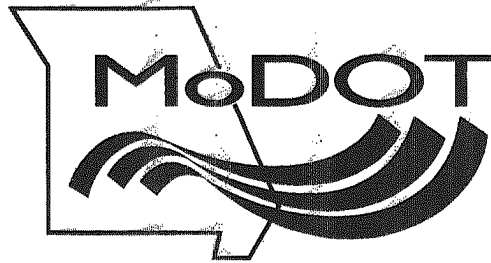


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Department
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To Members of the Board:

This letter is in response to recent concerns regarding proposed changes to the administration of the UCR program, the questionable compliance initiatives and the suggested financial penalty of withholding state disbursements for non-compliance. While the state of Missouri remains committed to our current obligations, we are equally committed in ensuring the fair and reasonable application of the program to all parties. This is especially relevant during this depressed economic climate as it relates to the potentially negative impact on state resources and the motor-carrier industry we serve.

Central to the momentum behind the proposed changes is that of state registration non-compliance. It is understood that a program must maintain a desired level of compliance to validate its continued existence, but the measures designed to encourage program conformity should not take the form of retaliatory or retributive rule. Rather, cooperation among participating states and the reciprocal exchange of ideas through best practices should be the desired tool. Direction will always be preferred over directive.

An issue that will certainly engage debate is whether the Board holds jurisdiction to suspend or otherwise alter the fee disbursements. Given that any legal argument regarding this authority is still in its infancy, it is reasonable to anticipate challenges to any restrictive rule enacted. A successful challenge by the states would yield the Board's action moot, while an unsuccessful challenge may create an incentive for states to abandon the program altogether. Given the associated costs and the resources required in administering the program, it is likely that Missouri would join other states and cease participation if such a disbursement penalty structure were to be incorporated.

State cooperation is integral to the program's success and state participation is vital to the program's survival. It is clear that the motor-carrier industry shares a negative perception of UCR, and there is unfortunately little that can be done to reverse that. Though a great deal of effort has been exhausted in combating that perception by communicating the program's impact on state safety programs, in the end, the motor-carrier industry struggles to see any benefit from the fees they pay. Without the support of the participating states to mitigate the industry's disdain, the program will risk probable collapse.

Compliance starts with communication and ends with cooperation. If the UCR program is to enjoy any success, all parties involved must recognize these requisites and work toward a favorable solution amicable to the Board, the states, and the motor carrier industry. The absence of such an agreement is certain cause for concern on the horizon. Let's work together now before such an impasse is reached.

Sincerely,


Jan Skouby
Motor Carrier Services Director

