



January 16, 2026

DOT Docket No. NHTSA-2025-0721

Department of Transportation
Suite W58-213
1200 New Jersey Avenue, SE
Washington, D.C. 20590
Filed via www.regulations.gov

**Agency Information Collection Activities; Notice and Request for Comment; Fatality Analysis Reporting System (FARS) and Non-Traffic Surveillance (NTS)
NHTSA-2025-0721**

These comments are filed jointly by the Truck Safety Coalition (TSC), Citizens for Reliable and Safe Highways (CRASH), Parents Against Tired Truckers (P.A.T.T.), and our volunteers, who are the family and friends of truck crash victims and survivors, in response to the National Highway Traffic Safety Administration's (NHTSA) notice and request for comments on a request for extensions of a currently approved information collection.

The Truck Safety Coalition relies on the Fatality Analysis Reporting System (FARS) as the database of record for fatalities involving large trucks. FARS is an indispensable and foundational resource for the work TSC does to assess, educate, and inform the media, the public, policymakers and regulators on the need to reduce truck crash deaths and injuries. There must be accurate and reliable data to study and conduct comparative, year over year analysis with. In addition, this fatality data is studied more deeply by FMCSA and NHTSA to better understand the context and circumstances surrounding fatal crashes in FMCSA's annual Large Truck and Bus Safety Report.¹ This is a crucial tool in identifying and understanding trends and patterns in large truck crashes.

Furthermore, the Federal Motor Carrier Safety Administration (FMCSA) and NHTSA also rely on FARS as the database of record when conducting rulemaking analysis. For example, the Heavy Vehicle Automatic Emergency Braking proposed rule (NHTSA-2023-0023) utilized FARS its proposed rule as well as in its Summary of estimated effectiveness, cost, benefits and comparison of regulatory alternatives, as required by the Office of Management and Budget (OMB).² It would not be possible for FMCSA or NHTSA to fulfill their respective agency missions without an accurate and reliable FARS.

¹ <https://www.fmcsa.dot.gov/safety/data-and-statistics/large-truck-and-bus-crash-facts>

² <https://www.regulations.gov/document/NHTSA-2023-0023-0001>

The Truck Safety Coalition wholeheartedly supports this continued data collection need and urges NHTSA to prioritize this crucial resource that is relied on by an abundance of stakeholders. It must continue to receive the full funding, resources, and staff it requires to function. Any limitations or shortcomings to prioritize this national resource compromises the country's ability to understand roadway fatalities and inhibits our collective ability to address the problem of preventable traffic deaths and injuries.

Sincerely,

A handwritten signature in black ink, appearing to read 'Zach Cahalan', written in a cursive style.

Zach Cahalan
Executive Director, Truck Safety Coalition (TSC)

Tami Friedrich Trakh
President
Truck Safety Coalition

Tami's sister, Kris, brother-in-law, Alan, and two of their children, Brandie and Anthony, were killed in 1989 when a tanker truck overturned in front of them and exploded.