

are technical changes with some of the wording after the bill was cleaned up a little bit. And we also put a new Section 9 in which doesn't substantively change it but is probably the major rewording of that section although the substance of it is not changed. With that, I believe the major change to be in the committee amendment of reducing the fee and the original bill from \$5.00 to the committee amendment fee of now \$3.00. With that, I would ask the adoption of the committee amendments.

PRESIDENT MOUL: Thank you, Senator Kristensen. Is there anyone who wishes to speak to the committee amendments? Seeing none, we will proceed to vote on the committee amendments. All those in favor please vote aye, opposed nay. Have you all voted on the committee amendments? Have you all voted? Please record, Mr. Clerk.

CLERK: 25 ayes, 0 nays on adoption of the committee amendments.

PRESIDENT MOUL: The committee amendments are adopted. Senator Kristensen.

SENATOR KRISTENSEN: Madam President and members of the body, LB 337, as I talked about on the committee amendments, is the Transportation Committee's bill that needs to be passed this year and there is some urgency and I thank Senator Baack for allowing it to be special ordered. It is something that will not only generate some revenue for the state but also will save us considerable exposure. This bill would adopt the Interstate Operating Authority Agreement Act. This is an act that has been approved and its concept has been around for a while, but it, basically, simplifies the manner in which motor carriers pay their fees and pay fees for their operating authority. Operating authority is, basically, that permit or that allowance by this state that would allow you to operate a motor...or a motor carrier, a motor truck, if you will, in the state. It says that you are a fit and able person to do so, that you're properly insured as a company, this doesn't go to the individual, it goes to the company, and that we use this system frequently. This is how we keep track of the trucks in this state. We know who is coming through. This would authorize the concept of a base state to pay that and to register the operating authority in the state. Currently, what happens is if you want to operate a truck through a variety of states, you make an application to that state and you pay a fee to each individual state. This bill would allow the base state concept