



# **NHTSA SEDC Grant Award**

*Presented to: Florida's Occupant Protection Coalition*

*Presented by: Melissa Gonzalez, FLHSMV*

*Date: 2/12/25*



# AGENDA

- » NHTSA SEDC Grant Award
- » FLHSMV SEDC Goals & Tentative Project Timeline
- » FLHSMV Current Crash Data System
- » MMUCC Alignment Scores & Guidelines
- » Elements of Interest: Event, Vehicle, Person
- » Coalition Feedback Criteria of Proposed Changes
- » Next Steps



# NHTSA SEDC GRANT

← NEWS

## INVESTING IN AMERICA: NHTSA Announces \$171 Million in Grants to 19 States and Territories to Upgrade Crash Data Collection Systems

Program fulfills Bipartisan Infrastructure Law directive and advances the Department's National Roadway Safety Strategy

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December 11, 2024 | Washington, DC



# FLHSMV SEDC GOALS

- » New Crash Database
- » Improve data quality processes
- » Redaction Functions- PII protection
- » **Align database, crash reports, to MMUCC v.6**
- » Better integration with other databases
- » New Data Governance Plan

Project Timeline	Year
Phase I: MMUCC Alignment Planning; Crash Database Update Planning	2025
Phase II: Database Design, MMUCC Database Documentation Updates	2026
Phase III: Software & System Testing, Full MMUCC Implementation	2027
Phase IV: Implementation & Validation	2028
Phase V: Training and Support, Final Evaluation and Report to NHTSA	2029



# FLHSMV CURRENT CRASH DATA SYSTEM

Florida Annual Crash Submissions			
Stat Type	2022	2023	2024
Total Crashes	706,901	714,967	732,815
Total Fatalities	3,553	3,375	3,140 (pending)
E-Crash %	98.64%	99.08%	99.40%

- » 99% of crash reports are submitted e-crash
- » FLHSMV crash database > 14 years old
- » Staff relies on manual procedures
- » FL alignment = MMUCC v.3



# FL MMUCC V.6 ALIGNMENT SCORES

## MMUCC Defined & Purpose

- » Federal guidelines to standardize data variables to describe MV traffic crashes
- » Improve traffic safety problem identification
- » Improve design countermeasures
- » Aligns multiple federal reporting requirements (MIRE, FARS, NEMESIS, etc.)

## FL Total Uniformity and Completeness Alignment for All Elements

Data Level	Uniformity Alignment (%)	Completeness Recommendations
Overall Alignment	45.22%	50
System-Populated	50%	
Crash	55.25%	14
Vehicle	39.51%	23
Driver	31.25%	3
Person	61.54%	5
Non-Motorist	49.47%	5

# MMUCC V.6 GUIDELINES

Data Level	All MMUCC		SEDC-Required		SEDC-Recommended	
	Number of Elements	Number of Attributes	Number of Elements	Number of Attributes	Number of Elements	Number of Attributes
System-Populated	4	6	4	6		
Crash	18	181	4	7	3	73
Vehicle	44	529	5	19	3	148
Driver	10	112	2	9	1	12
Person	20	143	10	54	3	28
Non-Motorist	10	95	1	17		
Total	106	1066	26	112	10	261



# MMUCC V.6 DATA ELEMENT FORMAT

New FLHSMV Crash Documentation (Manual, Data Dictionary, & Validations) =  
Increases Data Collection Uniformity

## 1.3 MMUCC Data Element Format

Data elements are presented using the following format.

### Data Element Identifier + Number. Data Element Name

#### Element Definition:

The element definition will be found here.

#### Attribute Values:

Number of allowable selections:

- Not applicable
- None (or No)
- Attribute one
- Attribute two
- Attribute three
- ...
- Other
- Unknown

#### Remarks:

Guidance and attribute definitions will be found here.

#### Highway Safety Rationale:

The importance of the element for improving highway safety will be found here.

#### Implementation Suggestions:

Suggestions for electronic implementation will be found here.

#### Validation Rules:

- VR one
- VR two
- ...
- VR n

#### Alignment Considerations for ELEMENT:

Considerations for mapping the State element to the MMUCC element will be found here.



# EVENT ELEMENTS OF INTEREST

» Crash Identifiers

- Crash Date
- Date of Report
- Time of Crash

» Roadway Condition

» Crash Information

- Light & Weather Conditions
- Manner of Collision/Impact
- First Harmful Event

**FLORIDA TRAFFIC CRASH REPORT**

LONG FORM  SHORT FORM  UPDATE

MAIL TO: DEPARTMENT OF HIGHWAY SAFETY & MOTOR VEHICLES  
TRAFFIC CRASH RECORDS, NEIL KIRKMAN BUILDING  
TALLAHASSEE, FL 32399-0537

TOTAL # OF VEHICLE SECTION(S)   
TOTAL # OF PERSON SECTION(S)   
TOTAL # OF NARRATIVE SECTION(S)

CRASH DATE		TIME OF CRASH		DATE OF REPORT		REPORTING AGENCY CASE NUMBER		HSMV CRASH REPORT NUMBER		
<b>CRASH IDENTIFIERS</b>										
COUNTY CODE	CITY CODE	COUNTY OF CRASH			PLACE OR CITY OF CRASH			CHECK IF WITHIN CITY LIMITS <input type="checkbox"/>	TIME REPORTED	TIME DISPATCHED
TIME ON SCENE		TIME CLEARED SCENE		CHECK IF COMPLETED <input type="checkbox"/>	REASON (If Investigation NOT Complete)				Notified By: 1 Motorist <input type="checkbox"/> 2 Law Enforcement <input type="checkbox"/>	
<b>ROADWAY INFORMATION (CHOOSE ONLY 1 OF 4 OPTIONS)</b>										
CRASH OCCURRED ON STREET, ROAD, HIGHWAY						AT STREET ADDRESS # <input type="text"/>	AT LATITUDE	AND	LONGITUDE	
FEET	MILES	N	S	E	W	AT / FROM INTERSECTION WITH STREET, ROAD, HIGHWAY		OR FROM MILEPOST #		
Road System Identifier		Type of Shoulder		Type of Intersection						
1 Interstate 2 U.S.		7 Forest Road 8 Private Roadway 9 Parking Lot		1 Paved 2 Unpaved		1 Not at Intersection 2 Four-Way Intersection		5 Traffic Circle 6 Roundabout 7 Five-Point, or More		

**CRASH INFORMATION (CHECK IF PICTURES TAKEN)**

<b>Light Condition</b> <input type="checkbox"/> 1 Daylight <input type="checkbox"/> 2 Dusk <input type="checkbox"/> 3 Dawn <input type="checkbox"/> 4 Dark-Lighted <input type="checkbox"/> 5 Dark-Not Lighted <input type="checkbox"/> 6 Dark-Unknown Lighting <input type="checkbox"/> 77 Other, Explain in Narrative <input type="checkbox"/> 88 Unknown	<b>Weather Condition</b> <input type="checkbox"/> 4 Fog, Smog, Smoke <input type="checkbox"/> 5 Sleet/Hail/Freezing Rain <input type="checkbox"/> 6 Blowing Sand, Soil, Dirt <input type="checkbox"/> 7 Severe Crosswinds <input type="checkbox"/> 77 Other, Explain in Narrative <input type="checkbox"/> 1 Clear <input type="checkbox"/> 2 Cloudy <input type="checkbox"/> 3 Rain	<b>Roadway Surface Condition</b> <input type="checkbox"/> 5 Oil <input type="checkbox"/> 6 Mud, Dirt, Gravel <input type="checkbox"/> 7 Sand <input type="checkbox"/> 8 Water (standing/moving) <input type="checkbox"/> 77 Other, Explain in Narrative <input type="checkbox"/> 88 Unknown <input type="checkbox"/> 1 Dry <input type="checkbox"/> 2 Wet <input type="checkbox"/> 4 Ice/Frost	<b>School Bus Related</b> <input type="checkbox"/> 1 No <input type="checkbox"/> 2 Yes, School Bus Directly Involved <input type="checkbox"/> 3 Yes, School Bus Indirectly Involved	
<b>Manner of Collision/Impact</b> <input type="checkbox"/> 4 Sideswipe, Same Direction <input type="checkbox"/> 5 Sideswipe, Opposite Direction <input type="checkbox"/> 6 Rear to Side <input type="checkbox"/> 7 Rear to Rear <input type="checkbox"/> 77 Other, Explain in Narrative <input type="checkbox"/> 88 Unknown <input type="checkbox"/> 1 Front to Rear <input type="checkbox"/> 2 Front to Front <input type="checkbox"/> 3 Angle		<b>Collision with Fixed Object</b> <input type="checkbox"/> 10 Pedestrian <input type="checkbox"/> 11 Pedalcycle <input type="checkbox"/> 12 Railway Vehicle (train, engine) <input type="checkbox"/> 19 Impact Attenuator/Crash Cushion <input type="checkbox"/> 20 Bridge Overhead Structure <input type="checkbox"/> 21 Breege Pier or Support <input type="checkbox"/> 30 Concrete Traffic Barrier <input type="checkbox"/> 31 Other Traffic Barrier <input type="checkbox"/> 32 Tree (standing) <input type="checkbox"/> 33 Utility Pole/Light Support		
<b>First Harmful Event</b> <input type="checkbox"/>	<b>Non-Collision</b> <input type="checkbox"/> 1 Overturn/Rollover <input type="checkbox"/> 2 Fire/Explosion <input type="checkbox"/> 3 Immersion <input type="checkbox"/> 4 Jackknife	<b>First Harmful Event Location</b> <input type="checkbox"/> 1 On Roadway <input type="checkbox"/> 2 Off Roadway <input type="checkbox"/> 3 Shoulder		



# MMUCC:C17.RELATED FACTORS - CRASH LEVEL

» **Uniformity Alignment : 14.29%** - FL does not have an element that matches MMUCC RELATED FACTORS - CRASH LEVEL and is instead receiving mappings using the State elements:

"Emergency Vehicle Use," "Non-Motorist Actions/Circumstances," "First Harmful Event Relation to Junction," "First Harmful Event," "Sequence of Events" and "Most Harmful Event."

» **Rationale Guidance:** Attributes drawn from other elements tend to be incomplete as they are intended for a use incongruent with the element in question.

» **NHTSA Recommendation:**

- create this MMUCC element with the identical definitions found in the MMUCC 6<sup>th</sup> Edition.
- revise the crash report to collect all MMUCC elements separately

# MMUCC C17.RELATED FACTORS - CRASH LEVEL

## C17. Related Factors – Crash Level

### Element Definition:

Identifies factors related to this crash.

### Attribute Values:

This is a multi-selection data element. Allow a minimum system capability of two selections (see [Implementation Suggestions](#)).

- [None](#)

### Group 1: Place Related

- [Related to a Bus Stop](#)
- [Toll Booth or Plaza-Related](#)
- [Railroad-Related](#)
- [Within Designated School Zone](#)
- [Unstabilized Situation Began and All Harmful Events Occurred Off the Roadway](#)

### Group 2: Road Related

- [Obstructed Crosswalks](#)
- [Obstruction in Roadway](#)
- [Surface Under Water](#)
- [Surface Collapsed \(e.g., washed out, caved-in, sink hole, road slippage\)](#)
- [Other Maintenance or Construction-Created Condition](#)

### Group 3: Incident Related

- [Police Pursuit Involved](#)
- [Emergency-Vehicle-Related](#)
- [Traffic Incident \(Other Than a Crash\)](#)
- [Stalled or Disabled Vehicle](#)
- [Non-Occupant Struck Vehicle](#)

### Group 4: Noncontact Vehicle Related

- [Distracted Driver of a Noncontact Vehicle](#)
- [Aggressive Driving by Noncontact Vehicle Driver](#)
- [Road Rage by Noncontact Vehicle Driver](#)

### Group 5: Other and Unknown

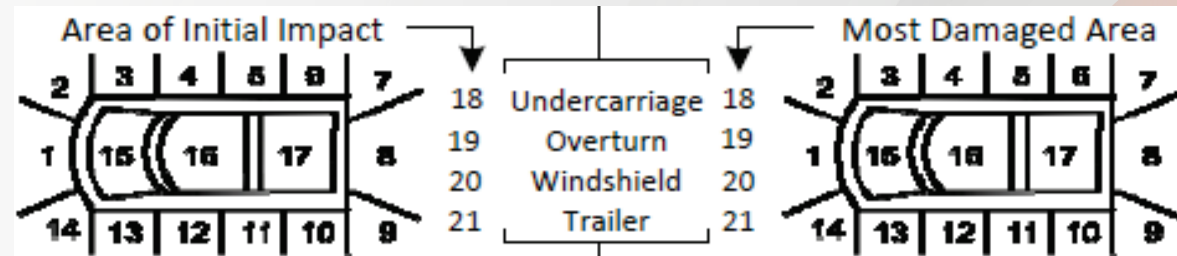
- [Other \(explain in narrative\)](#)
- [Unknown](#)

# VEHICLE ELEMENTS OF INTEREST

» Most Harmful Event

- Non-Collision
- Collision w/Non-fixed object,
- Collision w/Fixed object
- Sequence of Events;

<b>Most Harmful Event</b>	<b>Non-Collision</b> 1 Overturn/Rollover 2 Fire/Explosion 3 Immersion 4 Jackknife 5 Cargo/Equipment Loss or Shift 6 Fell/Jumped From Motor Vehicle 7 Thrown or Falling Object 8 Ran into Water/ Canal 9 Other Non-Collision	<b>Comm GVWR/GCWR</b> 1 20,000 lbs (9,072 kg) or less 2 10,001-26,000 lbs (4,536-11,793 kg) 3 More than 26,000 lbs (11,793 kg) 4 Not Applicable	10 Auto Transport 11 Garbage/Refuse 12 Log	Unsprung 77 Other Narrative 88 Unk
<b>Sequence of Events</b> 1st 2nd 3rd 4th	<b>Roadway Grade</b>	<b>Collision with Non-Fixed Object</b> 10 Pedestrian 11 Pedalcycle 12 Railway Vehicle (train, engine) 13 Animal 14 Motor Vehicle in Transport 15 Parked Motor Vehicle 16 Work Zone/Maintenance Equipment 17 Struck By Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle 18 Other Non-Fixed Object	<b>Collision Fixed Object</b> 19 Impact Attenuator/Crash Cushion 20 Bridge Overhead Structure 21 Bridge Pier or Support 22 Bridge Rail 23 Culvert 24 Curb 25 Ditch 26 Embankment 27 Guardrail Face 28 Guardrail End	29 Cable Barrier 30 Concrete Traffic Barrier 31 Other Traffic Barrier 32 Tree (standing) 33 Utility Pole/Light Support 34 Traffic Sign Support 35 Traffic Signal Support 36 Other Post, Pole, or Support 37 Fence 38 Mailbox 39 Other Fixed Object (wall, building, tunnel, etc.)
		<b>Vehicle Maneuver Action</b> 1 Straight Ahead 3 Turning Left 13 Stopped in Traffic 14 Slowing	<b>Traffic Control Device For This Vehicle</b>	<b>Vehicle Defects</b>



# MMUCC:V38. MOST HARMFUL EVENT FOR THIS MV

Uniformity Alignment : **56.86%**

Most Harmful Event Groups	NHTSA Attribute Recommendations
Group 01. Non-Collision Harmful Events	+ [A]:08.Pavement Surface Irregularity (ruts, potholes, grates, etc.) + [A]:09.Other Non-Collision
Group 02. Collision with Motor Vehicle	Revise Defn: [A]:02.Parked Motor Vehicle Revise Defn & Name: [A]:03.Working Motor Vehicle
Group 03.Collision With Non-Fixed Object	Revise Defn & Name: [A]:02.Live Animal + [A]:03.Ridden Animal or Animal-Drawn Conveyance + [A]:05.Road Vehicle on Rails + [A]:06.Strikes Object at Rest That Had Fallen From Motor Vehicle In-Transport + [A]:07.Striking or Struck by Object, Cargo, or Person From Other Motor Vehicle In-Transport Revise Defn & Name: [A]:08.Other Object (not fixed) + [A]:09.Unknown Object Not Fixed

# MMUCC:V38. MOST HARMFUL EVENT FOR THIS MV CONTINUED...

Uniformity Alignment : **56.86%**

Most Harmful Event Groups	NHTSA Attribute Recommendations
Group 04. Collision With Fixed Object	+ [A]:08.Pavement Surface Irregularity (ruts, potholes, grates, etc.) + [A]:09.Other Non-Collision Revise Dfn [A]:13.Traffic Signal or Support to capture railroad crossing arm or gate Revise Dfn [A]:19.Embankment + [A]:20.Boulder; 21.Ground; 23.Shrubbery; 24.Snowbank; 27.Fire Hydrant; 28.Uknown Fixed Object Separate FL [A] 39- Other Fixed Object (wall, building, tunnel, etc.)
Group 05. Unknown	+ [A]:01.Harmful Event, Details Unknown

# PERSON ELEMENTS OF INTEREST

MMUCC 6 <sup>th</sup> Element	FL Element	Uniformity (%)
P13. Seating Position	Motor Vehicle Seating Position	92.59%
P14. Restraint Systems Use	Restraint Systems	53.33
P16. Air Bag Deployed	Air Bag Deployed	75%
P17. Ejection	Ejection	100%

DRIVER OR PASSENGER			DRIVER OR PASSENGER																																																		
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# MMUCC P:13. SEATING POSITION

Uniformity Alignment : **92.59%**

## NHTSA Recommendation

+ [A]:25. Appended to a Motor Vehicle for Motion

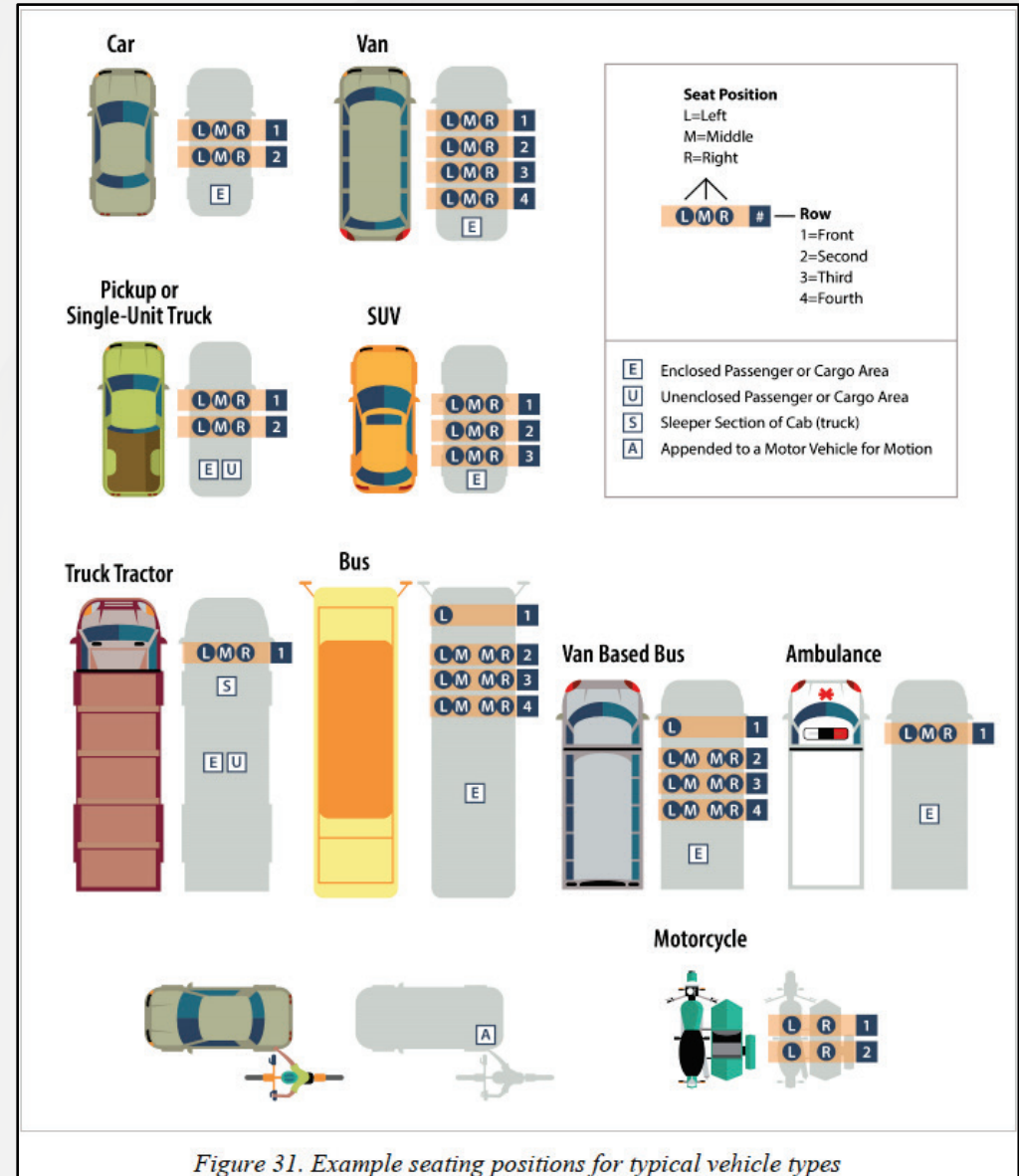


Figure 31. Example seating positions for typical vehicle types



# MMUCC P:14. RESTRAINT SYSTEM IN USE

Uniformity Alignment : **53.33%**

Restraint System Use	NHTSA Recommendations
Subfield: 01. Type of Restraint System in Use <b>66.67%</b>	Revise Dfn [A]:02.Shoulder and Lap Belt Used Revise FL [A] 77-Other, Explain in Narrative to [A]:11.Other  + [A]:09. Racing-Style Harness Used + [A]:12. Unknown
Subfield: 02. Indication of Restraint System Misuse <b>0%</b>	+ [A]: None Used or Not Applicable + [A]: No Indication of Misuse + [A]: Yes, Indication of Misuse

## P14. Restraint System Use

### Element Definition:

The restraint equipment in use by the occupant and any indication of improper use of the available restraint system at the time of the crash.

### Attribute Values:

#### Subfield 1: Type of Restraint System in Use (select one)

- [None Used or Not Applicable](#)
- [Shoulder and Lap Belt Used](#)
- [Lap Belt Only Used](#)
- [Shoulder Belt Only Used](#)
- [Booster Seat](#)
- [Child Restraint System – Forward-Facing](#)
- [Child Restraint System – Rear-Facing](#)
- [Child Restraint – Type Unknown](#)
- [Racing-Style Harness Used](#)
- [Restraint Used – Type Unknown](#)
- [Other](#)
- [Unknown](#)

#### Subfield 2: Indication of Restraint System Misuse (select one)

- [None Used or Not Applicable](#)
- [No Indication of Misuse](#)
- [Yes, Indication of Misuse](#)

# MMUCC P:16. AIR BAG DEPLOYED

Uniformity Alignment : **75%**

## P16. Air Bag Deployed

### Element Definition:

Deployment status of an air bag relative to the position in the vehicle for this occupant.

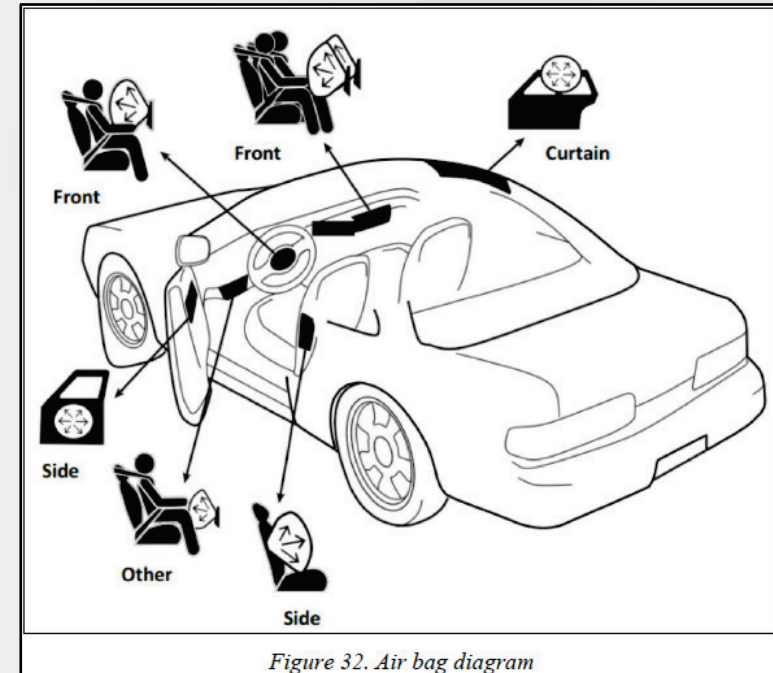
### Attribute Values:

Select one:

- [Not Deployed or No Air Bag Available](#)
- [Curtain](#)
- [Front](#)
- [Side \(door or seatback\)](#)
- [Other \(knee, airbelt, etc.\)](#)
- [Combination](#)
- [Deployed-Unknown Location](#)
- [Deployment Unknown](#)

## NHTSA Recommendation

+ [A]:07. Deployed-Unknown Location



# COALITION FEEDBACK CRITERIA

- » Current crash report positives:
  - What questions/answer are fulfilled today?
- » Current crash report gaps:
  - What questions do you expect crash data to answer?
  - Common data element/attribute discrepancies
  - Prior revised requests
- » Comments or recommendations
  - What other revisions should we consider?
  - What other engagement would you like to see?



# FLHSMV NEXT STEPS

- » Onboard a vendor
- » Identify approach for Coalition feedback
  - Survey, chart in Excel or Word detailing MMUCC 6<sup>th</sup> Edition page #s for review/reference
  - Virtual meeting w/Coalition Subcommittees?
- » Create SEDC Phase I Work Plan
- » NHTSA SEDC Kickoff Meeting: 2/25/25





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**THANK YOU**

