



- 6) Governs the contents of accident reports and makes them available “to any person who may have a proper interest,” including, but not limited to, the driver, injured parties, owner of the vehicle, and representatives of the owner. (VEH 20012)
- 7) Provides that accident reports required to be provided to CHP must be made available for immediate and confidential use by any CHP division, the Department of Transportation (Caltrans) and, with respect to accidents occurring on non-state highways, the local authority with jurisdiction. (VEH 20012)
- 8) Imposes a fee, not to exceed the cost of production, on anyone requesting a copy of an accident report. (VEH 20012)

**This bill:**

- 1) Repeals the requirement that CHP provide accident reporting forms to police departments, coroners, sheriffs, and other suitable agencies or individuals.
- 2) Requires CHP by January 1, 2030, to prescribe minimum traffic crash reporting requirements, determine the method and standards for electronically submitting all crash investigation reports, and provide a crash investigation report system to law enforcement and individuals.
- 3) Exempts this reporting system and the development of reporting requirements from the Administrative Procedures Act.
- 4) Clarifies that CHP must maintain a database of all crash investigation reports.
- 5) Requires law enforcement agencies to document traffic crashes pursuant to the above requirements and electronically submit crash investigation reports in a timeframe determined by CHP.
- 6) Requires a coroner or medical examiner to submit required reports of motor vehicle crash deaths electronically instead of in writing.
- 7) Waives fees for electronic copies of crash investigation reports.
- 8) Authorizes individuals assigned by law enforcement agencies who are not peace officers to receive crash reports.

- 9) Replaces “accident” and “collision” with “crash” throughout the specified provisions of the Vehicle Code.

**COMMENTS:**

- 1) *Purpose of the bill.* According to the author, “Current law does not require law enforcement agencies to submit crash reports electronically or to use the most up-to-date reporting format. As a result, California’s crash data is incomplete, delayed, and inconsistent. The delays in data reporting compromise California’s ability to identify trends, evaluate programs, develop enforcement strategies, secure grant funding, and implement safety improvements. AB 2761 amends the California Vehicle Code to modernize data collection from a combination of paper and electronic process to a fully automated electronic process. Electronic crash reports will be easier to share with stakeholders, ensure consistency statewide, and provide timely information to identify trends, evaluate programs, refine enforcement strategies, and target safety improvements.”
- 2) *Vehicle crash reporting.* California law generally requires drivers involved in a vehicle crash to report the crash to the relevant law enforcement authorities. This is particularly true for cases where there is substantial property damage, injury, or death. Local agencies are then required to submit these reports to CHP, who collects the information in the Statewide Integrated Traffic Records System (SWITRS). This data is then in turn submitted to the National Highway Traffic Safety Administration (NHTSA). Overall, this reporting plays a critical role in law enforcement, insurance adjudication, and traffic safety research, among other things.

Despite this importance however, crash reporting in California is outdated. This is because many agencies across the state still file these reports with pen-and-paper via traditional mail, rather than electronically. According to CHP, this includes roughly 40% of agencies across the state. As a result, data is delayed in getting to CHP, which then delays data reporting to NHTSA. The current average period of delay is roughly two years. This lack of timely data makes it difficult for state and federal regulators to detect safety risks or trends, address urgent safety needs via recalls, assess the efficacy of safety equipment, or monitor new technologies like automated driving systems.

Beyond timeliness, NHTSA has also reported issues in data consistency between jurisdictions across the country. To address this problem, starting in 1998, NHTSA published the Model Minimum Uniform Crash Criteria (MMUCC). This document, which was most recently updated in 2024, lays out a set of voluntary guidelines that describe a standardized set of parameters

useful for describing vehicle crashes. The goal of MMUCC is to encourage agencies across the country to adopt these uniform standards and thus create consistency in crash reporting.

- 3) *CalCrash*. To help encourage the adoption of MMUCC standards, in 2022 NHTSA created the State Electronic Data Collection Program. As part of the program, states were awarded grant money to align their crash reporting systems with MMUCC. In 2024, California was awarded roughly \$60 million over five years to create a new, centralized, electronic reporting system.

In 2025, the state budget then allocated money to CHP to begin planning the California Crash Data System Modernization (CalCrash) project. CalCrash will serve as the new centralized system, compliant with MMUCC, that will collect crash reports from across the state for storage in SWITRS. Access to CalCrash will be provided to local agencies at no-cost. According to CHP, in addition to improving the collection, timeliness, accuracy, uniformity, integrity, and accessibility of the state's crash data system, CalCrash will empower all stakeholders to gain a deeper understanding of crash data and allow the state to improve its own understanding and analysis of crashes to enhance safety for all road users.

CHP solicited an initial request for information on designs of the CalCrash system in August 2024, and has since been moving forward with design. CHP has indicated it has solicited and will continue to solicit input from local agencies and will create a working group of enforcement agencies across the state to help inform the development of minimum reporting and other standards to be incorporated into CalCrash. According to CHP, they plan to launch a pilot version of the program in a limited area of the state within the next few years.

AB 2761 supports the development and implementation of the CalCrash system by rewriting the statute on crash reporting to require the use of electronic reporting and record keeping by all law enforcement agencies across the state. Writing in support, AAA Northern California, Nevada, & Utah, and the Automobile Club of Southern California state, "High-quality crash data is essential to reducing fatalities and serious injuries. Today's largely paper-based system can result in delays, inconsistencies, and incomplete reporting, limiting the ability of state and local agencies to identify safety risks and respond effectively. AB 2761 addresses these gaps by improving data consistency across jurisdictions and accelerating access to critical crash information."

- 4) *Additional language changes*. Beyond changes to the crash reporting system generally, AB 2761 also makes a number of smaller changes to statute

regarding crash reporting. Primarily, AB 2761 replaces the words “accident” and “collision” with the word “crash”. This reflects updated language standards reported in the MMUCC. AB 2761 also authorizes individuals beyond peace officers to collect crash report information. However, these individuals must still be assigned by a law enforcement agency to investigate vehicle crashes. This change allows non-sworn officers, such as community safety officers or certain administrative staff, to collect crash report information.

5) *Double referral.* This bill has been double referred to the Senate Public Safety Committee.

**FISCAL EFFECT:** Appropriation: No    Fiscal Com.: Yes    Local: Yes

**POSITIONS:** (Communicated to the committee before noon on Wednesday, June 17, 2026.)

**SUPPORT:**

AAA Northern California, Nevada & Utah  
Automobile Club of Southern California

**OPPOSITION:**

None received

**-- END --**