

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

**SUPPORTING STATEMENT
“Motor Carrier Identification Report” ICR
OMB Control No. 2126-0013**

SUMMARY

- This ICR request is for a renewal of a currently approved information collection and includes updated estimates.
- This ICR renewal consists of 572,983 respondents, 941,296 responses, 160,169 annual burden hours and a total wage-related annual burden cost of \$6,878,435. As explained in section 15, there is an increase of 156,353 in the number of respondents, an increase of 252,564 in the number of responses, and a 44,097 increase in the number of burden hours. These increases are due to an increase in the number of new filings and biennial updates for forms MCS-150, MCS-150B and MCS-150C.
- For this ICR, the forms included are the MCS-150, MCS-150B, and MCS-150C. There were no changes to these forms.

INTRODUCTION

The purpose of this information collection request (ICR) is to request the Office of Management and Budget’s (OMB) approve a 3-year clearance for the information collection titled, “Motor Carrier Identification Report (OMB Control Number 2126-0013), which was currently due to expire on October 31, 2025. During the Federal government shutdown, in early October, FMCSA was not able to have the 30-day FR for the ICR published at the OFR therefore, to avoid the ICR from expiring, FMCSA submitted a request for emergency extension (EE) of the expiration date of the ICR. OMB approved the EE request on October 30, 2025, and the expiration date of the ICR was extended to December 31, 2025. When the shutdown ended the 30-day FR was published on November 19, 2025, and the ICR is now being resubmitted with a 60-day and 30-day FR for the approval of 3-year ICR renewal.

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 December 31, 2025.

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)

¹ Federal Register: [2023-05585](#), Docket Number: [FMCSA-2022-0223](#), Published Date: 03/20/2023.

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 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

The Government Paperwork Elimination Act (GPEA), Public Law 105-277 (October 21, 1988), requires agencies to provide for the option of electronic submission of information and the use of electronic signatures, when practicable (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

There are no similar filings made with any other Federal agency or within the DOT that would result in duplication of this information.

5. EFFORTS TO MINIMIZE THE BURDEN ON SMALL BUSINESSES

Paperwork burdens associated with completing Forms MCS-150, MCS-150B, and MCS-150C for existing applicants have been minimized for small businesses. Each existing applicant is required to demonstrate its willingness and ability to comply with applicable safety regulations. It is essential to capture the population of carriers and to make certain the information is current. The requested information cannot be obtained from any other source, and FMCSA is requesting no more information than is absolutely necessary to ensure

compliance with applicable safety regulations. Existing registrants may use Forms MCS-150, MCS-150B, and MCS-150C when changes are made to their location and operating status as circumstances warranted.

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 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

On June 17, 2025, FMCSA published a notice in the Federal Register (90 FR 25742) with a 60-day comment period to announce its intention to seek OMB review and approval to renew this ICR (see Attachment D). FMCSA received no comments in response to this 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

These records are not confidential and there is no assurance of confidentiality. Existing applicants wishing to make changes to their registration information can use Forms MCS-150, MCS-150B, and MCS-150C, which calls for information identifying the applicant and

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%202019%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).

the scope of its proposed operations in the United States. 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 E).

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 2021 to 2023, of motor carrier application data derived from FMCSA's Motor Carrier Management Information System (MCMIS). Tables 1 through 3 provides a breakdown of this data as of October 25, 2024.

Table 1. Form MCS-150 Application Data 2021-2023

Form MCS-150	2021		2022		2023		Average New Filings	Average Biennial Updates and Changes
	New Filings	Biennial Updates and Changes	New Filings	Biennial Updates and Changes	New Filings	Biennial Updates and Changes		
Interstate Carriers	155,186	440,352	127,210	486,797	91,142	470,034	124,513	465,728
Intrastate Hazmat Carriers	2,865	9,258	2,576	9,125	2,591	9,450	2,677	9,278
Intrastate Non-Hazmat Carriers	76,987	237,522	71,826	246,206	65,702	258,613	71,505	247,447
Other (Shipper)	1,778	12,062	1,271	12,393	850	12,326	1,300	12,260

Table 2. Form MCS-150B Application Data 2021-2023

Form MCS-150B	2021		2022		2023		Average New Filings	Average Biennial Updates and Changes
	New Filings	Biennial Updates and Changes	New Filings	Biennial Updates and Changes	New Filings	Biennial Updates and Changes		
Interstate Carriers	753	1,324	559	1,425	627	1,332	646	1,360
Intrastate Hazmat Carriers	132	257	136	297	152	323	140	292
Other (Shipper)	177	247	186	265	175	269	179	260

Table 3. Form MCS-150C Application Data 2021-2023

	2021		2022		2023			
MCS-150C	New Filings	Biennial Updates and Changes	New Filings	Biennial Updates and Changes	New Filings	Biennial Updates and Changes	Average New Filings	Average Biennial Updates and Changes
Interstate Carriers**	1682	0	1747	1	1155	3	1,528	1
Intrastate Hazmat Carriers	38	0	41	0	37	0	39	0
Intrastate Non-Hazmat Carriers	534	0	653	0	738	1	642	0
Other (Shipper)	1574	0	1612	0	1315	0	1,500	0

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 4.

Table 4. Estimated Annual Burden Hours for IC-1: Form MCS-150, Motor Carrier Identification Report

Applicable	Total	Total Number	Total Number	*Total	*Annual
------------	-------	--------------	--------------	--------	---------

Motor Carrier Type	Number of Annual New Responses (a)	of New Respondents (b = a × 1)	of Biennial and/or Ad hoc Responses (c)	Number of Biennial and/or Ad hoc Respondents (d = c × .5)	Hourly Burden for New, Biennial and/or Ad hoc Changes (e = (a × 0.333) + (c × 0.125))
Interstate Carriers	124,513	124,513	465,728	232,864	99,679
Intrastate Hazmat Carriers	2,677	2,677	9,278	4,639	2,051
Intrastate Non-Hazmat Carriers	71,505	71,505	247,447	123,724	54,742
Other (Shipper)	1,300	1,300	12,260	6,130	1,965
Total	199,995	199,995	734,713	367,356	158,437
*Estimates may be off due to rounding.					

Estimated Average Annual Total IC-1 Annual Burden: 158,437 hours.

Estimated Average IC-1 Annual Number of Respondents: 567,351 respondents [199,995 new filings + 367,356 biennial updates and/or ad hoc changes = 567,351 respondents].

Estimated Average IC-1 Annual Number of Responses: 934,707 responses [199,995 new filings + 734,713 biennial updates and/or ad hoc changes = 934,707 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 first submitted the MCS-150 and then submitted the MCS-150B. The non-consolidated version of the MCS-150B form took 6 minutes to complete. However, for this iteration of this IC, Form MCS-150B is one consolidated 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 55.

Table 5. Estimated Annual Burden Hours for IC-2: Form MCS-150B, Combined Motor Carrier Identification Report and HM Permit Application

Applicable	Total	Total	Total	*Total	*Annual Hourly
------------	-------	-------	-------	--------	----------------

Motor Carrier Type	Number of Annual New Responses (a)	Number of New Respondents (b = a × 1)	Number of Biennial and/or Ad hoc Responses (c)	Number of Biennial and/or Ad hoc Respondents (d = c × 0.5)	Burden for New, Biennial and/or Ad hoc Changes (d = (a × 0.35) + (c × 0.083))
Interstate Carriers	646	646	1,360	680	339
Intrastate Hazmat Carriers	140	140	292	146	73
Other (Shipper)	179	179	260	130	84
Total	966	966	1,913	957	497
*Estimates may be off due to rounding.					

Estimated Average Total IC-2 Annual Burden: 497 hours.

Estimated Average IC-2 Annual Number of Respondents: 1,922 [966 new filings + 957 biennial updates = 1,922 respondents].

Estimated Average IC-2 Annual Number of Responses: 2,879 responses [966 new filings + 1,913 biennial updates and changes = 2,879 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 66.

Table 6. Estimated Annual Burden for IC-3: Form MCS-150C, Intermodal Equipment Provider Identification Report

Applicable Motor Carrier Type	Total Number of Annual New Responses	Total Number of New Respondents	Total Number of Biennial and/or Ad hoc Responses	*Total Number of Biennial and/or Ad hoc	*Annual Hourly Burden for New, Biennial
--------------------------------------	---	--	---	--	--

	(a)	(b) = (a × 1)	(c)	Respondents (d = c × .5)	and/or Ad hoc Changes (d = (a × 0.333) + (c × 0.083))
Interstate Carriers	1,528	1528	1	1	509
Intrastate Hazmat Carriers	39	39	0	0	13
Intrastate Non-Hazmat Carriers	642	642	0	0	214
Other (Shipper)	1,500	1500	0	0	500
Total	3,709	3,709	1	1	1,235
*Estimate may not match due to rounding.					

Estimated Average Total IC-3 Annual Burden: 1,235 hours.

Estimated Average IC-3 Annual Number of Respondents: 3,710 respondents [3,709 new filings + one (1) for biennial updates and changes = 3,710 respondents].

Estimated Average IC-3 Annual Number of Responses: 3,710 responses [3,709 new filings + one (1) biennial updates and changes = 3,710 responses].

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

Table 77 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 \$28.98.⁴ 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 Warehousing industry (\$49.88) by the average cost of hourly wages and salaries (\$33.66) as reported by the Bureau of Labor Statistics, *Employer Costs for Employee Compensation* data table for September 2024.⁵ Multiplying the median hourly wage by the load factor results in a loaded hourly wage of \$42.94 (\$28.98 × 1.48 = \$42.94). Multiplying the loaded hourly wage by the total number of burden hours for

⁴Bureau of Labor Statistics. Occupational Employment and Wages, May 2023, NAICS 484000 – Truck Transportation. Available at https://www.bls.gov/OES/CURRENT/naics3_484000.htm See Occupation code 13-1000, Business Operations Specialists (accessed December 22, 2024).

⁵Bureau of Labor Statistics. “Table 4. Employer costs for Employee Compensation for private industry workers by occupational and industry group.” Available at [Employer Costs for Employee Compensation - September 2024](#). (accessed December 22, 2024).

this ICR results in a total estimated burden hour cost of \$6,878,435 (160,169 hours × \$42.94 per hour = \$6,878,435 million).

Table 7. 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 × d)
IC-1	934,707	567,351	158,437	\$42.94	\$6,804,061
IC-2	2,879	1,922	497	\$42.94	\$21,333
IC-3	3,710	3,709	1,235	\$42.94	\$53,041
Total	941,296	572,983	160,169	-	\$6,878,435

Estimated Total Annual Burden for the ICR: 160,169 hours [158,437 hours for IC-1 + 497 hours for IC-2 + 1,235 hours for IC-3 = 160,169 hours].

Estimated Total Number of Annual Responses for the ICR: 941,296 responses [934,707 responses for IC-1 + 2,879 responses for IC-2 + 3,710 responses for IC-3 = 941,296 responses].

Estimated Total Number of Annual Respondents for the ICR: 572,983 respondents [567,351 respondents for IC-1 + 1,922 respondents for IC-2 + 3,709 respondents for IC-3 = 572,983].

Estimated Total Burden Hour Cost for the ICR: \$6,878,435 [\$6,804,061 for IC-1 + \$21,333 for IC-2 + \$53,041 for IC-3 = \$6,878,435].

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 (199,995 filings). However, FMCSA does not estimate new filings of form MCS-150B and MCS-150C and/or biennial updates and/or ad-hoc changes of form MCS-150, MCS-150B and MCS-150C from Mexico domiciled carriers as this population is too small and will not significantly impact total mail costs.

For the Non-MX Domiciled 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 734,713 responses annually, FMCSA continues to estimate 33% of this population, or 242,455 responses, will file by mail. The total mailing costs for the MCS 150 for MX domiciled and non-MX domiciled filings is \$990,448 (\$667,982 + \$322,465 = \$990,448).

Similarly for Forms MCS-150B and MCS-150C, FMCSA anticipates 13% (374 filings) and

96% (3,562 filings) of responses will submit by mail, respectively. As a result, the total cost⁶ to mail applications is expected to cost respondents \$994,685, as summarized in Table 8.

Table 8. Estimated Annual Cost to Respondents to File by Mail

Form Type	Number of Filings	Number of 8.5' x 11' Sheets of Paper per Form	Weight per 8.5' x 11' Sheet of Paper (ounces)	Total Weight of Sheets of Paper (ounces)	Weight per Filing (ounces)	Postage Cost	Total Cost per Filing (Weight Cost plus Envelope Cost) (g = f + \$0.04)	Total Cost per Total Responses
(a)	(b)	(c)	(d = b × c)	(e = d + 0.3)	(f)	(g = f + \$0.04)	(h = g × a)	
MX Domiciled								
MCS-150	199,995	11	0.16	1.76	2.06	\$3.30	\$3.34	\$667,982
Non-MX Domiciled								
MCS-150	242,455	11	0.16	1.76	2.06	\$1.29	\$1.33	\$322,465
MCS-150B	374	12	0.16	1.92	2.22	\$1.29	\$1.33	\$498
MCS-150C	3,562	6	0.16	0.96	1.26	\$1.01	\$1.05	\$3,740
Total								\$994,685

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

⁶ 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 308,453 mailed responses for form MCS-150,⁷ 374 mailed responses for form MCS-150B,⁸ and 3,562 mailed responses for form MCS-150C,⁹ for a total of 312,389 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 \$31.15.¹⁰ FMCSA takes the wage and salary rate and multiplies it by government load rate of 1.28.¹¹ This multiplication results in a \$39.87 loaded wage cost per hour. The total number of hard copy responses received for IC-1, IC-2, and IC-3 is 312,389, which results in a \$1,145,840 cost to the federal government ($\$39.87 \times 312,389 \text{ responses} \times 0.092 \text{ hours per response} = \$1,145,840$).

Electronic

FMCSA anticipates receiving an annual 626,254 electronic responses for form MCS-150,¹² 2,504 electronic responses for form MCS-150B,¹³ and 148 electronic responses for form MCS-150C,¹⁴ for a total of 628,907 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 \$48.78.¹⁵ FMCSA takes the wage and salary rate and multiplies it by government load rate of 1.28.¹⁶ This multiplication results in a \$62.43 loaded wage cost per hour. The total number of electronic responses received for IC-1, IC-2, and IC-3 is 628,907, which results in a \$3,612,428 cost to the federal government ($\$62.43 \times 628,907 \text{ responses} \times 0.092 \text{ hours per response} = \$3,612,428$).

Estimate of Average Annual Cost to Federal Government: \$4,758,268 [$\$1,145,840 + \$3,612,428 = 4,758,268$].

15. EXPLANATION OF PROGRAM CHANGES OR ADJUSTMENTS

The total annual number of responses for this ICR increased by 252,564 or 37% from 688,732 to the proposed 941,296. The total number of respondents increased by 156,353 or 38% from 416,630 to the proposed 572,983. The total annual number of burden hours increased by 44,097 or 38% from 116,072 to the proposed 160,169. The total cost to respondents increased by 1,738,767 million or 34% from \$5.1 million to the proposed \$6.8

7 934,707 responses $\times$ 33% estimated to be mailed = 308,453 responses received by mail.

8 2,879 responses $\times$ 13% estimated to be mailed = 374 responses received by mail.

9 3,710 responses $\times$ 96% estimated to be mailed = 3,562 responses received by mail.

10 Rate based on a General Schedule (GS) level 10, average between 10 steps based on the Office of Personnel Management's 2024, "Salary Table" available [SALARY TABLE 2024-GS](#) (accessed December 23, 2024).

11 Consistent with other FMCSA ICRs.

12 934,707 responses $\times$ 67% estimated to be mailed = 626,254 responses received electronically.

13 2,879 responses $\times$ 87% estimated to be mailed = 2,504 responses received electronically.

14 3,710 responses $\times$ 4% estimated to be mailed = 148 responses received electronically.

15 Rate based on a General Schedule (GS) level 13, average between 10 steps based on the Office of Personnel Management's 2024, "Salary Table" available [SALARY TABLE 2024-GS](#) (accessed December 23, 2024).

16 Consistent with other FMCSA ICRs.

million. These changes were the result of an increase in the number of new filings and biennial updates for forms MCS-150, MCS-150B and MCS-150C from 2021 to 2023.

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 325% from \$1,120,165 to the proposed \$4,758,268. This change is due to the increased filings in new and biennial updates for the forms covered under this ICR. Table 99 is provided as a summary of program changes and adjustments.

Table 9 Summary Table of Program Changes Total

	Approved ICR	Proposed ICR	Change	Percent Change
Total Responses	688,732	941,296	252,564	37%
Total Respondents	416,630	572,983	156,353	38%
Total Annual Burden Hours	116,072	160,169	44,097	38%
Cost to Respondents	\$5,139,668	\$6,878,435	1,738,767	34%
Mail Cost	\$227,917	\$1,145,840	917,923	403%
Cost to Federal Government	\$1,120,165	\$4,758,268	3,638,103	325%

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

FMCSA is not seeking an exemption from displaying the expiration date.

18. EXCEPTION TO CERTIFICATION STATEMENT

None.

ATTACHMENTS

- A. 49 CFR § 390.19
- B. Final rule entitled “Requirements for Intermodal Equipment Providers and for Motor

- Carriers and Drivers Operating Intermodal Equipment” (73 FR 76794)
- C. Government Paperwork Elimination Act (GPEA), Public Law 105-277 (October 21, 1988)
 - D. 60-day Federal Register notice (90 FR 25742), published on June 17, 2025.
 - E. Freedom of Information Act (FOIA), 5 U.S.C. § 552 as amended