law, the Federal Motor Carrier Administration (FMCSA) is establishing a Crash Causal Factors Program. Through this program, FMCSA will execute a multi-phased study of commercial motor vehicle (CMV) crash causal factors, with Phase 1 focused on fatal crashes involving Class 7/8 large trucks: the Large Truck Crash Causal Factors Study (LTCCFS).

FMCSA is currently planning the LTCCFS—a widescale, detailed crash data collection and analysis effort intended to identify the key factors that contribute to fatal large truck crashes and inform countermeasures to prevent these crashes from happening.

Where possible, the LTCCFS will leverage existing State and local jurisdiction resources, equipment, and infrastructure to collect study data.

FMCSA is exploring options for developing a database to store data post-crash investigation and crash reconstruction data for the LTCCFS.

The purpose of this survey is to gather information about States' and local jurisdictions' post-crash investigation and crash reconstruction data storage methods and access capabilities, to inform LTCCFS database development.

If you have any questions about the study, or about the information being requested in the survey, please contact Dan Meyer, FMCSA Transportation Specialist, at dan.meyer@dot.gov or (202) 366-2616.

If you have technical difficulties with the online survey tool, please e-mail CCFP@dot.gov or call [INSERT Volpe POC at (617) 494-XXXX].

Thank you in advance for your time; your participation is greatly appreciated!

FMCSA is exploring options for developing a new database to store data for the Large Truck Crash Causal Factors Study. If possible, FMCSA may try to ingest crash data directly from existing State databases, to reduce information collection burden. The following questions are asked to inform database development.

1.2.9 [ASK ALL] How does your agency store **post-crash investigation** data? *Select all that apply.*

- Electronic State crash data repository
- Local server (electronic storage)
- Hard copy (paper storage)
- Other (please specify: _____)

1.2.10 [ASK ALL] Does your agency have any of the following mechanisms for sharing **post-crash investigation** data with FMCSA? *Select all that apply.*

- Web service [GO TO Q 1.2.11]
- Data export (examples: excel/csv file export, website download, database extract) [GO TO Q 1.2.11]
- Manual process (examples: scan PDFs and send via email, flash drive, CD/DVD) [GO TO Q 1.2.11]
- Other mechanism (please specify: _____) [GO TO Q 1.2.11]
- No existing mechanism for sharing post-crash investigation data with FMCSA [GO TO 1.2.12]

1.2.11 [IF Q =ANY MECHANISM] Can your agency share **post-crash investigation data** that contains personally identifiable information (PII) with FMCSA, using your current data sharing mechanism(s)? *Select one response.*

NOTE: PII is personal or professional information that can be used to distinguish or trace an individual's identity, such as the individual's name, Social Security number (SSN), biometric records, etc., alone or when combined with other personal or identifying information that is linked or linkable to a specific individual, such as date and place of birth, mother's maiden name, etc.

- o Yes, our current data sharing mechanism(s) allows for sharing PII
- o No, but a future mechanism could allow for sharing PII
- o No, this is not a possibility (please explain why this is not a possibility:_____)

1.2.12 [ASK ALL] How does your agency store **crash reconstruction** data? *Select all that apply.*

- Electronic State crash data repository
- Local server (electronic storage)
- Hard copy (paper storage)
- Other (please specify: _____)

1.2.13 [ASK ALL] Does your agency have any of the following mechanisms for sharing **crash reconstruction** data with FMCSA?   *Select all that apply.*

❑ Web service [GO TO Q 1.2.14]

❑ Data export (examples: excel/csv file export, website download, database extract) [GO TO Q 1.2.14]

❑ Manual process (examples: scan PDFs and send via email, flash drive, CD/DVD) [GO TO Q 1.2.14]

❑ Other mechanism (please specify: _____) [GO TO Q 1.2.14]

❑ No existing mechanism for sharing reconstruction data with FMCSA [GO TO Q 1.2.15]

1.2.14 [IF Q 1.2.13=ANY MECHANISM] Can your agency share **crash reconstruction** data that contains personally identifiable information (PII) with FMCSA, using your current data sharing mechanism(s)? *Select one response.*

NOTE: PII is personal or professional information that can be used to distinguish or trace an individual's identity, such as the individual's name, Social Security number (SSN), biometric records, etc., alone or when combined with other personal or identifying information that is linked or linkable to a specific individual, such as date and place of birth, mother's maiden name, etc.

- o   Yes, our current data sharing mechanism(s) allows for sharing PII
- o   No, but a future mechanism could allow for sharing PII
- o   No, this is not a possibility (please explain why this is not a possibility: _____)

1.2.15 [ASK ALL] If there is anything else you'd like to share with us regarding how your agency stores and/or shares **post-crash investigation and reconstruction** data, please provide it here:

_____

1.3 POST-CRASH INSPECTION DATA ELEMENTS

Respondent(s): State MCSAP Coordinator, Identified in IC-1, 1.3.1

SURVEY LANDING PAGE

As authorized in the Bipartisan Infrastructure Law, the Federal Motor Carrier Administration (FMCSA) is establishing a Crash Causal Factors Program. Through this program, FMCSA will execute a multi-phased study of commercial motor vehicle (CMV) crash causal factors, with Phase 1 focused on fatal crashes involving Class 7/8 large trucks: the Large Truck Crash Causal Factors Study (LTCCFS).

FMCSA is currently planning the LTCCFS—a widescale, detailed crash data collection and analysis effort intended to identify the key factors that contribute to fatal large truck crashes and inform countermeasures to prevent these crashes from happening.

Where possible, the LTCCFS will leverage existing State and local jurisdiction resources, equipment, and infrastructure to collect study data.

FMCSA is exploring options for developing a database to store State post-crash inspection data for the LTCCFS.

The purpose of this survey is to gather information about States' post-crash inspection data storage methods and access capabilities to inform LTCCFS database development.

If you have any questions about the study, or about the information being requested in the survey, please contact Dan Meyer, FMCSA Transportation Specialist, at dan.meyer@dot.gov or (202) 366-2616.

If you have technical difficulties with the online survey tool, please e-mail CCFP@dot.gov or call [INSERT Volpe POC] at (617) 494-XXXX.

Thank you in advance for your time; your participation is greatly appreciated!

1.3.1 [ASK ALL] What system(s) does your agency use to collect **post-crash inspection** data? *Select all that apply.*

- ☐ Aspen
- ☐ RIMS
- ☐ TRACS
- ☐ SafeSpect
- ☐ INSPECT
- ☐ Custom developed software (please specify: _____)
- ☐ Other (please specify: _____)

1.3.2 [ASK ALL] Does your agency collect additional **post-crash inspection** data for fatal crashes involving at least one Class 7/8 large truck —beyond what is sent to the Motor Carrier Management Information System (MCMIS)? *Select one.*

If you select "Yes," FMCSA will send you an email to request additional information.
- o   Yes
- o   No

1.3.3   [ASK ALL] If your State participates in the Large Truck Crash Causal Factors Study, would your agency be willing to collect additional **post-crash inspection** data—beyond what you already collect—for fatal crashes involving at least one Class 7/8 large truck?

- o   Yes [END SECTION]
- o   No [GO TO Q 1.3.4]

1.3.4   [IF Q 1.3.4=NO] Please explain why your agency would not be willing to collect additional post-crash inspection data if your State participates in the Large Truck Crash Causal Factors Study:

_____

[END SECTION]

1.4 TRAINING

Post-Crash Inspection Training

Respondent(s): State MCSAP Coordinator for States – Identified in IC-1, 1.3.1; Command Staff for Local Jurisdictions (Identified by Division Administrators in separate spreadsheet)

SURVEY LANDING PAGE

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FMCSA is currently planning the LTCCFS—a widescale, detailed crash data collection and analysis effort intended to identify the key factors that contribute to fatal large truck crashes and inform countermeasures to prevent these crashes from happening.

Where possible, the LTCCFS will leverage existing State and local jurisdiction resources, equipment, and infrastructure to collect study data.

FMCSA will develop post-crash inspection data collection training specific to the LTCCFS. This training will be provided to State and local jurisdiction resources participating in the LTCCFS.

The purpose of this survey is to gather information about States' and local jurisdictions' existing post-crash inspection data collection training to help inform the LTCCFS training plan and approach.

If you have any questions about the study, or about the information being requested in the survey, please contact Dan Meyer, FMCSA Transportation Specialist, at dan.meyer@dot.gov or (202) 366-2616.

If you have technical difficulties with the online survey tool, please e-mail CCFP@dot.gov or call [INSERT Volpe POC] at (617) 494-XXXX.

Thank you in advance for your time; your participation is greatly appreciated!

1.4.1 [ASK ALL] Does your agency provide **advanced post-crash inspection** training for commercial motor vehicle (CMV) crashes?

NOTE: A post-crash inspection is performed by a certified inspector, in association with a CMV crash. Post-crash inspectors should complete a driver/vehicle examination report to document all violations and defects discovered at the time of the inspection. Advanced post-crash inspection training is training beyond North American Standard (NAS) Level I inspection training.

- o   Yes [GO TO Q 1.4.2]

     o   No [GO TO Q 1.4.4]

1.4.2 [IF Q 1.4.1=YES] How often does your agency provide **advanced CMV post-crash inspection** training? *Select one response.*

- o At least annually
- o Bi-annually (i.e., once every two years)
- o As needed (e.g., to train new employees)
- o Other (please specify: _____)

1.4.3 [IF Q 1.4.1=YES] Who conducts **advanced CMV post-crash inspection** training for your agency? *Select all that apply.*

- ☐ Internal staff
- ☐ External entity

1.4.4 [ASK ALL] If your agency participates in the Large Truck Crash Causal Factors Study, FMCSA will need to provide **study-specific post-crash inspection training**, to ensure post-crash inspectors (1) understand study data collection processes and (2) collect the required study data. FMCSA will most likely use a "train the trainer" approach for this training.

Could your agency incorporate this **study-specific post-crash inspection training** into your existing training regimen? *Select one response.*

- o Yes, we could incorporate this training
- o Not sure
- o No, we could not incorporate this training (Please specify the key barriers to incorporating this training) [OPEN END]

1.4.5 [ASK ALL] If there is anything else you'd like to share with us regarding your agency's post-crash inspection training processes or frequency, please provide it here:

_____

[END SECTION]

Post-Crash Investigation and Crash Reconstruction Training

Respondent(s): Command Staff, Identified in IC-1, 1.3.3 or 1.3.4 (b) or (c)

SURVEY LANDING PAGE

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FMCSA is currently planning the LTCCFS—a widescale, detailed crash data collection and analysis effort intended to identify the key factors that contribute to fatal large truck crashes and inform countermeasures to prevent these crashes from happening.

Where possible, the LTCCFS will leverage existing State and local jurisdiction resources, equipment, and infrastructure to collect study data.

FMCSA will develop post-crash investigation/crash reconstruction data collection training specific to the LTCCFS. This training will be provided to States and local jurisdictions participating in the LTCCFS.

The purpose of this survey is to gather information about States' and local jurisdictions' existing post-crash investigation and crash reconstruction data collection training to help inform the LTCCFS training plan and approach.

If you have any questions about the study, or about the information being requested in the survey, please contact Dan Meyer, FMCSA Transportation Specialist, at dan.meyer@dot.gov or (202) 366-2616.

If you have technical difficulties with the online survey tool, please e-mail CCFP@dot.gov or call [INSERT Volpe POC] at (617) 494-XXXX.

Thank you in advance for your time; your participation is greatly appreciated!

1.4.6 [ASK ALL] Does your agency provide commercial motor vehicle **(CMV) post-crash investigation training**?

NOTE: A post-crash investigation is a thorough investigation of a crash scene, typically performed by a law enforcement officer. It involves the collection of additional data elements beyond what is collected as part of a standard police crash report but is not as expansive as a crash reconstruction.
   - o   Yes [GO TO Q. 1.4.7]
   - o   No [GO TO Q 1.4.8]

1.4.7 [IF Q 1.4.6=YES] Who conducts **CMV post-crash investigation training** for your agency? *Select all that apply.*

- Internal staff
- External entity

1.4.8 [ASK ALL] Does your agency provide **CMV crash reconstruction training**?

NOTE: A crash reconstruction involves all the components of a crash investigation, plus additional data collection and analysis that "utilizes principles of physics and empirical data to analyze the physical, electronic, video, audio, and testimonial evidence from a crash to determine how and why the crash occurred" (SAE International). Crash reconstructions are typically completed by specially trained law enforcement officers or contracted third parties.

- o Yes [GO TO Q 1.4.9]
- o No [GO TO Q. 1.4.10]

1.4.9 [IF Q 1.4.8=YES] Who conducts **CMV crash reconstruction training** for your agency? *Select all that apply.*

- Internal staff
- External entity

1.4.10 [ASK ALL] If your agency is selected to participate in the LTCCFS, FMCSA will need to provide **study-specific post-crash investigation/reconstruction training**, to ensure post-crash investigators/reconstructionists (1) understand study data collection processes and (2) collect the required study data. FMCSA will most likely use a "train the trainer" approach for this training.

Could your agency incorporate this study-specific post-crash investigation/crash reconstruction training into existing training processes? *Select one response.*

- o Yes, we could incorporate this training
- o Not sure
- o No, we could not incorporate this training (Please specify the key barriers to incorporating this training) [OPEN END]

1.4.11 [ASK ALL] If there is anything else you'd like to share with us regarding your agency's **post-crash investigation or crash reconstruction training** processes or frequency, please provide it here:

_____

[END SECTION]

1.5   CRASH DATA QUALITY

Police Crash Report Data Quality

Respondent(s): Identified in IC-1, 1.1.2

SURVEY LANDING PAGE

As authorized in the Bipartisan Infrastructure Law, the Federal Motor Carrier Administration (FMCSA) is establishing a Crash Causal Factors Program. Through this program, FMCSA will execute a multi-phased study of commercial motor vehicle (CMV) crash causal factors, with Phase 1 focused on fatal crashes involving Class 7/8 large trucks: the Large Truck Crash Causal Factors Study (LTCCFS).

FMCSA is currently planning the LTCCFS—a widescale, detailed crash data collection and analysis effort intended to identify the key factors that contribute to fatal large truck crashes and inform countermeasures to prevent these crashes from happening.

Where possible, the LTCCFS will leverage existing State and local jurisdiction resources, equipment, and infrastructure to collect study data.

The purpose of this survey is to understand the data quality processes your State employs to ensure PCR crash data are timely, complete, accurate, and consistent. This information will help FMCSA determine the required data quality processes for the LTCCFS.

If you have any questions about the study, or about the information being requested in the survey, please contact Dan Meyer, FMCSA Transportation Specialist, at dan.meyer@dot.gov or (202) 366-2616.

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Thank you in advance for your time; your participation is greatly appreciated!

The purpose of this survey is to understand the data quality processes your State employs to ensure crash data are timely, complete, accurate, and consistent. This information will help FMCSA determine the required data quality processes for the Large Truck Crash Causal Factors Study (LTCCFS).

1.5.1 [ASK ALL] After a crash occurs, within how many days are you required to submit a **police crash report (PCR)**? *Select one response.*

- o 1-7 days
- o 8-14 days
- o More than 14 days
- o There is no such requirement

1.5.2 [ASK ALL] Does your State conduct **data quality reviews on police crash report (PCR)** data (i.e., to review for completeness, accuracy, and consistency)?

- o Yes [GO TO Q 1.5.3]
- o No [GO TO Q 1.5.7]

1.5.3 [IF Q 1.5.2=YES] Is your State's **police crash report (PCR)** data quality review process electronic, manual, or a combination of the two? *Select one response.*

- o Electronic
- o Manual
- o Combination of electronic and manual

1.5.4 [IF Q 1.5.2=YES] Does your State have standard operating procedures or other written documentation on **police crash report (PCR) data quality** review processes (e.g., data quality plan, data quality manual or user guide)?

- o Yes [GO TO Q 1.5.5]
- o No [GO TO Q 1.5.6]

1.5.5 [IF Q 1.5.4=YES] Would your State be willing to share its standard operating procedures or other written documentation on **police crash report (PCR)** data quality review processes with FMCSA? *If you select "Yes," FMCSA will send you an email to request copies of this documentation.*

- o Yes [GO TO Q 1.5.6]
- o No [GO TO Q 1.5.6]

1.5.6 [IF Q 1.5.2=YES] When does your State conduct **police crash report (PCR)** data quality reviews? *Select all that apply.*

- ☐ At the point of data collection
- ☐ Before data entry to the State crash repository
- ☐ During data entry to the State crash repository
- ☐ After data entry to the State crash repository
- ☐ Some other time (please describe: _____)

1.5.7 [ASK ALL] Does your State embed **CMV supplemental data** in its police crash reports (PCRs)?

- o Yes [GO TO Q 1.5.11]
- o No [GO TO Q 1.5.8]

1.5.8 [IF Q 1.5.7=NO] Does your State conduct **data quality reviews on CMV supplemental form data** (i.e., to review for completeness, accuracy, and consistency)?

- o Yes [GO TO Q 1.5.9]
- o No [GO TO Q 1.5.11]

1.5.9 [IF Q 1.5.8=YES] Is your State's **CMV supplemental form data quality review** process electronic, manual, or a combination of the two? *Select one response.*

- o Electronic [GO TO Q1.5.10]
- o Manual [GO TO Q1.5.10]
- o Combination of electronic and manual [GO TO Q1.5.10]

1.5.10 [IF Q 1.5.8=YES] When does your State conduct **CMV supplemental form data quality reviews**? *Select all that apply***.**

- ☐ At the point of data collection
- ☐ Before data entry to the State crash repository
- ☐ During data entry to the State crash repository
- ☐ After data entry to the State crash repository
- ☐ Some other time (please describe: _____)

1.5.11 [ASK ALL] If there is anything else you'd like to share with us regarding your **police crash report (PCR) and/or CMV supplemental form data quality review processes**, please provide it here:

_____

[END SURVEY]

Post-Crash Inspection Data Quality

Respondent(s): Identified in IC-1, 1.1.3

SURVEY LANDING PAGE

As authorized in the Bipartisan Infrastructure Law, the Federal Motor Carrier Administration (FMCSA) is establishing a Crash Causal Factors Program. Through this program, FMCSA will execute a multi-phased study of commercial motor vehicle (CMV) crash causal factors, with Phase 1 focused on fatal crashes involving Class 7/8 large trucks: the Large Truck Crash Causal Factors Study (LTCCFS).

FMCSA is currently planning the LTCCFS—a widescale, detailed crash data collection and analysis effort intended to identify the key factors that contribute to fatal large truck crashes and inform countermeasures to prevent these crashes from happening.

Where possible, the LTCCFS will leverage existing State and local jurisdiction resources, equipment, and infrastructure to collect study data.

The purpose of this survey is to understand the data quality processes your agency employs to ensure post-crash inspection data are timely, complete, accurate, and consistent. This information will help FMCSA determine the required data quality processes for the LTCCFS.

If you have any questions about the study, or about the information being requested in the survey, please contact Dan Meyer, FMCSA Transportation Specialist, at dan.meyer@dot.gov or (202) 366-2616.

If you have technical difficulties with the online survey tool, please e-mail CCFP@dot.gov or call [INSERT Volpe POC] at (617) 494-XXXX.

Thank you in advance for your time; your participation is greatly appreciated!

1.5.12 [ASK ALL] Does your agency have any timeliness requirements for reporting **post-crash inspection** data?

- o Yes [GO TO Q 1.5.13]
- o No [GO TO Q 1.5.14]

1.5.13 [IF Q 1.5.12=YES] What is your agency's timeliness requirement for reporting **post-crash inspection** data? (*please describe below*: _____)

1.5.14 [ASK ALL] Does your agency conduct data quality reviews on **post-crash inspection** data (i.e., to review for completeness, accuracy, and consistency)?

- o Yes [GO TO Q 1.5.15]
- o No [GO TO Q 1.5.19]

1.5.15 [IF Q 1.5.14=YES] Does your agency have standard operating procedures or other written documentation on **post-crash inspection data quality review processes** (e.g., data quality plan, data quality manual or user guide)?

- o   Yes [GO TO Q 1.5.16]
- o   No [GO TO Q 1.5.17]

1.5.16 [IF Q 1.5.15=YES] Would your agency be willing to share its standard operating procedures or other written documentation on **post-crash inspection data quality review processes** with FMCSA? *If you select "Yes," FMCSA will send you an email to request copies of this documentation.*

- o   Yes [GO TO 1.5.17]
- o   No [GO TO 1.5.17]

1.5.17 [IF Q 1.5.14=YES] Is your agency's **post-crash inspection data quality review** process electronic, manual, or a combination of the two? *Select one response.*

- o   Electronic [GO TO 1.5.18]
- o   Manual [GO TO 1.5.18]
- o   Combination of electronic and manual [GO TO 1.5.18]

1.5.18 [IF Q 1.5.14=YES] When does your agency conduct **post-crash inspection data quality reviews**? *Select all that apply.*

- ☐   At the point of data collection
- ☐   Before data entry to the State crash repository
- ☐   During data entry to the State crash repository
- ☐   After data entry to the State crash repository
- ☐   Some other time (please describe:_____)

1.5.19 [ASK ALL] If there is anything else you'd like to share with us regarding your agency's **post-crash inspection data quality review processes**, please provide it here:

_____

[END SECTION]

Post-Crash Investigation Data Quality

Respondent(s): Identified in IC-1, 1.1.4

SURVEY LANDING PAGE

As authorized in the Bipartisan Infrastructure Law, the Federal Motor Carrier Administration (FMCSA) is establishing a Crash Causal Factors Program. Through this program, FMCSA will execute a multi-phased study of commercial motor vehicle (CMV) crash causal factors, with Phase 1 focused on fatal crashes involving Class 7/8 large trucks: the Large Truck Crash Causal Factors Study (LTCCFS).

FMCSA is currently planning the LTCCFS—a widescale, detailed crash data collection and analysis effort intended to identify the key factors that contribute to fatal large truck crashes and inform countermeasures to prevent these crashes from happening.

Where possible, the LTCCFS will leverage existing State and local jurisdiction resources, equipment, and infrastructure to collect study data.

The purpose of this survey is to understand the data quality processes your State employs to ensure post-crash investigation and crash reconstruction data are timely, complete, accurate, and consistent. This information will help FMCSA determine the required data quality processes for the LTCCFS.

If you have any questions about the study, or about the information being requested in the survey, please contact Dan Meyer, FMCSA Transportation Specialist, at dan.meyer@dot.gov or (202) 366-2616.

If you have technical difficulties with the online survey tool, please e-mail CCFP@dot.gov or call [INSERT Volpe POC] at (617) 494-XXXX.

Thank you in advance for your time; your participation is greatly appreciated!

1.5.20 [ASK ALL] Does your agency have any timeliness requirements for submitting **post-crash investigation** data?

- o   Yes [GO TO Q 1.5.21]
- o   No [GO TO Q 1.5.22]

1.5.21 [IF Q 1.5.20=YES] What is your agency's timeliness requirement for submitting **post-crash investigations**? (please describe: _____)

1.5.22 [ASK ALL] Does your agency conduct **data quality reviews on post-crash investigations** (i.e., to review for completeness, accuracy, and consistency)?

- o   Yes [GO TO Q1.5.23]
- o   No [GO TO Q. 1.5.27]

1.5.23 [IF Q 1.5.22=YES] Does your agency have standard operating procedures or other written documentation on **post-crash investigation data quality review processes** (e.g., data quality plan, data quality manual or user guide)?

- o   Yes [GO TO Q 1.5.24]
- o   No [GO TO Q 1.5.25]

1.5.24 [IF Q 1.5.23=YES] Would your agency be willing to share its standard operating procedures or other written documentation on **post-crash investigation data quality review processes** with FMCSA? *If you select "Yes," FMCSA will send you an email to request copies of this documentation.*

- o   Yes [GO TO Q 1.5.25]
- o   No [GO TO Q 1.5.25]

1.5.25 [IF Q 1.5.22=YES] Is your agency's **post-crash investigation data quality review process** electronic, manual, or a combination of the two? *Select one response.*

- o   Electronic [GO TO Q 1.5.26]
- o   Manual [GO TO Q 1.5.26]
- o   Combination of electronic and manual [GO TO Q 1.5.26]

1.5.26 [IF Q 1.5.22=YES] When does your agency conduct p**ost-crash investigation data quality reviews**? *Select all that apply.*

-    At the point of data collection
-    Before data entry to the State crash repository
-    During data entry to the State crash repository
-    After data entry to the State crash repository
-    Some other time (please describe:_____)

[GO TO Q 1.5.27]

Crash Reconstruction Data Quality

Respondent(s): Identified in IC-1, 1.1.4

1.5.27 [ASK ALL] Does your agency have any timeliness requirements for submitting **crash reconstructions**?

- o   Yes [GO TO Q 1.5.28]
- o   No [GO TO Q 1.5.29]

1.5.28 [IF Q 1.5.27=YES] What is your agency's timeliness requirement for submitting **crash reconstructions**? (please describe: _____)

1.5.29 [ASK ALL] Does your agency conduct **data quality reviews on crash reconstruction** data (i.e., to review for completeness, accuracy, and consistency)?

- o Yes [GO TO 1.5.30]
- o No [GO TO 1.5.34]

1.5.30 [IF Q 1.5.29=YES] Does your agency have standard operating procedures or other written documentation on **crash reconstruction data quality review processes** (e.g., data quality plan, data quality manual or user guide)? *If you select "Yes," FMCSA will send you an email to request copies of this documentation.*

- o Yes [GO TO Q 1.5.31]
- o No [GO TO Q 1.5.32]

1.5.31 [IF Q 1.5.30=YES] Would your agency be willing to share its standard operating procedures or other written documentation on **crash reconstruction data quality review processes** with FMCSA? *If you select "Yes," FMCSA will send you an email to request copies of this documentation.*

- o Yes [GO TO Q 1.5.32]
- o No [GO TO Q 1.5.32]

1.5.32 [IF Q 1.5.29=YES] Is your agency's **crash reconstruction data quality review process** electronic, manual, or a combination of the two? *Select one response.*

- o Electronic [GO TO Q 1.5.33]
- o Manual [GO TO Q 1.5.33]
- o Combination of electronic and manual [GO TO Q 1.5.33]

1.5.33 [IF Q 1.5.29=YES] When does your agency conduct c**rash reconstruction data quality reviews**? *Select all that apply.*

- At the point of data collection
- Before data entry to the State crash repository
- During data entry to the State crash repository
- After data entry to the State crash repository
- Some other time (please describe: _____)

[GO TO Q 1.5.34]

1.5.34 [ASK ALL] If there is anything else you'd like to share with us regarding your agency's **post-crash investigation or crash reconstruction data quality review processes**, please provide it here:

_____