

**Information Collection Request Supporting Statements: Part A**  
**49 CFR Part 586, Replica Motor Vehicles**  
**New Collection (2127-0746)**

**Abstract:**<sup>1</sup>

This is to request the Office of Management and Budget's (OMB) approval and three-year clearance for the information collection titled, "49 CFR Part 586, Replica Motor Vehicles." (OMB Control No. 2127-New). Responding to the collection would be mandatory for all replica vehicle manufacturers and entities seeking to register as a replica vehicle manufacturer. Entities that manufacture replica vehicles or seek to register as a replica motor vehicle manufacturer would be required to respond to the information collection. This information collection involves reporting (registration and annual reporting) and disclosure (labeling) requirements. The registration requirement would be a one-time information collection unless the replica vehicle manufacturer seeks to change the replica motor vehicles it manufactures. The reporting requirement for replica manufacturers would be an annual requirement and the labeling requirements would be met, as required, for each replica vehicle the respondent manufactures. Respondents would provide information about the replica vehicles that they seek to manufacture in its registration requirements and information about the replica vehicles they manufactured in the previous calendar year in the annual reports. The temporary label would alert prospective and actual purchasers of replica vehicles that the vehicle does not conform to the Federal motor vehicle safety standards. NHTSA would receive the registrations and annual reports and replica vehicle consumers will receive the information provided on the temporary labels. This information collection is necessary for NHTSA's implementation of the replica motor vehicle exemption program. NHTSA will use the registration information in determining whether to approve manufacturers to produce exempted vehicles and to ensure that the manufacturers and the vehicles they intend to manufacture qualify for the exemption program. The annual report will be used for tracking and enforcement purposes and to allow manufacturers to indicate whether they will continue manufacturing exempt replica vehicles. The temporary labels are intended to inform purchasers of replica vehicles that the vehicle does not conform to all Federal motor vehicle safety standards. NHTSA estimates the total burden for this new information collection to be 460 hours and \$4,000.

**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 statute or regulation mandating or authorizing the collection of information.**

NHTSA is required by the Fixing America's Surface Transportation (FAST) Act to exempt a limited number of replica motor vehicles manufactured by low-volume manufacturers from

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<sup>1</sup> 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) if the information collection involves approval by an institutional review board, include a statement to that effect; (8) the purpose of the collection; and (9) if a revision, a description of the revision and the change in burden.

certain Federal standards each year. NHTSA is issuing a regulation at part 586 that implements the exemption program. All the reporting and record keeping requirements discussed below are mandated or contemplated by the FAST Act or are needed to carry out the statute.

First, in accordance with the FAST Act, low-volume manufacturers wishing to qualify for an exemption must register with NHTSA in accordance with the new part 586. The FAST Act mandates this registration requirement in 49 U.S.C. § 30114(b)(2), specifying that “a low-volume manufacturer shall register with [NHTSA] at such time, in such manner, and under such terms that [NHTSA] determines appropriate.” The new part 586 requires replica manufacturers to register by submitting specified information electronically using the NHTSA Product Information Catalog and Vehicle Listing (vPIC) platform (<https://vpic.nhtsa.dot.gov/>). This information includes information that supports that the manufacturer qualifies for the program and information about the replica vehicle(s) the manufacturer wishes to produce.

Second, in accordance with the FAST Act, manufacturers of replica vehicles would be required to submit annual reports. The annual reports are required by 49 U.S.C. 30114(b)(3)(C). The Act specifies that the annual report must include the number and description of the motor vehicles exempted, as well as a list of Federal motor vehicle safety standards (FMVSS) the exempted vehicles do not meet. Additionally, part 586 requires a manufacturer to include in the annual report images of the vehicles they produced so that NHTSA can verify that the vehicles resemble the vehicle it is replicating. Under part 586, the annual report also serves as the medium in which registrants notify NHTSA if they will be manufacturing the same replica motor vehicles in the next calendar year and if so, how many vehicles they will be manufacturing.

Third, in accordance with the FAST Act, the rule would require the registrants to disclose information to consumers. Because the replica vehicles will be exempt from current FMVSS, it is important that the consumer understand the reduced level of safety provided by the vehicle. In accordance with a mandate in 49 U.S.C. 30114(b)(3)(A), replica manufacturers are required to affix a temporary label to the vehicle: stating that the vehicle is a replica; and directing the reader to the certification label, which identifies the specified standards and regulations from which the vehicle is exempt.

**2. Indicate how, by whom, and for what purpose the information is to be used. Except for a new collection, indicate actual use of the information received from the current collection.**

This collection of information includes: submission of registration documents and annual reports, and disclosure of information to consumers on temporary labels to accompany new replica vehicles at the time of sale.

NHTSA will use the registration documents submitted by manufacturers to determine whether to approve the registration. NHTSA will look to whether the manufacturer qualifies for the replica program (e.g., has a world-wide production, including by a parent or subsidiary, of not more than 5,000 motor vehicles and is not a registered importer) and whether the vehicles the manufacturer intends to produce are replica vehicles. Part 586 requires a manufacturer to include a statement identifying the original vehicle(s) the manufacturer intends to replicate by make, model, and model year and including images of the original vehicle(s) as well as information to support that

the replica vehicles will resemble the original vehicle(s) (photos of a replica vehicle or design plans, and information about the dimensions of both the original vehicle and planned replica vehicles). If the manufacturer has submitted documentation sufficient to demonstrate that it meets the requirements for replica manufacturers and the vehicles it intends to manufacturer meet the requirements for replica vehicles, NHTSA will approve the registration.

The annual reporting requirement is essential to NHTSA's enforcement of the program, enabling the agency to better assess whether registrants are complying with the 325-vehicle limit and manufacturing vehicles qualifying as "replica motor vehicles." The reporting requirements also enable NHTSA to keep track of registrants and the vehicles they produce, which would help the agency meet a FAST Act requirement to keep an up-to-date list of registrants and publish such list on an annual basis (§ 30114(b)(5)). The annual report will also tell NHTSA whether a replica manufacturer intends to continue producing the same replica motor vehicles and provides information to NHTSA about the registrant's continued qualification for the program (i.e., that its worldwide production is no more than 5,000 motor vehicles each year). This reduces paperwork by eliminating the need for registrants to renew their registration annually.

This rule also requires registered replica manufacturers to affix a temporary label to each replica vehicle. The temporary label informs consumers that the vehicle is subject to an exemption from the FMVSS and directs them to a list of the FMVSS from which the vehicle is exempt.

**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.**

This request involves three elements: the registration of replica vehicle manufacturers with NHTSA to be submitted electronically, the submission of annual reports to be submitted electronically, and the affixing of temporary labels to each replica vehicle. Electronic collection is mandated for the first two elements and is not applicable to the last.

**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.**

The information collected under this regulation is unique and is not available through other sources.

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

This collection of information involves small entities, because most, if not all, replica vehicle manufacturers will be small businesses. The rule has been crafted to take into account that most of the regulated entities will be small businesses. The information collections involve two electronic submissions and one temporary label. In calculating the burden of the collection,

NHTSA has considered that small entities are not able to take advantage of economies of scale and has adjusted burden estimates accordingly.

**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 submission of registration documents and annual reports is required by the FAST Act for NHTSA to be able administer the program. The registration information is submitted only once, unless the registration is incomplete or the replica manufacturer needs to make a change to information it submitted or wishes to manufacturer different replica vehicles. Without the submission of registrations, NHTSA cannot determine whether an applicant is a replica vehicle manufacturer that is eligible for an exemption from the FMVSS.

Annual reports are collected once per year from all registered replica motor vehicle manufacturers and are essential for NHTSA's enforcement purposes. The annual report allows NHTSA to enforce the statutory production limit on replica vehicles and ensure that the vehicles produced qualify under the exemption program. It also serves as the mechanism for replica manufacturers to indicate if they will continue manufacturing replica vehicles and provide information regarding their status as a low-volume manufacturer. By combining these requirements, NHTSA has eliminated the need for replica manufacturers to separately renew their exemption annually, thus reducing reporting burden.

The labeling requirement is only required once per replica vehicle. The labels must be affixed prior to sale. Without the temporary labels, purchasers of replica vehicles may not know that the vehicle does not comply with Federal standards and how that noncompliance may impact the safety of their vehicle.

**7. Explain any special circumstances that would cause an information collection to be conducted in a manner:**

- **requiring respondents to report information to the agency more often than quarterly;**
- **requiring respondents to prepare a written response to a collection of information in fewer than 30 days after receipt of it;**
- **requiring respondents to submit more than an original and two copies of any document;**
- **requiring respondents to retain records, other than health, medical, government contract, grant-in-aid, or tax records, for more than three years;**
- **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;**
- **requiring the use of a statistical data classification that has not been reviewed and approved by OMB;**
- **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**

- **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.**

There are no special circumstances that would cause this collection to be collected in a manner inconsistent with 5 CFR 1320.5(d)(2).

**8. If applicable, provide a copy and identify the date and page number of publication 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 on the availability of data, frequency of collection, the clarity of instructions and recordkeeping, disclosure, or reporting format, and on the data elements to be recorded, disclosed, or reported.**

NHTSA published a notice of proposed rulemaking (NPRM) on January 7, 2020. The NPRM proposed to implement the replica vehicle program at part 586 and proposed reporting and disclosure requirements (85 FR 792). NHTSA received several comments related to the substantive information collection requirements but did not receive any comments about NHTSA's burden calculations. NHTSA issued a final notice on March 9, 2022 (87 FR 13209). The final rule describes the comments and NHTSA's responses to those comments in detail. As noted in the final rule, NHTSA has made some changes from the NPRM that respond to comments from the public. The largest difference in terms of this ICR from the NPRM is that NHTSA is not requiring replica manufacturers to provide a document to first purchasers (other than for resale) of the replica vehicles that lists the standard from which the vehicle is exempt and the purpose of each of those standards. Some commenters were opposed to the requirement to provide the disclosure. After consideration, NHTSA agreed with the arguments about the redundancy of providing purpose statements for the FMVSS from which the replica vehicle would be exempt. Instead, NHTSA believes that the temporary label in the passenger compartment would be sufficient to notify consumers that the vehicle is exempt from the FMVSS and the permanent label<sup>2</sup> listing the specific standards and regulations from which a replica vehicle is exempt should be sufficient to convey the extent to which the vehicle does not comply with the FMVSS.

**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 in connection with these information collections.

**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**

<sup>2</sup> The permanent label requirement is covered by NHTSA's ICR for its existing collection with the OMB control number 2127-0510.

**records notice (SORN) or privacy impact assessment (PIA), those should be cited and described here.**

NHTSA's regulations in 49 CFR Part 512 establish the procedures by which the agency will consider claims that information submitted to the agency should be treated as confidential information.

**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.**

There are no private questions involved in this information-collection activity. The required information is exclusively business-oriented, with no personal data submitted or requested.

**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.**

NHTSA estimates the total burden of this collection to be an average of 460 hours and the cost of labor associated with the 460 burden hours is estimated to be \$21,397. The components of this estimate are itemized below.

NHTSA estimates that it will take 10 hours to complete an initial registration submission. NHTSA estimates the labor cost for compiling and submitting the required information to be \$60.26<sup>3</sup> per hour using the Bureau of Labor Statistic's mean hourly wage estimate for compliance officers in the motor vehicle manufacturing industry (Standard Occupational Classification #13-1041). Therefore, NHTSA estimates that the labor cost for each registration will be \$602.60 (10 hours × \$60.26 per hour = \$602.60). Over the first three years, NHTSA estimates a total of 30 manufacturers will submit registrations to become manufacturers of exempted replica vehicles. This estimate was informed by: (1) a projection of California replica vehicle sales by the California Air Resources Board, along with state-level vehicle registration data; and (2) available anecdotal information on firms that produce, or are interested in producing, replica vehicles consistent with those affected by the rule. NHTSA estimates that on average, ten manufacturers will submit registrations each year. Therefore, NHTSA estimates the total burden on low-volume manufacturers for initial submissions to be 100 hours (10 manufacturers × 10 hours = 100 hours). NHTSA estimates that the total cost associated with labor for the registrations to be \$6,026 (10 submissions × \$602.60 per submission) per year.

For the annual reporting requirement, NHTSA estimates it would take a maximum of two hours to collect the necessary information and submit it on the vPIC portal. For this analysis, we assume 40 affected replica vehicle manufacturers per year; therefore, the burden hours would be 80 hours (40 manufacturers × 2 hours = 80 hours). NHTSA estimates the hourly cost associated with annual reports to be \$60.26<sup>4</sup> per hour using the Bureau of Labor's mean hourly wage estimate for compliance officers in the motor vehicle manufacturing industry (Standard Occupational Classification # 13-1041). Therefore, NHTSA estimates the total labor cost associated with annual reports will be \$120.52 per manufacturer and a total of \$4,820.80 for all manufacturers (\$120.520 × 40 manufacturers).

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<sup>3</sup> The hourly wage is estimated to be \$42.30 per hour. National Industry-Specific Occupational Employment and Wage Estimates NAICS 336100 - Motor Vehicle Manufacturing, May 2020, [https://www.bls.gov/oes/current/naics4\\_336100.htm#47-0000](https://www.bls.gov/oes/current/naics4_336100.htm#47-0000), last accessed October 12, 2021. The Bureau of Labor Statistics estimates that wages represent 70.2 percent of total compensation to private workers, on average. Bureau of Labor Statistics (2020). Employer Costs for Employee Compensation – March 2020. [https://www.bls.gov/news.release/archives/ecec\\_06182020.pdf.pdf](https://www.bls.gov/news.release/archives/ecec_06182020.pdf.pdf), last accessed February 22, 2021. Therefore, NHTSA estimates the total hourly compensation cost to be \$60.26.

<sup>4</sup> The hourly wage is estimated to be \$42.30 per hour. National Industry-Specific Occupational Employment and Wage Estimates NAICS 336100 - Motor Vehicle Manufacturing, May 2020, [https://www.bls.gov/oes/current/naics4\\_336100.htm#47-0000](https://www.bls.gov/oes/current/naics4_336100.htm#47-0000), last accessed October 12, 2021. The Bureau of Labor Statistics estimates that wages represent 70.2 percent of total compensation to private workers, on average. Bureau of Labor Statistics (2020). Employer Costs for Employee Compensation – March 2020. [https://www.bls.gov/news.release/archives/ecec\\_06182020.pdf.pdf](https://www.bls.gov/news.release/archives/ecec_06182020.pdf.pdf), last accessed February 6, 2021. Therefore, NHTSA estimates the total hourly compensation cost to be \$60.26.

NHTSA estimates that it will take each manufacturer 2 hours to design and format the temporary labels. For this analysis, we assume 40 affected replica vehicle manufacturers per year, therefore, the total burden hours 80 hours (40 manufactures × 2 hours = 80 hours). NHTSA estimates the hourly cost associated with designing and formatting temporary labels to be \$49.33<sup>5</sup> per hour using the Bureau of Labor Statistic’s mean hourly wage estimate for technical writers in the motor vehicle manufacturing industry (Standard Occupational Classification # 27-3042). Therefore, NHTSA estimates the total annual labor cost associated with designing and formatting temporary labels to be \$98.66 for each manufacturer (2 hours × \$49.33) and \$3,946.40 for all manufacturers (\$98.66 × 40 manufacturers).

NHTSA estimates that it will take approximately 3 minutes to label each vehicle. This is much longer than the estimated 18 seconds to label an average vehicle with a Part 567 certification label. However, because replica vehicle manufacturers are expected to be much smaller than the average vehicle manufacturer, NHTSA assumes that replica vehicle manufacturers will not be able to label each vehicle as quickly. Assuming that 4,000 vehicles are manufactured, on average, in each of the next three years, the burden hours associated with affixing the temporary labels to the steering hub, would be 200 hours (4,000 × 3 minutes = 12,000 minutes, 12,000 minutes ÷ 60 minutes = 200 hours). At a cost of \$33.02 per hour,<sup>6</sup> using the Bureau of Labor Statistic’s mean hourly wage estimate for motor vehicle assemblers and fabricators (Standard Occupational Classification #51-2000), the labor cost associated with labeling replica vehicles will be approximately \$6,604 annually (200 hours × \$33.02 per hour), for an average of \$165.10 per replica manufacturer.

Therefore, the total cost associated with the hourly burden of this information collection is estimated to be \$21,397. Table 1 provides a summary of the estimated burden hours and labor costs associated with those submissions.

**Table 1: Burden Estimates**

Information Collection	Number of Responses	Time per Response	Costs per Hour	Labor Cost Per Response	Total Labor Cost	Total Hours
Initial Registration (reporting-once)	10	10 hours	\$60.26	\$602.60	\$6,026	100 hours

<sup>5</sup> The hourly wage is estimated to be \$34.63 per hour. National Industry-Specific Occupational Employment and Wage Estimates NAICS 336100 - Motor Vehicle Manufacturing, May 2020, [https://www.bls.gov/oes/current/naics4\\_336100.htm#47-0000](https://www.bls.gov/oes/current/naics4_336100.htm#47-0000), last accessed October 12, 2021. The Bureau of Labor Statistics estimates that wages represent 70.2 percent of total compensation to private workers, on average. Bureau of Labor Statistics (2020). Employer Costs for Employee Compensation – March 2020. [https://www.bls.gov/news.release/archives/ecec\\_06182020.pdf](https://www.bls.gov/news.release/archives/ecec_06182020.pdf), last accessed February 22, 2022. Therefore, NHTSA estimates the total hourly compensation cost to be \$49.33.

<sup>6</sup> The hourly wage is estimated to be \$23.18 per hour. National Industry-Specific Occupational Employment and Wage Estimates NAICS 336100 - Motor Vehicle Manufacturing, May 2020, [https://www.bls.gov/oes/current/naics4\\_336100.htm#47-0000](https://www.bls.gov/oes/current/naics4_336100.htm#47-0000), last accessed October 12, 2021. The Bureau of Labor Statistics estimates that wages represent 70.2 percent of total compensation to private workers, on average. Bureau of Labor Statistics (2020). Employer Costs for Employee Compensation – March 2020. [https://www.bls.gov/news.release/archives/ecec\\_06182020.pdf](https://www.bls.gov/news.release/archives/ecec_06182020.pdf), last accessed February 22, 2022. Therefore, NHTSA estimates the total hourly compensation cost to be \$33.02.



Annual Report (reporting-annual)	40	2 hours	\$60.26	\$120.52	\$4,820.80	80 hours
Designing and Formatting Temporary Labels (disclosure-ongoing)	40	2 hours	\$49.33	\$98.66	\$3,946.40	80 hours
Labeling Each Vehicle (disclosure-ongoing)	4,000	3 minutes	\$33.02	\$1.65	\$6,604	200 hours
<b>Total</b>					\$21,397.20 <b>\$21,397</b>	460 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.**

The cost of printing the consumer disclosures and temporary labels is estimated to be \$4,000. NHTSA does not estimate that there will be any additional costs for registration or reporting because these would be submitted electronically.

NHTSA estimates the cost to print or purchase printed labels for each replica vehicle to be \$1 per vehicle, for a total cost of \$4,000. This cost is much higher than what NHTSA estimates for the total cost to provide certification labels. However, as the temporary replica vehicle warning label is much larger than the other labels and each replica manufacturer is much smaller than the average vehicle manufacturer, the cost of each label will likely be much higher than labels found on a conforming vehicle.

**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 Federal Government is expected to incur an estimated \$279,401.64 in additional costs as a result of this regulation. The cost will be incurred in reviewing replica manufacturer registrations and annual reports as well as costs associated with the development and maintenance of the vPIC system for managing submissions to NHTSA.

For the cost associated with reviewing submissions, NHTSA estimates that it will take a GS-14 employee approximately 1 hour to review each replica vehicle registration and 30 minutes (.5 hours) to review each annual report. NHTSA expects to receive 10 replica vehicle registrations and 40 annual reports annually for a total of 30 burden hours ((1 hour to review each replica

vehicle registration × 10 registrations each year = 10 hours) + (.5 hours to review each annual report × 40 annual reports) = 20 hours). The hourly pay for a step 1, GS-14 employee is \$58.17.<sup>7</sup> However, this does not represent the full cost to the government for each employee hour because it does not include taxes and other benefits not included in gross salary. To estimate total compensation costs, NHTSA used the Bureau of Labor Statistics estimate that wages and salary only represent 62% of total employee compensation cost for State and local employees.<sup>8</sup> Accordingly, NHTSA estimates the hourly cost to the government is \$93.82 and an increase in annualized cost to the Federal Government of \$2,814.60 (30 hours × \$93.82).

The costs associated with the development and maintenance include both costs for an IT contractor as well as costs for Federal program management. NHTSA estimates that the total software development cost was \$425,367.20. These development costs include \$417,861.60 in IT contractor costs for 3,480 hours of contractor work in the following labor categories: program manager, software development lead, mid-level developer, and software tester. The initial development costs also included costs for 80 hours of labor costs for a Federal employee working as a project manager for the project. The hourly pay for a step 1, GS-14 employee is \$58.17.<sup>9</sup> However, this does not represent the full cost to the government for each employee hour because it does not include taxes and other benefits not included in gross salary. To estimate total compensation costs, NHTSA used the Bureau of Labor Statistics estimate that wages and salary only represent 62% of total employee compensation cost for State and local employees.<sup>10</sup> Accordingly, NHTSA estimates the hourly cost to the government is \$93.82 and an increase in annualized cost to the Federal Government of \$7,505.60. Using straight-line amortization over five years, NHTSA estimates the annualized cost for initial software development to be \$85,073.44 (starting in 2022).

In addition to the initial development costs, there are also annual maintenance costs. Assuming that only one software sprint will be needed each year, NHTSA estimates the annual maintenance costs will be \$191,513.60. This cost includes \$184,008.00 in IT contractor costs for 1,480 hours of contractor work in the following labor categories: program manager, software development lead, senior developer, mid-level developer, and software tester. The annual maintenance costs also include costs for 80 hours of labor costs for a Federal employee working as a project manager for the project and specification gathering. The hourly pay for a step 1, GS-14 employee is \$58.17.<sup>11</sup> However, this does not represent the full cost to the government for each employee hour because it does not include taxes and other benefits not included in gross salary. To estimate total compensation costs, NHTSA used the Bureau of Labor Statistics estimate that wages and salary only represent 62% of total employee compensation cost for State

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<sup>7</sup> The hourly rate for a GS-14 step 1 is \$58.71. [https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/salary-tables/pdf/2021/DCB\\_h.pdf](https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/salary-tables/pdf/2021/DCB_h.pdf), last accessed October 12, 2021.

<sup>8</sup> Employer Costs for Employee Compensation, [https://www.bls.gov/news.release/archives/ecec\\_12162021.pdf](https://www.bls.gov/news.release/archives/ecec_12162021.pdf), last accessed January 6, 2022.

<sup>9</sup> The hourly rate for a GS-14 step 1 is \$58.71. [https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/salary-tables/pdf/2021/DCB\\_h.pdf](https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/salary-tables/pdf/2021/DCB_h.pdf), last accessed October 12, 2021.

<sup>10</sup> Employer Costs for Employee Compensation, [https://www.bls.gov/news.release/archives/ecec\\_12162021.pdf](https://www.bls.gov/news.release/archives/ecec_12162021.pdf), last accessed January 6, 2022.

<sup>11</sup> The hourly rate for a GS-14 step 1 is \$58.71. [https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/salary-tables/pdf/2021/DCB\\_h.pdf](https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/salary-tables/pdf/2021/DCB_h.pdf), last accessed October 12, 2021.

and local employees.<sup>12</sup> Accordingly, NHTSA estimates the hourly cost to the government for the project manager is \$93.82, for a total cost of \$7,505.60 annually ( $\$93.82 \times 80$  hours). Therefore, the total annual maintenance costs are estimated to be \$191,513.60 (\$184,008.00 in IT contractor costs + \$7,505.60 in costs for a project manager).

Accordingly, NHTSA estimates the annualized cost to the Federal Government in the next three years is \$279,401.64 (\$2,814.60 for review of submissions + \$85,073.44 in annualized costs for initial software development + \$191,513.60 in annual maintenance costs).

**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.**

This is a new information collection request. This new collection is expected to increase burdens by 460 hours and \$4,000.

**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 information submitted to register as a replica vehicle manufacturer and the annual reports will not be published. However, a list of all replica manufacturers currently registered under Part 586 will be published on NHTSA's website with the make, model, and model year of the original vehicles for which each registrant is authorized to produce replica motor vehicles.

**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 is seeking approval to not display the expiration. Although NHTSA will display the expiration date on the vPIC platform for registrations and annual reports, the temporary label requirement is a disclosure requirement found only in a regulation. As rulemaking would be required to display the expiration date, NHTSA is requesting approval not to display it.

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<sup>12</sup> Employer Costs for Employee Compensation, [https://www.bls.gov/news.release/archives/ecec\\_12162021.pdf](https://www.bls.gov/news.release/archives/ecec_12162021.pdf), last accessed January 6, 2022.

**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.<sup>13</sup>**

No exceptions to the certification statement are made.

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

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 2127-0746 (Expiration Date XX/XX/XXX). The information collected on in this form is necessary to register as a replica motor vehicle manufacturer. We estimate that it will take approximately 10 hours to complete the form. The information collected is mandatory under 49 CFR 586 and NHTSA will use the information on this form to determine whether to approve the registration. 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, 1200 New Jersey Ave, S.E., Room W45-205, Washington, DC, 20590.

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

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 2127-0746 (Expiration Date: XX/XX/XX). The information collected in the annual report is required under 49 CFR Part 586. We estimate that submitting annual reports will take approximately 2 hours. NHTSA will use the information submitted for enforcement purposes, enabling the agency to better assess whether registrants are

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<sup>13</sup> 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.

complying with the 325-vehicle limit and manufacturing vehicles qualifying as “replica motor vehicles.” The information will also be used by NHTSA to keep track of replica manufacturers that will continue producing replica motor vehicles under their existing registrations. 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, 1200 New Jersey Ave, S.E., Room W45-205, Washington, DC, 20590.