

Introduction

The Unified Carrier Registration Board of Directors tasked the Revenues and Fees Subcommittee (Appendix A) with recommending a fee bracket structure to the full board which would represent replacement revenues for the soon to be sunsetted Single State Registration System (SSRS), as well as revenues that were generated by states in the form of intrastate carrier renewal fees and administrative costs of the Unified Carrier Registration Plan.

The Revenue and Fees Subcommittee took the following variables into consideration in order to perform their assignment:

- Participating Jurisdictions
- Revenue Requirement
- Administrative Costs
- Carrier Population
- Fee Bracket Structure (4 – 6 Brackets)
- Carrier Distribution
- Fee Structure Comparison to SSRS Fees
- Fee Relationship Between Brackets

Participating Jurisdictions

In order for a state to participate, the Board of Directors concluded that language in the federal transportation legislation passed in the summer of 2005, “the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU) required participating states to submit a plan to the Federal Motor Carrier Safety Administration (FMCSA) with their intent to participate in 2007. The states are required to affirm that they have or will have the legal authority, resources, and qualified personnel necessary to administer the agreement in accordance with the guidelines and procedures set forth by the Board of Directors of the Unified Carrier Registration Act. The statute also requires that states demonstrate that an amount at least equal to the revenue derived by the states from the Unified Carrier Registration Agreement shall be used for motor carrier safety programs, enforcement, or administration of the UCR plan.

The Board of Directors set a deadline of November 1, 2006 for the submission of plans by the states to FMCSA. All Single State Registration System (SSRS) states will participate in 2007, except for California and North Carolina, and of the twelve non-participating SSRS states, only Oregon has agreed to participate.

Therefore, the list of participating states is as follows:

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States Participating in the UCR Plan in 2007

Alabama	Indiana	Michigan	New Mexico	South Carolina	West Virginia
Arkansas	Iowa	Minnesota	New York	South Dakota	Wisconsin
Colorado	Kansas	Missouri	North Dakota	Tennessee	
Connecticut	Kentucky	Mississippi	Ohio	Texas	
Georgia	Louisiana	Montana	Oklahoma	Utah	
Idaho	Maine	Nebraska	Oregon	Virginia	
Illinois	Massachusetts	New Hampshire	Rhode Island	Washington	

Revenue Entitlements

SAFETEA-LU provides for states to receive a portion of the revenues generated under the UCR Agreement equivalent to those revenues received for the SSRS registration year 2004. In addition, SSRS states are entitled to annual renewal registration fees assessed motor carriers involved in exempt, for-hire and private operations within the state for the 2004 registration year.

In March of 2006, the Revenue and Fees Subcommittee of the National Conference of State Transportation Specialist (NCSTS) contacted the SSRS states asking them to provide 2004 revenue figures in order to begin the process of developing a nationwide entitlement figure for the replacement revenues needed under the UCR Agreement (Appendix B). Over the course of 2006, the Revenue and Fees Subcommittee of the NCSTS and subsequently the Revenue and Fees Subcommittee of the UCR Board of Directors continued to work with the states to assess and refine the revenue entitlement figures so that a dollar amount could be set as a target figure for the total revenues required for the 2007 UCR registration year (Appendix C). The SSRS states that agreed to participate under the UCR Agreement were then asked to certify the entitlement figure in order to arrive at a set entitlement figure (Appendices D). As previously stated, the Chairman of the UCR Board of Directors wrote to the non-participating SSRS states asking if any wished to participate in the UCR for registration year 2007 and only Oregon agreed to participate. SAFETEA-LU caps the maximum entitlement figure for non-participating SSRS states at \$500,000 per year, and therefore, \$500,000 was added to the total entitlement figure. The summary of the state entitlement figures can be found in Appendix E.

Administrative Costs

SAFETEA-LU provides for the administrative costs of the UCR Agreement to be eligible for inclusion in the total entitlement figures to pay for the administrative expenses of the Board which would include, but not be limited to, meeting costs as well as start up costs of a web based registration system which will allow the motor carrier industry to register on-line as well as pay fees required under the

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UCR Agreement. In addition, included in the administrative fees would be costs of a "Repository" for the administration of the Board and a "Depository" for the revenues generated under the UCR Program to be distributed among the participating states. The Board of Directors agreed to budget \$5,000,000 for administrative expenses for the first year of the UCR Program (Appendix F). This sets the national target entitlement figure with administrative expenses at \$106,772,400 for 2007 (Appendix E).

Carrier Population

Individuals and companies that are subject to the UCR Agreement include all for-hire, private and exempt motor carriers that operate commercial motor vehicles in interstate commerce. This includes carriers from Canada, Mexico or any other country operating within the borders of the United States. Freight forwarders, brokers and leasing companies involved in interstate commerce are also subject to fees pursuant to the UCR Agreement; however, these groups are subject to the fees associated with the lowest fee bracket.

The most comprehensive databases that contain the entities that are subject to the UCR Agreement reside with the FMCSA. The Motor Carrier Management Information System (MCMIS) and the License and Insurance System (L & I) house the known universe of the motor carrier industry (MCMIS) and brokers and freight forwarders (L & I) that are also subject to the UCR Agreement.

Carriers that operate commercial motor vehicles in interstate commerce are required to register with the FMCSA by providing carrier census data and acquiring a USDOT number. This carrier census data resides in MCMIS while similar information on brokers and freight forwarders can be found in the L & I System.

With few exceptions, this on-line registry system is a user based system; that is there are limited edit checks and the accuracy of the data provided is only as reliable as the customer entering the information. Carriers are required to update their census data every 24 months; however, if a carrier ceases operations there is no systematic follow-up to ensure that its census file is amended to "inactive". Subsequently, the number of active interstate carriers in the MCMIS database is somewhat inflated as compared to the actual number of carriers actively involved in interstate commerce.

Recognizing these challenges, determining the actual population of entities that would be subject to the UCR Agreement becomes somewhat problematic. In order to increase the likelihood of success in determining accurate population strata, carrier surveys were instituted to then assign a more realistic percentage to the universe of carriers residing in MCMIS that are actively operating in

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interstate commerce (Appendices G & H).

Based upon the results of those surveys, the Revenue and Fees Subcommittee initially assigned a "Reliability" percentage to the active interstate carrier population in MCMIS and L & I System and, to address concerns regarding the state's ability to actually collect fees, then assigned a "Collection" percentage to that data set. This approach was controversial because it factored in a percentage of assumed "non-compliance" to set fees at a level sufficient to collect the target entitlement figure.

The subcommittee therefore agreed on a different approach which would allow for a "hard number" of carriers that could easily be audited while allowing for a conservative universe of interstate carriers. The subcommittee discussed various options, and agreed to start with the MCMIS database and "filter" or "screen" that data to reasonably identify active carriers. We agreed to focus on interstate carriers that have had some roadside or audit activity within the past 30 month period (e.g. roadside inspections, reportable crashes or a safety review). To that subset, we added 19,000 (FMCSA estimate) active brokers and freight forwarders from the L & I System to arrive at a universe of 345,005 entities for the Revenue and Fees Subcommittee to continue its work in developing a fee bracket structure for the UCR Agreement (Appendix I).

Fee Bracket Structure (4 – 6 Brackets)

The number of power units reported by the motor carrier industry was then analyzed to determine the number of brackets to be used (between four and six) pursuant to SAFETEA-LU. The Revenue and Fees Subcommittee determined rather quickly that, with a universe of 345,005 entities ranging from a low of 1 power unit to a maximum of 55,000 power units that six brackets would be needed to arrive at any degree of equity among the progressive fee brackets.

Carrier Distribution

From this database of 345,000 entities, an analysis of the distribution of power units was performed to determine apparent spikes in the number of power units so that the number and frequency of the fee brackets by power units could be ascertained (Appendix J). From this analysis, the most compelling power unit statistic was that 46% of the 345,000 entities had only one power unit. With this realization, the full Board of Directors instructed the Revenue and Fees Subcommittee to use six fee brackets with the first bracket being a one vehicle only bracket. The challenge would now be to create five additional fee brackets ranging from 2 power units up to 55,000 power units when after analysis of the

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power unit frequency distribution, there appeared to be no apparent breaks whereby fee brackets could be set (Appendix J).

The subcommittee agreed that a “high end” bracket was appropriate, therefore, a fee bracket of 1001 power units or greater was created so that now two brackets were set; a one power unit bracket and a 1001 or greater bracket. Further analysis concluded that over 80% of the industry reported having 5 or less power units, therefore it was appropriate to include a bracket representing this industry segment. The subcommittee then agreed that the three remaining brackets needed to build a bridge between 6 and 1000 power units which would allow for a natural progression of the fees. From this work, the following six brackets were created:

Number of Power Units

Bracket 1 1
Bracket 2 2– 5
Bracket 3 6 – 20

Number of Power Units

Bracket 4 21 – 100
Bracket 5 101 – 1000
Bracket 6 1001 – 55,000

Fees

As stated previously in the “Revenue Entitlements” section, the target revenue entitlement figure with administrative costs stands at \$106,772,400. SAFETEA-LU provides for the fees to be based upon a carrier’s fleet size versus a per vehicle basis. However, the subcommittee agreed to be cognizant of the minimum and maximum amount per vehicle a carrier would pay within each bracket. The subcommittee also agreed that the maximum dollar amount paid per vehicle within a subsequent bracket would be no more per vehicle than the maximum paid per vehicle in the previous bracket. Simply stated, if the maximum paid per vehicle in the one vehicle bracket was one dollar the maximum amount per vehicle in the 2 to 5 bracket should be no more than one dollar per vehicle.

Several states conducted a survey of the average fees currently paid under SSRS by one power unit operators to provide the Revenue and Fees Subcommittee with a benchmark figure to compare possible UCR Fees to actual SSRS fees. The survey concluded that one power unit operators paid between \$70 per power unit in Idaho to \$166 per power unit in Tennessee (Appendix K).

In addition, both Missouri (Appendix L) and North Dakota (Appendix M) provided data regarding the average SSRS fees currently paid by carriers associated with all six of the brackets in the case of Missouri and the first five brackets in the case of North Dakota (ND does not have carriers with over 1000 power units paying SSRS fees). A summary of the data is shown below:

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<u>Number of Power Units</u>	<u>Avg. SSRS Fees</u>
1	\$114 - \$119
2– 5	\$271 - \$366
6 – 20	\$785 - \$1220
21 – 100	\$3444 - \$8059
101 – 1000	\$19,420 - \$42,394
1001 – 55,000	\$321,782

Eugene Eckhardt, a member of the Revenue and Fees Subcommittee constructed an “intereractive” Excel spreadsheet model that allowed members of the committee to “plug in” various bracket configurations and fee schedule assumptions. The model automatically calculates the number of carriers in each bracket (distribution); the revenues generated by each bracket; total revenues; and any surplus or deficit from the \$106,772,400 target figure (Appendix N). Virtually hundreds of iterations and permutations were constructed and considered by subcommittee members before arriving at a final fee structure.

Based on several rounds of intense deliberations and spirited debate, the subcommittee agreed to recommend the fee structure illustrated in Appendix N to the full Board of Directors. The fees range from a low of \$75 for the one vehicle bracket to a high of \$37,500 for the 1001 or greater vehicle bracket. The first five bracket groups were calculated at a 100% “reliability” rate, while the sixth bracket was calculated at an 85% accuracy rate to account for the result of the subcommittee’s in depth analysis of the 272 entries in the MCMIS database with more than 1000 power units. That analysis resulted in a high degree of certainty that only 231 entities meet the criteria of actually being an interstate motor carrier with more than 1000 power units subject to the fees pursuant to the UCR Agreement.

With a 100% compliance rate, this fee structure would generate \$106,990,680 in revenues in comparison to the \$106,772,400 target figure; a surplus of \$218,260 for the UCR registration year 2007.

Summary of Process

A PowerPoint presentation was shown to the UCR Board on October 11, 2006, representing an overview of the analysis performed to date (Appendix O). On October 16, 2006, a copy of this PowerPoint was provided to Shannon Watson of FMCSA via e-mail, at her request.

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UCR Board Adoption

On November 20, 2006, via telephonic conference, the Board of Directors voted unanimously to accept the recommendation of Revenue and Fees Subcommittee and to submit the recommended fee structure to the FMCSA for its consideration and regulatory review.

Conclusion

The Revenue and Fee Subcommittee commits to working closely with the FMCSA and to answer any questions regarding our process, models, etc., and we are hopeful that this report serves as an important nexus for the analysis needed for the upcoming rulemaking.

In my role as the Chairman of the Revenue and Fee Subcommittee, I thank everyone who participated in this difficult task to craft an agreement on the recommended fee structure. Both the UCR Board and the Revenue and Fee Subcommittee include representatives from state agencies as well as members and representatives of small, medium and large motor carriers (Appendix A).

Each has their own concerns and interests that form their perspectives and positions. That resulted in frank and, at times, spirited debate. The subcommittee members worked long and hard on these issues. The UCR Board's unanimous vote to adopt this fee structure and subsequent recommendation to the USDOT is a testament to the dedication, commitment and hard work of the members to move the Unified Carrier Registration program forward in a positive and responsible manner.

Any questions concerning this report may be directed to Bill Leonard, Chairman of the Revenues and Fees Subcommittee at (518) 457-6500 or by e-mail to wleonard@dot.state.ny.us .

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APPENDIX A

Revenue and Fees Subcommittee

Rick Craig	Owner- Operator Independent Drivers Association
Gene Eckhardt	Washington Utilities and Transportation Commission
John Jabas	Frozen Food Express Industries
Tom Klingman	United Parcel Service
Frank LaQua	North Dakota Department of Transportation
Dave Lazarides	Illinois Commerce Commission
Bill Leonard, Chair	New York Department of Transportation
Bob Pitcher	American Trucking Association
Tony Portonova	Connecticut Department of Motor Vehicles
Richard Schweitzer	National Private Truck Council
Bob Voltmann	Transportation Intermediaries Association

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APPENDIX B

President
Ronald Hicks
Alabama PSC
(334) 242-9959

Vice President
Sandy Bowling
Indiana DOR
(317) 615-7285

Treasurer
Terry Willert
Colorado PUC
(303) 894-2850

Secretary
Robert Morris
West Virginia PSC
(304) 340-0427



National Conference of State Transportation Specialists

March 17, 2006

Executive Committee

Past Presidents
IRA BALDWIN
WV PSC (304) 340-0474

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OH PUC (614) 466-3191

WILLIAM DEBORD
KY TC (502) 564-4540

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MODOT (573) 751-7128

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Elected
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OH PUC (614) 466-0351

WILLIAM WITHERS
LA PSC (225) 342-1420

EUGENE ECKHARDT
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MIKE HOEME
KS CC (785) 271-3333

GAIL SOARES
MA DTE (617) 305-3692

MARK BREINER
NE PSC (402) 471-0226

Appointed
DAN G. KING
STB (202) 565-1588

VACANT
FMCSA

AN IMPORTANT NOTICE CONCERNING YOUR SSRS FUNDING

Dear State Partners:

With the passage of the highway bill, the Single State Registration System (SSRS) is being sunsetted and replaced with the Uniform Carrier Registration (UCR). In order for the states to receive funding levels realized under the SSRS, as well as any additional fees assessed interstate carriers, the replacement UCR program needs to be in place by the Fall of 2006.

Therefore, it is imperative that states calculate the fees collected for calendar year 2004 and forward this information to the NCSTS Fees and Revenue Committee as soon as possible. Attached is a worksheet to assist you in determining the fees.

To summarize how the fees are to be calculated, each state is eligible to receive the total SSRS fees due for calendar year 2004 (these fees include SSRS fees collected and kept by the jurisdiction as well as SSRS fees collected by other jurisdictions and forwarded to your state for calendar year 2004 – these fees do not include fees collected for disbursement to the other states).

Also, in determining the total amount jurisdictions are due, include any additional fees assessed interstate carriers (regulated and exempt) for operating within or through your state for calendar year 2004. Fees not eligible for collection through UCR include fees assessed to solely intrastate carrier operations within your jurisdiction. States may continue to collect these intrastate fees; however, the process for collecting these fees needs to be separate and apart from the UCR program.

The Fees and Revenue Committee request the worksheet be completed no later than March 31, 2006 and e-mailed to Bill Leonard at wleonard@dot.state.ny.us. If you have any questions or concerns, please contact one of the following committee members:

David Lazarides, IL CC (217) 782-9228; dlazarid@icc.illinois.gov

Eugene Eckhardt, WA UTC (360) 664-1249; geckhard@wutc.wa.gov

William Leonard, NY DOT (518) 457-2019; wleonard@dot.state.ny.us

Thank you for your cooperation and attention to this matter which will benefit all jurisdictions in our successful implementation of the UCR program.

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APPENDIX B

Unified Carrier Registration Survey

The Unified Carrier Registration (UCR) program will replace the Single State Registration System (SSRS) effective January 1, 2007. The National Conference of State Transportation Specialists (NSCST) is gathering information to help implement UCR. This information will help us identify how much revenue the UCR program needs to collect nationwide to ensure that each state receives its revenue entitlement.

If you have questions about this survey, please contact:

David Lazarides, IL CC (217) 782-9228; dlazarid@icc.illinois.gov

Eugene Eckhardt, WA UTC (360) 664-1249; geckhard@wutc.wa.gov

William Leonard, NY DOT (518) 457-2019; wleonard@dot.state.ny.us

1. Your state's entitlement revenue is calculated using calendar year 2004 data. Please report the amount of money that your state received.

2004 SSRS Revenue	\$
2004 Exempt Registrations	\$
2004 Renewable Fee – Interstate for-hire that operates intrastate	\$
2004 Renewable Fee – Interstate private that operates intrastate	\$
2004 Broker Registrations	\$

2. What month does your state start its renewal registration program? _____

3. Does your state use SSRS funds to pay expenses for your renewal registration program on a calendar year basis? We are trying to assess the impact to states that need UCR entitlement money to pay renewal registration program administration expenses before January 1, 2007. (Circle one.)

Yes.

No. Please enter your fiscal year: _____ to _____.

4. Please provide a breakdown of the SSRS registration revenue your state collected from carriers (not received from other states), by month. This will help us analyze potential cash flow problems.

Contact: Name _____
Telephone _____.
Email _____
State _____
Agency _____

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APPENDIX C

***THE UNIFIED CARRIER REGISTRATION ACT
IMPORTANT NOTICE
STATE CERTIFICATION OF REPLACEMENT REVENUE***

Dear State Partners:

On behalf of the Unified Carrier Registration (UCR) Board of Directors, thank you for your assistance in determining the states' revenue entitlements pursuant to the UCR Plan.

I am hopeful that from all of your hard work to date our next request will become a much less painful exercise. After you provided the Revenue & Fees Committee with the initial draft dollar amount for your state, we then asked you to continue your review and provide us with an updated figure. Many jurisdictions took this opportunity to modify their initial entitlement amounts. Please be sure that any modifications made were calculated correctly by reviewing the replacement fee discussion described in detail below.

In order for the Board to take the next step in recommending appropriate fee levels under the UCR, we request that your state now verify and affirm the total entitlement dollars for your jurisdiction. Attached are the latest figures you provided along with a certification document for your 2004 entitlement revenue. It is imperative that all jurisdictions provide a "hard" dollar amount by August 18, 2006, in order for the Board to do its work in implementing the UCR Act.

To summarize how replacement fees are to be calculated, each state that elects to participate in the UCRA is eligible to receive only the total Single State Registration System (SSRS) fees due for your jurisdiction for the SSRS registration year 2004. This means that for virtually all jurisdictions the largest percentage of SSRS 2004 dollars were collected in the last quarter of calendar year 2003. Similarly, most of the revenues collected in the last quarter of calendar year 2004 would represent renewals for SSRS registration year 2005 and, therefore, not included in the calculation of UCR entitlement revenues. In addition to collecting SSRS registration year 2004 fees throughout calendar year 2004, some jurisdictions may have collected a small percentage of 2004 SSRS fees in calendar year 2005 as a result of carrier audits. These additional 2004 SSRS fees would be included in your SSRS replacement revenue total.

The total registration year 2004 SSRS dollars include registration year 2004 SSRS fees collected and kept by the jurisdiction as well as SSRS dollars collected by other jurisdictions and forwarded to your state for SSRS registration year 2004 (total revenues do not include fees collected for disbursement to the other jurisdictions).

In determining the total amount of replacement revenue states are entitled to, also include any additional renewal fees assessed interstate carriers (private, for-hire and/or exempt) for operations within or through your state for program year 2004. The amount of replacement revenue for your state for these additional fees assessed interstate carriers (private, for-hire and/or exempt) should be less than the total fees collected from all carriers for your intrastate program.

August 2, 2006

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Fees not eligible for replacement and collection through UCR include fees assessed to solely intrastate carrier operations within your state. States may continue to collect these intrastate fees; however, the process for collecting these fees must be separate and apart from the UCR Plan.

It should also be noted that states may continue to charge application fees for new and/or amended intrastate authority applications filed by interstate carriers of all types.

The Board of Directors request the attached certification be completed as soon as possible but no later than August 18, 2006. Please mail the signed certification to:

William Leonard
New York Department of Transportation
50 Wolf Road POD 53
Albany, NY 12232

I ask that you please e-mail me your figures as well so we can begin to compile the numbers as soon as possible; wleonard@dot.state.ny.us. If you have any questions or concerns, please contact one of the following committee members:

William Leonard, NY DOT (518) 457-2019; wleonard@dot.state.ny.us

Eugene Eckhardt, WA UTC (360) 664-1249; geekhardt@wutc.wa.gov

David Lazarides, IL CC (217) 782-9228; dlazarid@icc.illinois.gov

The Board reserves the right to further investigate any jurisdiction's replacement revenue figures that appear askew or possibly in error.

Thank you for your cooperation and attention to this matter which will benefit the participating states as well as the motor carrier industry in our successful implementation of the UCR Plan.

Sincerely,

William B. Leonard, Chairman
Revenue & Fees Committee
UCR Board of Directors

August 2, 2006

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APPENDIX D

Unified Carrier Registration Plan – State Certification

(Please review the accompanying letter of explanation prior to filling out this form)

The Unified Carrier Registration (UCR) Plan will replace the Single State Registration System (SSRS) after the latter is repealed effective January 1, 2007. The UCR Board of Directors is gathering revenue information to implement the UCR Plan. This data will be used to determine the total nationwide entitlement dollars for the states which will then be used by the Board to recommend an appropriate fee structure to the Secretary of Transportation.

If you have questions concerning this certification, please contact:

William Leonard, NY DOT (518) 457-2019; wleonard@dot.state.ny.us

Eugene Eckhardt, WA UTC (360) 664-1249; geckhard@wutc.wa.gov

David Lazarides, IL CC (217) 782-9228; dlazarid@icc.illinois.gov

Your state's entitlement revenue is calculated using the SSRS 2004 Registration Year. Please report the amount of entitlement dollars for your jurisdiction.

2004 SSRS Revenue - For Your State Only	\$
2004 Exempt Registrations - For Your State Only	\$
2004 Renewal Fee - Interstate For-Hire That Operates Intrastate	\$
2004 Renewal Fee - Interstate Private That Operates Intrastate	\$
2004 Broker Registrations	\$
2004 Other Interstate Carrier Revenue (Please Explain In Detail)	\$
2004 Total Replacement Entitlement Revenue	\$

Contact: Name _____
Telephone _____
Email _____
State _____
Agency _____

I affirm that the information provided represents an accurate assessment of the entitlement revenue pursuant to the Unified Carrier Registration Plan.

Signature _____

Date _____

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APPENDIX E

(CY 2004)

State	CY 2004 SSRS Revenue	Exempt Registrations	Renewable Interstate For-Hire Operating Intrastate	Renewable Interstate Private Operating Intrastate	Broker Registrations	Single Trip Interstate	Total Recorded Revenue
Alabama	2,933,718.00	6,246.00	0.00	0.00	0.00	0.00	\$2,939,964.00
Arkansas	1,817,360.00						\$1,817,360.00
California	NA	NA	NA	NA	NA	NA	NA
Colorado	1,783,985.00	17,630.00	15,600.00	0.00	0.00	0.00	\$1,817,215.00
Connecticut	3,129,840.00	0.00	0.00	0.00	0.00	0.00	\$3,129,840.00
Georgia	2,581,560.00	78,500.00					\$2,660,060.00
Idaho	547,696.68	0.00	0.00	0.00	0.00	0.00	\$547,696.68
Illinois	3,083,064.00	58,264.00	373,940.00		1,725.00		\$3,516,993.00
Indiana	2,264,863.00	0.00	100,016.00				\$2,364,879.00
Iowa	432,042.00	42,700.00	0.00				\$474,742.00
Kansas	3,948,680.00	14,290.00	0.00	381,320.00	0.00	0.00	\$4,344,290.00
Kentucky	5,348,980.00	17,000.00					\$5,365,980.00
Louisiana	5,795,694.00	197,126.00	0.00	0.00	0.00	0.00	\$5,992,820.00
Maine	1,550,096.00	5,576.00					\$1,555,672.00
Massachusetts	2,053,714.00	2,550.00	226,623.00	0.00	0.00	0.00	\$2,282,887.00
Michigan	2,631,247.00	9,710.00	4,879,760.00				\$7,520,717.00
Minnesota	1,061,103.30	18,354.00	57,675.00				\$1,137,132.30
Missouri	2,323,370.00	11,810.00	6,820.00				\$2,342,000.00
Mississippi	4,322,100.00						\$4,322,100.00
Montana	1,049,063.00						\$1,049,063.00
Nebraska	635,970.00	106,004.00	0.00	0.00	0.00	0.00	\$741,974.00
New Hampshire	2,273,299.00	0.00	0.00	0.00	0.00	0.00	\$2,273,299.00
New Mexico	3,292,233.00	0.00	0.00	0.00	0.00	0.00	\$3,292,233.00
New York	4,414,538.00	0.00	0.00	0.00	0.00	0.00	\$4,414,538.00
North Carolina	NA	NA	NA	NA	NA	NA	NA
North Dakota	2,010,434.00	0.00	0.00	0.00	0.00	0.00	\$2,010,434.00
Ohio	2,675,367.74	5,580.00	2,132,930.00				\$4,813,877.74
Oklahoma	2,122,052.00	4,977.00	330,767.00	0.00	0.00	0.00	\$2,457,796.00
Rhode Island	2,144,217.00	1,769.00	139,500.00	0.00	0.00	0.00	\$2,285,486.00
South Carolina	2,411,345.00	8,775.00					\$2,420,120.00
South Dakota	805,167.00	14,816.00	0.00	0.00	0.00	35,640.00	\$855,623.00
Tennessee	4,734,977.00	24,352.00					\$4,759,329.00
Texas	2,132,501.06	0.00	586,127.00	0.00	0.00	0.00	\$2,718,628.06
Utah	1,861,454.00	0.00	0.00	236,954.00	0.00	0.00	\$2,098,408.00
Virginia	4,852,865.00						\$4,852,865.00
Washington	2,428,900.00	38,471.00	0.00	0.00	600.00	0.00	\$2,467,971.00
West Virginia	1,374,796.00		56,931.03				\$1,431,727.03
Wisconsin	2,196,680.00						\$2,196,680.00
Total	91,024,971.78	684,500.00	8,906,689.03	618,274.00	2,325.00	35,640.00	\$101,272,399.81

Oregon	\$500,000	\$500,000
Total State Entitlement - 2007		\$101,772,399.81
Add Adm. Costs	\$5,000,000	\$5,000,000
Total UCR Revenue Target - 2007		\$106,772,399.81

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APPENDIX F

UCR Administration Costs

Systems Programming Costs	\$2,000,000
Credit Card Operating Expense	\$1,500,000
Industry Outreach / Communications	\$650,000
Help Desk / Assistance	\$250,000
Travel	\$100,000
Depository	<u>\$500,000</u>
TOTAL	\$5,000,000

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APPENDIX G

MCMIS DATABASE ANALYSIS

BACKGROUND

One of the initial tasks of the United Carrier Registration (UCR) Revenue & Fees Committee was to determine the universe of carriers subject to the UCR Plan. It became apparent from the onset that the Federal Motor Carrier Safety Administration's (FMCSA) Motor Carrier Management Information System (MCMIS) contains the most comprehensive universe of motor carriers. One of the major challenges in using the MCMIS database is that the carrier census data is provided by the user with a limited number of edit checks. This means that motor carriers are responsible for providing current census information every 24 months by updating an MCS-150 form either by filling out a hard copy and sending it in via mail or entering the data themselves electronically. An initial analysis was conducted of active interstate motor carriers with 1000 power units or more. That analysis demonstrated that eight of the top ten carriers ranked by number of power units were incorrect. A total of 55 out of 283 were suspect. It was clear that further analysis was needed to determine the accuracy of the information contained in the MCMIS database. Below is a sample of the top ten active interstate motor carriers based from a Safetynet census file created from the MCMIS database in December of 2005.

<u>LEGAL NAME</u>	<u>USDOTNUM</u>	<u>State</u>	<u># Power Units</u>	<u>#Drivers</u>
HAROLD HILL	01063676	WV	81,000	
EDUARDO JUAREZ	01330149	CA	80,000	100
PATCHEN MOTORSPORTS	01360813	MN	75,001	1
COLLIN TRANSPORT	01158926	MA	59,705	1
UNITED PARCEL SERVICE INC	00021800	IL	54,900	63,667
BRIAN OVERTON INDEPENDENT OPERATOR	01059936	TX	40,000	72
LIDLAW TRANSIT INC	00711716	IL	39,893	36,500
RYDER TRS INC	00663122	CO	32,001	1
RALI TRUCKING COMPANY	01377941	NJ	31,816	1
ROLLINS LEASING CORP	00330015	DE	30,000	

A more in depth analysis of the MCMIS database was needed going forward; therefore, it was determined that the most efficient method for the Revenue & Fees Committee to analyze the MCMIS data fairly quickly was to conduct a phone survey. For the purposes of the UCR Plan, three questions were asked when conducting the survey:

- 1- "Are you still in business?"
- 2- "Does your business ever travel out of state?"
- 3- "How many power units do you own or have on long term lease?"

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METHODOLOGY

In order to conduct the survey, a “snapshot” was taken of the MCMIS database on December 12, 2005. This contained 712,837 interstate entities. Below is a table of interstate entities broken down by power unit subsets, which were extracted from the Safetynet census file.

National Commercial Vehicle Census Information
 Active Carriers - Interstate Only
 Distribution by Carriers and Number of Power Units

<u>Pwer Unit Groupings</u>	<u>#Carriers</u>	<u>%Total Carriers</u>	<u>#Power Units</u>	<u>%Total Pus</u>	<u>Avg Pus/Carrier</u>
>5000	45	0.0%	904,723	19.4%	20,105
>1000 and <=5000	234	0.0%	442,460	9.5%	1,891
>100 and <=100	3691	0.5%	916,291	19.6%	248
>20 and <=100	19,445	2.7%	789,075	16.9%	41
>5 and <=20	69,329	9.7%	690,124	14.8%	10
<=5	538,242	75.5%	925,815	19.8%	2
No Power Units	81,851	11.5%			
Totals	712,837	100.0%	4,668,488	100.0%	7

As of 12/12/2005

The data was placed in an Access database with an electronic form created for survey distributor’s ease. The form consisted of a USDOT number, legal name, State of domicile, number of power units and the three survey questions. The form was write-protected so that the only information that could be manipulated was the data entered from the survey questions. Answers to the survey questions were coded numerically so that they could be easily sorted and queried when needed.

Question one had eight possible answers:

- 1 – In business
- 2 – Not in business
- 3 – No one answered
- 4 – Phone disconnected
- 5 – Wrong number
- 6 – Person refused to cooperate/unable to answer questions
- 7 – No number listed in MCMIS
- 8 – DOT number not active

Question two had two possible answers:

- 1 – Interstate operations (even infrequent)
- 2 – Intrastate operations (solely)

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Question three was the result of the respondent's answer concerning the number of power units.

Since the database came in numeric order based on the DOT number, the interstate carriers were sorted in an alphabetical ascending order so as not to skew the DOT numbers from oldest to newest. Systematic sampling was used on the population by selecting the first motor carrier at random and then a specific interval (e.g. every 1000th motor carrier was selected there after). Along with the Access form, www.Safersys.org was used to obtain the phone number of each carrier and to compare the number of power units listed in MCMIS versus the motor carrier's response to the number of power unit question.

Interstate carriers that did not answer were called a minimum of three times at different times of day in order to attempt contact. It was noted by the survey administrator if the voice mail or answering machine stated the business name as part of the recorded message.

QUALIFIED CONTACT

For the purposes of the survey a qualified contact fell into one of five categories:

1. Currently in business;
2. No longer in business;
3. No one answered phone (Still in business according to voice mail/answering machine);
4. Phone disconnected; or
5. Person unable to answer questions or refused to cooperate.

SURVEY RESULTS

A total of 1,517 interstate motor carriers were sampled throughout the duration of the survey. Of that total, 1002 or 66.05% of the motor carriers sampled were considered to be qualified; 515 or 33.95% were considered to be non-qualified.

When broken down into the different categories, both qualified and non-qualified contact attempts can be characterized into the following results:

- Of the motor carriers that stated they were in business; 24.5% (372) responded that they conducted interstate business;
- 4.09% (62) said they were in business but never left the state (solely intrastate operations);
- 12.4% (188) of the motor carriers were in business but were unable to answer all of the questions or refused to cooperate;
- 3.63% (55) of the motor carriers responded that they were no longer in business;
- 18.33% (278) of the motor carriers there was no answer;

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- However, 3.63% (55) had voice mail or answering machine that indicated the business name;
- 17.8% (270) of the total had phone numbers that were disconnected;
- 8.7% (132) had wrong numbers listed;
- 9.76% of the total accounted for motor carriers that did not have a phone number listed in MCMIS or a fax number was listed as a phone number;
- 0.791% (12) had inactive USDOT numbers at the time of the survey.

The table below is a breakdown of the survey results.

MCMIS Telephone Survey: Raw Numbers (January – April 2006)

Qualified

Currently in Business

	Interstate	372	24.50%
	Intrastate Only	62	4.09%
Unable to Answer Questions/Person Refused to Cooperate		188	12.40%
No Longer in Business		55	3.63%
No One Answered (Still in Business According to Answering Machine/Voice Mail)		55	3.63%
Phone Disconnected		270	17.80%
	Sub-Total	1002	66.05%

Non – Qualified

Wrong Number		132	8.70%
No One Answered (Excluding Answering Mach./VM in Business Indication)		223	14.70%
No Number Listed in MCMIS or a Fax Number Listed		148	9.76%
DOT Number Not Active in Safer		12	0.79%
	Sub-Total	515	33.95%

Total 1517 100.0%

For the purposes of this study, the following categories were grouped as in business:

- Currently in business (Interstate)
- Unable to answer questions/Person refused to cooperate; and
- No one answered (Still in business according to voice mail or answering machine)

The last category is weighted at 80% as being in business based on the response to the survey questions when call backs were contacted. Approximately 20% were out of business when the answering machine or voice mail indicated the business during the call back process.

The following categories were grouped as not involved in interstate operations:

- No longer in business

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- Phone disconnected
- In business (Intrastate)

The remaining categories were considered to be unqualified due to the fact that no conclusions could be drawn and the categories had no contact. (See note at the end of this discussion).

There were 991 motor carriers that were considered for analysis purposes. Out of the 991 motor carriers:

- 37.5% (372) were in business and conducted interstate business;
- 6.26% (62) were in business but conducted intrastate business;
- 5.55% (55) motor carriers were no longer in business;
- 55 were in business according to the answering machine or voice mail but did not answer the phone during the three attempts made to contact the motor carrier. Once the 55 were weighted at 80%; 4.44% (44) were considered to be in business;
- 27.25% (270) of the motor carriers had phones disconnected;
- 18.97% (188) of the total accounted for a person unable to answer all of the questions or refused to cooperate.

When the categories were compiled into Interstate Operations and Out of Business/Solely Intrastate Operations, we concluded the following:

- 60.95% (604) were In Business (Interstate Operations)
- 39.05% (387) were Out of Business or Operating Solely Intrastate

Below is a table of the categories used for the summary.

MCMIS Telephone Survey Results (January – April 2006)

Currently In Business

Currently in business/Interstate	372	37.54%
Person Refused to Cooperate/Unable to answer Questions	188	18.97%
No One Answered: Still in Business According to VM/Ans. Machine	44*	04.44%
Sub-Total	604	60.95%

*Number was weighted at 0.80

Out of Business/Solely Intrastate Operations

Currently in Business/Intrastate	62	6.25%
No Longer in Business	55	5.55%
Phone Disconnected	270	27.25%
Sub-Total	387	39.05%

Total 991 100.0%

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In conclusion, it is apparent that the number of active interstate motor carriers is much less than the current number of active interstate motor carriers residing in MCMIS. Based on the results of our phone survey, a liberal estimation of the percentage of motor carriers currently operating in interstate commerce is approximately 61% of the current population of active interstate carriers in MCMIS.

If we assume that a large percentage of the 223 motor carriers that we were unsuccessful in contacting after a minimum of three phone calls are not currently involved in interstate commerce, the percentage of active interstate motor carriers would decrease from the 61% based on qualified contacts to approximately 55% being involved in interstate commerce.

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APPENDIX H

Background

A survey of motor carriers that were listed in the Federal Motor Carrier Safety Administration’s (FMCSA) Motor Carrier Management Information System (MCMIS) database as interstate carriers was conducted to assess its accuracy. Based on the survey criteria, it was determined that 60% of the interstate motor carriers contained in MCMIS were in business. To determine this, a “snapshot” of the MCMIS database was taken on December 12, 2005. The file contained approximately 712,000 (712,837) interstate motor carriers. Interstate motor carriers that had more than 100 power units totaled 3,970. When sampled, 14 out of the available 3,970 were surveyed. Under the criteria used for the survey, 12 out of 14 are considered to be a qualified contact. Of the 14 surveyed, none represented motor carriers in the top two brackets (>1000 and ≤ 5000 and >5000). Below are the results of motor carriers with power units greater than 100.

MCMIS Telephone Survey: Greater than 100 power units (January – April 2006)

Power Unit Groups	In Bus	Not in Bus	No Answer	Phone Disconnect	Wrong Phone #	Unable to Answer	No Phone # listed in MCMIS	DOT # Not active in Safer	Total Response	% of Total Response
>5000	0	0	0	0	0	0	0	0	0	0.00%
>1000 and ≤5000	0	0	0	0	0	0	0	0	0	0.00%
>100 and ≤1000	7	0	0	2	2	3	0	0	14	0.92%

In order to better assess the motor carriers that have greater than 100 power units, a survey was conducted in three states; Illinois, New York, and Washington. From the MCMIS snapshot created on 12/12/05, motor carriers having more than 100 power units domiciled in Illinois was 208, New York was 121, and Washington was 70.

Methodology

Due to the relatively small numbers for each state, attempts were made to contact every motor carrier. When contacted, the same three questions were asked when conducting this survey as was asked when conducting the nation-wide survey:

- 1 – Are you still in business?
- 2 – Do you ever travel out of state for business?
- 3 – How many power units do you own or have on long term lease?

Answers to the survey questions one and two were coded numerically so that they could be easily sorted and queried when needed.

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Question one had eight possible answers:

- 1 – In Business
- 2 – Not in business
- 3 – No one answered
- 4 – Phone disconnected
- 5 – Wrong answer
- 6 – Person refused to cooperate/unable to answer questions
- 7 – No number listed in MCMIS
- 8 – DOT number not active

Question two had two possible answers:

- 1 – Interstate
- 2 – Intrastate

Question three was the result of the respondent's answer based on the number of power units.

Spreadsheets were made up of each state's motor carriers that had more than 100 power units and then sent to the respective state representative conducting the survey. Once the survey was completed, the results were sent back and tabulated.

Qualified Contact

For the purposes of the survey, a qualified contact fell under five categories: Currently in business; No longer in business; No one answered phone (Still in business according to voice mail/answering machine); Phone disconnected; and Person refused to cooperate or unable to answer questions.

(continued)

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Survey Results

New York State had a total of 121 interstate carriers that had greater than 100 power units. A total of 105 or 86.8% interstate motor carriers were contacted. 74.4% (90) of the 121 motor carriers were in business and traveling out of state. 1.65% (2) indicated that they were in business but did not leave the state. 0.826% (1) was still in business but, was unable to answer all of the questions. 9.92% (12) of the 121 indicated that they were no longer in business. A total of 13.2% (16) of New York's interstate carriers with more than 100 power units were not contacted due to various reasons. 6.61% (8) had disconnected phones. 4.96% (6) had a wrong number listed in MCMIS. 0.826% (1) had a fax number listed rather than a phone number in their MCMIS file. 0.826% (1) had a DOT number that was not active at the time of the survey.

+100 Power Unit Motor Carrier Survey: New York Raw Numbers (April 2006)

Contacts

Currently in Business

	Interstate	90	74.4%
	Intrastate Only	2	1.65%
Person Refused to Cooperate/Unable to answer Questions		1	.826%
No longer in Business		12	9.92%
	Sub-Total	105	86.8%

No Contact

No one answered	0	0%
Phone Disconnected	8	6.61%
Wrong Number	6	4.96%
No number listed in MCMIS or a fax number listed	1	.826%
DOT Number not Active in Safer	1	.826%
	Sub-Total	16

Total 121 100%

(continued)

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Washington had a total of 70 interstate carriers that had more than 100 power units. 71.5% (50) of the 70 were contacted for the survey. 62.9% (44) were in business and were traveling interstate. 4.29% (3) were in business but, unable to answer all of the questions. 4.29% (3) indicated that they were no longer in business. 28.6% (20) of the Washington interstate motor carriers were not contacted due to various reasons. 21.4% (15) did not answer the phone but, were still in business according to the voice mail or answering machine. 2.86% (2) of the motor carriers had disconnected phones. 1.43% (1) had the wrong phone number listed in MCMIS. 2.86% (2) had no number or a fax number was listed as the phone number in MCMIS.

+100 Power Unit Motor Carrier Survey: Washington Raw Numbers (April 2006)

Contacts

Currently in Business

	Interstate	44	62.9%
	Intrastate Only	0	0%
Person Refused to Cooperate/Unable to answer Questions		3	4.29%
No longer in Business		3	4.29%
	Sub-Total	50	71.5%

No Contact

No one answered(Still in Business accd. to VM/Ans. Machine		15	21.4%
Phone Disconnected		2	2.86%
Wrong Number		1	1.43%
No number listed in MCMIS or a fax number listed		2	2.86%
DOT Number not Active in Safer		0	0%
	Sub-Total	20	28.6%

Total 70 100%

(continued)

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The combined raw numbers show that a total of 81.2% (155) of the motor carriers from New York State and Washington State were contacted for the analysis. 70.2% (134) were in business and traveling interstate. 1.04% (2) was in business and solely traveling within state borders. 2.09% (4) were in business but were unable to answer questions or refused to cooperate. 7.85% (15) that were contacted were no longer in business. 18.8% of the 191 were not contacted for various reasons. 7.85% (15) did not answer when contact was attempted. The phone was disconnected for 5.24% (10) of the total. 3.66% (7) had wrong numbers. No number was listed or a fax number was listed as the phone number in the MCMIS database for 1.57% (3) of the total. .524% of the total accounted for The DOT number not active at the time of the survey.

+100 Power Unit Motor Carrier Survey: Combined Raw Numbers (April 2006)

Contacts

Currently in Business

	Interstate	134	70.2%
	Intrastate Only	2	1.04%
Person Refused to Cooperate/Unable to answer Questions		4	2.09%
No longer in Business		15	7.85%
	Sub-Total	155	81.2%

No Contact

No one answered	15	7.85%
Phone Disconnected	10	5.24%
Wrong Number	7	3.66%
No number listed in MCMIS or a fax number listed	3	1.57%
DOT Number not Active in Safer	1	0.524%
	Sub-Total	36

Total 191 100%

(continued)

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When the states are combined, qualified contacts totaled 177 motor carriers. 84.7% of the 177 were in business. 75.7% (134) were in business and traveling interstate. 2.26% (4) were unable to answer questions or refused to cooperate. 15 motor carriers did not answer their phones but did however mention the business on the voice mail or answering machine. This number was weighted at 80% based on the contact rate of the nation-wide interstate survey. This resulted in 12 qualified contacts or 6.78% for the no answered category. 15.3% was found to be out of business based on the criteria. 1.13% (2) was in business but conducting business solely in the state. 8.47% (15) were found to be no longer in business. 5.65% (10) had phones disconnected. Below is a table of qualified contact findings.

+100 Power Unit Motor Carrier Survey Results (April 2006)

Currently In Business

Currently in business/Interstate	134	75.7%
Person Refused to Cooperate/Unable to answer Questions	4	2.26%
No One Answered: Still in Business According to VM/Ans. Machine	12*	6.78%
	Sub-Total	150
		84.7%

*Number was weighted at 0.80

Out of Business

Currently in Business/Intrastate	2	1.13%
No Longer in Business	15	8.47%
Phone Disconnected	10	5.65%
	Sub-Total	27
		15.3%
	Total	177
		100%

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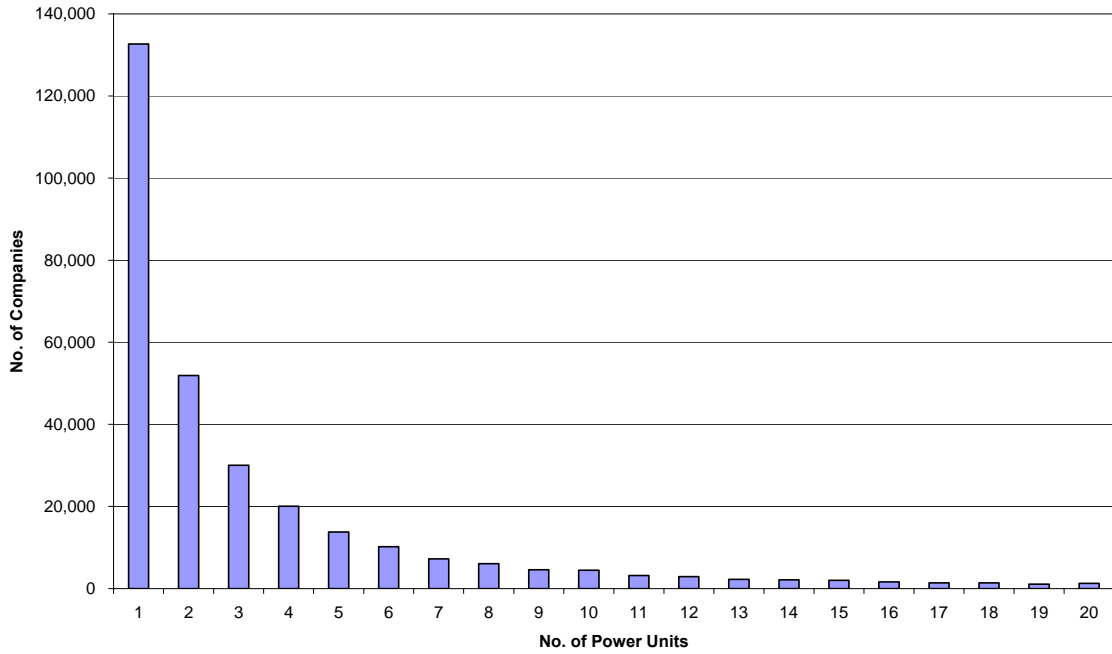
APPENDIX I

SafetyNet Database - Count by State Address	326,005
Brokers & Fr. Fwd. (FMCSA Estimate)	<u>19,000</u>
Total Companies	345,005

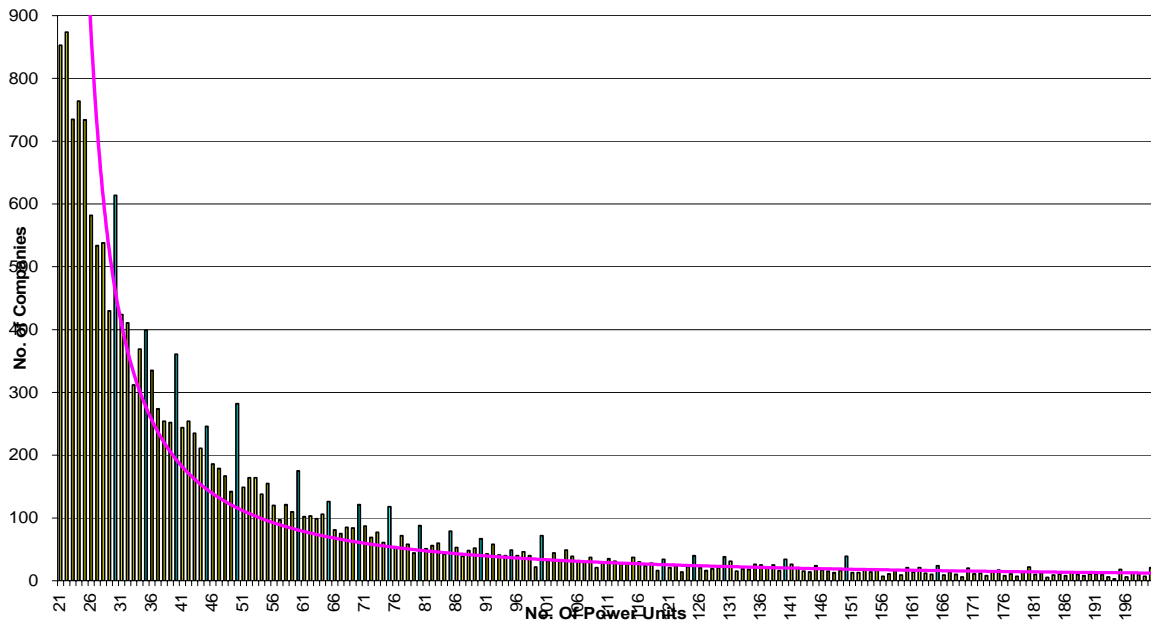
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APPENDIX J

**UCR Distribution
 (1 - 20 Power Units)**

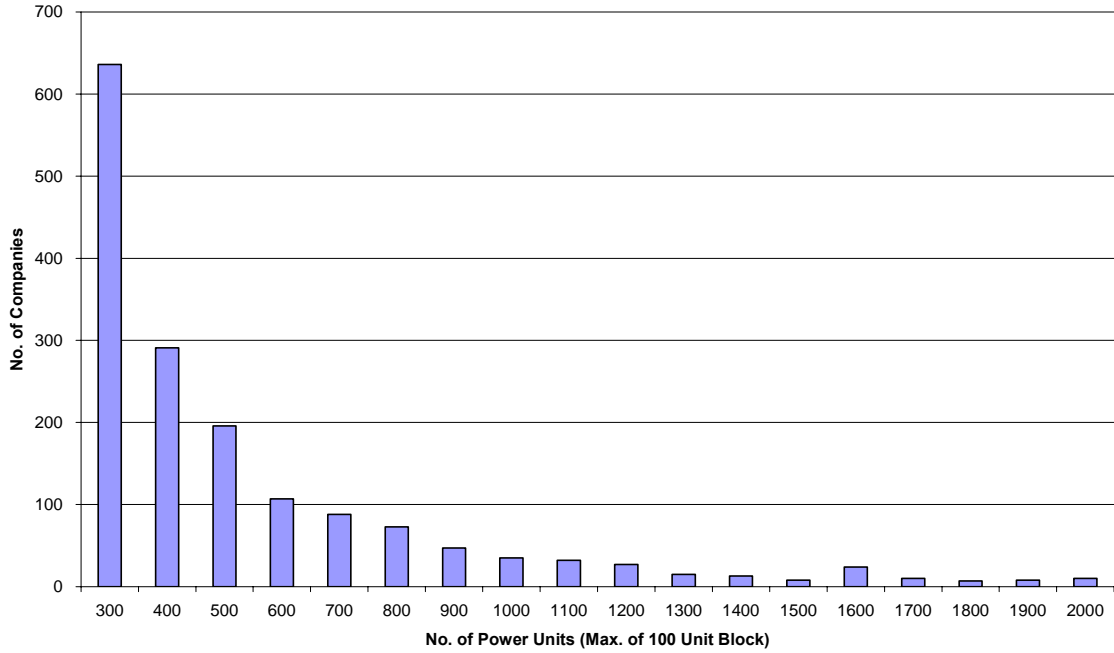


**UCR Distribution
 (21 - 200 Power Units)**

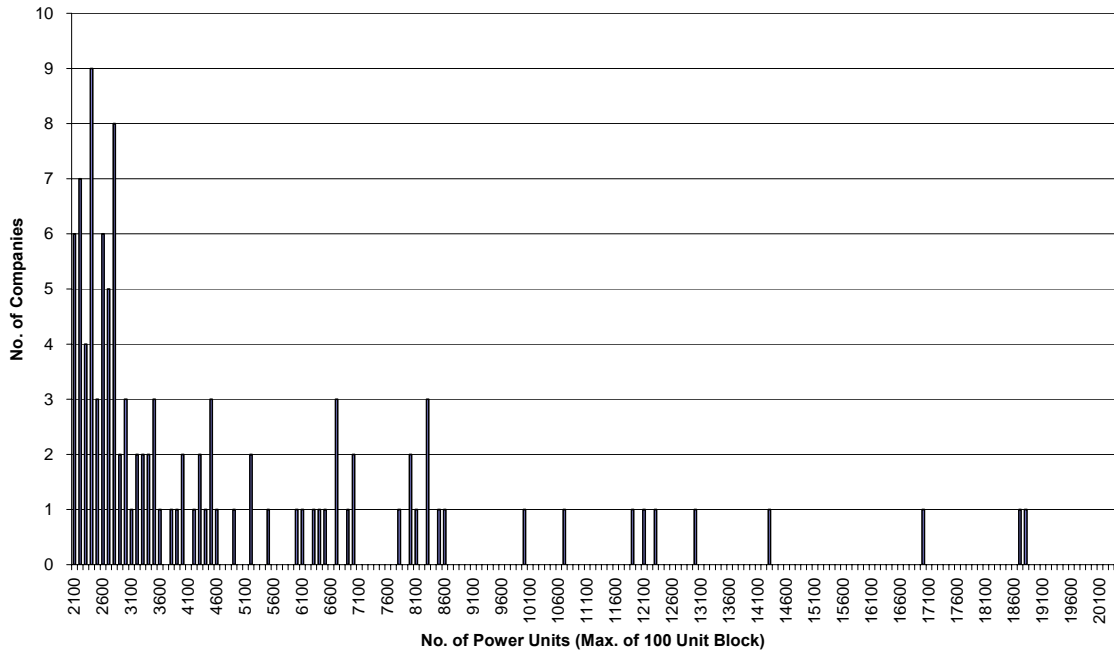


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**UCR Distribution
 (201 - 2000 - In 100 Unit Blocks)**



**UCR Distribution
 (2,001 - 20,300 In 100-Unit Blocks)**



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APPENDIX K

Percentage of Accounts
 with One-Vehicle

Jurisdiction	Percentage	Average Fee
Colorado	57.0 % ¹	
Idaho	30.0 %	\$ 70.00
Iowa	51.2 %	\$ 101.21
Kansas	36.4 %	\$ 111.49
Maine	85.0 %	Not available
Manitoba	31.8 %	\$ 123.69
Minnesota	62.0 %	Not provided
Nebraska	56.4 %	\$ 72.11
North Dakota	54.4 %	\$ 121.91
Saskatchewan	25.0 %	\$ 97.74
South Carolina	25.0 %	Not available
South Dakota	63.0 %	Not Provided
Tennessee	38.7 %	\$ 166.20
Texas	53.0 %	\$ 112.50
Washington	54.7 %	\$ 115.84
Wisconsin	55.6 %	Not provided

¹ This figure was arrived by a sampling.

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APPENDIX L

Mail From: <Barbara.Hague@modot.mo.gov>

File Edit View Actions Tools Window Help

Close Reply Forward

Mail Properties Personalize

From: <Barbara.Hague@modot.mo.gov> 11/27/06 2:58 PM
To: <wleonard@dot.state.ny.us>
Subject: As Promised - Missouri SSRS data (Missouri had 16 state reciprocity agreements)

Average Cost to Missouri Carriers under SSRS For License Year 2004		
1 Vehicles	\$	114.29
2-5 Vehicles	\$	270.77
6-20 Vehicles	\$	784.92
21-100 Veh	\$	3,443.62
101-1000 veh	\$	19,419.96
Over 1000	\$	321,781.95

Note: State of Missouri had 16 reciprocity agreements whereby all or parts of fees were waived.

Barbara E. Hague
MODOT-MCS
573-751-7128

start Adobe Reader UCR Revenue & Fees... Document4 - Microsof... Novell GroupWise - M... 12:00 PM Sunday 12/3/2006 Mail From: <Barbara... Microsoft Excel - App...

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APPENDIX M

2004 FIGURES FOR MANITOBA, SASKATCHEWAN AND NORTH DAKOTA

<u>TRUCKS</u>		<u>MANITOBA</u>	<u>SASKATCHEWAN</u>	<u>NORTH DAKOTA **</u>
	1	\$118.67	\$103.18	\$122.15
2	5	\$310.90	\$366.42	\$278.84
6	20	\$1,185.42	\$1,219.81	\$984.54
21	100	\$5,597.26	\$8,059.13	\$6,435.74
101	1000	\$42,393.53	\$20,635.60	\$22,976.03

** North Dakota is not a reciprocity state.

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APPENDIX N

FEE CALCULATION

Proposed By: **Fee Committee**
 Scenario: **A**
 Date: **11/20/2006**

Highlighted Cells Can Be Changed

Yellow - Recommend You Change These Cells

Green - Recommend You Do NOT Change These Cells

<u>Block</u>	<u>Power Units</u>		<u>Companies</u>		<u>Adjustment Column</u>			<u>Fee Per Company</u>	<u>Revenue</u>	<u>Cost Per Vehicle</u>	
	<u>Between</u>	<u>And</u>	<u>No.</u>	<u>%</u>	<u>(100% = Normal)</u>	<u>Companies</u>	<u>% of Total</u>			<u>Minimum</u>	<u>Maximum</u>
Blank Power Field In SafetyNet			5,749		100%	5,749					
Brokers (FMCSA Estimate)			18,000		100%	18,000					
Fr. Fwd. (FMCSA Estimate)			1,000		100%	1,000					
SafetyNet	1	1	132,668		100%	132,668					
			157,417			157,417					
			↓			↓					
B1	0	1	157,417	45.6%	100%	157,417	45.63%	\$75.00	\$11,806,275	\$ 75.00	\$ 75.00
B2	2	5	115,819	33.6%	100%	115,819	33.57%	\$145.00	\$16,793,755	\$ 29.00	\$ 72.50
B3	6	20	51,819	15.0%	100%	51,819	15.02%	\$425.00	\$22,023,075	\$ 21.25	\$ 70.83
B4	21	100	16,297	4.7%	100%	16,297	4.72%	\$1,475.00	\$24,038,075	\$ 14.75	\$ 70.24
B5	101	1,000	3,381	1.0%	100%	3,381	0.98%	\$7,000.00	\$23,667,000	\$ 7.00	\$ 69.31
B6	1,001		272	0.1%	85%	231	0.07%	\$37,500.00	\$8,662,500	\$ 0.68	\$ 37.46
Total			345,005	100.0%		344,964	100.00%		\$106,990,680		

MINIMUM 4 BLOCKS

To use fewer than 6 blocks:

Choose the No. of blocks (example 4)

Enter 100,000 for the top range of Block 4 (cell C27)

Enter 100,001 for the top range of Block 5 (cell C28)

Target

Surplus / (Deficit)

\$106,772,400

\$218,280

APPENDIX O

UCR PROGRAM

Fee Committee Report
To
UCR Board of Directors

October 11, 2006
Washington, D.C.

UCR Fee Calculation Variables

- Revenue Requirement
- Carrier Population
- Carrier Distribution
- Company Blocks - 4 to 6
- Fees

Report of the Revenues and Fees Subcommittee
Recommended Fee Structure Discussion
Pursuant to the Unified Carrier Registration Agreement

UCR Program Revenue Requirement

		<u>Source:</u>
SSRS Revenue	\$ 92,123,016	UCR State Revenue Entitlement.xls
UCR Admin/Operations	\$ 5,000,000	Estimate
Intrastate Revenue	\$ 10,916,348	UCR State Revenue Entitlement.xls
Non-SSRS State Allocation	\$ 5,000,000	Estimate (10 states @ \$500,000 each)
Revenue Target	\$113,039,363	

Carrier Population

Fees based on MCS-150.

MCMIS (Motor Carrier Management
Information System) Database

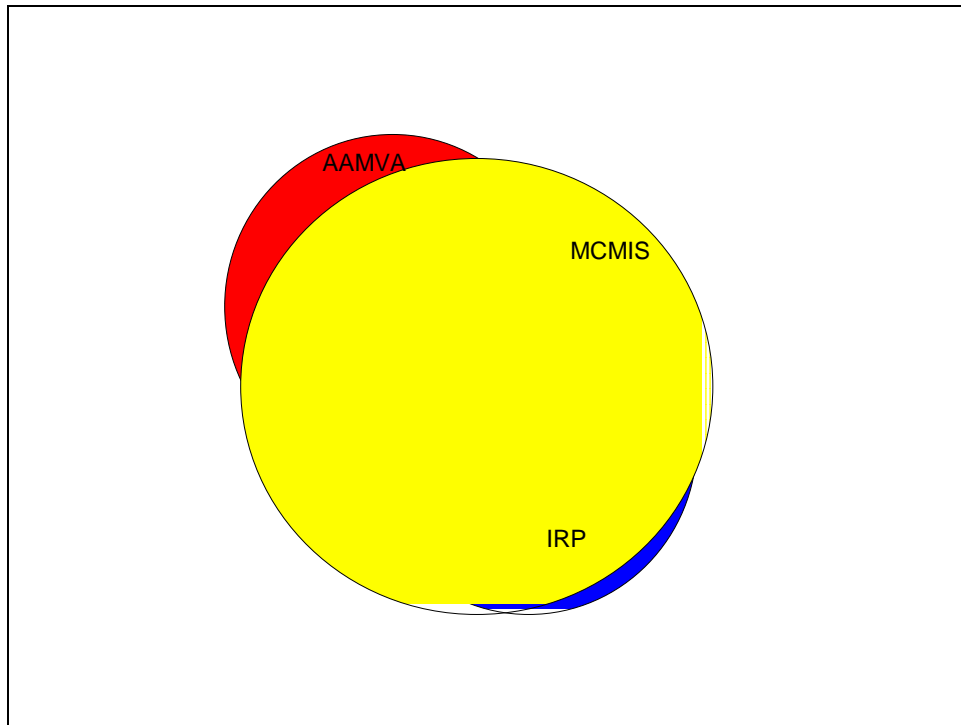
MCMIS Database Problems

- Largest Carrier – Mr. Hill 80,000 Power Units
(One power unit weighing 80,000 lbs.)
- New York DOT Telephone Survey
 - Companies with < 1,000 vehicles 60%
 - Companies with >= 1,000 vehicles 85%
- Washington and Illinois Surveys

Alternate Data Sources

- AAMVA
(American Association of Motor Vehicle Administrators)
- IRP
(International Registration Plan)
- IFTA
(International Fuel Tax Association)

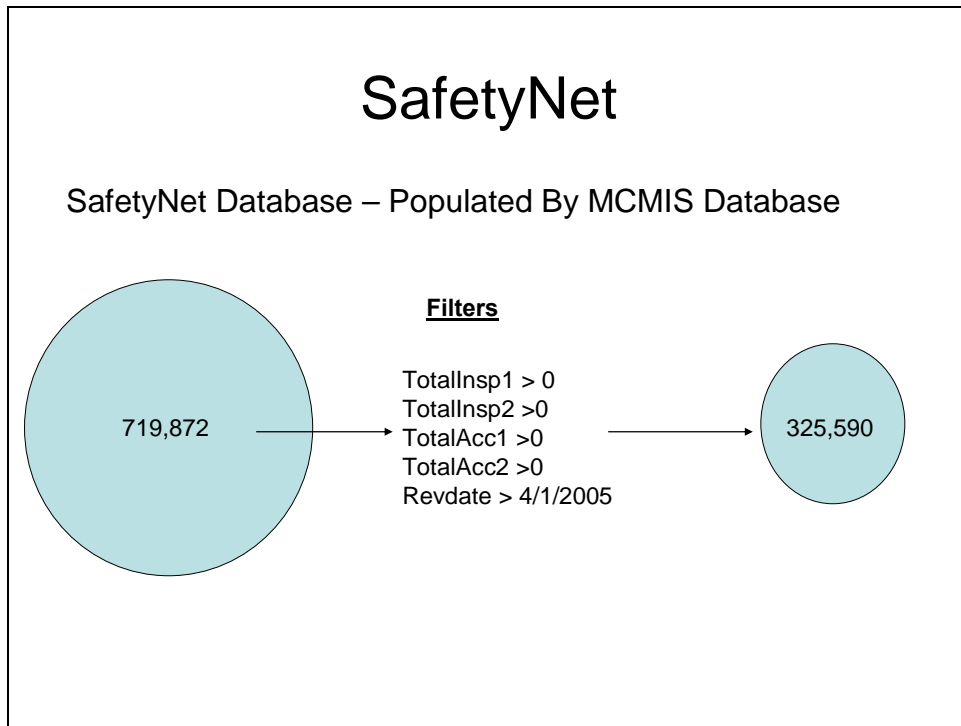
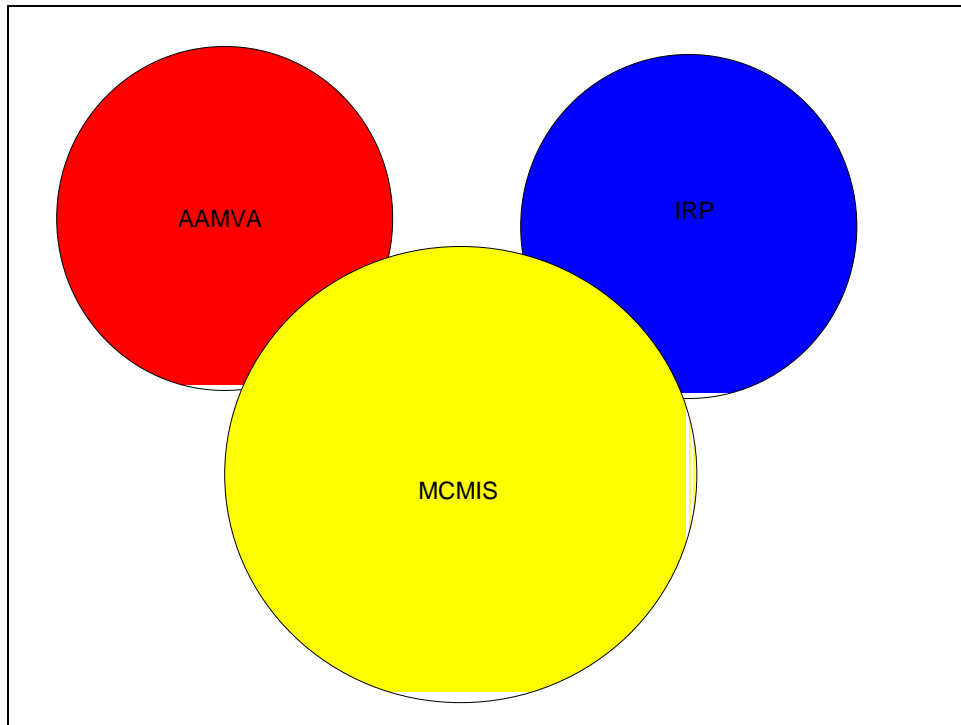
Report of the Revenues and Fees Subcommittee
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Data Problems

- AAMVA - Inconsistent records:
 - John Smith Trucking, Inc.
 - J. Smith Trucking
 - John Smith Trucking
 - J. Smith, Inc.
- IRP - Data available only aggregated by blocks: 1 – 5 Vehicles, etc.
- IFTA - Data not appropriate.

Report of the Revenues and Fees Subcommittee
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SafetyNet Data Tweaks

Adjustments:

- Brokers Est. 18,000 (FMCSA)
- Freight Forwarders Est. 1,000 (FMCSA)

Notes:

- Carriers with **no** PowerUnits 5,488
- Carriers "lost" in the analysis 1,590
- Agreement to adjust blocks of >= 1,000 85%
 to reflect known errors in database.

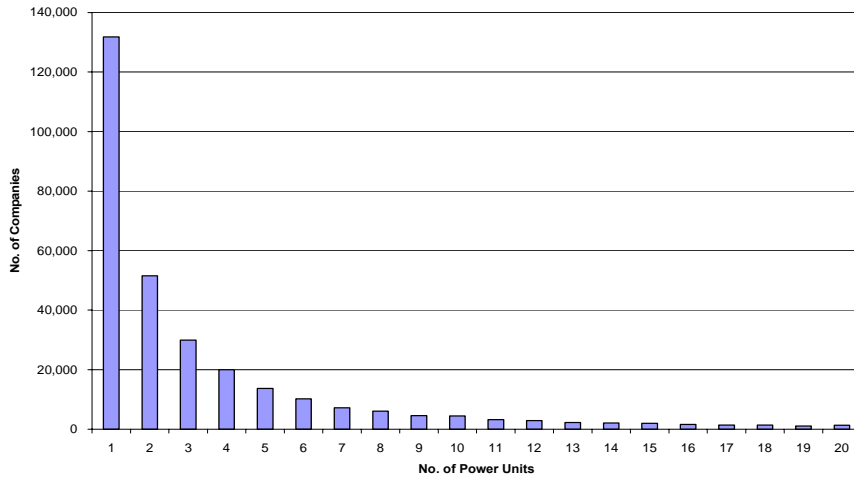
Carrier Population (Fee Committee Agreement – Subject to Corrections)

Brokers (Estimate)		18,000
Fr. Fwd. (Estimate)		1,000
 SafetyNet		
Blank Power Units Field	5,488	
Positive Power Units	<u>318,512</u>	
		<u>324,000</u>
 Total Companies		 343,000

Report of the Revenues and Fees Subcommittee
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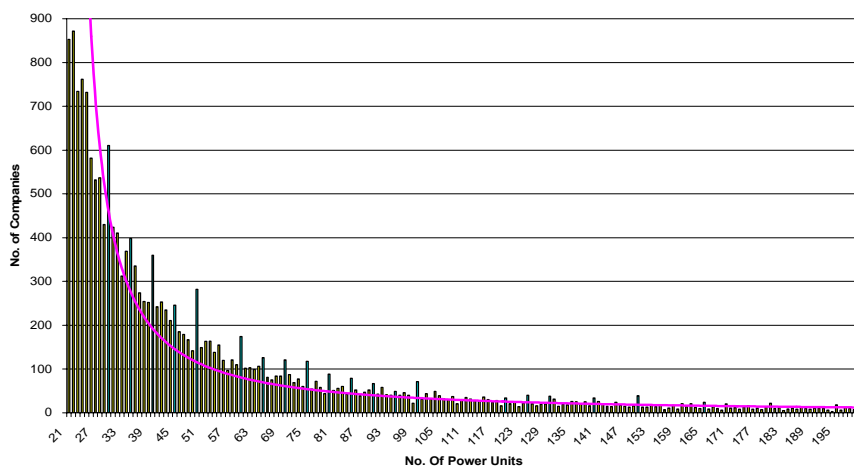
Carrier Distribution

UCR Distribution
(1 - 20 Power Units)

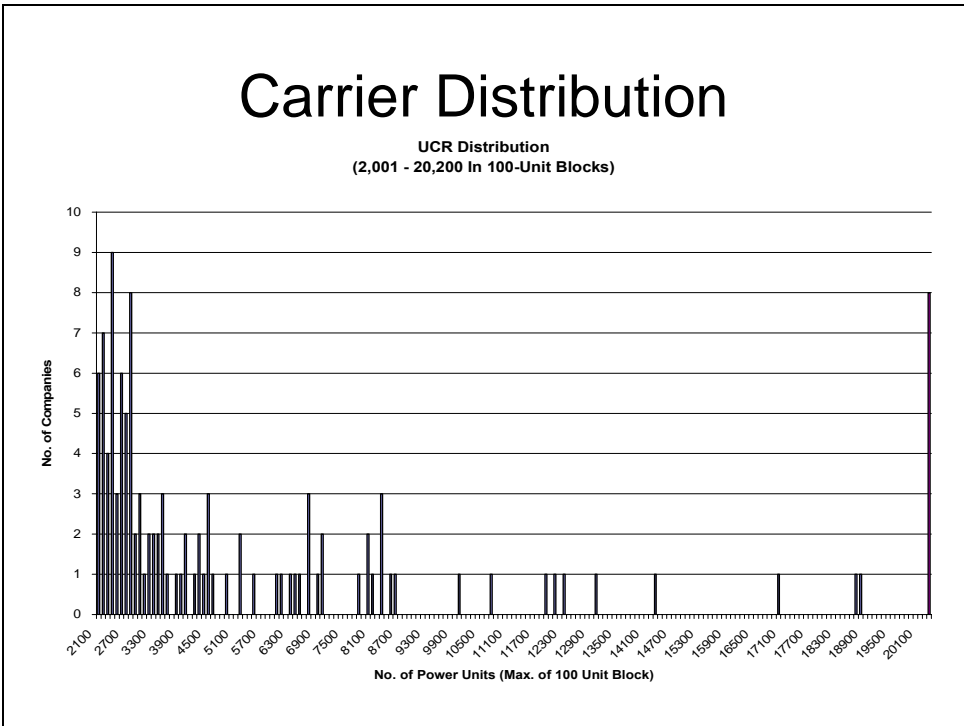
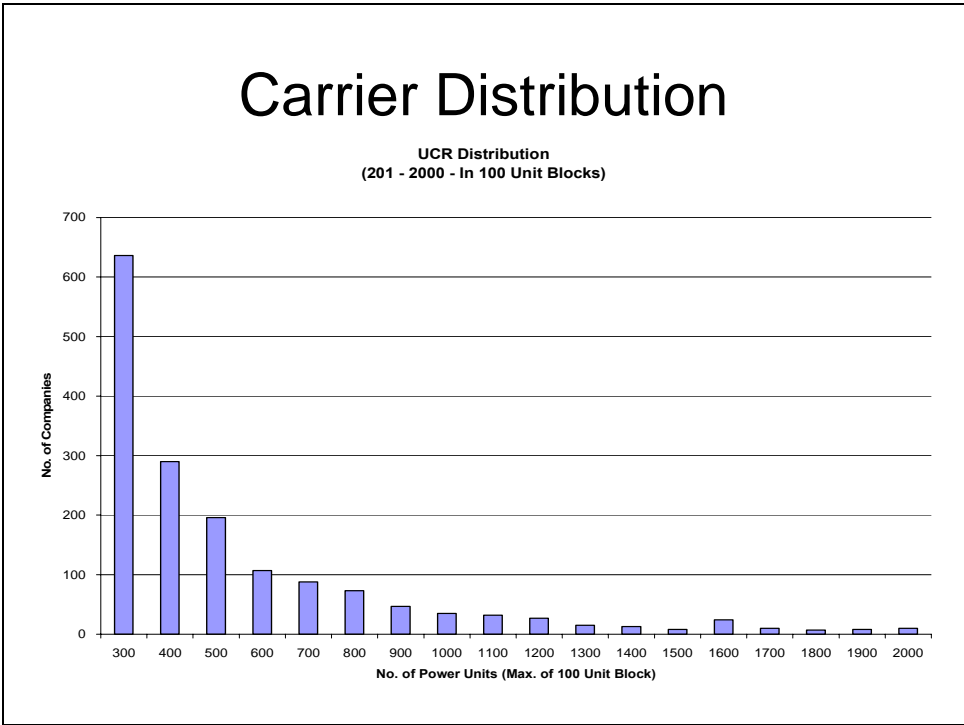


Carrier Distribution

UCR Distribution
(21 - 200 Power Units)



Report of the Revenues and Fees Subcommittee
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Company Blocks

Minimum - 4

Maximum - 6

Fee Committee Agreement - 6

Fees

The

\$113,039,363

Question.

Report of the Revenues and Fees Subcommittee
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Interactive Fee Model

FEE CALCULATION

Proposed By: **Name (e.g. "John Doe")**
 Scenario: **Description (e.g. "1" or "A")**
 Date: **10/6/2006**

Highlighted Cells Can Be Changed
Yellow - Recommend You Change These Cells
Green - Recommend You Do NOT Change These Cells

Block	Power Units		Companies		Adjustment Column		Fee Per Company	Revenue	Cost Per Vehicle	
	Between	And	No.	%	% (100% = Normal)	Companies			% of Total	Minimum
Blank Power Field In SafetyNet			5,488		100%	5,488				
Brokers (Estimate)			18,000		100%	18,000				
Fr. Fwd. (Estimate)			1,000		100%	1,000				
SafetyNet	1	1	131,756		100%	131,756				
			156,244			156,244				
B1	1	1	156,244	45.6%	100%	156,244	45.55%	\$156,244	\$ 1.00	\$ 1.00
B2	2	2	51,568	15.0%	100%	51,568	15.03%	\$103,136	\$ 1.00	\$ 1.00
B3	3	3	29,928	8.7%	100%	29,928	8.73%	\$89,784	\$ 1.00	\$ 1.00
B4	4	4	19,972	5.8%	100%	19,972	5.82%	\$79,888	\$ 1.00	\$ 1.00
B5	5	5	13,704	4.0%	100%	13,704	4.00%	\$68,520	\$ 1.00	\$ 1.00
B6	6	6	71,584	20.9%	100%	71,584	20.87%	\$429,504	\$ 0.00	\$ 1.00
Total			343,000	100.0%		343,000	100.00%	\$927,076		

MINIMUM 4 BLOCKS

To use fewer than 6 blocks:

- Choose the No. of blocks (example 4)
- Enter 100,000 for the top range of Block 4 (cell C27)
- Enter 100,001 for the top range of Block 5 (cell C28)

Target

\$113,039,363

Surplus / (Deficit)

(\$112,112,287)

Block and Fee Options

After playing with the model for many hours, I've come to the conclusion that after you begin with a philosophy of where to begin, whether \$75 or \$150, at the low end, there are not that many ways to get to \$113 million.

Bill Leonard, NYDOT

Report of the Revenues and Fees Subcommittee
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Fee Scenario A

FEE CALCULATION

Proposed By: **Fee Committee**
 Scenario: **A**
 Date: **10/11/2006**

Highlighted Cells Can Be Changed
Yellow - Recommend You Change These Cells
Green - Recommend You Do NOT Change These Cells

Block	Power Units		Companies		Adjustment Column		Fee Per Company	Revenue	Cost Per Vehicle	
	Between	And	No.	%	% (100% = Normal)	Companies			% of Total	Minimum
Blank Power Field In SafetyNet			5,488		100%	5,488				
Brokers (Estimate)			18,000		100%	18,000				
Fr. Fwd. (Estimate)			1,000		100%	1,000				
SafetyNet	1	1	131,756		100%	131,756				
			156,244			156,244				
B1	1	1	156,244	45.6%	100%	156,244	45.56%	\$80	\$12,499,520	\$ 80.00 \$ 80.00
B2	2	5	115,172	33.6%	100%	115,172	33.58%	\$150	\$17,275,800	\$ 30.00 \$ 75.00
B3	6	20	51,664	15.1%	100%	51,664	15.06%	\$450	\$23,248,800	\$ 22.50 \$ 75.00
B4	21	100	16,271	4.7%	100%	16,271	4.74%	\$1,575	\$25,626,825	\$ 15.75 \$ 75.00
B5	101	1,000	3,377	1.0%	100%	3,377	0.98%	\$7,500	\$25,327,500	\$ 7.50 \$ 74.26
B6	1,001		272	0.1%	85%	231	0.07%	\$40,000	\$9,240,000	\$ 0.73 \$ 39.96
Total			343,000	100.0%		342,959	100.00%		\$113,218,445	

MINIMUM 4 BLOCKS

To use fewer than 6 blocks:

Choose the No. of blocks (example 4)

Enter 100,000 for the top range of Block 4 (cell C27)

Enter 100,001 for the top range of Block 5 (cell C28)

Target \$113,039,363

Surplus / (Deficit) \$179,082

Fee Scenario B

FEE CALCULATION

Proposed By: **Fee Committee**
 Scenario: **B**
 Date: **10/11/2006**

Highlighted Cells Can Be Changed
Yellow - Recommend You Change These Cells
Green - Recommend You Do NOT Change These Cells

Block	Power Units		Companies		Adjustment Column		Fee Per Company	Revenue	Cost Per Vehicle	
	Between	And	No.	%	% (100% = Normal)	Companies			% of Total	Minimum
Blank Power Field In SafetyNet			5,488		100%	5,488				
Brokers (Estimate)			18,000		100%	18,000				
Fr. Fwd. (Estimate)			1,000		100%	1,000				
SafetyNet	1	1	131,756		100%	131,756				
			156,244			156,244				
B1	1	1	156,244	45.6%	100%	156,244	45.56%	\$100	\$15,624,400	\$ 100.00 \$ 100.00
B2	2	5	115,172	33.6%	100%	115,172	33.58%	\$175	\$20,155,100	\$ 35.00 \$ 87.50
B3	6	20	51,664	15.1%	100%	51,664	15.06%	\$500	\$25,832,000	\$ 25.00 \$ 83.33
B4	21	100	16,271	4.7%	100%	16,271	4.74%	\$1,500	\$24,406,500	\$ 15.00 \$ 71.43
B5	101	1,000	3,377	1.0%	100%	3,377	0.98%	\$6,000	\$20,262,000	\$ 6.00 \$ 59.41
B6	1,001		272	0.1%	85%	231	0.07%	\$30,000	\$6,930,000	\$ 0.55 \$ 29.97
Total			343,000	100.0%		342,959	100.00%		\$113,210,000	

MINIMUM 4 BLOCKS

To use fewer than 6 blocks:

Choose the No. of blocks (example 4)

Enter 100,000 for the top range of Block 4 (cell C27)

Enter 100,001 for the top range of Block 5 (cell C28)

Target \$113,039,363

Surplus / (Deficit) \$170,637

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Fee Scenario C

FEE CALCULATION

Proposed By: **Fee Committee**
 Scenario: **C**
 Date: **10/11/2006**

Highlighted Cells Can Be Changed

Yellow - Recommend You Change These Cells

Green - Recommend You Do NOT Change These Cells

Block	Power Units		Companies		Adjustment Column		Fee Per Company	Revenue	Cost Per Vehicle	
	Between	And	No.	%	% (100% = Normal)	Companies			% of Total	Minimum
Blank Power Field In SafetyNet			5,488		100%	5,488				
Brokers (Estimate)			18,000		100%	18,000				
Fr. Fwd. (Estimate)			1,000		100%	1,000				
SafetyNet	1	5	246,928		100%	246,928				
			271,416			271,416				
B1	1	5	271,416	79.1%	100%	271,416	79.14%	\$125	\$33,927,000	\$ 25.00 \$ 125.00
B2	6	20	51,664	15.1%	100%	51,664	15.06%	\$500	\$25,832,000	\$ 25.00 \$ 83.33
B3	21	100	16,271	4.7%	100%	16,271	4.74%	\$1,500	\$24,406,500	\$ 15.00 \$ 71.43
B4	101	1,000	3,377	1.0%	100%	3,377	0.98%	\$7,000	\$23,639,000	\$ 7.00 \$ 69.31
B5	1,001	5,000	231	0.1%	85%	196	0.06%	\$16,000	\$3,136,000	\$ 3.20 \$ 15.98
B6	5,001		41	0.0%	85%	35	0.01%	\$60,000	\$2,100,000	\$ 1.09 \$ 12.00
Total			343,000	100.0%		342,959	100.00%		\$113,040,500	

MINIMUM 4 BLOCKS

To use fewer than 6 blocks:

Choose the No. of blocks (example 4)

Enter 100,000 for the top range of Block 4 (cell C27)

Enter 100,001 for the top range of Block 5 (cell C28)

Target

\$113,039,363

Surplus / (Deficit)

\$1,137

UCR SYSTEM State Perspective

Ensure "System" is Whole

Revenue Requirement

Depository / Balancing

What Does the System Mean to Your State?

Donor or Recipient State?

If Recipient State:

What are Cash Flow Requirements?