

each state. What the compact does will simplify the process both for the states as well as for the carriers in that the state, where the carrier is based, their home state, in effect, would be the one who would collect all of the remittance and then remit that money back to each of the states that are participants in the compact on the same basis in which the money is allocated now. So the bill, first, permits the state to participate in such a compact if they choose to do so, and it has a definition section which would be consistent with both the compact and current state law. It allows the compact to be enforced in other states as well as this state where they are in agreement. It has provisions for reporting to each of the states consistent, again, with the compact. It will only cover those vehicles which are part of the compact. There are a handful of vehicles which probably would not be eligible for the compact which are primarily gas burners, that there would be very few of those kind of vehicles left anymore. There are the provisions for the various licensing that would be done. There is the provision for refund and credits, which, again, only reflect existing practice and to permit refunds where they are entitled to as it is the case now. The...what else? One of the new aspects that would be a part of...oh, then it protects the confidentiality as required to be consistent with Internal Revenue Service in the event that there is any issue there. There is one new concept in the bill which is, again, permissive for the state or the Department of Revenue and that is that they could contract, if they chose to do so, with a private firm to do some of the collection rather than do it themselves. The bill does provide for a decal \$10 fee which if it was with a private contractor receive that \$10 for their administrative work. If the state decides rather to do it, why the fee would stay with the Department of Revenue. I do have amendments that I filed which I do not have copies distributed but they are quite simple. It does two things. The one amendment makes...clarifies so that the decal fee could be kept by the state if they are the administrative agency, or if it goes with a private nonprofit firm that they would contract with, that they would get the fee, but it is so it would go either way, and the other thing the amendment does is it would permit through the appropriation process that the cost of collection would be borne out of the fees or the tax receipts that are collected. And this is consistent with what is currently done under prorate registration where the Department of Motor Vehicles does prorate registration. In that case the cost of the auditors for that are paid out of the receipts and this would permit the same