

## **Information Collection Request Supporting Statement: Part A**

### **Electric Vehicle Inventory and Use Survey (eVIUS)**

#### **Abstract:**

The Electric Vehicle Inventory and Use Survey (eVIUS) is a United States Department of Transportation (USDOT) program aimed at gaining a deeper understanding of electric vehicle characteristics, usage levels, and charging patterns in the United States. The methodology for the eVIUS program will be an extension of the methodology used in the Vehicle Inventory and Use Survey (VIUS) program, which has run from 1997 to present and the Truck Inventory and Use Survey (TIUS) program, which ran from 1967 to 1992. The eVIUS survey will specifically target battery electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs), surveying a sufficient number of respondents to enable the publication of relevant estimates on a national scale. Electric Vehicles (EVs) are a small proportion of the total US vehicle fleet (1%<sup>1</sup>), and they are primarily concentrated in the passenger vehicle classes but are also represented across all Gross Vehicular Weight Rating (GVWR) up to, and including, Class 8 vehicles. A separate survey, focused on the EV population, is needed to adequately analyze EV usage and charging patterns. The Bureau of Transportation Statistics (BTS) is seeking approval to conduct a voluntary survey from a sample of registered EVs. These will include both personal and commercial EV registrations. This survey will be administered to a random sample of registered EVs. A set of the questions focus on collecting data for usage during 2023, while other questions ask about general or typical use. BTS will reach out to the individual or business identified on the registration to obtain responses. BTS will maintain both the survey responses and the administrative data associated with the sample frame (e.g., vehicle make, model, year). BTS will keep the data private and secure in accordance with Confidential Information Protection and Statistical Efficiency Act of 2002 (Title 5 of Public Law 107-347) (CIPSEA) and the Foundations for Evidence-Based Policymaking Act of 2018 (Title 3 of Public Law 115-435). The data will be used to provide aggregate national statistics as well as breakdowns by state and GVWR if the data allows.

#### **1. Explain the circumstances that make the collection of information necessary. Identify any legal or administrative requirements that necessitate the collection. Attach a copy of the appropriate section of each statute and regulation mandating or authorizing the collection of information.**

With the increased emphasis on electric vehicles (EVs), there is an increased need for data on EV usage. The Infrastructure Investment and Jobs Act (IIJA) provides \$7.5 billion of funding for EV charging infrastructure. The Biden administration has set a goal of installing 500,000 EV chargers nationwide by 2030 and to have at least 50% of new vehicle sales be EVs<sup>2</sup>. To determine the best placement of these EV chargers and most effective policies around EVs, agencies need data on EV ownership and usage. The

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<sup>1</sup> Electric Cars' Turning Point May Be Happening as U.S. Sales Numbers Start Climb  
<https://www.caranddriver.com/news/a39998609/percentage-of-electric-cars-usa/> (Accessed 9/18/2023)

<sup>2</sup> FACT SHEET: Biden-Harris Administration Announces New Standards and Major Progress for a Made-in-America National Network of Electric Vehicle Chargers. <https://www.whitehouse.gov/briefing-room/statements-releases/2023/02/15/fact-sheet-biden-harris-administration-announces-new-standards-and-major-progress-for-a-made-in-america-national-network-of-electric-vehicle-chargers/> (02/15/2023)

*Foundations of Evidence-Based Policymaking Act of 2018* requires agencies to develop statistical evidence to support policymaking (Public Law 115-438). The Bureau of Transportation Statistics (BTS) is the appropriate statistical agency to take on such a data collection effort and develop this statistical evidence. Title 49 Section 6302 tasks BTS to “continually improve surveys and data collection methods of the Department to improve the accuracy and utility of transportation statistics” and “collect, compile, analyze, and publish a comprehensive set of transportation statistics on the performance and impacts of the national transportation system.”

BTS administers a related survey, the Vehicle Inventory and Use Survey (VIUS), which has been conducted since 1963 to better understand the characteristics and use of trucks on our nation’s roads and aid the US Census Bureau in fulfilling Title 13. Since its inception, the survey has been used to guide investments in the nation’s infrastructure, conduct size and weight studies, track changes in vehicle technologies, and more. However, the VIUS captures minimal information about EVs. Data on EVs is needed to inform decisions on EV infrastructure investment. In conducting an EV-specific VIUS to collect EV-specific data, the methods used for conducting VIUS can be leveraged to optimize the use of Government resources. Accordingly, BTS is planning to conduct an Electric Vehicle Inventory and Use Survey (eVIUS) to collect data from a representative national sample of battery electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs). With a scope including vehicle types such as passenger cars and light-duty trucks up to 10,000 pounds, the eVIUS will provide valuable data that can assist federal and local transportation professionals and other stakeholders better understand the characteristics and uses of BEVs and PHEVs being driven on US roadways as well as the charging behavior and needs concerning such EVs. As an extension of VIUS, the eVIUS will also support fulfillment of Title 13. This survey will also support the DOT strategic plan goals by providing data to make critical decisions regarding how to encourage EV usage (climate and sustainability), and where to place EV infrastructure (equity and transformation).

**2. Indicate how, by whom, and for what purpose the information is to be used. Except for a new collection, indicate the actual use the agency has made of the information received from the current collection.**

The survey will provide data on electric vehicle usage and charging patterns and preferences, which will be valuable information in support of planning decisions related to transportation systems, infrastructure investments, and automobile manufacturing. At the federal level, the data can support the Biden administration’s goals of installing 500,000 EV chargers nationwide by 2030 and having at least 50% of new vehicle sales be EVs, by providing data to support decisions on charging infrastructure placement. The data can similarly support infrastructure decisions at a local level. These data can be used by public agencies at all levels and private companies to make evidence-based decisions about EV manufacturing and infrastructure.

**3. Describe whether, and to what extent, the collection of information involves the use of automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses, and the basis for the decision for adopting this means of collection. Also describe any consideration of using information technology to reduce burden.**

The entire survey will be administered electronically with skip patterns so respondents only see questions relevant to them to reduce burden.

**4. Describe efforts to identify duplication. Show specifically why any similar information already available cannot be used or modified for use for the purposes described in Item 2 above.**

There is no existing data source for national electric vehicle usage. Although the VIUS collects data on vehicles, the purpose of VIUS is to gain an understanding, nationally and statewide, on how trucks are being utilized for various goods transport. The target population of VIUS is class 1-8 trucks, and VIUS survey questions are focused on understanding the use of trucks on the nation's roads. There are very few EVs in the VIUS sample, and because smaller passenger vehicles are excluded from the sampling frame, VIUS does not capture any information from them. By contrast, eVIUS targets EV owners and will focus on EV-specific questions, including the use of EVs and charging patterns and preferences.

As part of its Vehicle File, the Federal Highway Administration's National Household Travel Survey (NHTS) provides data on vehicle characteristics and usage. However, the NHTS is not considered a comprehensive data source for EVs due to two limitations: a) the NHTS focuses on households and not vehicles; and b) the NHTS does not include commercial travel. Additionally, the NHTS sampling strategy does not focus on vehicle fuel type and EV owners are a small portion of the overall fleet, so the sample of EV owners is a small portion of the data.

The Energy Information Administration's Residential Energy Consumption Survey (RECS) provides some information on at-home charging, but its focus is on the building and the data do not provide information on charging behavior outside of the home or on vehicle usage. Original Equipment Manufacturer's (OEM) vehicle data is not publicly available and will not inform on the purpose of use and charging preferences.

Based on review of existing data sources, there is no existing nationwide, vehicle-focused survey that collects the electric vehicle usage and charging behavior data that is critical to addressing current transportation needs. The eVIUS addresses a current data need and does not duplicate other data collection efforts.

**5. If the collection of information impacts small businesses or other small entities, describe any methods used to minimize burden.**

EV owners may be small businesses. The survey instrument will include skip patterns to minimize burden, and the survey can be completed, on average, in 15 minutes per respondent. Respondents who answer fewer questions due to skip patterns will have less burden.

**6. Describe the consequence to Federal program or policy activities if the collection is not conducted or is conducted less frequently, as well as any technical or legal obstacles to reducing burden.**

Electric vehicles are a growing part of the nation's fleet. The eVIUS will publish the first national statistics about EVs. Without the information collected by eVIUS, there are no current national statistics to support evidence-based decisions on EVs. These data are critical to inform decision-making and support the administration's infrastructure and EV adoption goals, including how to use the \$7.5 billion in funding for EV charging infrastructure. This is a one-time data collection effort.

**7. Explain any special circumstances that would cause an information collection to be conducted in a manner:**

- requiring respondents to report information to the agency more often than quarterly;

- requiring respondents to prepare a written response to a collection of information in fewer than 30 days after receipt of it;
- requiring respondents to submit more than an original and two copies of any document;
- requiring respondents to retain records, other than health, medical, government contract, grant-in-aid, or tax records, for more than three years;
- in connection with a statistical survey, that is not designed to produce valid and reliable results that can be generalized to the universe of study;
- requiring the use of a statistical data classification that has not been reviewed and approved by OMB;
- that includes a pledge of confidentiality that is not supported by authority established in statute or regulation, that is not supported by disclosure and data security policies that are consistent with the pledge, or which unnecessarily impedes sharing of data with other agencies for compatible confidential use; or
- requiring respondents to submit proprietary trade secrets, or other confidential information unless the agency can demonstrate that it has instituted procedures to protect the information's confidentiality to the extent permitted by law.

There are no special circumstances.

**8. If applicable, provide a copy and identify the date and page number of publication in the Federal Register of the agency's notice, required by 5 CFR 1320.8(d), soliciting comments on the information collection prior to submission to OMB. Summarize public comments received in response to that notice and describe actions taken by the agency in response to these comments. Specifically address comments received on cost and hour burden.**

**Describe efforts to consult with persons outside the agency to obtain their views on the availability of data, frequency of collection, the clarity of instructions and recordkeeping, disclosure, or reporting format (if any), and on the data elements to be recorded, disclosed, or reported.**

Sixty-day notice: 88 FR 14667, page 14667-14668, published 03/09/2023.

Three comments were received by BTS in response to the 60-day public notice. A summary of the comments received by BTS in response to the 60-day public notice for eVIUS, and the BTS' responses to those comments are provided below:

**Comment 1:**

**From:** The Association for the Work Truck Industry (NTEA)

**Summary of Comment:**

"Electric Work Trucks

*As the industry moves towards a zero-emission future, NTEA agrees that information concerning the population of alternatively fueled vehicles will be important. We support the Bureau's efforts to create an eVius. The data collected by an eVius will be critically important as the nation determines its needs to facilitate and make successful the transition to zero-emissions.*

Suggestions

*NTEA would suggest that the Bureau consider expanding the proposed eVius to include all zero-emission vehicles, not only battery electric powered vehicles. At this time, it is clear that the industry and marketplace are moving towards the zero-emission goal through different methods. Certainly, battery electric appears to be the leading technology for passenger cars, however, that is not necessarily the case in the upper GVWR's. Hydrogen fuel cell, propane, natural gas and other possible future methods of propulsion should be counted as the infrastructure needs to support these alternative fuels will likely be different than the needs for battery electric vehicles.*

*NTEA also suggests that the Bureau consider collecting data on government owned vehicles (federal, state and local). Many vocational vehicles are owned and operated by government entities. Without such data, the view provided by an eVIUS may be inaccurately skewed.*

*Thank you for the opportunity to provide comments on this important project.”*

### **BTS' Response to Comment 1:**

For this initial round of eVIUS, BTS would like to focus on light-duty electric vehicles (EVs). The reasons for this decision are:

- The light-duty EV is becoming a fast-growing mode of transportation as EV sales are increasing substantially<sup>3</sup>. The electric vehicle (BEVs and PHEVs) sales in the United States increased 55% in 2022 reaching a sales share of 8%<sup>4</sup>. Since the light-duty EVs (e.g., passenger cars) comprise the majority of the EV population, to aid determination of charging infrastructure gaps and inform policy decisions, it is essential to collect timely data on use and charging patterns of EVs as currently there is no existing source of such data and no national statistics;
- Vehicles using the other suggested alternative fuels (i.e., hydrogen fuel cell, propane, natural gas and other possible future methods of propulsion) are operated differently from EVs. Consequently, expansion of the scope of eVIUS to include these vehicles would require adding many questions to the survey questionnaire to measure the characteristics and use of such vehicles. This will greatly increase the complexity and length of the survey questionnaire, and add to the respondent burden;
- Further, adding other alternatively fueled vehicles in the eVIUS survey would require inclusion of an adequate number of such vehicles in the sample frame, which will increase the sample size and potentially reduce the overall survey estimation precision, and add to the time and budget required for data collection. As alternatively fueled vehicles comprise a small proportion of the entire vehicle population in the U.S., producing robust statistics will be a challenge due to a small population size, which leads to an inadequate sample size.

The eVIUS sample frame is the states' vehicle registration data; therefore, any EVs registered in the state have a chance to be sampled and included in the sample frame—i.e., government-owned fleets (federal, state, local) will not be actively excluded. The eVIUS survey questionnaire includes multiple-choice questions that ask respondents about the ownership type and usage purpose of the vehicle—allowing them to select options that indicate if the vehicle is a government-owned vehicle (state or local), and if the vehicle was used for a government business purpose.

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<sup>3</sup> International Energy Agency: <https://www.iea.org/energy-system/transport/electric-vehicles>

<sup>4</sup> <https://www.iea.org/energy-system/transport/electric-vehicles>

Since increasing the eVIUS scope to include alternatively fueled vehicles would result in the data collection operation schedule and the respondent burden considerations becoming less flexible, it is not a feasible option for this first round of eVIUS as BTS intends to produce timely data (within one year).

BTS is considering creating a data collection program specific to the other alternatively fueled vehicles, depending on availability of funds.

**Comment 2:**

**From:** Alliance for Automotive Innovation

**Summary of Comment:**

*"We understand the request to limit the estimated burden per respondent to approximately ten minutes, however, we want to stress the importance of the need to collect useful information that can help guide the industry with future decisions related to electric vehicle (EV) policies. We suggest that a multiple-choice format be used to allow for more detailed information without becoming too burdensome for the respondent. Current EV buyers are still considered early adopters who are usually more likely to want to talk to others about their EV experiences. A multiple-choice format will allow the respondents to provide more detail on their responses.*

*For example, according to a previous Department of Energy report, over 80% of EV owners charge at home. It is not only important for us to confirm this number to still be accurate during this survey, but there are additional questions that need to be answered. What time of day do EV owners charge and how often? Do they charge every day a little, or do they wait until the battery gets lower? How low do they allow the battery to get before charging? Do they charge their battery to 100% or the recommended 80%?*

*We present the following targeted questions that will help collect meaningful answers that will help us to better understand the EV owner, their use case and charging habits. Below is a sample of the types of questions that we feel will be most useful to everyone.*

Suggested Targeted Demographic Questions:

1. Is your electric vehicle (EV) the primary source of transportation?
  - Yes
  - No
    - If No, how many vehicles are in the household?
      - 2
      - 3
      - More than 3
2. Do you own, lease or is it a company/business car?
  - Own
  - Lease
  - Company/business car
3. How long have you owned an electric vehicle?
  - 0 - 6 months
  - 6 months - 1 year?

- More than a year?
- 4. What is your actual battery range % based on your usage and driving style?
  - 100% of listed range
  - 99% to 90%
  - 90% to 70%
  - 70% to 50%

Suggested Targeted Usage Questions:

- 5. How many miles a day do you drive your EV?
  - 0 - 25 miles
  - 26 - 50 miles
  - 50+ miles
    - Please respond with distance.
- 6. How many long-distance trips (more than 300 miles) do you make in a year?
  - 0 - 2
  - 2 - 5
  - 5+
- 7. Do you use your EV for non-driving purposes such as a home power back-up system?
  - Vehicle-to-Home (V2H)
  - Vehicle-to-Grid (V2G)
  - Vehicle-to-Load (120V power outlet - camping, power tools, etc.)
  - None of the above
- 8. Do you tow with your vehicle, if so, how much weight are you towing, and how often?

Suggested Targeted Charging Questions:

- 9. How often do you charge your EV?
  - Every day regardless of battery level
  - Wait until the battery level is low
    - 0-10%
    - 20-50%
    - 50%+
- 10. Do you charge to 100% max level or the recommended 80% level?
  - 80%
  - 100%
- 11. How often and where do you charge your vehicle per month?
  - Home (%)
    - 90 - 100%
    - 80 - 90%
    - 70 - 80%
    - Less than 70%
  - Public (%)
    - 10-30

- 30+
  - 0-10
- Work (%)
  - 0 -10
  - 10-30
  - 30+
- Other

12. What type of charger do you most often use?

- Level one - household 3 prong plug (L1-110V)
- L2-240V
- DC Fast Charge (DCFC)
- I don't know.

13. Do you have a Time-Of-Use rate with your utility provider?

- Yes
- No
- I do not know.

*These targeted multiple-choice questions will help to enhance the quality, utility, clarity, and content of the collected information, while minimizing the collection burden. This will allow the Department of Transportation to gather useful information that can help guide future decisions related to EV policies.*

*Thank you for the opportunity to provide the auto industry's perspective on this new information collection for electric vehicle inventory and use survey. We stand by ready to work with the Department of Transportation and key stakeholders."*

**BTS' Response to Comment 2:**

A multiple-choice format has been used for the eVIUS as suggested.

The survey includes questions related to vehicle background and type of use, home base, miles traveled, long-distance travel, general charging behavior and needs, as well as demographics—capturing information for most of the proposed targeted questions.

**Comment 3:**

**From:** The National Automobile Dealers Association (NADA)

**Summary of Comment:**

*"NADA and its members are "all-in" on selling and servicing the new EVs being produced by the manufacturers they represent and the used EVs coming to their lots.<sup>3</sup> NADA estimates that franchised dealers across America will spend between \$2 billion to \$3 billion installing EV chargers, buying EV-related equipment, parts, and tools, and investing in EV training for sales and service personnel. NADA strongly supports this ICR and concurs that the information collected will help interested stakeholders to better understand EV uses and characteristics. However, NADA suggests that the quality of the information collection would be improved by expanding the eVIUS survey to include owners of all sizes of*



*EVs (Classes 1-8) and to include government-owned vehicles, as suggested by the Association for the Work Truck Industry, and by laying it out in a multiple-choice format, as suggested by the Alliance for Automotive Innovation. NADA also strongly suggests that the eVIUS be extended to include owners of plug-in hybrid electric vehicles (PHEVs) to, in part, help accurately determine the degree to which PHEVs are used in EV mode vs. hybrid electric vehicle (HEV) mode.*

*NADA notes that it was unable to locate the draft eVIUS form in the Notice published in the Federal Register or on either the regulations.gov or reginfo.gov webpages. Knowing what BTS intends to ask of eVIUS respondents would enable NADA and its members—new motor vehicle dealers experienced with selling electric vehicles to consumers—to fully evaluate the survey and provide helpful input for making the survey more useful and productive. NADA, therefore, urges BTS to defer on conducting the eVIUS until after providing the form for stakeholder comment.”*

### **BTS’ Response to Comment 3:**

The eVIUS sample frame has been expanded to include owners of plug-in hybrid electric vehicles (PHEVs) as suggested. For this initial round of eVIUS, BTS will focus on light-duty EVs due to reasons previously outlined (please see “BTS’ Response to Comment 1” above). BTS is considering future data collections focusing on vehicles above 10,000 pounds, depending on availability of funds.

A multiple-choice format has been used for the eVIUS as suggested.

A draft survey was not provided in the sixty-day notice (88 FR 14667). The survey questionnaire was developed and will be finalized in collaboration with subject matter experts and stakeholders. In addition, subject matter experts from various agencies/organizations, including academia, have provided BTS with suggestions for survey questions. These suggestions were carefully considered, and where appropriate, incorporated into the survey questionnaire.

To test question understanding and clarity of instructions, a pre-test of the draft survey was also conducted with participation of five EV owners. Following completion of the survey, one-hour long cognitive interviews were conducted with each of the pre-testers to collect information on their survey experience and other feedback for improving the survey. Overall, the pre-testers reported that the survey was clear, and they did not have any major issues with understanding the survey questions/instructions. "Please see Attachment 1".

### **9. Explain any decision to provide any payment or gift to respondents, other than remuneration of contractors or grantees.**

There are no payments or gifts to respondents.

### **10. Describe any assurance of confidentiality provided to respondents and the basis for the assurance in statute, regulation, or agency policy. If the collection requires a systems of records notice (SORN) or privacy impact assessment (PIA), those should be cited and described here.**

As conveyed to respondents in the survey invitation and Frequently Asked Questions (FAQs), BTS will keep the data private and secure in accordance with Confidential Information Protection and Statistical Efficiency Act of 2002 (Title 5 of Public Law 107-347) (CIPSEA) and the Foundations for Evidence-Based Policymaking Act of 2018 (Title 3 of Public Law 115-435).

All personal data will be kept on a separate secure server that has been designed and is used for CIPSEA-protected data collections. Only BTS staff and contractors who have undergone confidentiality training and who have a business need to know will have access to the data. All data products will be from aggregated data only, with privacy-protecting techniques applied, and no individual-level data will be released.

The collection does not require a SORN or a PIA.

**11. Provide additional justification for any questions of a sensitive nature, such as sexual behavior and attitudes, religious beliefs, and other matters that are commonly considered private.**

There are no questions of a sensitive nature.

**12. Provide estimates of the hour burden of the collection of information. The statement should: Indicate the number of respondents, frequency of response, annual hour burden, and an explanation of how the burden was estimated. Unless directed to do so, agencies should not conduct special surveys to obtain information on which to base hour burden estimates. Consultation with a sample (fewer than 10) of potential respondents is desirable. If the hour burden on respondents is expected to vary widely because of differences in activity, size, or complexity, show the range of estimated hour burden, and explain the reasons for the variance. Generally, estimates should not include burden hours for customary and usual business practices.**

**If this request for approval covers more than one form, provide separate hour burden estimates for each form and aggregate the hour burdens. Provide estimates of annualized cost to respondents for the hour burdens for collections of information, identifying and using appropriate wage rate categories. The cost of contracting out or paying outside parties for information collection activities should not be included here. Instead, this cost should be included under 'Annual Cost to Federal Government'.**

The estimated sample size for eVIUS is up to 150,000 vehicles. BTS has not received the sampling frame yet and expects to have a sample size not to exceed 150,000 depending on the response needed to reach CV targets within strata. Research on survey response rates for an internet survey, with a focused respondent group, including proper survey follow-ups and respondent communication revealed an expected response rate of 30%. We additionally found that the most similar survey available, the National Household Travel Survey (NHTS) Recruitment Survey, had a response rate of 30.4%<sup>5</sup>. We expect that this will be comparable to eVIUS. Our use of electronic surveys should increase the response rate compared to the mail-in NHTS recruitment survey. With an expected response rate of 30% and results from pre-tests of the survey, we expect a maximum of 45,000 respondents and maximum burden hours of 14,650.

This calculation is based on pre-test surveys of 5 individuals and testing conducted by the survey team. The average time to complete the survey was 15 minutes.

We have added an additional minute to account for log in time.

This total of 16 minutes is 0.27 hours.

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<sup>5</sup> [https://nhts.ornl.gov/assets/NHTS2017\\_UsersGuide\\_04232019\\_1.pdf](https://nhts.ornl.gov/assets/NHTS2017_UsersGuide_04232019_1.pdf) (page 47)

**Respondents Burden in Hours:**

150,000 contacted \* .017 hours (i.e., 1 minute for reading the invitation letter) = 2,500 hours

150,000 potential respondents \* 30% response rate \* .27 hours (i.e., 16 minutes for completing the survey) = 12,150 hours

Maximum expected burden = 14,650 hours

**Respondent Burden in Dollars:**

Respondent burdens in hours were calculated using a calculation of average hourly wages for all private employees from the Bureau of Labor Statistics' Current Employment Statistics<sup>6</sup>. The average hourly wage for August of 2023 was \$33.82. Additionally, 30% was added for overhead.

14,650 hours \* \$33.82/hour \* 130% = \$644,102

**13. Provide an estimate for the total annual cost burden to respondents or record keepers resulting from the collection of information. (Do not include the cost of any hour burden already reflected on the burden worksheet).**

We do not anticipate any additional costs to the respondents aside from the hour burden described above. No record keeping is required by respondents to the eVIUS.

**14. Provide estimates of annualized costs to the Federal government. Also, provide a description of the method used to estimate cost, which should include quantification of hours, operational expenses (such as equipment, overhead, printing, and support staff), and any other expense that would not have been incurred without this collection of information.**

Agencies may also aggregate cost estimates from Items 12, 13, and 14 in a single table.

The below table provides estimations for annual costs.

Cost Item	Cost
Data Portal Setup (time)	\$580K
EV Registration Data Purchase (time and materials)	\$335K
Data Portal Maintenance (time)	\$195K
Operation Support (time and materials)	\$300K
Management (1 FTE staff support: including 10% GS15,	\$179K
Math Stat (1 FTE staff support, GS13. Plus 20% overhead)	\$161K

The total cost for this survey is estimated at \$1,750,000. The schedule is to complete the survey in one year so the annual cost to the government is also estimated at \$1,750,000.

**15. Explain the reasons for any program changes or adjustments reported on the burden worksheet.**

This is a new collection; there are no changes.

<sup>6</sup> <https://www.bls.gov/web/empsit/ceseesummary.htm>

**16. For collections of information whose results will be published, outline plans for tabulation and publication. Address any complex analytical techniques that will be used. Provide the time schedule for the entire project, including beginning and ending dates of the collection of information, completion of report, publication dates, and other actions.**

The table below provides a time schedule with estimated completion dates for each project task.

<b>Project Task</b>	<b>Date</b>
Conduct Sample Design	January 2024
Complete Survey Instrument Programming	February 2024
Mail Survey Invitations	March 2024
Begin Data Collection	March 2024
End Data Collection	July 2024
Complete Final Report	October 2024
Release Data	January 2025

All data products released as part of eVIUS will be aggregated to ensure that all individual respondents and their reports cannot be identified in any way. The aggregated data will be released as data tables on the BTS website. BTS may publish micro-data if possible and an analysis report. Any analytical methods used will be standard survey methods including weighting, imputation and weighted estimation. The data will be provided in both tabular form and graphical form.

**17. If seeking approval to not display the expiration date for OMB approval of the information collection, explain the reasons that display would be inappropriate.**

Not applicable. BTS is not seeking approval to not display the expiration date.

**18. Explain each exception to the topics of the certification statement identified in "Certification for Paperwork Reduction Act Submissions."**

No exceptions.