



# Fatal Supplement for FARS



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# WHY DO WE DO THIS AND WHY IS IT IMPORTANT?

-  FARS is a federally mandated program that requires data collection for all fatal crashes in the nation.
-  Data collected provides vital information regarding traffic safety.
-  The National Highway Traffic Safety Administration (NHTSA) has pushed for implementation of MMUCC standards for all states.



# WHY DO WE DO THIS AND WHY IS IT IMPORTANT? (continued)

 The purpose of the Model Minimum Uniform Crash Criteria (MMUCC) is to provide a dataset for describing crashes of motor vehicles in transport on a roadway that will generate the information necessary to improve highway safety within each State and nationally.



# WHY DO WE DO THIS AND WHY IS IT IMPORTANT? (continued)



In 2005, President Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In order to receive Traffic Safety Information System Improvement Grants, Section 408 of SAFETEA-LU, a State must certify that it has adopted and uses model data elements identified by the Secretary of Transportation or that it will use Section 408 grant funds toward adopting and using the maximum number of such model data elements as soon as practicable. Wisconsin has been held to showing a 1% increase in BAC collection every year in order to qualify for the 408 grant funds.



# WHY DO WE DO THIS AND WHY IS IT IMPORTANT? (continued)

-  Those grant dollars come directly to law enforcement via our Bureau of Transportation Safety. Budgets being what they are, no one can afford to turn away grant money.
-  More and more data collection is being required of the states by NHTSA in order to meet these MMUCC requirements.
-  The MV3480 Fatal Supplement has been redesigned in an effort to collect the information required by NHTSA that is not reported on the MV4000.



# THIS IS A LOT OF WORK!!

-  Every year, Congress, NHTSA and the FARS program have required the states to collect more and more data.
-  Currently, FARS analysts collect information for Crash level, Vehicle level, Driver level, Pre-Crash level and Occupant level for each vehicle in the crash. We also collect information on all non-occupants involved in fatal crashes (pedestrians, bicyclists, etc.)
-  As more data is required by Congress and NHTSA through FARS, the burden of collection falls upon Law Enforcement.



# WHAT HAVE YOU DONE FOR ME LATELY?

-  Currently, FARS Analysts are using diagram and narrative information to glean as much MMUCC data as possible.
-  We are also tracking down all the Blood Alcohol results we can in order to meet our 1% improvement requirement.
-  The new MV3480 will collect specific information that matches our coding input. This will allow for faster data collection on fatal crashes, and more time to ensure that we meet our 1% requirement. It will also allow us to meet the MMUCC requirements placed on the 408 grant funds.



# WHAT CAN WE DO FOR YOU NOW?

-  The new MV3480 will have more detailed fields and new entry requirements.
-  However, the fields will autopopulate as much as possible from the MV4000.
-  Fields that do not autopopulate will have drop down selections in order to ease the burden for Law Enforcement.
-  The FARS unit is always available to assist you in completing fields that you do not understand. Just contact us at one of the options at the end of this presentation.



# THE MILLION DOLLAR DATA ISSUE

-  It is imperative that law enforcement complete the Blood Alcohol fields on the MV3480.
-  ALL drivers should be tested if at all possible regardless of fault or traffic violations.
-  Blood draws are not always necessary to meet our requirements. PBT results can be reported and used for FARS statistical purposes, even if Law Enforcement cannot use them as legal evidence of intoxication. There is a field on the MV3480 to record PBT results.
-  This is a million dollar data issue because those are the kind of dollar amounts we are looking at losing if we do not meet our reporting requirements.



# SUMMARY

-  The MV3480 has become more complex, but its completion for every fatal crash is critical because it impacts federal dollars.
-  While the form is more complex, every effort has been made to keep the additional work to an absolute minimum.
-  Try to get at least PBTs for ALL drivers involved in fatal crashes.



# QUESTIONS?

## FARS UNIT

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