**Motor Carrier Safety Advisory Committee (MCSAC)**

**Task Statement 16 – 1**

**I. Task Title**

Recommendations and best practices to the Agency on data elements of post-accident reports collected by the States and reported to the US Department of Transportation (DOT) for accidents involving commercial motor vehicles (CMV).

**II. Background**

Section 5306 of the Fixing America’s Surface Transportation Act (FAST Act) requires the Agency to convene a workgroup to review the data elements of post-accident reports for tow-away accidents involving CMVs that are reported to DOT. Such a review of CMV crashes has not been performed in more than 25 years.

With at least 51 percent of its members representing States or State law enforcement officials, the workgroup must review existing State accident reports to better understand what information is collected by State and local law enforcement in relation to motor vehicle crashes and CMVs. FMCSA will ask the group to identify other data that police should collect for CMV-related crashes and what information that States collect currently that the Agency could use to enhance enforcement. The remainder of the membership must represent industry, labor, safety advocates, and other interested parties.

**III. Task**

The Agency directs the MCSAC to provide its review and recommendations on post-accident reporting requirements and to provide any relevant data or analysis relating to the following three areas:

1. Review current accident data requirements to the States;
2. Review existing State Police Accident Report (PAR) forms, including
   1. primary cause of the accident;
   2. vehicle configuration;
   3. gross vehicle weight, if the weight can be determined;
   4. number of axles and distance between axles, if that distance can be determined; and
3. Review other crash data standards, such as the Minimum Model Uniform Crash Criteria (MMUCC).

With this task, FMCSA seeks to open a dialogue with stakeholders on how to best adopt practices that improve the safety culture. To fulfill the terms of the FAST Act, the Agency directs the establishment of a subcommittee to consider these matters. Subcommittee membership shall consist of the following representatives:

* Robert Mills\*, Chairman, Fort Worth, TX, Police Department
* Rob Abbott\*, American Trucking Associations
* Dan Blower, University of Michigan Transportation Research Institute
* Brandon Buchanan, American Bus Association
* Chris Corea, Maryland Highway Patrol
* Brian Goldhammer, California Highway Patrol
* Scott Grenerth, Owner-Operator Independent Driver Association
* Bruce Hamilton\*, Amalgamated Transit Union
* Cliff Johnson, ACUITY Insurance, Inc.
* John Lannen\*, Truck Safety Coalition
* Brad Marten, Montana Department of Transportation
* Ken Presley, United Motorcoach Association
* Dianne Reuter, Minnesota State Police
* Holly Skaar, Idaho State Police
* James Wright, Maine Department of Motor Vehicles
* Eileen Zaleski, Florida State Police
* Kevin Zeller, Washington State Highway Patrol

(\* denotes MCSAC member)

The subcommittee will convene telephonically on March 30 and meet in person at the CVSA Spring Workshop in Chicago, IL, on April 26 from 3:30 – 6PM, and during the CVSA fall meeting in Little Rock, AR (September 18-22), where it will finalize its recommendations and submit them to the MCSAC. The MCSAC will deliberate on the subcommittee’s report and finalize its recommendations to the Agency at its October 2016 meeting.

In making its recommendations, we request that the MCSAC and its subcommittee members consider any applicable experience that the members have garnered from their particular experience as stakeholders. In preparing its letter report to the Agency, the Committee should, wherever possible, indicate whether the ideas identified are supported by research and data analyses, including cost/benefit considerations. As the MCSAC meetings are open to the general public, the Committee should consider any information identified by individuals making remarks from the public to the maximum extent possible.

**IV. Estimated Time to Complete Task**

Following its convening on March 30, the subcommittee should begin work on Task 16 – 1 at its April 26 meeting and provide its recommendations to the MCSAC in advance of its October 2016 meeting.

**V. FMCSA Technical Representatives**

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