

NHTSA's State Data System

State Data System



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National Center for Statistics and Analysis

National Highway Traffic Safety Administration
U.S. Department of Transportation



State Data System (SDS)

- **A collection of crash data received directly from the 27 participating states.**
- **The data consists of all state-reported crashes. Census data received annually.**
- **The primary use of state data is for specialized internal studies.**

SDS

- **State data are converted into a standard SAS format—the data structure is similar to FARS.**
- **State variable attributes are retained. No recoding or standardization of attributes is done in SDS.**
- **State annual Traffic Facts are used to ensure that data is processed correctly.**

Why Expand SDS?

- **Dr. Jeff Runge has made data collection one of NHTSA's top priorities.**
- **Additional state data strengthens NHTSA's ability to provide accurate assessments, leading to better public policy and improved traffic safety.**

Why Expand SDS?

- **State data are diverse—Although they share a common purpose, each state's PAR consists of a unique set of data elements and attributes.**
- **The success of specialized studies depends on pertinent information being available on the state PARs.**
- **Expanding SDS can potentially increase the sample size for these studies.**

Main Expansion Approaches

- **Regional Office Solicitations—
Regional Staff contact state officials
directly regarding SDS.**
- **Traffic Records Coordinating
Committee (TRCC) meetings—SDS
representative conducts information
briefing with assistance from
Regional Staff in attendance.**

SDS States Before Expansion Effort

- California
- Florida
- Georgia
- Illinois
- Indiana
- Kansas
- Maryland
- Michigan
- Missouri
- New Mexico
- North Carolina
- Ohio
- Pennsylvania
- Texas
- Utah
- Virginia
- Washington

New SDS States

Six states have joined since last TRF

- S. Carolina: 1/03
- Connecticut: 3/03
- Wisconsin: 5/03
- Delaware: 7/03
- Kentucky: 7/03
- Colorado: 8/03
- Wyoming: 8/03
- Arkansas: 1/04
- Montana: 4/04
- Nebraska: 4/04

Data Confidentiality

- **The nature of the confidentiality agreement with NHTSA is determined by your state:**
 - Good Faith—NHTSA provides verbal assurances that all necessary confidentiality provisions will be followed.
 - Contractual—NHTSA signs a Memorandum of Understanding designed by your state.

Data Confidentiality

➤ **Data files are sanitized:**

- All personal identifiers are removed during creation of the SAS data files.
- VINs are truncated to 12 characters to protect vehicle owners.
- General information may be retained, for example:
 - State of Vehicle Registration
 - Driver Zip Code

NHTSA & Other DOT Agencies

- **Your state elects whether to permit access to DOT agencies beyond NHTSA.**
- **If your state elects to permit access to other DOT agencies, it can choose to provide the same level of access or a more limited form.**

DOT/NHTSA Access Options

- 1. Your state permits dissemination of state-specific summary information via publications and other methods; or**
- 2. Your state prohibits dissemination of state-specific summary information. For research purposes, your data will be aggregated, making it impossible to determine your state's contribution to the analysis pool.**
- 3. Documentation: Your state may choose to receive copies of published documents.**

Public Data Access Policy

- **Public access to SDS data files is prohibited unless the researcher obtains written permission from your state.**
- **If approved, VOLPE—NHTSA's contractor, charges the researcher \$150/CD or DVD to cover processing fees.**
- **Your state may elect to receive pre-published review copies and/or published copies of documents.**

Internet Access

- **Internet access to state raw data files is strictly prohibited.**
- **Internet access to NHTSA's SAS data files is strictly prohibited.**
- **If your state chooses to allow its crash statistics to be published, statistical summary information may be posted on the Internet.**

State Data Years Requested

- **Upon joining SDS, NHTSA would like to receive five years of historical data from your state, if possible, along with supporting documentation.**
- **Thereafter, NHTSA requests annual updates in June.**
- **NHTSA will reimburse your state for any processing fees incurred.**

Data File Format Requested

- **NHTSA prefers that state data be sent on CD in ASCII text format, but will also accept:**
 - MS Access database
 - MS Excel spreadsheet
 - 3480 Cartridge (EBCDIC format)
 - 9-track Reel Tape (EBCDIC format)
- **Upon request, blank tapes/cartridges can be provided free of charge.**

How SDS Data are Used

➤ **Rollover Analysis:**

- Firestone/Ford Explorer rollover analysis.
- Implementation of rollover ratings in NHTSA's New Car Assessment Program.

➤ **Supports NHTSA's Office of Defects Investigation.**

How SDS Data are Used

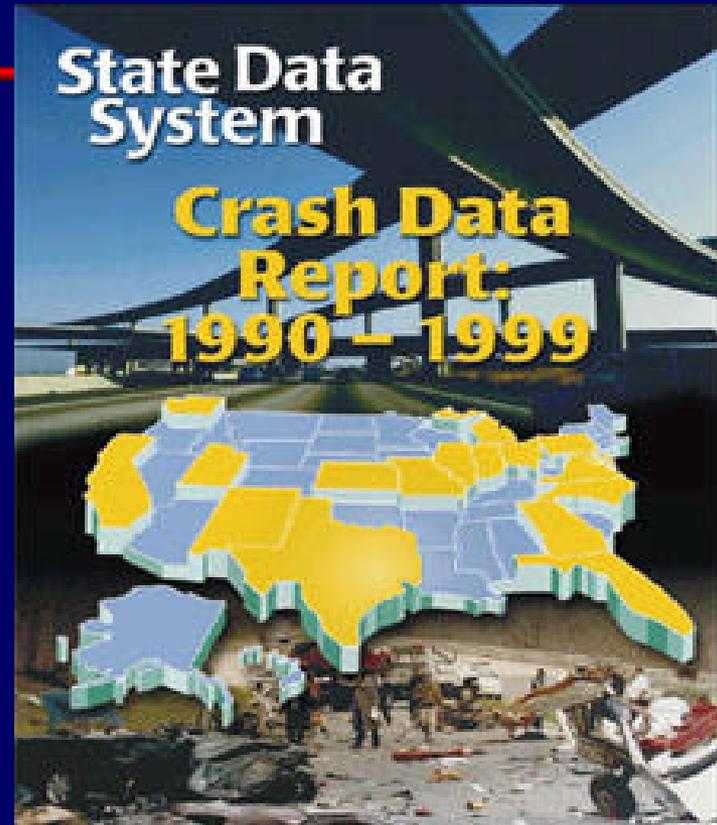
- **Useful for evaluating the effectiveness of vehicle safety equipment and safety campaigns:**
 - Safety belts.
 - Anti-lock braking systems.
 - High mounted stop lamps and daytime running lights.
 - Alcohol awareness campaign.
 - Moving young children to the back seat.

How SDS Data are Used

- **PDO crash data and Tow Away variables provide valuable information on state reporting thresholds.**
- **Data is used by NHTSA to monitor progress in the voluntary implementation by states of the Model Minimum Uniform Crash Criteria (MMUCC).**

Crash Data Report

**Crash Data Report:
1990-1999** available
for downloading.
Includes descriptive
stats in tables and
charts.



<http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/sds.html>



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Why Join SDS?

- **NCSA Analytical Assistance (Free)**
 - The SDS Crash Data Report allows comparative analysis between states. Additional tables of interest can be added in the planned update at your state's request.
 - As SDS expands, Regional reports will also be produced.

Why Join SDS?

- **More Analytical Assistance (Free)**
 - NCSA resources can complement state research efforts.
 - NCSA can also assist with your state's annual Crash Facts, if desired.
 - Other NHTSA databases are available for analysis: FARS, NASS-GES, NASS-CDS.

Why Join SDS?

- **Reduce Your State Analysts' Workload**
 - Divert some or all data requests received from your constituents to NCSA (free).
 - Data requests from NHTSA's Regional Offices would also be significantly reduced—statistics could be obtained directly from NCSA.

Why Join SDS?

- **NCSA SAS Data Files Available (Free)**
 - Derived variables are added to files that may be of use to state analysts.
 - User's Manual also provided.
 - User's Manual appendices detail yearly frequencies of variable entries—this facilitates the tracking of data entry errors.

Why Join SDS?

- **NCSA Quality Control Assistance (Free)**
 - Data from the latest and prior years are closely compared.
 - This level of scrutiny may be difficult for state analysts to conduct due to lack of resources, but often reveals important changes in the data.
 - Control charts and other graphics are available for time series analysis.

SDS Questions or Comments

Questions/Comments and requests for printed copies of the *SDS Crash Data Report: 1990-1999* can be sent to:

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