**Department of Transportation**
**National Highway Traffic Safety Administration**
**Information Collection Request Supporting Statements: Part A**
**Fatality Analysis Reporting System (FARS) and Non-Traffic Surveillance (NTS)**
**OMB Control No. 2127-0006**


**Abstract:**

The National Highway Traffic Safety Administration (NHTSA) is seeking approval from OMB of this information collection request (ICR) for a reinstatement without change of a previously approved collection for the Fatality Analysis Reporting System (FARS) information collection. NHTSA is seeking approval to modify the collection to include the collection of the portion of NHTSA's Non-Traffic Surveillance (NTS) data that is submitted through the FARS data collection effort. NHTSA is authorized by 49 U.S.C. 30182 and 23 U.S.C. 402, 403 & 405 to collect data on motor vehicle traffic crashes to aid in the identification of issues and the development, implementation, and evaluation of motor vehicle and highway safety countermeasures to support efforts to reduce injuries and fatalities caused by motor vehicle crashes.

The FARS is a voluntary information collection of fatal motor vehicle traffic crashes. The FARS data collection started in 1975 and is a census of all defined crashes involving fatalities in the country. The FARS collects annual data from all 50 States, the District of Columbia, and Puerto Rico under cooperative agreements. State employees collect and process information from existing State files including police crash reports as well as driver license, vehicle registration, highway department files, and vital statistics files. NHTSA aggregates the data for research and analysis in support of motor vehicle regulations and highway safety programs. This supports NHTSA's mission by providing the agency vital information about fatal crashes. The aggregated data comprises a national database that tracks trends in fatalities and quantifying problems in highway safety. The FARS data are used extensively by NHTSA, other DOT modes, States, and local jurisdictions and the highway research community. Congress uses the FARS data for making decisions concerning safety programs. The FARS data are publicly available.

The Non-Traffic Surveillance (NTS) is an automated data collection effort for collecting information about non-traffic crashes and non-crash incidents. The NTS data provide counts and details regarding fatalities and injuries that occur in non-traffic crashes and in non-crash incidents. The NTS non-traffic crash data are obtained through NHTSA's data collection efforts for the Crash Report Sampling System (CRSS),[2] the Crash Investigation Sampling System


Specifically explain how the agency display the OMB control number and expiration date and will inform potential respondents of the information required under 5 CFR 1320.8(b)(3): the reasons the information is planned to be and/or has been collected; the way such information is planned to be and/or has been used to further the proper performance of the functions of the agency; an estimate, to the extent practicable, of the average burden of the collection (together with a request that the public direct to the agency any comments concerning the accuracy of this burden estimate and any suggestions for reducing this burden); whether responses to the collection of information are voluntary, required to obtain or retain a benefit (citing authority), or mandatory (citing authority);the nature and extent of confidentiality to be provided, if any (citing authority); and the fact that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

[2] The CRSS information collection is assigned OMB Control No. 2127-0714.

(CISS),[3] and FARS. NTS also includes data outside of NHTSA's own data collections. NTS' non-crash injury data are based upon emergency department records from a special study conducted by the Consumer Product Safety Commission's National Electronic Injury Surveillance System (NEISS) All Injury Program. NTS non-crash fatality data are derived from death certificate information from the Centers for Disease Control's National Vital Statistics System. This ICR only seeks approval for the collection of NTS data for NTS that comes from the FARS data collection effort.

The annual burden has been adjusted from 107,209 to 152,211 hours (an increase of 45,002 hours), while the costs are maintained at $0. The adjustment in burden hours is due to the increase in the complexity of coding the FARS cases and an increase in the number of fatal crashes across most States. The increase also accounts for the time to process the non-traffic fatalities for NTS. Furthermore, while time for manually inputting data has decreased with States implementing systems to electronically transfer police report data that prepopulate NHTSA's data systems, including FARS,[4] the overall burden increased because, over the past two years, there has been an increase in staff turnover at the State level, adding an increase in administrative hours, training, and coding assistance to continue operations.

## A. Justification

**1. Explain the circumstances that make the collection of information necessary. Identify any legal and 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.**

NHTSA is authorized by 49 U.S.C. § 30182 and 23 U.S.C. § 402, 403 & 405 to collect data on motor vehicle traffic crashes to aid in the identification of issues and the development, implementation, and evaluation of motor vehicle and highway safety countermeasures to reduce fatalities and the property damage associated with motor vehicle crashes. Using this authority, NHTSA established the FARS and the NTS, which collect data on fatal motor vehicle traffic crashes. Among other things, the information aids in the establishment and enforcement of motor vehicle regulations and highway safety programs.

The FARS data collection started in 1975 and is a census of all defined crashes involving fatalities in the country. The FARS collects data from all 50 States, the District of Columbia, and Puerto Rico. NHTSA established cooperative agreements with the 50 States, the District of Columbia and Puerto Rico to report a standard set of data on each fatal crash within their jurisdictions. State employees collect and process information from existing State files including police crash reports as well as driver license, vehicle registration, highway department, and vital statistics files. This collected information comprises a national database that is NHTSA's and many States' principal means of tracking trends involving motor vehicle traffic fatalities and quantifying problems or potential problems in highway safety.

[3] The CISS information collection is assigned OMB Control No. 2127-0706.
[4] The EDT information collection is assigned OMB Control No. 2127-0753.

The NTS is a data collection effort for collecting information about counts and details regarding fatalities and injuries that occur in non-traffic crashes and non-crash incidents. Congress required the Secretary of Transportation (NHTSA by delegation) to collect and maintain information about fatalities and injuries in non-traffic and non-crash incidents in the Cameron Gulbransen Kids Transportation Safety Act of 2007 (K.T. Safety Act) (Pub. L. 110-189). NHTSA designed and implemented the NTS to fulfill the requirements of the K.T. Safety Act.

Non-traffic crashes are crashes that occur off a public trafficway (e.g. private roads, parking lots, or driveways), and non-crash incidents are incidents involving motor vehicles but without a crash scenario such as, carbon monoxide poisoning and hypo/hyperthermia. The NTS non-traffic crash data are obtained through NHTSA's data collection efforts for the CRSS,[5] the CISS,[6] and the FARS. NTS also includes data outside of NHTSA's own data collections. NTS' non-crash injury data are based upon emergency department records from a special study conducted by the Consumer Product Safety Commission's NEISS All Injury Program. The NTS non-crash fatality data are derived from death certificate information from the Centers for Disease Control's National Vital Statistics System.

Data are collected differently under each of NHTSA's three data collection efforts that feed into NTS. The CRSS and CISS data collection efforts obtain NTS applicable reports received from the sample sites during their normal data collection efforts for CRISS and CISS. The FARS data collection effort uncovers NTS applicable reports received from the State during their normal data collection activities for FARS. Therefore, the burden for NTS is included in each study's calculation. This ICR only seeks approval for the collection of data for NTS that comes from the FARS data collection effort.

**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.**

NHTSA's mission is to save lives, prevent injuries, and reduce economic losses resulting from motor vehicle crashes. To accomplish this mission, NHTSA needs high-quality data on motor vehicle crashes. The FARS supports this mission by providing the agency with vital information about all crashes involving fatalities that occur on our nation's roadways. The FARS does this by collecting national fatality information directly from existing State files and documents and aggregating them for research and analysis. The collected information comprises a national database that is NHTSA's and many States' principal means of tracking trends in motor vehicle traffic fatalities and quantifying problems or potential problems in highway safety.

The FARS data are used extensively by all the NHTSA program and research offices and other DOT modes such as the Federal Highway Administration and the Federal Motor Carrier Safety Administration. Other users, such as the State legislators, use the FARS data for identifying highway safety problem areas that could be addressed by enacting laws or

[5] NHTSA's information collection for CRSS is covered by the ICR with OMB Control No. 2127-0714.
[6] NHTSA's information collection for CISS is covered by the ICR with OMB Control No. 2127-0706.

creating programs (such as mandating the use of seat belts or adjusting speed limits). The highway research community, including the private sector (industry and associations), use the FARS data for trend analysis, problem identification, and program evaluation (e.g., air bag studies and drugged and drunk driving campaigns and programs). Congress uses the FARS data for making decisions concerning safety programs. The FARS data are made publicly available through the Internet and via specialized data run requests.

NHTSA designed and implemented the NTS to fulfill the requirements of the K.T. Safety Act to collect and maintain information about fatalities and injuries in non-traffic crashes and non-crash incidents. Non-*traffic* crashes occur outside of the trafficway and result in injuries and fatalities to persons involving motor vehicles in un-stabilized situations and harmful events, while non-*crash* incidents are injuries and fatalities to persons involved in incidents concerning motor vehicles but without a crash scenario such as, carbon monoxide poisoning and hypo/hyperthermia. The FARS, CRSS, and CISS data collection efforts, through their partnership with local and State police agencies, access non-traffic crashes and submit the reports for NTS coding throughout the data collection year using the same processes to acquire their studies cases, respectively.

The NTS data users include practically every program area in NHTSA, other Federal agencies such as the Federal Highway Administration and the Federal Motor Carrier Safety Administration, State and local governments, domestic and foreign motor vehicle manufacturers, insurance and consumer organizations, safety research organizations, universities, foreign government agencies, and individual citizens.

**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.**

Many police agencies have shifted from paper-based crash data collection to utilizing automated technology to report crash information. When possible, the FARS and NTS studies leverage this technology to electronically transfer data to NHTSA's Crash Data Acquisition Network (CDAN) to minimize any burden on law enforcement.

The CDAN is an integrated, web-based information technology system that provides a single, central IT platform that maintains the data NHTSA collects from its FARS, CRSS, and NTS studies. These crash data collections are centered on the Police Crash Report (PCR), the form which law enforcement agencies use to document a motor vehicle crash. NHTSA collects a PCR from cooperating police jurisdictions and custodial agencies in each State. In addition to data derived from the PCR, NHTSA may obtain additional information to further the understanding of a crash, its causal factors, or outcomes. This information may be obtained from crash report supplements, driver records, roadway classification, vehicle registration, death certificates, emergency medical service reports, and toxicology reports. This additional information is also stored and maintained in CDAN.

NHTSA has conducted a Privacy Impact Assessment (PIA) for the CDAN system and has made that assessment publicly available.[7]

As States' crash data collection systems have increasingly become electronic, the access to crash reports has become centralized.

Improved technology is constantly being sought and evaluated to reduce the burden of the data collection and reporting effort. A greater part of the burden, however, remains with the State analyst, who has the task of obtaining appropriate data sources and encoding the data into FARS standard formats or coding directly into the software of the computer program. Each State has its own unique records system and data retrieval capabilities that dictate much of the burden necessary for FARS. Nevertheless, our provided technology offers the ability to directly access various State data files, as the State deems appropriate.

The NTS effort is essentially a data collection that pulls data from multiple databases to obtain the non-traffic crash and non-crash injuries and fatalities. The non-traffic crashes are a combination of all the FARS and the various CRSS crash report access methods. Once the NTS information is collected, it is processed electronically into a database.

**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.**

No existing data file is like FARS. It is a central source of national highway fatality data containing a standard set of data on each fatal crash. The method of acquisition is totally unique in that it overcomes problems with inconsistent local reporting and multiple local records systems that are not linked. It is the only census of all defined fatal crashes in the country.

Studies have been conducted to support the need for FARS and assure no duplication. One such study was: "Feasibility Study -- Review of Accident, Traffic and Highway Data Collection" which was completed and forwarded to OMB in November 1981. It concluded that no unnecessary duplication existed in FARS. Other studies include: "Office of the Inspector General's Report On Review of the Fatal Accident Reporting System, No. AS-NH-4-00, November 1983"; "Feasibility Study - National Center for Statistics and Analysis of Highway Operations, A Report to Congress from the Secretary of Transportation", February 1975; "Highway Safety Data, A Report to the Secretary of Transportation by the National Highway Safety Advisory Committee", June 1979; "Accident Data Collection Systems of the National Highway Traffic Safety Administration, A Report to the House Appropriations Committee", December 1979.

While other organizations such as the National Safety Council and the Department of Health and Human Services also collect highway crash information, the detailed data necessary for

[7] https://www.transportation.gov/individuals/privacy/crash-data-acquisition-network-cdan-pia

highway safety analysis are not included on these other files. Additionally, there are no assurances in those systems that the fatality counts are all-inclusive, and the data elements are not consistent from State to State. FARS is the largest and most comprehensive database of fatal crash data in the world.

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

   The actual collection of the FARS data involves the State governments from the 50 States, the District of Columbia, and Puerto Rico. These respondents are not "small government jurisdictions" (i.e. none are the government of a city, county, town, township, school district, or special district with a population of less than 50,000).

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.**

   The FARS collection is a major source of information in the country for highway safety problem identification multi-year trend analysis and counter measure program evaluation. Without this collection, NHTSA would not have access to standard data on fatal crashes occurring on the nation's roadways.

   FARS is unique in that it is the only census of all police-reported fatal motor traffic crashes. Being a census allows NHTSA many advantages: (1) the individual State totals as well as the National totals produced from FARS are accurate, (2) sampling techniques and statistical estimations are not necessary, (3) year-to-year changes, even minor ones, can be detected, and (4) case detection and record keeping is easier for the analysts since they do not have to select a sample of fatal cases. If FARS were a sample of fatal crashes, none of the above advantages would exist. If FARS were conducted every second or third year, yearly increases and decreases could not be detected. Furthermore, NHTSA could not maintain the corps of adequately trained State personnel who perform the data acquisition.

   NTS is congressionally mandated and provides valuable information about non-traffic crashes and non-crash incidents, which allows NHTSA to analyze vehicle safety issues not captured in the traditional crash data collections. While NHTSA continually looks for more efficient data collection methods, the burden for this collection is minimal and relies on electronic means of collection.

7. **Explain any special circumstances that would cause an information collection to be conducted in a manner:**
   a. **requiring respondents to report information to the agency more often than quarterly,**
   b. **requiring respondents to prepare a written response to a collection of information in fewer than 30 days after receipt of it,**
   c. **requiring respondents to submit more than an original and two copies of any document,**

**d. requiring respondents to retain records, other than health, medical, government contract, grant-in-aid, or tax records, for more than three years,**
**e. 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,**
**f. requiring the use of a statistical data classification that has not been reviewed and approved by OMB,**
**g. 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**
**h. 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.**

NHTSA has determined that there are special circumstances that would cause this collection to be collected in a manner inconsistent with 5 CFR 1320.5(d)(2). Specifically, this information collection requires reporting more often than quarterly. The requests for information usually occur daily, a direct result of fatal crash occurrences. States (respondents) track and collect fatal crash information from the moment of crash notification until the entire case information is entered in the FARS data entry system. This comprehensive fatal crash data collection and entry process by all 50 States, the District of Columbia, and Puerto Rico, is a year-round effort to deliver a nationwide census of motor vehicle crashes annually.

In addition, NHTSA is requesting an exemption to the requirement at 5 CFR 1320.5(d)(2)(vi) to allow NHTSA to use a statistical data classification that has not been reviewed and approved by OMB. Specifically, NHTSA seeks to use the seven minimum categories for race and ethnicity in lieu of collecting more detailed information as specified in Statistical Policy Directive No. 15: Standards for Maintaining, Collecting, and Presenting Federal Data on Race and Ethnicity (SPD 15). NHTSA utilizes third party data through data elements coded by State employees known as FARS Analysts funded through NHTSA Cooperative Agreements. State FARS units review Death Certificates from local, county and/or state jurisdiction(s). The Death Certificates have no standardized required format. NHTSA is subject to variance and consistency with unknown uniformity on a national level. Since FARS data are based on coded information collected at a State or local level, and not submitted to NHTSA, the validity of the documentation is based on State FARS unit's interpretation of the definition of the Race and Ethnicity data element. It is important to note there is not an official authoritative source for Death Certificates. It is beyond NHTSA's control if and when the States and local jurisdiction will comply with OMB standards. Therefore, we are requesting to use the seven minimum categories for race and ethnicity.

**8. If applicable, provide a copy and identify the date and page number of publications 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 the comments. Specifically address comments received on cost and hour burden. Describe efforts to consult with persons outside the agency to obtain their views.**

A Federal Register notice with a 60-day comment period soliciting public comments on this information collection was published on November 18, 2025 (90 FR 51812). During the comment period, NHTSA received a total of twenty-four comments from various stakeholders, which are listed below in the order they were received:

1. Insurance Institute for Highway Safety (IIHS),
2. Families for Safe Streets (FSS),
3. DRIVE SMART Virginia,
4. American Association of Motor Vehicle Administrators (AAMVA),
5. WhoPoo App: two identical comments were submitted,
6. Institute of Transportation Engineers (ITE),
7. The League of American Bicyclists,
8. Traffic Injury Research Foundation USA, Inc. (TIRF USA),
9. American Trucking Associations (ATA),
10. American Property Casualty Insurance Association (APCIA),
11. Virginia Polytechnic Institute and State University - Virginia Tech Transportation Institute (VTTI),
12. Truck Safety Coalition (TSC), Citizens for Reliable and Safe Highways (CRASH), and Parents Against Tired Truckers (P.A.T.T.): three organizations are represented together,
13. National Association of City Transportation Officials (NACTO),
14. Motorcycle Riders Foundation,
15. AARP,
16. Connecticut Department of Transportation (CTDOT),
17. Smart Growth America (SGA),
18. National Safety Council (NSC),
19. Association of Transportation Safety Information Professionals (ATSIP),
20. Foundation for Advancing Alcohol Responsibility (Responsibility.org) and National Alliance to Stop Impaired Driving (NASID),
21. Advocates for Highway and Auto Safety, which includes American Automobile Association (AAA), Governors Highway Safety Association, Mothers Against Drunk Driving (MADD), NSC, Safe Kids Worldwide,
22. Alliance for Automotive Innovation,
23. Colorado Department of Transportation (CDOT).

The majority of the comments were strongly supportive of the proposed FARS and NTS information collection. The comments deemed the data collection is a critical tool for

understanding and improving road safety. FARS provides a comprehensive census of fatal motor vehicle crashes in the United States and it's essential for research, policy development and evaluation of safety countermeasures, and necessary for the proper performance of the functions of the Department.

WhoPoo App submitted two identical comments that are not relevant to the proposed FARS and NTS data collection. Therefore they were not taken under advisement.

Fourteen of the comments (IIHS, FSS, ITE, The League of American Bicyclists, Traffic Injury Research Foundation USA, Inc., VTTI, NACTO, Motorcycle Riders Foundation, AARP, CTDOT, SGA, ATSIP, Foundation for Advancing Alcohol Responsibility (Responsibility.org) and NASID and CDOT) noted delays in public release of FARS annual datasets. NHTSA is committed to working with States, the District of Columbia, and Puerto Rico to investigate innovative collection methods, aiming to enhance efficiencies within data collection systems.

Six of the comments (IIHS, ITE, The League of American Bicyclists, NACTO, Motorcycle Riders Foundation and AARP) requested to be involved through public comments on substantial proposed changes to the data collection system. NHTSA thanks the commenters for their interest. The current proposed changes process is a culmination of feedback from stakeholders including public comments throughout the year. NHTSA continues to review the effectiveness of current data elements and will explore future solicitation to improve the utility and accuracy of the data collection systems.

Three of the comments (CTDOT, ATSIP, and Alliance for Automotive Innovation) were in response to the NHTSA’s estimate of the burden of the proposed information collection. CTDOT stated the burden was underestimated given revised documents and updated case information. ATSIP stated it is a burden for agencies to report with limited resources and more complex data elements. Alliance for Automative Innovation responded the proposed burden estimates appear reasonable given the long-standing nature of both FARS and NTS. After reviewing these comments, NHTSA decided to change the burden hours for EDT manual case entry from 2 hours per case to 3 hours per case. Upon further review, additional consideration was taken for overall burden hours for FARS Manual Protocol Case Entry Process given the complexities of supporting case materials, increasing quality control analyses and additional data requirements the burden hours were changed from 4.25 hours per case to 5 hours per case.

ATSIP mentioned "data deserts" that are important for commerce. These are US and state-owned roadways with shared jurisdiction and may run through tribal areas that have limited law enforcement presence or are managed by multiple agencies and where data is not shared efficiently. The FARS data collection is limited to what is available and shared within State data owners to the designated State FARS unit. This collaboration is critical for the collection, analysis and completeness of supporting FARS case material.

The League of American Bicyclists requested NHTSA have the ability to capture emerging vehicles such as electrically-assisted bicycles and autonomous vehicles. NHTSA continues to review the effectiveness of current data elements and will explore future solicitation to improve the utility and accuracy of the data collection systems.

The Foundation for Advancing Alcohol Responsibility (Responsibility.org), NASID, VTTI, and ITE submitted comments that extend beyond the scope of this ICR. These comments addressed potential enhancements to FARS, including improved drug toxicology data, a more comprehensive approach to data collection for crash causation, and stronger linkages with other safety datasets. While these suggestions fall outside the immediate scope of this collection request, NHTSA will continue to explore opportunities to enhance the quality, breadth, and integration of the information collected in FARS.

NHTSA published a 30-day notice on March 24, 2026, that stated NHTSA's intention to submit this ICR to OMB for approval (91 FR 14067).

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

This information collection involves payment to respondents under cooperative agreements. The FARS is a mutually beneficial data collection effort by the respondents which requires fiscal support to sustain all manual and electronic methods of reporting. Because of the amount of resources necessary to sustain the FARS, it would not be viable without Federal resources.

NHTSA estimates that it pays respondents a total of $7.1 million annually. These payments are to go toward the cost of labor for the State employees who input the information into the FARS. Most of the costs associated with respondents' participation in FARS are charged to the Federal Government through the FARS Cooperative Agreements.

**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.**

The CDAN is an integrated, web-based information technology system that provides a single, central information technology (IT) platform that maintains the data NHTSA collects from its FARS, CRSS, and NTS studies. These crash data collections are centered on the Police Crash Report (PCR), the form in which law enforcement agencies use to document a motor vehicle crash. In addition to data derived from the PCR, NHTSA may obtain additional information to further the understanding of a crash, its causal factors, or outcomes. This information may be obtained from crash report supplements, driver records, roadway classification, vehicle registration, death certificates, emergency medical service reports, and toxicology reports. This additional information is also stored and maintained in CDAN.

NHTSA has conducted a Privacy Impact Assessment (PIA) for the CDAN system and has made that assessment publicly available.[8]

The FARS and NTS are not a system of records that are subject to the Privacy Act. No names of individuals are entered into automated case files. The data acquired for FARS and NTS are taken from State public record files. Personal identifiers are not required, requested, or recorded on analytical files released to the public. NHTSA makes FARS and NTS data available to the public.

Assurance of privacy and confidentiality are provided to respondents through the FARS Cooperative Agreement. The Cooperative Agreement recipients understand that data entered to the FARS Records-Based Information Solution (RBIS) will comply with Federal law and DOT security and privacy policies and requirements where applicable. Recipients are advised that U.S. DOT privacy policies are available at https://www.transportation.gov/individuals/privacy/dot-privacy-policy. In addition, recipients are advised that all IT services utilized to meet the FARS requirements must comply with the requirements of OMB Memorandum M-06-16, "Protection of Sensitive Agency Information" and "DOT Information Technology and Information Assurance Policy Number 2006-22: Implementation of DOT's Protection of Personally Identifiable Information (PII)."

**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. This justification should include the reasons why the agency considers the questions necessary, the specific uses to be made of the information, the explanation to be given to persons from whom the information is requested, and any steps to be taken to obtain their consent.**

FARS does not collect any information that is of a sensitive nature.

**12. Provide estimates of the hour burden of the collection of information on the respondents and estimates of the annualized labor cost to respondents associated with that hour burden.**

For both FARS and NTS, there are 52 respondents (50 States, the District of Columbia (DC), and Puerto Rico (PR)) reporting on approximately 38,536 fatal crash cases per year. Of these cases, 37,981 are reported to FARS and approximately 600 are identified and reported as non-traffic fatal crashes (NTS).

The State employee (or employees depending on the number of fatal crashes per year occurring in the jurisdiction) acquires and codes the required information, as fatal crashes occur, in the FARS records-based system. For FARS, although there is only one information collection, NHTSA calculates the total burden using four burden categories: (1) FARS

[8] https://www.transportation.gov/individuals/privacy/crash-data-acquisition-network-cdan-pia

Manual Protocol Case Entry, (2) overhead burden for FARS in States without EDT, (3) FARS coding in States with EDT, and (4) FARS EDT mapping maintenance.

FARS Manual Protocol Case Entry

NHTSA estimates that there are currently 30 States providing crash reports (including case materials) via manual protocol. For these respondents after considering the comments for the 60-day federal register notice, NHTSA estimates that it takes analysts approximately 5 hours (an increase of 0.75 hour) to collect fatal crash information and code a FARS case entry in the FARS data entry system. This estimate is based on historical knowledge of the average number of analysts, full- and part-time, back-up analysts, FARS supervisors, and coding assistance respondents needed to complete an annual FARS file. NHTSA estimates that, on average, 18,007 cases are collected and coded annually using this access method. Therefore, NHTSA estimates the total annual burden associated with FARS Manual Protocol case entry to be approximately 90,035 hours annually (18,007 cases × 5 hours = 90,035 hours).

FARS Manual Protocol In-kind Process Support

In addition to the time for each crash entry, some respondents using the FARS Manual Protocol are also expected to incur overhead burden time. NHTSA estimates that 8 States provide overhead support and that the total annual burden for this support is 2,000 hours, or an average of 250 hours per respondent. This burden includes hours spent by supervisors and State managers responding to and supporting FARS operations that are not accounted for in the coding hours every year, including supporting data acquisition and other associated tasks.

FARS EDT Mapping Maintenance

NHTSA estimates that there are approximately 22 States already participating in Electronic Data Transfer (EDT). For these respondents, PCR data are automatically transferred from the State's centralized crash database to NHTSA's CDAN system. The crash data are then prepopulated in NHTSA's crash data systems, including FARS.

NHTSA estimates the burden to maintain the protocol is estimated at two hours per State (respondent) or a total of 44 hours per year (22 States × 2 hours). This represents time to monitor case quality and timeliness, conduct quality control processes, and maintain communications with NHTSA and its contractors to ensure accurate data transfer. The specific task associated with this maintenance of effort is referred to as "mapping". Upon becoming an EDT State, the respondent participates in an initial mapping process. The process requires an alignment between the State Specific Coding Instructions and the FARS Coding and Validation guidance.[9] During quality control processes, which are conducted year-round, data anomalies may be detected, at which time action must be taken to review and ultimately correct the shifts in the data. This process, while managed by the Office of Data Acquisition, requires concurrence from the respondent, which is what the burden represents.

[9] The burden associated with this task is accounted for under NHTSA ICR that covers EDT (OMB Control Number 2127-0753).

FARS EDT Manual Case Entry for Supporting Case Materials

Participation in EDT reduces but does not eliminate the manual entry of data into FARS. Although information from PCRs is pre-populated into the system, EDT State respondents must still collect and enter supporting case materials, such as driver records, toxicology reports, death certificate information, and coroner's/medical examiners reports to complete a FARS case. After considering the comments for the 60-day federal register notice, NHTSA estimates that completing each case entry in an EDT States takes 3 hours (an increase of 1 hour), which is approximately half the time the process is estimated to take for non-EDT States. On average, NHTSA estimates that 19,944 FARS cases for the 22 EDT States will have pre-populated data. Accordingly, NHTSA estimates the total burden associated with completing the FARS case entries for these cases to be 59,832 hours (19,944 cases × 3 hours = 59,832 hours).

Total Burden for FARS

The collective and cumulative efforts of all 52 respondents result in an estimated annual burden of 151,911 hours (90,035 hours + 2,000 hours + 44 hours + 59,832 hours). Table 1 provides a summary of the burden associated with FARS.

**Table 1. Burden Category Estimates and Total Burden for FARS**

| Burden Category | Number of Responses | Number of Respondents | Burden Hours per Burden Activity | Total Annual Burden Hours Per Burden Category |
|---|---|---|---|---|
| FARS EDT (mapping maintenance) | 22 | 22 | 2 | 44 |
| FARS EDT Manual Case Entry (supporting case materials) | 19,944 | 22 | 3 | 59,832 |
| FARS Manual Protocol Case Entry Process (including supporting case materials) | 18,007 | 30 | 5 | 90,035 |
| FARS Manual Protocol In-kind Process Support | 8 | 8 | 250 | 2,000 |
| **Total** | **37,981** | **52**[1] | **4.0 hours** | **151,911 hours** |

NTS Data Collection

Non-traffic fatal crashes are collected by approximately 25 States as part of the FARS data collection process. NHTSA estimates that it takes twelve hours per respondent annually to account for NTS cases. Therefore, NHTSA estimates that the total burden for NTS case identification and coding is 300 hours annually (25 respondents × 12 hours).

[1] This includes the 50 State, the District of Columbia, and Puerto Rico.

Burden for FARS and NTS

NHTSA estimates the total annual burden for the two information collections, FARS and NTS, is 152,211 hours per year (151,911 hours + 300 hours). Table 2 provides a summary of the burdens for the two information collections.

**Table 2: Summary of Burdens for FARS and NTS**

| Information Collection | Responses | Respondents | Burden per Response | Hours per Respondent | Total Burden Hours |
|---|---|---|---|---|---|
| FARS | 37,981 | 52 | 4.0 hours | 2,921.37 hours | 151,911 hours |
| NTS | 600 | 25 | 0.5 | 12 | 300 hours |
| **Total** | **38,581** | | | | **152,211 hours** |

To estimate the labor costs associated with the two information collections, NHTSA looked primarily at the annualized reimbursements NHTSA provides to States under the FARS Cooperative Agreements and the amount of "in-kind" kind funding provided by the States. Annually, NHTSA provides approximately $7.1 million to States to go toward the labor costs associated with this information collection. Additionally, because collecting fatal information is mutually beneficial to the Federal Government and the respondents, eight State respondents have provided "in-kind funding" to cover State overhead costs associated with managing FARS operations. While "in-kind funding" varies from respondent to respondent, the average annualized labor costs are estimated at $50,000 per in-kind respondent, for a total of $400,000 in annual in-kind contributions (8 States × $50,000). Therefore, NHTSA estimates the total cost associated with labor hours to be approximately $7.5 million per year ($7.1 million + $400K), or $49.27 per hour ($7.5 million ÷ 152,211 hours).

**13. Provide an estimate of 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 in the response provided in question 12.**

NHTSA does not expect respondents to incur any additional costs (beyond labor costs as discussed in question 12) as a result of this information collection.

**14. Provide estimates of annualized costs to the Federal government. 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.**

The total cost of the FARS study for FY 2025 is approximately $10.16 million. This figure includes the cost of the data acquisition (approximately $7.1 million paid under FARS Cooperative Agreements). The remainder of the costs are for: the data processing costs associated with data collection (file maintenance, hardware, software development and time-

sharing); the data quality control costs (training, consistency, timeliness, completeness and error rate monitoring); analysis of data to respond to inquiries; and related support activities. The annual IT service costs to FARS support is 15% of overall CDAN IT Operations & Maintenance contract value, which would equate to: $1,433,400 for FY2025. The cost covers IT operations and maintenance support which include software applications, reporting tools, coding application, edit check implementation, EDT and Consolidated State Caseviewer, data warehousing, support servers, quality control and compiling annual data files.

The annual administrative costs for salaries is $880,583.55. It takes three Federal staff approximately 95% of their time and one Federal staff approximately 90% of their time. This includes but is not limited to contract management, assess the productivity of the data collection effort, review documentation and training material, review and remediation of quality control findings, participate in working sessions with States and coding updates for the upcoming data collection year. The estimated costs for staff were based on one GS-13, Step 8 using the 2025 GS scale and the Washington, D.C. Locality Schedule. This equates to $148,716 ×0.90 = $133,844.40. There is one GS-13, Step 3 using the 2025 GS scale and the Locality Pay Area of Rest of U.S. This equates to $112,409 ×0.95 = $106,788.55. There is one GS-14, Step 7 using the 2025 GS scale and the Washington, D.C. Locality Schedule. This equates to $170,985 ×0.95= $162,435.75. There is one GS-14, Step 5 using the 2025 GS scale and the Phoenix, AZ Locality Schedule. This equates to $147,633 ×0.95 = $140,251.35. Four staff total is $133,844.40 + $106,788.55 + $162,435.75 + $140,251.35 = $543,320.05. To estimate total compensation costs, NHTSA used the Bureau of Labor Statistics estimate that wages and salary only represent 61.7% of total employee compensation cost for State and local employees (https://www.bls.gov/news.release/ecec.nr0.htm). Therefore, the total annual cost for these federal staff include fringe benefits and overhead is $543,320.05 ÷ 0.617 = $880,583.55 annually.

The major costs for FARS and NTS involve reimbursement to the States for the FARS analysts' person hours (approximately $7.1 million annually). The person hours spent in each State is dependent upon many factors: (a) the number of fatal traffic and non-traffic crashes in that jurisdiction, (b) the quality and status of the traffic records in the jurisdiction, (c) the experience and training of the analyst, and (d) the skill of the analyst in coding and entering data. Measures are being taken to improve the cost efficiency of data acquisition including better training and cross-fertilization of methods and techniques used by very efficient jurisdictions to jurisdictions with higher costs per case.

| Expense | Annualized Cost |
|---|---|
| State Cooperative Agreements | $7,100,000.00 |
| Training and QC Contracts | $3,060,882.00 |
| Administrative Costs | $880,583.55 |
| IT Services | $1,433,400.00 |
| **Grand Total** | **$ 12,474,865.55** |

**15. Explain the reasons for any program changes or adjustments reported on the burden worksheet. If this is a new collection, the program change will be entire burden cost and**

**number of burden hours reported in response to questions 12 and 13. If this is a renewal or reinstatement, the change is the difference between the new burden estimates and the burden estimates from the last OMB approval.**

The annual burden has been adjusted from 107,209 to 152,211 hours (an increase of 45,002 hours) costs are maintained at $0. The adjustment in burden hours is due to the increase in the complexity of coding the FARS cases and an increase in the number of fatal crashes across most States. The increase also accounts for the time to process the non-traffic fatalities for NTS. Furthermore, while time for manually inputting data has decreased with States implementing systems to electronically transfer police report data that prepopulate NHTSA's data systems, including FARS,[10] the overall burden increased because, over the past two years, there has been an increase in staff turnover at the State level, adding an increase in administrative hours, training, and coding assistance to continue operations.

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 as applicable.**

The data files are released annually and made available to the public each year after completion of quality control. The previous calendar years' data are available at NHTSA File Downloads | NHTSA. For example, data collected during calendar year 2024 will be available for public release in late 2025/early 2026 at https://www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system.

The NTS non-traffic crash data files are produced annually and are available on the Internet: NHTSA File Downloads | NHTSA.

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.**

NHTSA intends to display the expiration date for OMB approval and the PRA burden statement on each of the 52 FARS Cooperative Agreements and in the RBIS data entry system.

18. **Explain each exception to the topics of the certification statement identified in "Certification for Paperwork Reduction Act Submissions." The required certifications can be found at 5 CFR 1320.9.**

There are no exceptions to the certification statement.

In accordance with the requirement at 5 CFR 1320.9(g), the following statement will be provided to respondents:

[10] This includes the 50 State, the District of Columbia, and Puerto Rico.

Paperwork Reduction Act Statement: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2127-0006. NHTSA estimates that FARS entries take approximately 3 hours per response, including the time for reviewing instructions, completing, and reviewing the collection of information. All responses to this collection of information are voluntary. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, National Highway Traffic Safety Administration, W45-205, 1200 New Jersey Ave, S.E., Washington, DC, 20590.[11]

**Attachments**

- 23 United States Code (U.S.C.) Section 402
- 23 U.S.C. 403
- 23 U.S.C. 405
- 49 U.S.C. 30182
- Public Law Number 110-189, known as the Cameron Gulbransen Kids Transportation Safety Act of 2007 (K.T. Safety Act)
- 2025 FARS Data Entry Form
- 2025 NTS Data Entry Form

[11] The EDT information collection is assigned OMB Control No. 2127-0753.