

**Generic Information Collection Submissions
Formative Research and Tool Development
Supporting Statement A**

**(genIC) Formative Evaluation for Transportation Safety Resource for
Action Tool**

OMB Control No. 0920-1154

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List of Attachments

- Attachment 1_ Semi-Structured Interview Guide
- Attachment 2_ Email Invitations
- Attachment 3_ Follow up email First
- Attachment 4_ Follow up email Second
- Attachment 5_ Research Determination
- Attachment 6_ Privacy Act Determination

JUSTIFICATION SUMMARY

- **Goal of the study:** This project is intended to collect data to perform concept testing on a current transportation safety web tool and development of a new, updated tool.
- **Intended use of the resulting data:** Information will be used to inform development of a new transportation safety web tool called the “Transportation Safety Resource for Action Tool.”
- **Methods to be used to collect data:** Data will be collected via semi-structured key informant interviews.
- **The subpopulation to be studied:** The population to be studied is state and local public health and transportation professionals, as well as professional associations, who use CDC’s current transportation safety web tool or might use the new, updated tool.
- **How data will be analyzed:** Data will be analyzed using qualitative thematic analysis of semi-structured interview data.

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1. Circumstances Making the Collection of Information Necessary

The Centers for Disease Control and Prevention (CDC), National Center for Injury Prevention and Control (NCIPC), requests OMB approval of a new generic information collection (GenIC) under the generic information collection entitled *Generic Clearance for CDC/ATSDR Formative Research and Tool Development*, for data collection to assess the use of a current transportation safety web tool and inform development a new, updated Transportation Safety Resource for Action Tool.

Transportation injuries remain a leading cause of fatal and disabling injury, with persistent and growing disparities for certain road user types (e.g., pedestrians) and segments of the population (e.g., American Indian/Alaska Native individuals). While there is widespread recognition for the need to understand and intervene on transportation injury as a public health problem, there is a dearth of tools and resources available to state public health and transportation decision-makers to help them select and prioritize public health-focused programs, practices, and policies that are most likely to result in equitable safety gains.

Previously, the NCIPC developed the Motor Vehicle Prioritizing Interventions and Cost Calculator for States ([MV PICCS](#)) web Tool to help state decision makers prioritize and select from effective transportation safety interventions. However, MV PICCS is narrow in scope and does not align with the current prevailing framework within transportation safety, namely the equity-centered Safe System approach. The Safe System approach focuses on building and reinforcing multiple layers of protection to prevent transportation-related deaths and serious injuries by focusing on strategies that holistically

create safer speeds, safer roads, safer vehicles, safer people, and optimize post-crash care. NCIPC envisions updating the MV PICCS Tool to embed principles of the Safe System approach into a revised tool that meets the needs of the tool audience, specifically state public health and transportation partners.

In order to design an effective tool that best meets the needs of partners, we propose this data collection to perform concept testing on the features and elements of MV PICCS that should be retained and integrated into the new tool, as well as new features and elements that end users desire in the new tool to help inform their transportation safety decision-making.

2. Purpose and Use of the Information Collection

Data collection will occur via semi-structured key informant interviews (Attachment 1) with 20 non-federally employed individuals. The interview guide is composed of questions with corresponding probes to allow for open-ended verbal responses and feedback. The current MV PICCS Tool that we will gather feedback about is a web-based tool. We will share the link to the tool and ask questions about this online tool during the web-based key informant interviews. We will also gather feedback on ideas regarding future structure and components of a revised tool. Questions are limited to the minimum required for intended use of the data. Responding to the data collection will always be completely voluntary and respondents can opt out partially or completely if they consider it burdensome. The survey will ask questions about both the current MV PICCS Tool to better understand elements that users liked about the tool, as well as the potential structure and components of a new, revised tool. Supporting Statement B (SSB) details how these data will be collected. We are asking that each participant only complete one interview, not to exceed 50 minutes. Project staff conducting the data collection will have access to personally identifying information (PII), specifically names and email address, in order to contact potential participants. However, PII will only be accessible to the project-specific research staff. This information will be destroyed when the project has ended. Additionally, this PII will not be transmitted to CDC staff.

The intended use of the information collected is to inform development of the new Transportation Safety Resource for Action Tool. Specifically, information will be used to ensure features of the current MV PICCS Tool that users like and find useful are retained in the new tool, as well as to gather feedback on ideas for refinements and modifications of the tool to ensure it is consistent with a Safe System approach and end users' needs. If this information were not collected, the tool may not optimally meet the needs of end users, which could result in a poor use of CDC resources.

This request for new generic information collection clearance meets the following conditions:

- Information gathered will be used only for internal understanding and knowledge gathering purposes and is not intended for release outside of the agency (if released, procedures outlined in Question 16 will be followed).
- Information gathered will not be used for the purpose of informing influential policy decisions ¹
- Information gathered will yield qualitative information; the collections will not be designed or expected to yield statistically reliable results or used as though the results are generalizable to other, external populations.

¹ As defined in OMB and agency Information Quality Guidelines, "influential" means that "an agency can reasonably determine that dissemination of the information will have or does have a clear and substantial impact on important public policies or important private sector decisions."

- The collections are voluntary.
- The collection is designed to provide timely information to ensure a CDC tool is designed to best meet end user needs.

3. Use of Improved Information Technology and Burden Reduction

Data collection will occur via web-based key informant interviews. There is no need for paper-based data collection. All information will be collected online via web-based interviews.

4. Efforts to Identify Duplication and Use of Similar Information

This information collection request represents a new effort to collect data for the concept testing of the current [MV PICCS](#) web Tool and development of a new, updated tool. No similar data are gathered or maintained by CDC or are available from other sources known to CDC.

5. Impact on Small Businesses or Other Small Entities

This data collection will not involve small businesses. Data collection involves respondents (i.e., state transportation and public health partners who currently use the MV PICCS Tool or may use a revised version in the future) from state transportation and public health agencies. We will also reach out to professional associations and organizations who frequently work with state public health and transportation partners when providing technical assistance and advice about project prioritization.

6. Consequences of Collecting the Information Less Frequently

This request is for a one-time data collection. Without the one-time feedback collected through this the generic clearance, NCIPC will not have the information needed to most effectively shape the new Transportation Safety Resource for Action Tool. The tool may not effectively represent end user needs and could result in an inefficient use of CDC resources.

7. Special Circumstances Relating to the Guidelines of 5 CFR 1320.5

This request fully complies with the regulation 5 CFR 1320.5

8. Comments in Response to the Federal Register Notice and Efforts to Consult Outside the Agency

A. Federal Register Notice

A 60-day Federal Register Notice has already been published for the Generic Clearance. No Federal Register Notice is required for this GenIC submission.

B. Efforts to Consult Outside the Agency

CDC consulted with CDC and outside experts to provide input as listed below:

- Caitlin Langhorne Griffith, MPH
Director, Behavioral Health

Association of State and Territorial Health Officials

- Seth LaJeunesse, MCRP
Senior Research Associate
Highway Safety Research Center, University of North Carolina at Chapel Hill

CDC Subject Matter Expert

- Rebecca Naumann, PhD
Associate Chief of Science, Applied Sciences Branch
Division of Injury Prevention, National Center for Injury Prevention and Control, CDC

9. Explanation of Any Payment or Gift to Respondents

No incentives, payment, or other forms of remuneration will be offered for this generic clearance.

10. Protection of the Privacy and Confidentiality of Information Provided by Respondents

This submission has been reviewed by the NCIPC's Information Systems Security Officer, who has determined that the Privacy Act does not apply (Attachment 6). Project staff conducting the data collection will have access to PII, specifically names and email address, in order to contact potential participants. PII will be accessible only to the project-specific research staff. This information will be destroyed when the project has ended. Additionally, PII will not be transmitted to CDC staff; project staff (outside of CDC) will verify that any individually identifiable information that has been collected during the course of their interviews has been removed from information transmitted to or shared with CDC.

11. Institutional Review Board (IRB) and Justification for Sensitive Questions

The CDC National Center for Injury Prevention and Control's OMB and human subject's liaison has determined that IRB approval is not needed for this non-research activity (Attachment 5).

Sensitive Questions

This data collection does not require participants to answer questions of a sensitive nature.

12. Estimates of Burden Hours and Costs

The information collection will not exceed 20 interviews using a semi-structured interview guide. Each interview will not exceed 50 minutes. Each participant will only conduct one interview. Potential interviewees will be emailed up to three times to request an interview.

Table 1. Estimated Reporting Burden

Respondents	Form Name	No. of Respondents	No. of Responses per Respondent	Average Burden per Response	Total Burden (in hours)
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				(in hours)	
State transportation and public health partners, as well as individuals from professional associations, who currently use the MV PICCS Tool or may use a revised version in the future	Email Invitations (Attachment 2)	50	1	3/60	3
	Follow up email First (Attachment 3)	40	1	3/60	2
	Follow up email Second (Attachment 4)	35	1	3/60	2
	Semi-Structured Interview Guide (Attachment 1)	20	1	50/60	17
TOTAL					24

Given that many staff at public health agencies and related organizations have epidemiology backgrounds and many staff at transportation agencies and related organizations have civil engineering backgrounds, we have based the burden hour calculations for this information collection off of the median hourly wages from these 2 occupations from the U.S. Department of Labor's May 2023 National Occupational Employment and Wage Estimates (https://www.bls.gov/oes/current/oes_nat.htm). According to these wage estimates, the median hourly wage of an epidemiologist is \$39.13 and the median hourly wage of a civil engineer is \$46.10. Assuming half of the respondents are epidemiologists and half are civil engineers, we calculate an overall annual cost of respondents' time, including email response and interview time as \$1,022.76 (see Table 2 for details).

Table 2. Estimated Burden Cost

Type of Respondents	Form Name	Total Burden Hours	Hourly Wage Rate	Total Respondent Costs
State public health partners, as well as public health-related partners from professional associations	Email Invitations (Attachment 2)	2	\$39.13	\$78.26
	Follow up email First (Attachment 3)	1	\$39.13	\$39.13
	Follow up email Second (Attachment 4)	1	\$39.13	\$39.13
	Semi-Structured Interview Guide (Attachment 1)	8	\$39.13	\$313.04
State transportation partners, as well as transportation-related partners from professional associations	Email Invitations (Attachment 2)	1	\$46.10	\$46.10
	Follow up email First (Attachment 3)	1	\$46.10	\$46.10
	Follow up email Second (Attachment 4)	1	\$46.10	\$46.10

	Semi-Structured Interview Guide (Attachment 1)	9	\$46.10	\$414.90
TOTAL				\$1,022.76

13. Estimates of Other Total Cost Burden to Respondents and Record Keepers

There are no costs to the respondents other than their time.

14. Costs to Federal Government

There are no equipment or overhead costs. The only cost to the federal government is the wage of the sub-contractor conducting the interviews and performing the thematic analysis. The estimated cost to the federal government is approximately \$2,500, which is based on 2.5 hours (50 minutes of interviewing + 100 minutes for scheduling and data analysis) per response at a \$50.00 hourly rate for 20 responses annually (see Table 3 for details).

The overall total cost to the federal government for this generic clearance will be \$2,500.

Table 3. Estimated Cost to the Federal Government

Staff or Contractor	Average Hours per Response	Number of Responses	Hourly Rate	Cost
Contractor	2.5 hours	20	\$50.00	\$2,500.00
Total				\$2,500.00

15. Explanation for Program Changes or Adjustments

This request does not contain program changes/adjustments as it is a new request for clearance.

16. Plans for Tabulation and Publication and Project Time Schedule

Feedback collected under this generic clearance provides useful information, but it does not yield data that can be generalized to the overall population. Data collection and analysis will occur over a 6-month time period and all information collected will be based on voluntary key informant interviews. Findings will be used to inform development of the new Transportation Safety Resource for Action Tool and are not for public release.

17. Reasons for Display of OMB Expiration Date is Inappropriate

The display of the OMB expiration date is not inappropriate.

18. Exceptions to Certification for Paperwork Reduction Act Submissions

There are no exceptions to the certification.