

September 26, 2023

National Highway Traffic Safety Administration
Office of State Data Reporting System Division, W53-306
1200 New Jersey Avenue SE, Washington, DC 20590

I am responding to your September 5, 2023, Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; State Data Transfer for Vehicle Crash Information (88 FR 60736; Docket No. NHTSA-2023-0019).

Under the Infrastructure Investment and Jobs Act (IIJA or the Bipartisan Infrastructure Law), Public Law 117-58, Section 24108 (d) authorizes the Secretary of Transportation to establish the State Electronic Data Collection (SEDC) program to provide grants to States to establish, upgrade, and standardize their centralized statewide crash data repositories to enable electronic data collection, intrastate data sharing, and electronic data transfer to National Highway Traffic Safety Administration (NHTSA). The objective is to increase the accuracy, timeliness, and accessibility of the data, including data related to fatalities involving vulnerable road users. Through SEDC, NHTSA will award grants to States to modernize or establish a centralized statewide crash data repository to enable full electronic data transfer to NHTSA, increase their alignment to the Model Minimum Uniform Crash Criteria (MMUCC) Sixth Edition data, and transmit the data in a standardized format to NHTSA. The new grant program will increase the number of States using the EDT protocol and will also request data standardization and increased alignment with the MMUCC.

Germane to your request for public comments, I am enclosing my April 21, 2023, petition under the Administrative Procedure Act (APA), which I sent to the U.S. Department of Transportation (USDOT) and the NHTSA. While the USDOT and NHTSA are required under the APA to promptly issue, amend, modify, or repeal the relevant regulations or guidance documents (49 CFR 5.3; 5 U.S.C. §553(e)), I have yet to even received a confirmation of the petition. Please accept this petition into the public record.

The USDOT and NHTSA can complete the petitioned actions quickly without time-consuming rulemaking and should do so promptly. For the reasons discussed in the petition, I urge the USDOT and NHTSA to grant this petition. Thank you for your prompt attention to this matter.

Sincerely,

Eric Hein

Enclosure: FINAL APA petition for FARS override data