

**Department of Transportation
National Highway Traffic Safety Administration
Information Collection Request Supporting Statements: Part A
Crash Report Sampling System (CRSS), Non-Traffic Surveillance (NTS), and Special
Studies Data Collection
OMB Control No. 2127-0714**

Abstract:¹

The National Highway Traffic Safety Administration (NHTSA) is seeking approval from OMB of this information collection request (ICR) for an extension with modification of its currently approved information collection for the Crash Report Sampling System (CRSS) information collection and related special studies. NHTSA is seeking approval to modify the collection to update the burdens and remove one special study. NHTSA is authorized by 49 U.S.C. 30182 and 23 U.S.C. 403 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. CRSS is a voluntary collection of data from police-reported crashes involving all types of motor vehicles, pedestrians, and cyclists; this includes property damage only crashes as well as those resulting in injuries and fatalities. The Non-Traffic Surveillance (NTS) is a virtual 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. This ICR is a modification to the previously approved as OMB Control No. 2127-0714 (current expiration Date: 8/31/2026). The previous request for this information collection estimated the annual burden to be 42,680 burden hours and this request decreases the burden to 18,167 hours. This ICR is adjusted due to a) reducing burden hour estimates for CRSS information collection to reflect current efficiencies, b) remove the Non-Sampled Police Jurisdiction (PJ) Crash Count Special Study. The combined impact is a decrease of 24,513 burden hours. The cost burden remains the same at \$0.

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. § 403 to collect data on motor vehicle traffic crashes to aid in the identification of issues and the development,

¹ The Abstract must include the following information: (1) whether responding to the collection is mandatory, voluntary, or required to obtain or retain a benefit; (2) a description of the entities who must respond; (3) whether the collection is reporting (indicate if a survey), recordkeeping, and/or disclosure; (4) the frequency of the collection (e.g., bi-annual, annual, monthly, weekly, as needed); (5) a description of the information that would be reported, maintained in records, or disclosed; (6) a description of who would receive the information; (7) the purpose of the collection; and (8) if a revision, a description of the revision and the change in burden.

implementation, and evaluation of motor vehicle and highway safety countermeasures to reduce fatalities and the property damages associated with motor vehicle crashes. Using this authority, NHTSA established the Crash Report Sampling System (CRSS), Non-Traffic Surveillance (NTS) and targeted Special Studies to collect data on motor vehicle crashes. These data collection effort support the Department of Transportation's strategic goal for safety by working toward the elimination of transportation related deaths, injuries, and property damage.

CRSS

The CRSS is a voluntary collection of data from police-reported crashes involving all types of motor vehicles, pedestrians, and cyclists; this includes property damage only crashes as well as those resulting in injuries and fatalities. CRSS obtains its data from a nationally representative probability sample selected from the estimated six million police-reported crashes that occur annually in the United States. By focusing attention on police-reported crashes, CRSS concentrates on the crashes of greatest concern to the highway safety community and the public.

CRSS depends on the voluntary participation and cooperation of State and law enforcement agencies. This allows NHTSA and its contractors to access the crash reports to review, list, and categorize the crashes. CRSS data is solely based on crash reports. The crash reports provide essential data: detailed information regarding the location of the crash, the vehicles, and the people involved. The crash reports are official local and State government forms that include the location of the crash and the pre-crash environment, explains the number and types of vehicles involved as well as describing the persons, injuries and other variables to express how the person was involved in the crash. No personally identifiable information is collected or released via the CRSS data. Selected crashes are released to the public in the annual CRSS file following quality control processes conducted by NHTSA. These data files are used by NHTSA and the public for highway safety research purposes.

NTS

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. U.S. Congress required the Secretary of Transportation (NHTSA by delegation) to collect and maintain information about fatalities and injuries in nontraffic 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 Non-Traffic Surveillance (NTS) study 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 Crash Report Sampling System (CRSS),² the Crash Investigation Sampling System (CISS),³ and the Fatality Analysis Reporting System (FARS)⁴. NTS also includes data outside of

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

³ The CISS information collection is assigned OMB Control No. 2127-0706.

⁴ The FARS information collection is assigned OMB Control No. 2127-0006.

NHTSA's own data collections. NTS' non-crash injury data is 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. The NTS non-crash fatality data is 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 data for NTS non-traffic crash data collection from the CRSS data collection effort. The burden for NTS is included across three information collections because the data is 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 CRSS and CISS. The FARS data collection effort uncovers NTS applicable reports received from the State during their normal data collection activities for FARS. Therefore, portions of the burden for NTS are included in the ICRs for all three data collection efforts.

Special Studies

Initially the previous ICR requested approval for two special studies to be considered.

- Non-Sampled PJ Crash Count Special Study
- PJ Frame Evaluation Special Study

Upon reevaluation, the statisticians determined that PJ Frame Evaluation Special Study would be the most beneficial for reducing underestimation in the CRSS estimates. Consequently, the Non-Sampled PJ Crash Count Special Study will no longer be utilized. However, information for both special studies is provided below for reference.

Non-Sampled PJ Crash Count Special Study

In addition to the CRSS data collection, NHTSA may require a special study to collect crash counts from the non-sampled CRSS jurisdictions. The data to be collected from the non-sampled PJs includes the crash counts by the crash report Strata - within in scope for CRSS, NTS applicable, or out of scope. Non-sampled PJs are defined as PJs that investigate motor vehicle crashes within the CRSS Primary Sampling Units (PSU) boundaries but are not selected for the CRSS data collection.

The majority of the CRSS estimates are sub-population totals and percentages. To make these estimates efficient, both CRSS PSU and PJ samples were selected using probability proportional to size sampling method. Here the PSU and PJ crash counts were used as the measure of size (MOS). On the other hand, CRSS PSU and PJ samples are panel samples – once selected they are used for many years' data collection. A drawback of using panel sample is the MOS may become outdated over time so that the estimates become less efficient. To mitigate this inadvertent effect, it is necessary to collect the crash counts of the non-sampled PJs periodically and use them together with the sampled PJ's crash counts to calibrate the PJ weights. The completion of the Non-Sampled PJ Crash Count Special Study

supplements the CRSS data collection effort to reduce PJ frame coverage errors, sampling variance and potential PJ non-response bias. Additionally, non-sampled counts are also used to update the PJ frame for future PJ sample re-selection

There are various tasks associated with the non-sampled PJ crash counts, including working with the non-sampled police jurisdictions to gain access to crash reports. Then, for an entire data collection year, the collection of the non-sampled PJ crash counts would include the review of crash reports from the non-sampled PJs that are to be stratified and tallied.

PJ Frame Evaluation Special Study

Another special study NHTSA may require is the CRSS PJ frame evaluation. The current CRSS PJ sample was selected from a PJ frame created in 2016. However, the PJ frame is constantly changing: new PJs start operating, existing PJs are closed, multiple PJs are merged into one PJ, or one PJ splits into multiple PJs. The current CRSS PJ sample was selected from the 2016 PJ frame and the PJ weights were calculated accordingly. If the PJ frame has changed dramatically from the 2016 PJ frame, the CRSS PJ weights are no longer correct and the CRSS estimates may be biased. To prevent this, NHTSA needs to evaluate the current PJ frame. Specifically, this includes the following:

1. The PJ frame evaluation should identify all the current PJs (including new PJs, closed PJs, any changes) that provide Police Crash Report (PCRs) in the non-Electronic Data Transfer (EDT) PSUs.
2. For all identified PJs in the PJ frame, collect six crash counts (total crashes, fatal crashes, injury crashes, pedestrian crashes, motorcycle crashes, and commercial motor vehicle crashes). These crash counts will be used as PJ measurement of size for PJ sample selection or PJ weight adjustment if needed.

The CRSS States have a combination of crash report access methods, which include but are not limited to the EDT, access to State websites and web service transfer. The EDT is a routine automated transfer of State crash data from a State agency to NHTSA to support crash data collection efforts for various crash report data collection systems. EDT reduces the level of effort need to share crash data to support NHTSA record-based and crash investigation studies.

Absent the data collected and disseminated via the CRSS, NTS and the two special studies, US DOT, State Highway Safety Offices, and other traffic safety analysts would not have information data crucial to problem identification and countermeasure development for motor vehicle crashes and non-traffic crashes, respectively.

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 CRSS data are used to estimate the overall crash picture, identify highway safety problem areas, measure trends, drive consumer information initiatives, and form the basis

for cost and benefit analyses of highway safety initiatives and regulations. CRSS data estimates fatal, serious injury, and property-damage-only (PDO) crashes nationwide. It gives motor vehicle researchers an opportunity to assess the overall state of highway safety and identify existing and emerging highway safety trends as well as assess the effectiveness of motor vehicle safety standards and highway safety programs.

NHTSA designed and implemented the NTS study 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 involve injuries and fatalities to persons involved in motor vehicles with unstabilized situations and harmful events outside of the trafficway. Non-traffic crashes occur on private roads, parking lots or driveways, such as a back over in a driveway. Non-crash incidents, on the other hand, are incidents that involve motor vehicles that result in injuries and fatalities to persons, such as carbon monoxide poisoning and hypo/hyperthermia. The CRSS, CISS and FARS studies with 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 Non-Sampled PJ Crash Count Special Study and the PJ Frame Evaluation Special Study are critical to assessing the quality of the PJ frame of the CRSS PSUs to determine PJ weights and measure of size for the CRSS PJ sample selection. Without the special studies, NHTSA may fail to accurately assess the national crash picture by missing pertinent crash data. Thus, the importance of including the special studies and the estimated additional burden for the CRSS.

Data users include virtually every program area in NHTSA, other federal agencies such as the Federal Highway Administration, 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 CRSS, NTS and the Special 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 crash report, the form which law enforcement agencies use to document a motor vehicle crash. NHTSA collects crash reports from cooperating police jurisdictions and custodial agencies in each State. In

addition to data derived from the crash report, NHTSA may obtain additional information to further the understanding of a crash, its causal factors, or outcomes. This additional information is also stored and maintained in CDAN.

CDAN is Privacy Impact Assessment (PIA) approved system. The approval can be viewed at: <https://www.transportation.gov/individuals/privacy/crash-data-acquisition-network-cdan>.

As States crash data collection systems have been increasingly electronic, the access to crash reports have become centralized. Improved technology is constantly being sought and evaluated to reduce the burden of the data collection and reporting effort.

The CRSS States have a combination of crash report access methods, which include but are not limited to the EDT, access to State websites and web service transfer. The EDT is a routine automated transfer of State crash data from a State agency to NHTSA to support crash data collection efforts for various crash report data collection systems. EDT reduces the level of effort need to share crash data to support NHTSA record based and crash investigation studies.

Additionally, States provide CRSS Samplers access to the crash data collection databases to retrieve crash report data, thereby, eliminating the physical visits to individual police jurisdictions and their respective records managers.

States also provide data through secure web service portals to NHTSA on a routine basis. The State transfers the data and NHTSA will retrieve the data.

The NTS data collection effort is essentially a virtual data collection system, comprised of multiple databases to obtain the non-traffic crash and non-crash injuries and fatalities. The non-traffic crashes are a combination of all the various crash report access methods.

Once NHTSA accesses the crash report data, it's made available securely to the authorized CRSS samplers through the Police Accident Report Sampling Engine (PARSE). The PARSE application is a centralized, web-based application in which CRSS, and NTS applicable crash reports are listed, categorized, and selected for further coding.

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 similar crash data collection studies exist.

Neither CRSS nor its related special studies duplicate efforts with any other Federal crash data collection. No existing survey or other source provides the data required to support highway safety research needs, particularly for serious injury and PDO crashes. NTS does not duplicate any effort with any other Federal crash data collection. No existing survey or data source provides the data to support injuries and fatalities that occur in non-traffic crashes and non-crash incidents.

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

CRSS, NTS and the special studies collections do not involve small business or small entities. The information for CRSS and NTS is collected from law enforcement organizations and state agencies.

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.

If this collection is not done for CRSS, the Agency would lose its ability to obtain nationally representative police-reported motor vehicle traffic crash data. This information is essential for identifying highway safety problem areas and providing general data trends.

If this collection is not done for NTS, the Agency would be unable to meet the requirement outlined in Cameron Gulbransen Kids Transportation Safety Act of 2007, Public Law 110–189.

The special studies are critical to assessing the quality of the PJ frame of the CRSS PSUs to determine PJ weights and measure of size for the CRSS PJ sample selection. Without the special studies, NHTSA may fail to accurately assess the national crash picture by missing pertinent crash data. Thus, the importance of including the special studies and the estimated additional burden for the CRSS.

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.

The procedures specified CRSS, NTS, and the special studies are consistent with the guidelines set forth in 5 CFR 1320.6 except for the fact that the information will be collected more often than quarterly. When respondent entities agree to grant access to their crash reports, the frequency of sharing data is based on their internal processes and the volume of crash reports collected. For respondents that submit using EDT and States who provide access to their websites, the collection will occur daily. For respondents that provide physical access to the police jurisdiction, crash reports are typically accessed weekly or bi-weekly. For respondents that provide crash reports via mail courier or other electronic means such as secure email, the crash reports are accessed monthly. Typically, the schedule is determined based on the police agencies' internal processes for sharing crash reports with the State-level agency responsible for the State crash file. For instance, a police jurisdiction will transmit its crash reports to the States monthly and at the same time a copy is provided to the CRSS study via one of the methods noted above.

- 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.**

NHTSA published a 60-day notice on March 19, 2026, requesting comment on NHTSA's intention to submit this ICR to OMB for approval (91 FR 13397).

During the comment period, NHTSA received a total of two comments from two stakeholders, Insurance Institute for Highway Safety (IIHS) and Eric Hein.

The comments from IIHS were supportive in the extension of the CRSS program. They stated that they rely on the CRSS to conduct research to improve traffic safety. They mentioned two instances where CRSS data was utilized to help in vehicle safety research due to being national sample of motor vehicle traffic crashes. NHTSA thanks IIHS for their reassuring comments and examples of how the CRSS data is being utilized in their research to prevent motor vehicle traffic crashes. We recognize the importance of the CRSS data to advance vehicle safety research, and highway safety laws. NHTSA continues to work diligently to provide this data annually to our stakeholders.

The comment from Eric Hein was critical of CRSS and he requested numerous revisions to the ICR and data-collection practices for override cases.

Mr. Hein's comment supports the proposed extension of the Crash Report Sampling System (CRSS) but highlights a critical flaw: override crashes are systematically underreported in State police crash reports, leading to downward-biased national injury estimates. Mr. Heins argues this underreporting is a practical utility issue under the PRA. To fix this data deficiency at the source, the comment urges NHTSA to use its existing authorities—such as the Section 405(c) traffic records grant funding—to press States to adopt a dedicated

underride data element or checkbox on police crash report forms. The comment also requests separate tracking for vulnerable road user underride crashes. In response to Mr. Hein's comments NHTSA has taken the following steps:

In March 2019, the Government Accountability Office (GAO), in response to Congressional requests, published a report, *Truck Underride Guards*, issuing three recommendations to NHTSA on improved data collection of underride crashes and research on side underride guards. NHTSA has addressed all three recommendations and GAO has closed them. The first two were regarding data.

Based on the results of a 2020 internal study, NHTSA included updates to the coding of the vehicle underride/override data element in its crash databases for the years 2021 and later. The following updates are intended to improve the accuracy of vehicle underride/override reporting in NHTSA's crash databases.

- Simplified underride/override coding.
- Replaced the entire coding guidance about vehicle underride/override in the manuals.
- Enhanced training to the analysts/coders to note the difference in procedures with the combination of underride/override crashes versus a single occurrence for the vehicle performing the action.
- Developed new edit checks to improve the accuracy of underride/override coding by recording the action of both vehicles.

In his comments, Mr. Hein also mentioned a petition he submitted in April 2023. The petition asked NHTSA to update the underride data element in FARS and CRSS, update the FARS and CRSS manuals to provide a standardized definition of underride, require an underride/override checkbox in State police crash reports, and provide training to FARS analyst and CRSS coders and local police departments. NHTSA published a denial of the petition in April 2025 because the agency lacks the statutory authority to mandate specific data fields or formats on individual State crash report forms.

Furthermore, in February 2023, NHTSA published a draft 6th edition of MMUCC that included the vehicle underride/override element for public comment. The 6th edition of MMUCC was finalized and first published in January 2024 to incorporate the Vehicle Underride or Override data element.

NHTSA has made concerted efforts and updates to how vehicle underride/override crashes are collected in CRSS. NHTSA has successfully addressed and closed three 2019 GAO recommendations by updating its crash databases, coding guidance, and analyst training to significantly improve underride reporting accuracy. In addition, NHTSA formally incorporated the vehicle underride/override data element into the finalized 6th edition of the Model Minimum Uniform Crash Criteria (MMUCC) in January 2024.

NHTSA published a 30-day notice on July 8, 2026, that stated NHTSA's intention to submit this ICR to OMB for approval (91 FR 42263).

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

No payment or gift will be provided to any respondent.

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 system 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 IT platform that maintains the data NHTSA collects from its FARS, CRSS, NTS studies. These crash data collections are centered on the crash reports, the form in which law enforcement agencies use to document a motor vehicle crash. NHTSA collects a crash report from cooperating police jurisdictions and custodial agencies in each State.

NHTSA has conducted a Privacy Impact Assessment (PIA) for the CDAN system which is publicly available.⁵

The CRSS 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 CRSS 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 CRSS and NTS data available to the public.

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.

The CRSS, NTS and special studies do not obtain 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.

Burden for CRSS and NTS

Within the 30 States or 60 CRSS PSUs there are PJs, from which a CRSS sampler must obtain crash reports for listing, categorization, and sampling. Currently, 54 PSUs provide NHTSA data electronically—through EDT, State website access, or web service portal. For one State, the crash reports are obtained through EDT and manually since not all crashes are

⁵ <https://www.transportation.gov/individuals/privacy/crash-data-acquisition-network-cdan>

reported through EDT. A total of 6 PSUs, or 37 local PJs, where crash reports collection is conducted in the field using a combination of electronic and manual methods as dictated by the sample PJ's crash report collection methods. The manual PJs required field samplers which incur an increased burden due to the labor-intensive administrative practices and privacy protections associated with manually accessing the crash reports.

The annual burden estimate detailed in Table 1 is produced by identifying the crash report access method for each PSU and PJ and assigning the appropriate burden hours for that method as outlined below. Since NTS data is collected with CRSS data, the burden estimates also include NTS burdens.

- EDT Maintenance – For PSUs providing crash report through EDT, the burden is estimated at 5 hours annually. This accounts for yearly updates to programming needed to successfully transmit data, such as updating data structures if new data elements are added or any changes to the state made to their crash report and/or databases.
- State Website – User Access Only: For PSUs providing crash reports via a state repository/website or database, the burden is estimated at 10 hours annually per PSU and PJ in the State. This represents time to process user account requests, establish credentials, and routine maintenance of the State's data repositories.
- State Website – User Access and Additional Administrative Functions: For PSUs providing crash reports directly to NHTSA via web service or where the State employees provide user access accounts in addition to regularly searches for crash reports, compiles the lists of crashes to send to NHTSA monthly, the burden is estimated at 60 hours annually per PSU and PJ in the State. This represents implementation, data transfer monitoring, and communications with NHTSA and its contractors.
- For PJs providing crash reports to NHTSA via manual crash report access methods (i.e., copying crash reports and mailing them, and searching for recently completed crash reports and uploading crash reports to secure email links), the burden is estimated at 470 hours annually per PJ. This represents—but is not limited to—maintaining a law enforcement presence while the crash reports are being reviewed, and/or providing resources to the CRSS sampler in order to access the crash reports. This is the most labor extensive access type due to the administrative burden and the additional processes required to protect PII. Other local police jurisdictions may photocopy crash reports and FedEx to the contractors or download electronic crash reports to submit electronically via secure email or thumb drive monthly. This total also accounts for States that have monthly manual processes to identify crash reports in their state databases, compile crash reports and share with NHTSA.

This hourly burden was calculated using the Bureau of Labor Statistics' mean hourly wage estimate for Court, Municipal, and License Clerks (Standard Occupational Classification #43-4031)⁶ from May 2024 of \$24.61. Therefore, NHTSA estimates the hourly wage associated with the estimated 17,820 burden hours to be \$438,550.20 (17,820 hours ×

⁶ See May 2023 National Industry-Specific Occupational Employment and Wage Estimates, 43-4031 – Court, Municipal, and License Clerks, available at [Occupational Employment and Wage Statistics](#) (accessed December 23, 2025).

\$24.61 per hour). The Bureau of Labor Statistics estimates that for State and local government workers, wages represent 61.5% of total compensation.⁷ Therefore, the total cost of burden associated with this collection is estimated to be \$713,089. 76 (\$438,550.20÷0.6150).

Table 1: CRSS and NTS Data Collection Burden Hours

Access Method	Hours per Jurisdiction (PJ or States)	Number of Respondents (PJ or States)	Total Hours
EDT (Maintenance)	5	14 States	70
State Website (user access only)	10	10 States and 2PJs	120
State Website (user access and additional administrative functions)	60	1 States	60
Web Service (user access and States query and compile info)	60	1 State and 2 PJs	180
Mixed Manual	470	37 PJs	17,390
Grand Total		67 Respondents	17,820

Annually, there is the potential to reselect police jurisdictions, which is dependent on maintenance of cooperation and access to crash reports. If cooperation is lost, replacement jurisdictions are sought. Regardless, the PJ frame is updated, and the PJ sample is reselected every year. However, the changes in the sampled PJs are minimal because Pareto sampling method is used for PJ sample selection. Any changes to the PJ frame could impact the reported burden rates. For more details, please refer to Pages 29-32 of the Technical Report: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812706>.

Special Studies

The CRSS special studies are important to evaluate the PJ frame of the CRSS PSUs, determine PJ weights and measure of size for the CRSS PJ sample selection. For NHTSA to accomplish its mission, motor vehicle crash data must be of the highest quality which includes sampling from an accurate PJ frame to select a nationally representative sample of crashes.

Non-Sampled PJ Crash Count Special Study (This study is removed from this ICR)

⁷ See Table 1. Employer Costs for Employee Compensation by ownership for state and local government workers, available at <https://www.bls.gov/news.release/eccec.nr0.htm> (accessed December 23, 2025).

The burden calculation for the Non-Sampled PJ Crash Count Special Study is difficult to determine. Each burden calculation is associated with the agreed upon crash report access method for sample sites. For non-sampled PJs we have no established relationship nor is it known which type of access to crash report is feasible. Most importantly, Non-sampled Sampled PJ Crash Count Special Studies are conducted on an ad-hoc basis and not implemented every year. We estimate that the Non-sampled Sampled PJ Crash Count Special Study will at most be conducted once in the next three-year cycle. Table 2 illustrates the burden hours for this special study by access method.

EDT has been removed from the table because CRSS samples from the entire county for EDT States, therefore there is no distinction between the non-sampled and sampled PJs. This is an added benefit to EDT implementation as we get an accurate assessment of the PSU frame by CRSS strata. State websites with user access have non-sampled PJs however, there is no added burden because the initial access granted is at the state level. State website with user access and additional administrative functions provide NHTSA data at the county level, which includes both sampled and non-sampled PJs, thus there is no additional burden to the state. Webservice agreements also provide data at the county level, thus there is no additional burden to the state to provide non-sampled crash reports. States noted as having manual methods only account for the sampled PJs. Without established cooperation, NHTSA can't forecast individual PJ's access methods for the purposes of the burden calculation. Therefore, NHTSA assumes that all the non-sampled PJs within the PSUs using the mixed manual method will also use this method. Thus, NHTSA estimates 136 PJs will participate in the non-sampled special study using the mixed manual method. The maximum burden for the Non-Sampled PJ Crash Count Special Study's estimated burden is 63,920 with the possibility of reduction with cooperative agreements finalized. If the Non-Sampled PJ Crash Count Special Study were to be collected once in the next three year, dividing the 63,920 total burden hours by three would yield an annual burden of 21,307 hours.

After the statisticians reevaluated the Non-Sampled PJ Crash Count Special Study, it was concluded that the PJ frame evaluation and the updated 6 crash counts would be the most beneficial to reduce underestimation in the CRSS estimates. Thus, the Non-Sampled PJ Crash Count Special Study will be no longer utilized. The new burden hours will no longer reflect this special study in Table 4.

Table 2: Non-Sampled PJ Crash Count Special Study Burden Hours

Access Method	Hours per Jurisdiction	Number of Respondents Jurisdiction (PJ) or States	Total Hours
Manual	470	136	21,307 (470*136/3)

Grand Total		136	21,307
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PJ Frame Evaluation Special Study

The activities associated with PJ frame evaluation special study include identifying the in-scope PJs and collecting six crash count from the in-scope PJs. NHTSA estimates there are total 40 non-EDT PSUs and about 1,300 PJs in those non-EDT PSUs. NHTSA anticipates approximately 16 minutes (0.25 hours) for each PJ to prepare the 6 crash counts. NHTSA estimates the total number of hours of response burden is about 347 hours.

Table 3: PJ Frame Evaluation Special Study Burden Hours

PJ Frame Evaluation	Hours per Jurisdiction	Number of Respondents Jurisdiction (PJ)	Total Hours
Manual	16 Minutes	1,300	347 (16/60*1,300)
Grand Total		1,300	347

The total cost of burden associated with PJ frame evaluation special study is \$13,885.64 (347 hours x \$24.61 per hour / .6150 compensation) using the same mean hourly wage estimate for Court, Municipal and license clerks and estimates that for State and local government workers, wages represent 61.50% of total compensation.⁸

The total annual burden hours for the CRSS, and NTS and is estimated at 18,167 (17,820+ 347) for a data collection year when all studies are implemented.

The total cost of burden associated with this collection is estimated to be \$726,975.40 (\$713,089.76 + \$13,885.64).

Table 4: Summary of Burden Changes

Information Collections	Number of Respondents	Previous Burden Hours	New Burden Hours	Difference	Reasoning
CRSS	67	21,040	17,820	-3,220	Increased efficiencies with more States participating in EDT and Robotic Process

⁸ See Table 1. Employer Costs for Employee Compensation by ownership for state and local government workers, available at <https://www.bls.gov/news.release/eccec.nr0.htm> (accessed December 23, 2025).

					Automation (RPA)
NTS	0	0	0	0	Included with CRSS burden above
Non-sampled PJ Crash Count Special Study	0	21,307	0	-21,307	This special study is removed from the data collection.
PJ Frame Evaluation Special Study	1,300	333	347	14	Estimated number is increased to account for newly identified in-scope PJs during evaluation.
Total	1,367	42,680	18,167	-24,513	

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.

There are no additional costs to respondents participating.

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.

Data collection operations for CRSS and NTS is estimated at \$3,048,473.77 annually to operate the sampling and coding contracts across the United States.

The annual administrative costs for salaries are \$454,004. It takes two federal staff approximately 98% of their time. This includes but is not limited to contract management, assess the productivity of the data collection effort, review and remediation of quality control findings and participate in year sampling and coding updates for the upcoming data collection year. The estimated cost for staff is based on two GS-13, Step 9; GS-13, Step 4 using the 2025 GS scale and the Washington, D.C. Locality Schedule. This equates to $(\$152,736 + \$132,638) * .98 = \$279,666.52$. Since fringe benefits and overhead for federal staff is 61.6%, the total annual cost for this federal staff including fringe benefits and overhead is $\$279,666.52 / 61.6\% = \$454,004$ annually.

The annual statistical support cost is \$828,894. This includes the statistical support contract in the amount of \$693,610 and \$135,284.33 for federal staff time to create the initial sampling parameters to select the crashes, monitor the sample selection throughout data collection, adjust the sampling parameter if needed, and produce the weight for the annual file. The estimated cost for staff was based on fifteen percent of a GS-14, Step 8-time, twenty-five percent of a GS-14, Step 3 time, and five percent for each GS-15, Step 4, and GS-15, Step 8 using the 2025 GS scale and the Washington, DC Locality Schedule. This equates to $\$175,735 * 0.15 = \$26,360.25$, $\$151,987 * 0.25 = \$37,996.75$ and $(\$184,363 + \$195,200) * .05 = \$18,978.15$. Thus, the total annual estimate for statistical support federal

staff is $\$26,360.25 + \$37,996.75 + \$18,978.15 = \$83,335.15$. This increases to $\$83,335.15 / 61.6\% = \$135,284.33$ annual when fringe benefits and overhead are added. Therefore, the total cost for statistical support is $\$693,610 + \$135,284.33 = \$828,894$.

The annual IT support cost is \$1,662,321. The cost covers IT operations and maintenance support which include software applications, reporting tools, coding application, edit check implementation, EDT and Consolidated State Case viewer, data warehousing, support servers, quality control and compiling annual data files. The IT operations and maintenance support for CRSS is estimated at \$1,344,493.85 and \$232,241.86 for NTS. The costs for staff were based on 30% of federal staff of one GS-14, Step 8 ($\$175,735 \times .30 = \$52,720.50$) using the 2025 GS Scale and the Washington, DC Locality Schedule. Since fringe benefits and overhead for federal staff is 61.6%, the total cost for the federal staff is \$85,585.23. Thus, the total annual estimate for IT support is $\$1,344,493.85 + \$232,241.86 + \$85,585.23 = \$1,662,321$.

The total estimated annualized cost to the government is **\$5,993,693**.

Table 5. Total Cost to the Federal Government

Expense	Annualized Cost
Sampling and Coding Contracts	\$3,048,474
Special Study	(included in above)
Administrative Costs	\$454,004
Statistical Support	\$828,894
IT Services	\$1,662,321
Grand Total	\$5,993,693

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.

After adjusting for the previous calculated burden, integrating the increased efficiencies and automation with more police jurisdictions participating in the electronic data collections, NHTSA estimates 18,167 burden hours.

The previous request for this information collection (OMB No. 2127-0714) estimated the annual burden to be 42,680 burden hours. This request decreases the burden to 18,167. This ICR is adjusted due to a) reducing burden hour estimates for CRSS information collection to reflect current efficiencies, b) remove the Non-Sampled PJ Crash Count Special Study. The combined impact is a decrease of 24,513 burden hours.

We have routinely sought efficiencies in the data collection efforts and implemented automation of receiving crash reports where possible. As states have converted to more electronic means to store crash reports, CRSS has sought to access the crash reports

remotely thus reducing the level of effort needed from the law enforcement and state agencies.

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.

There is one CRSS file made available to the public each year after completion of quality control. The file is an analytical file. CRSS data file and accompanying documentation will be released annually which is available on the Internet, <https://www.nhtsa.gov/file-downloads?p=nhtsa/downloads/CRSS/>, in the fall for the previous calendar year. For example, data collection during calendar year 2023 will be available for public release in the fall of 2024. Copies of the database have been acquired by motor vehicle manufacturers, highway safety research organizations, and insurance and consumer groups, who use the data for their own analyses.

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 will display the expiration date for OMB approval and the PRA burden statement on the CRSS website.

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 1320.9.⁹

There are no exceptions to the certification statement.

⁹ 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.

Attachments

- 49 U.S.C. § 30182
- 23 U.S.C. § 403
- Public Law Number 110-189, Cameron Gulbransen Kids Transportation Safety Act of 2007 (K.T. Safety Act).
- 2025 CRSS Data Entry Form
- 2025 NTS Data Entry Form