

February 24, 1988 LB 620, 836, 865, 967, 1017, 1189, 1209
1233

confirmation report as offered by the Health and Human Services Committee.

PRESIDENT: The members are confirmed. Before we go to General File, do you have anything for the record, Mr. Clerk?

CLERK: Mr. President, I do. Mr. President, your Committee on Banking, Commerce and Insurance whose Chair is Senator Remmers reports LB 1233 to General File, LB 1189 indefinitely postponed, and LB 1209 indefinitely postponed. Those are signed by Senator Remmers as Chair. The Health and Human Services Committee whose Chair is Senator Wesely reports LB 865 to General File with amendments, LB 620 indefinitely postponed, LB 967 indefinitely postponed, and LB 1017 indefinitely postponed. Those are signed by Senator Wesely as Chair. (See pages 969-70 of the Legislative Journal.) That is all that I have, Mr. President.

PRESIDENT: We will move on to LB 836, please. Mr. Clerk.

CLERK: Mr. President, LB 836 is a bill that was introduced by Senator Warner. (Read title.) The bill was introduced on January 6 of this year. It was referred to the Revenue Committee for public hearing. The bill was advanced to General File. I have no committee amendments. Senator, would you like to offer your amendment now or defer?

SENATOR WARNER: I will explain the bill first.

PRESIDENT: All right. Senator Warner, please.

SENATOR WARNER: Mr. President and members of the Legislature, LB 836 is permissive legislation authorizing the State of Nebraska through the Department of Revenue to participate in Interstate Motor Carriers Base State Fuel Tax Compact Act. This is a compact which I believe eight or nine states currently have joined, and in time, in all probability by 1992, all of the states who currently participate in the Interstate Motor Carriers Fuel will be participating. The act makes no changes in any of the tax rates. As you know under the prorate of fuel tax, those states that participate under current law each carrier submits to each state in which they travel the number of miles that they have traveled in that state, the amount of fuel they have bought in total, and then the amount of gas or motor fuel tax, rather, that each state would be entitled to based upon the mileage driven in that state is what is remitted to