



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Data Quality Program

- Scott Valentine – Analysis Division

Intro



Second try...

There are two kinds of people:

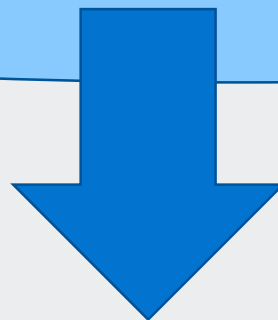
1) Those who can extrapolate from incomplete data; and,

Motor Carrier Act of 1935

- Prioritized 4 areas of safety:
 - Driver Licensing
 - Operation on the Road
 - Parts and Accessories for Safe Operation
 - Collection of Accident Information

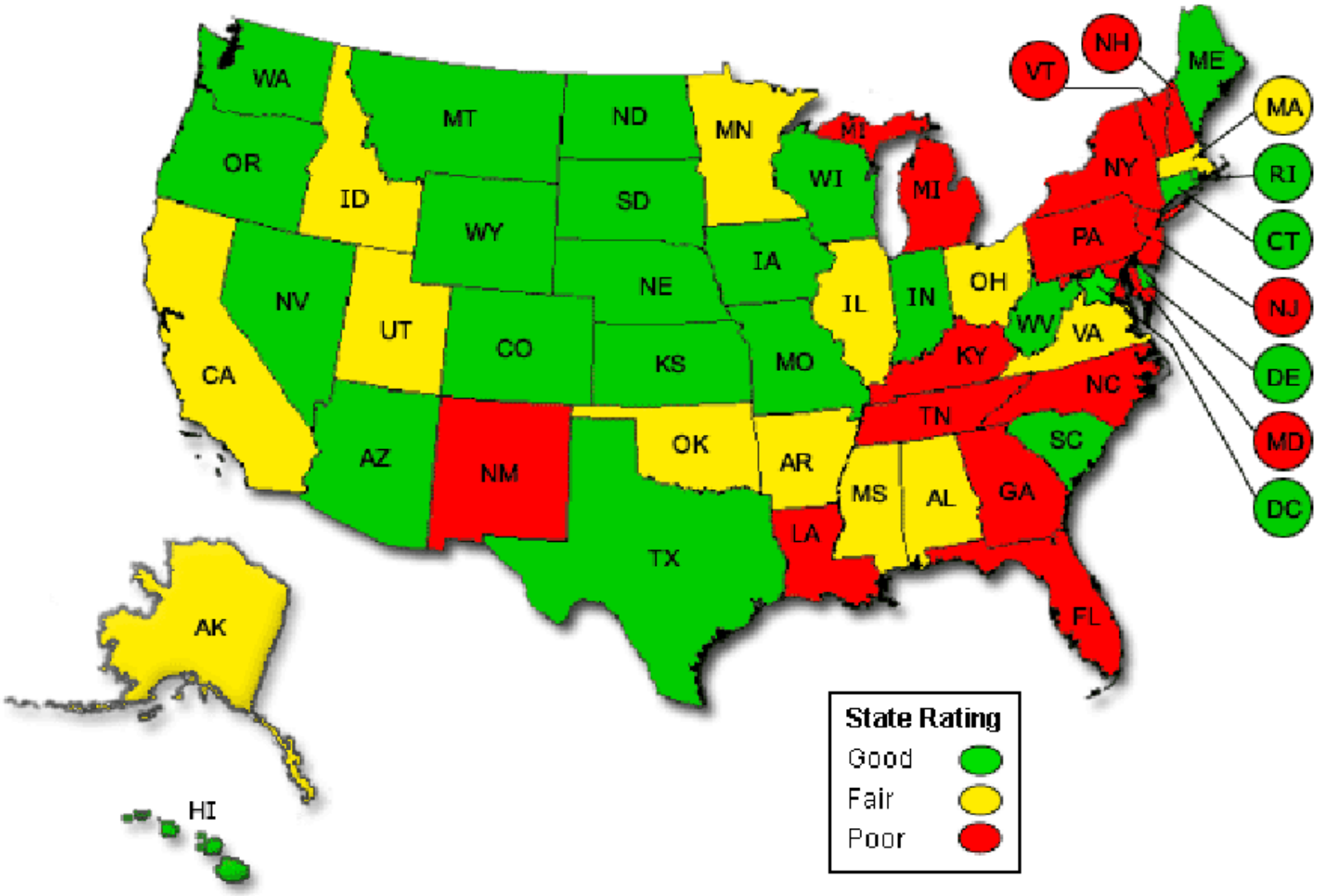


Growing truck and bus crash data...

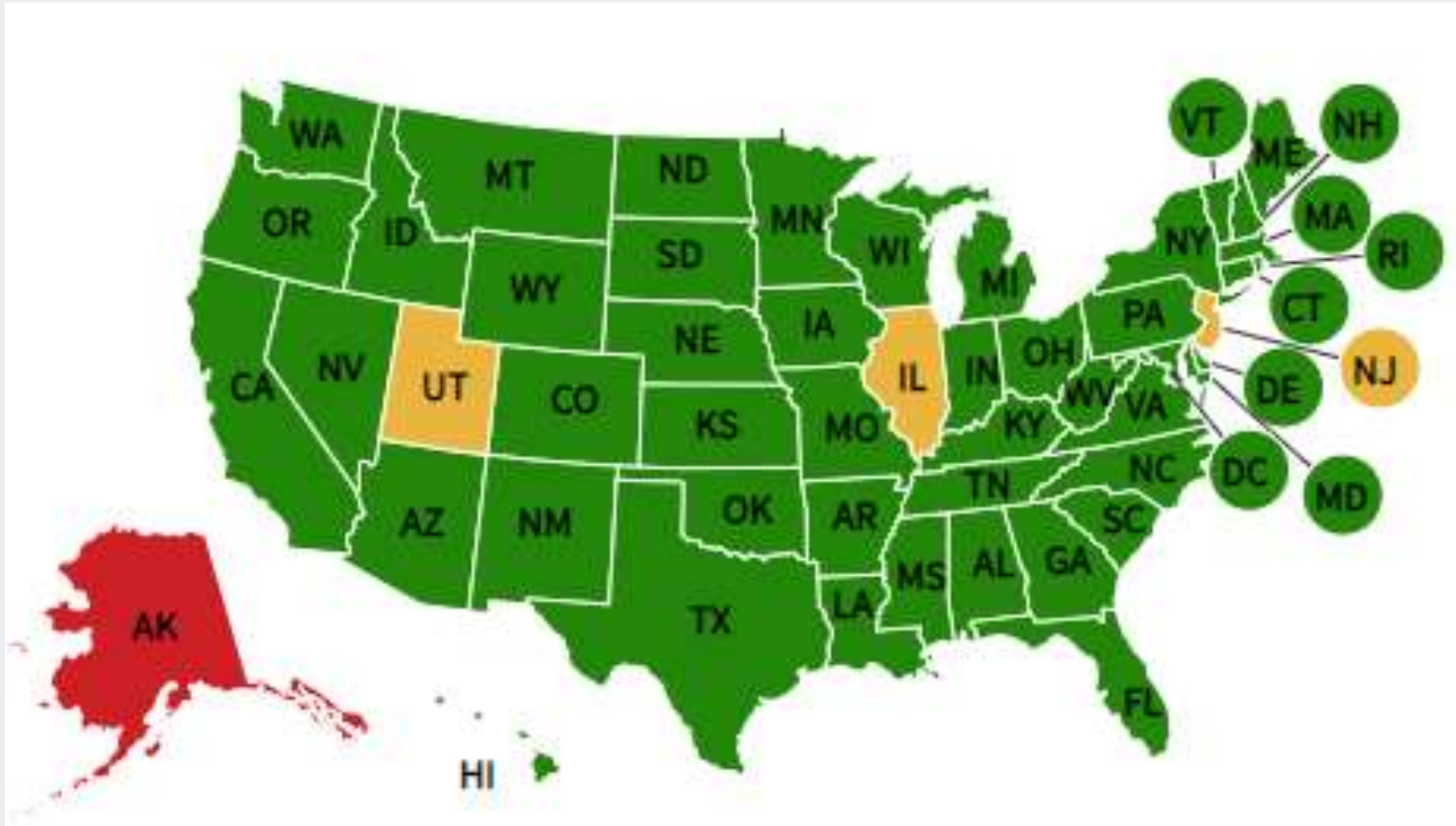


MMUCC Guideline
Model Minimum Uniform Crash Criteria
Fifth Edition (2017)

Original SSDQ Map (March 2004)



SSDQ Map today (April 2021)



FMCSA Makes Use of Our Data

	Safety Measurement System (SMS)	Pre-Employment Screening Program (PSP)
Crash Data (timeframe)	2 years	5 years
Crashes (records)	~ 300,000-350,000 crashes	~800,000-900,000 crashes
Inspection Data	2 years	3 years
Inspections	6 – 7 million inspections	9 – 10 million inspections
Violations	10 – 11 million violations	13 – 14 million violations
Publicly Available?	Mostly Yes (PII, Scores hidden)	Available to carriers seeking to hire.



Growing truck and bus crash data...

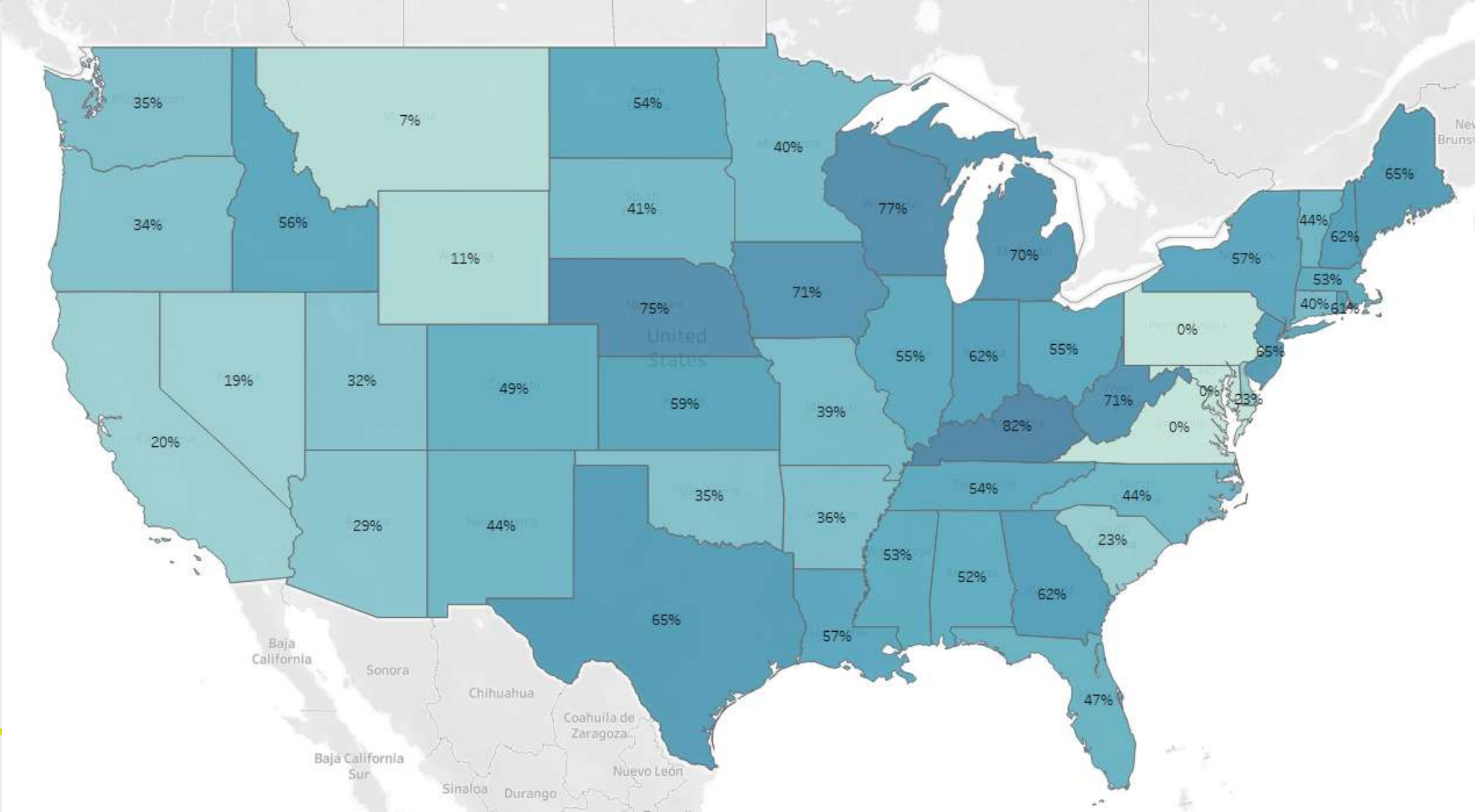


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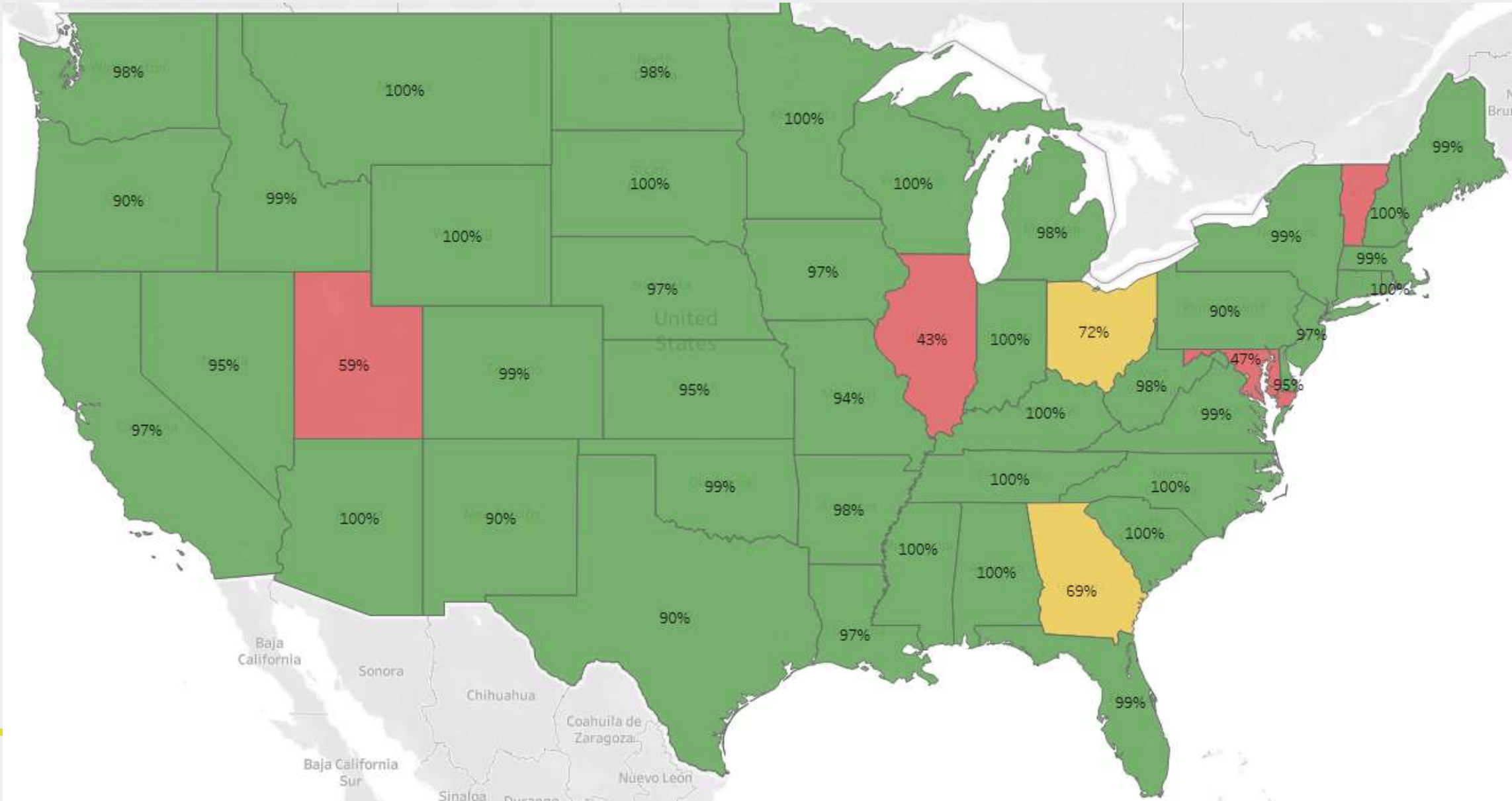
Where does crash data come from?

- Using 2019 MCMIS Crash data:
 - 193,893 trucks and buses in FMCSA-reportable crashes
 - 5,066 involved in fatal crashes
 - 69,871 involved in injury crashes
 - 118,956 involved in tow-away crashes
 - 9,062 distinct “agencies” reporting crash data to our MCSAP Partners
 - MCSAP Partners/State Police Report: 50% of all crash data
 - 67% of fatal crashes
 - 46% of injury crashes
 - 51% of tow-away crashes

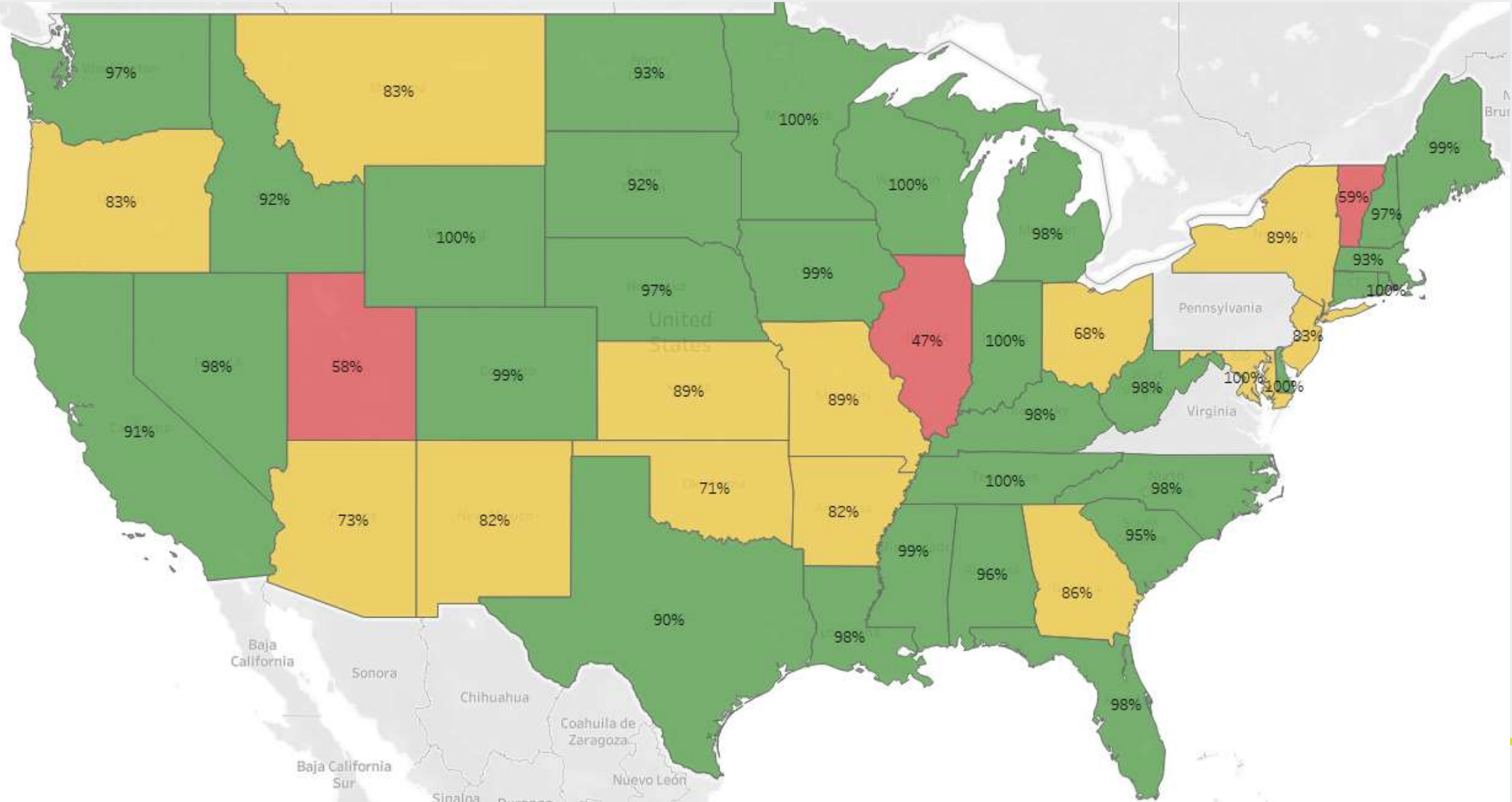
Map of Percent of State Data that Comes from Locals



Map of Timeliness of Crashes by State Police – 2019



Map of Timeliness by Local Police – 2019



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Who lives, who dies, who tells their story?



Thank you!

Scott Valentine

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<https://ai.fmcsa.dot.gov/DataQuality/>