

**Department of Transportation
Federal Motor Carrier Safety Administration**

**SUPPORTING STATEMENT
Motor Carrier Identification Report**

SUMMARY

- This ICR request is for a renewal of a currently approved information collection and includes updated estimates.
- This ICR renewal consists of 416,630 respondents, 688,732 responses, 116,072 annual burden hours and a total wage-related annual burden cost of \$5,139,668. As explained in section 15, there is a decrease in the number of respondents, an increase of 9,081 in the number of responses, and a 3,806 decrease in the amount of burden hours, due to FMCSA rounding to three decimal places, and filers who would have previously used form MCS-150, now use the form MCSA-1, which is part of the Unified Registration System information collection.
- For this ICR, the forms included are the MCS-150, MCS-150B, and MCS-150C. There were no changes to these forms.

INTRODUCTION

This statement is to request the Office of Management and Budget's (OMB) approval for the renewal of the information collection request (ICR) titled "Motor Carrier Identification Report," OMB Control Number 2126-0013, which is due to expire on July 31, 2022.

Part A. Justification

1. CIRCUMSTANCES THAT MAKE COLLECTION OF INFORMATION NECESSARY.

The Secretary of Transportation (Secretary) is authorized to require carriers, lessors, associations, or classes of carriers, lessors and associations, to file annual, periodic, and special reports containing answers to questions asked by the Secretary; and to prescribe the form of records for the Federal Motor Carrier Safety Administration (FMCSA) to administer its safety programs (49 U.S.C. § 504).

The Secretary may also prescribe the form of records required to be prepared or compiled and the time period during which records must be preserved (See §504(b)(1) and (d)). FMCSA uses this data to administer its safety programs using a database of entities that are subject to its regulations. This database necessitates that these entities notify FMCSA of their existence. For example, under 49 CFR 390.19(a), FMCSA requires all motor carriers to file Form MCS-150 titled, "Motor Carrier Identification Report," and/or MCS-150B titled, "Combined Motor Carrier Identification Report and/or HM Permit Applications" and/or MCS-150C "Intermodal Equipment Provider Identification Report."

Applicable carriers must complete and submit these forms when they are beginning operations, on a biennial basis, and/or on an ad hoc basis except non-hazardous material, non-Mexico domiciled carriers, and non-intermodal equipment provider. This population, when beginning operations, must file form MCSA-1. Form MCSA-1 annual burden hours and cost is part of the Unified Registration System information collection.¹

Motor carriers that file form MCS-150, MCS-150B and/or MCS-150C provide the name of the business entity that owns and controls the motor carrier operation; the address and telephone of a principal place of business; all assigned identification number(s); the type of operation; the type(s) of cargo usually transported; the number of vehicles owned, term leased, and trip leased; driver information; and a certification statement signed by an individual authorized to sign documents on behalf of the business entity. This ICR is being renewed as it is currently set to expire on July 31, 2022.

This information collection supports the agency's strategic goal of safety by establishing and monitoring safe operating requirements for motor carriers, commercial motor vehicle drivers, vehicles, and vehicle equipment.

2. HOW, BY WHOM, AND FOR WHAT PURPOSE IS THE INFORMATION USED.

The information captured on the Motor Carrier Identification Report, Form MCS-150, is used by FMCSA to identify its regulated entities, to help prioritize the agency's enforcement activities, to aid in assessing the safety outcomes of those activities, and for statistical purposes.

FMCSA implemented the "Federal Motor Carrier Safety Regulations: Hazardous Materials (HM) Safety Permits" final rule to require all HM-permitted carriers to complete Form MCS-150B, titled "Consolidated Motor Carrier Identification Report and HM Permit Application," to provide the limited additional information required for issuance of a safety permit to transport hazardous materials. The safety program now requires all new HM permitted carriers to complete Form MCS-150B in place of the current Form MCS-150. In addition, HM-permitted carriers must complete the MCS-150B in place of the MCS-150 to "renew" both their permit and their USDOT numbers according to the USDOT number renewal schedule in 49 CFR § 390.19 (see Attachment A) or to provide biennial updates and or ad hoc changes.

FMCSA implemented the "Requirements for Intermodal Equipment Providers (IEP) and for Motor Carriers and Drivers Operating Intermodal Equipment" final rule (see Attachment B) to require all IEPs to complete Form MCS-150C, entitled "Intermodal Equipment Provider Identification Report," in order to register with the agency and receive a USDOT number. FMCSA now regulates IEPs and requires them to complete Form MCS-150C, instead of Form MCS-150. In addition, IEPs must complete Form MCS-150C to update their USDOT number record according to the USDOT number update schedule in 49 CFR 390.19 or to provide biennial updates and or ad hoc changes.

This ICR has been disaggregated into three information collections (ICs) as follow:

- a. IC-1, Form MCS-150, Motor Carrier Identification Report. The Form MCS-150 is filed

¹ Federal Register: [2019-27899](#), Docket Number: [FMCSA-2019-0204](#), Published Date: 12/27/2019.

by new, biennial, and/or ad hoc changes by Mexico-domiciled carriers. This form is also filed by non-HM carriers, non-Mexico-domiciled carriers and non-IEP carriers on a biennial basis or on an ad hoc basis.

- b. IC-2, Form MCS-150B, Combined Motor Carrier Identification and HM Permit Application. The Form MCS-150B is filed by interstate and intrastate motor carriers that transport the permitted HM. It is also used by HM motor carriers needing to update previously submitted information, and on a biennial update basis or an ad hoc basis.
- c. IC-3, Form MCS-150C, Intermodal Equipment Provider Identification Report. The Form MCS-150C is filed by IEPs beginning operations that interchange intermodal equipment with a motor carrier or have contractual responsibility for the maintenance of the intermodal equipment. Form MCS-150B is also filed by IEPs providing biennial updates or ad hoc changes.

3. EXTENT OF AUTOMATED INFORMATION COLLECTION.

In response to the Government Paperwork Elimination Act, Pub. L. 105-277, 112 Stat. 2681, (October 21, 1988) (See Attachment C), FMCSA allows all respondents to complete Forms MCS-150, MCS-150B, and MCS-150C online at the FMCSA Web site, www.fmcsa.dot.gov (Keyword “MCS-150,” or “MCS-150B,” or “MCS-150C”). The agency estimates 80 percent of forms submitted to the agency are submitted online.

4. EFFORTS TO IDENTIFY DUPLICATION.

FMCSA was unable to find any other collections of information that requests this information.

5. EFFORTS TO MINIMIZE THE BURDEN ON SMALL BUSINESSES.

The Small Business Administration (SBA) defines the small trucking businesses as those with annual revenues or receipts up to \$30 million and \$16.5 in annual revenues or receipts for passenger motor carriers.² Based on SBA size standards, FMCSA continues to estimate that 99.1 percent of regulated motor carriers are small businesses.³ The requirement to submit this information applies to all motor carriers conducting operations in interstate commerce regardless of size.

6. IMPACT OF LESS FREQUENT COLLECTION OF INFORMATION.

FMCSA believes that the impact of less frequent collections would negatively impact FMCSA’s ability to identify its regulated entities. More frequent collections help prioritize the agency’s

² See U. S. Small Business Administration Table “Small Business Size Standards Matched to North American Industry Classification System Codes,” see NAICS code 484121 “General Freight Trucking, Long-Distance, Truckload” , NAICS code 485510 “Charter Bus Industry” and NAICS code 485999 “All Other Transit and Ground Passenger Transportation” available at https://www.sba.gov/sites/default/files/2019-08/SBA%20Table%20of%20Size%20Standards_Effective%20Aug%2019%2C%202019_Rev.pdf accessed on November 10, 2021.

³ See Table 7 – “Estimates of Numbers of Small Entities” in the final rule “Electronic Logging Devices and Hours of Service Supporting Documents” (80 FR 78292; December 16, 2015).

enforcement activities, aids in assessing the safety outcomes of those activities, and is needed for statistical purposes.

7. SPECIAL CIRCUMSTANCES.

There are no special circumstances related to this information collection.

8. COMPLIANCE WITH 5 CFR 1320.8.

FMCSA received 0 comments to the 60-day Federal Register notice. FMCSA consistently works with industry partners to discuss the data collection for this form.

9. PAYMENT OR GIFTS TO RESPONDENTS.

Respondents are not provided with any payment or gift for this information collection.

10. ASSURANCE OF CONFIDENTIALITY.

The confidentiality of the information collected from the ICR respondents will be protected to the extent allowed by the Freedom of Information Act (FOIA), 5 U.S.C. § 552 as amended, (Attachment D).

11. JUSTIFICATION FOR COLLECTION OF SENSITIVE INFORMATION.

There are no questions of a sensitive nature.

12. ESTIMATES OF BURDEN HOURS FOR INFORMATION REQUESTED.

The agency based its annual burden hour estimates on a three-year average, from 2018 to 2020, of motor carrier application data derived from FMCSA's Motor Carrier Management Information System (MCMIS).

IC-1: Form MCS-150, Motor Carrier Identification Report

Form MCS-150, Motor Carrier Identification Report, is filed by new, biennial, ad-hoc changes for Mexico-domiciled carriers. This form is also filed by interstate and intrastate non-HM carriers, HM interstate and intrastate carriers, and IEPs on a biennial basis or on an ad-hoc basis. FMCSA continues to estimate that Mexico domiciled new applicants will require 20 minutes, or 0.333 hours, to complete a new filing. For biennial updates, FMCSA continues to estimate each biennial update takes 10 minutes to complete, or 0.167 hours, and five minutes to complete one ad-hoc change (assuming a change is required) or 0.833 hours. FMCSA's database, MCMIS, however, is unable to differentiate between the changes made to MCS-150 information due to biennial updates or ad-hoc changes, including the reason for the change. FMCSA in the past has tried to estimate which changes were due to biennial updates and which were other changes, but it is questionable whether this improved the accuracy of the burden estimates. Consequently, FMCSA continues to use an estimate of 7.5 minutes, or 0.125 hours, for any biennial or ad-hoc changes to Form MCS-150 data that is logged in MCMIS. The estimated annual burden for IC-1 is detailed in Table 1.

Table 1. Estimated Annual Burden Hours for IC-1: Form MCS-150, Motor Carrier Identification Report

Applicable Motor Carrier Type	Total Number of Annual New Responses (a)	Total Number of New Respondents (b = a × 1)	Total Number of Biennial and/or Ad hoc Responses (c)	*Total Number of Biennial and/or Ad hoc Respondents (d = c × .5)	*Annual Hourly Burden for New, Biennial and/or Ad hoc Changes (e = (a × 0.333) + (c × 0.125))
Interstate Carriers	80,383	80,383	354,242	177,121	71,048
Intrastate Hazmat Carriers	2,662	2,662	7,979	3,990	1,883
Intrastate Non-Hazmat Carriers	57,312	57,312	169,670	84,835	40,294
Other (Shipper)	1,148	1,148	10,056	5,028	1,639
Total	141,505	141,505	541,947	270,974	114,864
*Estimates may be off due to rounding.					

Estimated Average Annual Total IC-1 Annual Burden: 114,864 hours [47,121 new filings⁴ + 67,743 biennial updates and/or ad hoc changes⁵ = 114,864 hours].

Estimated Average IC-1 Annual Number of Respondents: 412,479 respondents [141,505 new filings + 270,974 biennial updates and/or ad hoc changes = 412,479 respondents].

Estimated Average IC-1 Annual Number of Responses: 683,452 responses [141,505 new filings + 541,947 biennial updates and/or ad hoc changes = 683,452 responses].

IC-2: Form MCS-150B, Combined Motor Carrier Identification Report and HM Permit

Form MCS-150B is estimated to take 21 minutes to complete. This is an increase of 15 minutes from the previous iteration of this IC. This is because the previous MCS-150B was a two-part form, where applicants submitted MCS-150 and submitted MCS-150B. The non-consolidated version of the form took an additional 6 minutes to complete. However, for this iteration of this IC, Form MCS-150B is now consolidated into one form. FMCSA estimates new filers of form MCS-150B take 21 minutes to complete (0.35 hours). FMCSA continues to estimate respondents submitting biennial updates and/or ad-hoc changes will take an average of five minutes (0.083 hours). The estimated annual burden for IC-2 is detailed in Table 2.

⁴ 141,505 × 0.333 = 47,121, rounded to the nearest whole number.

⁵ 541,947 × 0.125 = 67,743, rounded to the nearest whole number.

Table 2. Estimated Annual Burden Hours for IC-2: Form MCS-150B, Combined Motor Carrier Identification Report and HM Permit Application

Applicable Motor Carrier Type	Total Number of Annual New Responses (a)	Total Number of New Respondents (b = a × 1)	Total Number of Biennial and/or Ad hoc Responses (c)	*Total Number of Biennial and/or Ad hoc Respondents (d = c × 0.5)	*Annual Hourly Burden for New, Biennial and/or Ad hoc Changes (d = (a × 0.35) + (c × 0.083))
Interstate Carriers	643	643	1,581	791	356
Intrastate Hazmat Carriers	137	137	335	168	76
Other (Shipper)	200	200	345	173	99
Total	980	980	2,261	1,132	530
*Estimates may be off due to rounding.					

Estimated Average Total IC-2 Annual Burden: 530⁶ hours [343 new filings⁷ + 188 biennial updates⁸ = 612 hours].

Estimated Average IC-2 Annual Number of Respondents: 2,112 [980 new filings + 1,132 biennial updates = 2,112 respondents].

Estimated Average IC-2 Annual Number of Responses: 3,241 responses [980 new filings + 2,261 biennial updates and changes = 3,241 responses].

IC-3: Form MCS-150C, Intermodal Equipment Provider Identification Report

IEPs file Form MCS-150C. FMCSA continues to estimate Form MCS-150C takes 20 minutes, or 0.333 hours, for first time filers. FMCSA continues to estimate biennial updates or ad-hoc changes take 7.5 minutes, or 0.125 hours, per update or change. The estimated annual burden for IC-3 is presented in Table 3.

⁶ The summation of 343 + 188 is equal to 531, however to align with the table above, this estimate is rounded down to 530. Estimates are off due to rounding, however both estimates are correct.

⁷ $980 \times 0.35 = 343$, rounded to the nearest whole number.

⁸ $2,261 \times .083 = 188$, rounded to the nearest whole number.

Table 3. Estimated Annual Burden for IC-3: Form MCS-150C, Intermodal Equipment Provider Identification Report

Applicable Motor Carrier Type	Total Number of Annual New Responses (a)	Total Number of New Respondents (b) = (a × 1)	Total Number of Biennial and/or Ad hoc Responses (c)	*Total Number of Biennial and/or Ad hoc Respondents (d = c × .5)	*Annual Hourly Burden for New, Biennial and/or Ad hoc Changes (d = (a × 0.333) + (c × 0.083))
Interstate Carriers	484	484	1	0.5	161
Intrastate Hazmat Carriers	22	22	0	0	7
Intrastate Non-Hazmat Carriers	346	346	0	0	115
Other (Shipper)	1,186	1186	0	0	395
Total	2,038	2,038	1	1	678
*Estimate may not match due to rounding.					

Estimated Average Total IC-3 Annual Burden: 678 hours [678 annual hours for new filings⁹ + 0 annual hours for biennial updates and changes¹⁰ = 678].

Estimated Average IC-3 Annual Number of Respondents: 2,039 respondents [2,038 new filings + one (1) for biennial updates and changes = 2,039 respondents].

Estimated Average IC-3 Annual Number of Responses: 2,039 responses [2,038 new filings + one (1) biennial updates and changes = 2,039 responses].

Total for IC-1, IC-2, and IC-3

Table 4 details the combined total estimated annual burden, number of responses, number of respondents, and burden hour costs of this ICR.

To estimate the total burden hour cost to respondents, FMCSA continues to assume that a Business Operations Specialist (Standard Occupation Code 13-0000) in the truck transportation industry (North American Industry Classification System [NAICS] code 484000) will undertake these tasks. The median wage for respondents filing forms MCS-150, MCS-150B and MCS-150C is \$28.31.¹¹ To arrive at a loaded wage, the agency first estimates a load factor of 1.564 by dividing the total cost of compensation for private industry workers of the Transportation and

⁹2,038 × 0.333 = 679 rounded to the nearest whole number. However, for consistency with how table 2, column d, is rounded, FMCSA rounds this number to 678.

¹⁰1 × 0.117 = 0 rounded to the nearest whole number.

¹¹Bureau of Labor Statistics. Occupational Employment and Wages, May 2020, NAICS 484000 – Truck Transportation. Available at https://www.bls.gov/OES/CURRENT/naics3_484000.htm See Occupation code 13-1000, Business Operations Specialists (accessed September 20, 2021).

Warehousing industry (\$40.61) by the average cost of hourly wages and salaries (\$25.97) as reported by the Bureau of Labor Statistics, *Employer Costs for Employee Compensation* data table for June 2021.¹² Multiplying the median hourly wage by the load factor results in a loaded hourly wage of \$44.28 ($\$28.31 \times 1.564 = \44.28). Multiplying the loaded hourly wage by the total number of burden hours for this ICR results in a total estimated burden hour cost of \$5.1 million (116,154 hours \times \$44.28 per hour = \$5,143,299 million).

Table 4. Total Estimated Annual Burden for the ICR

IC	Total Number of Responses (a)	Respondents (b)	Burden Hours (c)	Total Cost per Hour (d)	Total Annual Burden Cost (e = c \times d)
IC-1	683,452	412,479	114,864	44.28	\$5,086,178
IC-2	3,241	2,112	530	44.28	\$23,468
IC-3	2,039	2,039	678	44.28	\$30,022
Total	688,732	416,630	116,072	-	\$5,139,668

Estimated Total Annual Burden for the ICR: 116,072 hours [114,864 hours for IC-1 + 530 hours for IC-2 + 678 hours for IC-3 = 116,072 hours].

Estimated Total Number of Annual Responses for the ICR: 688,732 responses [683,452 responses for IC-1 + 3,241 responses for IC-2 + 2,039 responses for IC-3 = 688,732 responses].

Estimated Total Number of Annual Respondents for the ICR: 416,630 respondents [412,479 respondents for IC-1 + 2,112 respondents for IC-2 + 2,039 respondents for IC-3 = 416,630].

Estimated Total Burden Hour Cost for the ICR: \$5,143,299 [\$5,086,178 for IC-1 + \$23,468 for IC-2 + \$30,022 for IC-3 = \$5,139,668].

13. ESTIMATE OF TOTAL ANNUAL COST TO RESPONDENTS.

With the exception of Mexico-domiciled carriers, respondents may complete Forms MCS-150, MCS-150B, and MCS-150C at no cost online. Mexico-domiciled carriers must complete new filings, updates, and ad-hoc changes by printing out a copy and mailing it to FMCSA. For this renewal, the agency includes the international cost of mail for Mexico-based carriers beginning operations who use Form MCS-150 (141,505 filings). However, FMCSA does not estimate new¹³ and/or biennial updates and/or ad-hoc changes¹⁴ from Mexico domiciled carriers as this population is too small and will not significantly impact total mail costs.

For the remainder of the forms anticipated to be received, FMCSA continues to estimate the number of expected forms filed by mail using previous ICR estimates. For example, since FMCSA anticipates receiving 541,947 responses annually, FMCSA continues to estimate 33% of this population, or 178,842 responses, will file by mail. The total mailing costs for the MCS 150

¹²Bureau of Labor Statistics. "Table 10. Employer costs per hour worked for employee compensation and costs as a percentage of total compensation: private industry workers, by industry group, June 2017." Available at www.bls.gov/news.release/archives/eccec_09082017.pdf. (accessed October 9, 2018).

¹³ New filings of form MCS-150B and MCS-150C.

¹⁴ Biennial and ad hoc changes for form MCS-150, MCS-150B and MCS-MCS-150C.

for MX domiciled and non-MX domiciled filings is (\$373,573+ \$182,420) = \$555,993.

Similarly for Forms MCS-150B and MCS-150C, FMCSA anticipates 13% (421 filings) and 96% (1,957 filings) of responses will submit by mail, respectively. As a result, the total cost¹⁵ to mail applications is expected to cost respondents \$558,027, as summarized in Table 5.

Table 5. Estimated Annual Cost to Respondents to File by Mail

Form Type	Number of Filings (a)	Number of 8.5' x 11' Sheets of Paper per Form (b)	Weight per 8.5' x 11' Sheet of Paper (ounces) (c)	Total Weight of Sheets of Paper (ounces) (d = b × c)	Weight per Filing (ounces) (e = d + 0.3)	Postage Cost (f)	Total Cost per Filing (Weight Cost plus Envelope Cost) (g = f + \$0.04)	Total Cost per Total Responses (h = g × a)
MX Domiciled								
MCS-150	141,505	11	0.16	1.76	2.06	\$2.60	\$2.64	\$373,573
Non-MX Domiciled								
MCS-150	178,843	11	0.16	1.76	2.06	\$0.98	\$1.02	\$182,420
MCS-150B	421	12	0.16	1.92	2.22	\$0.98	\$1.02	\$429
MCS-150C	1,957	6	0.16	0.96	1.26	\$0.78	\$0.82	\$1,605
Total								\$558,027

14. ESTIMATE OF COST TO THE FEDERAL GOVERNMENT.

The information provided on forms MCS-150, MCS-150B and MCS-150C is transmitted to FMCSA electronically or by hard copy via the United States Postal Service. The population of forms received by mail are the following: 1) new filers that are domiciled in Mexico or existing applicants submitting biennial updates and/or ad-hoc changes to form MCS-150; 2) new filers or existing carriers submitting biennial updates and/or ad-hoc changes to form MCS-150B, 3) new filers or existing carriers submitting biennial updates and/or ad-hoc changes to form MCS-150C.

Mail

15 For International and domestic pricing of postage see www.usps.com. Note cost of mail is from Mexico to U.S., however, FMCSA could not attain Mexico postage costs and thus USPS international rates were used. This may overestimate or underestimate the cost of mail for Mexico-domiciled carriers. Cost of envelopes were based on the unit average cost of #10 envelopes, 500 unit box from Staples®, Walmart®, Office Depot®, Amazon ® and a 250 unit box from Target®. Note stores brands were used in analysis

FMCSA anticipates receiving an annual 225,539 mailed responses for form MCS-150,¹⁶ 421 mailed responses for form MCS-150B,¹⁷ and 1,957 mailed responses for form MCS-150C,¹⁸ for a total of 227,917 mailed responses.

Forms submitted by mail must be manually processed by a data entry staff member. FMCSA estimates that it takes a contractor two to nine minutes to process a hard copy form. FMCSA continues to estimate it takes a data entry contractor an average of 5.5 minutes or 0.092 hours to process one hard copy form. FMCSA estimates the wages and salary rate of a data entry staff is \$27.98.¹⁹ FMCSA takes the wage and salary rate and multiplies it by government load rate of 1.28.²⁰ This multiplication results in a \$35.81 loaded wage cost per hour. The total number of hard copy responses received for IC-1, IC-2, and IC-3 is 227,917, which results in a \$750,877 cost to the federal government ($\$35.81 \times 227,917 \text{ responses} \times 0.092 \text{ hours per response} = \$750,877$).

Electronic

FMCSA anticipates receiving an annual 457,913 electronic responses for form MCS-150,²¹ 2,820 electronic responses for form MCS-150B,²² and 82 electronic responses for form MCS-150C,²³ for a total of 460,815 electronic responses.

Forms submitted electronically are processed by a data entry staff member. FMCSA estimates it takes a contractor one minute to process one form. One form can be a new filing, a biennial update, or an ad-hoc change. FMCSA estimates the wages and salary rate of a data entry staff member is \$47.23.²⁴ FMCSA takes the wage and salary rate and multiplies it by government load rate of 1.28.²⁵ This multiplication results in a \$47.14 loaded wage cost per hour. The total number of electronic responses received for IC-1, IC-2, and IC-3 is 369,288, which results in a \$369,288 cost to the federal government ($\$47.14 \times 369,288 \text{ responses} \times 0.092 \text{ hours per response} = \$369,288$).

Estimate of Average Annual Cost to Federal Government: \$1,120,165 [$\$750,877 + \$369,288 = 1,120,165$].

15. EXPLANATION OF PROGRAM CHANGES OR ADJUSTMENTS.

16 683,452 responses \times 33% estimated to be mailed = 225,539 responses received by mail.

17 3,241 responses \times 13% estimated to be mailed = 421 responses received by mail.

18 2,039 responses \times 96% estimated to be mailed = 1,957 responses received by mail.

19 Rate based on a General Schedule (GS) level 10, average between 10 steps based on the Office of Personnel Management's January 2021, "Salary Table" available

https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/salary-tables/pdf/2021/GS_h.pdf (accessed September 9, 2021).

20 Consistent with other FMCSA ICRs.

21 683,452 responses \times 33% estimated to be mailed = 225,539 responses received by mail.

22 3,241 responses \times 13% estimated to be mailed = 421 responses received by mail.

23 2,039 responses \times 96% estimated to be mailed = 1,957 responses received by mail.

24 Rate based on a General Schedule (GS) level 13, average between 10 steps based on the Office of Personnel Management's January 2021, "Salary Table" available

https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/salary-tables/pdf/2021/GS_h.pdf (accessed September 9, 2021).

25 Consistent with other FMCSA ICRs.

The total annual number of responses for this ICR increased by 9,081 or 1% from 679,651 to the proposed 688,732. The total annual number of burden hours decreased by 3,806 or 3% from 119,878 to the proposed 116,072. The total cost to respondents increased by \$532,756 million or 12% from \$4.6 million to the proposed \$5.1 million. These changes were the result of a rounding change. The previous ICR estimated the time burden and load rates at two decimal places (0.13 hours). For this ICR, FMCSA rounded to three decimal places (0.125 hours). This change is implemented to be more consistent with other FMCSA ICRs. Another reason for these changes is that new filers, who would have previously used form MCS-150, now use form MCSA-1, which is part of the Unified Registration System information collection, and are no longer counted as part of this information collection.

The total number of respondents decreased by 1,185,881 or 74% from 1,602,511 to the proposed 416,630. This decrease is largely because the past iteration assumed that the two responses coming from biennial updates would come from two respondents; however, this served to double count respondents because only one respondent submits two responses. This adjustment was made to this ICR to remove the double counting.

The cost of mail increased by 1% from \$224,682 to the proposed \$227,917, which is minimal change. It should be noted that for this iteration international shipping costs were added to account for the Mexico-domiciled carrier population. This change was added to be more precise in the estimates.

The cost to the Federal government increased by 107% from \$541,908 to the proposed \$1,120,165. This change is because the previous ICR did not use a government load rate in the cost calculation and because the previous iteration did not add the cost to the federal government for electronic submissions. These changes were made to be more precise and to be consistent with other FMCSA ICRs.

Table 6 is provided as a summary of program changes and adjustments.

Table 6 Summary Table of Program Changes Total

	Approved ICR	Proposed ICR	Change	Percent Change
Total Responses	679,651	688,732	9,081	1%
Total Respondents	1,602,511	416,630	(1,185,881)	-74%
Total Annual Burden Hours	119,878	116,072	(3,806)	-3%
Cost to Respondents	\$4,606,912	\$5,139,668	\$536,387	12%
Mail Cost	\$224,682	\$227,917	\$3,235	1%
Cost to Federal Government	\$541,908	\$1,120,165	\$578,257	107%

16. PUBLICATION OF RESULTS OF DATA COLLECTION.

Registration data for this information collection is publicly available.

17. APPROVAL FOR NOT DISPLAYING THE EXPIRATION DATE FOR OMB APPROVAL.

The FMCSA is not seeking an exemption from displaying the expiration date on the Forms MCS-150, MCS-150B, or MCS-150C.

18. EXCEPTION TO CERTIFICATION STATEMENT.

There are no exceptions to the certification statement.

ATTACHMENTS

Attachment A - 49 CFR § 390.19

Attachment B- Final rule entitled “Requirements for Intermodal Equipment Providers and for Motor Carriers and Drivers Operating Intermodal Equipment” (73 FR 76794)

Attachment C - Government Paperwork Elimination Act, Pub. L. 105-277, 112 Stat. 2681, (October 21, 1988)

Attachment D - Freedom of Information Act (FOIA), 5 U.S.C. § 552 as amended