

where you would pay the fee to the home state or your state of domicile, if you will, and then that state will take the fees and pay them to all the states that you say you're going to operate in, so you have a central place of filing, you have a central place of registering for your operating authority. Now we use this concept for the registration of these vehicles which we also do in this state, that's done on a base state concept as well as the payment of motor fuels taxes under the interstate...or international fuel tax agreement. So it's not a new concept to the State of Nebraska. We don't do away with the old concept under the bill. You can still make individual payments to individual states for each of the motor carriers. However, there are several other states, Colorado, Idaho, Missouri, Ohio, I believe, Minnesota and West Virginia who are involved in a pilot project to do this program. And so what we'll do is enter into the program and allow for central filing, allow for those states to cooperate with us. It's much easier for the motor carriers to carry out these projects. That's the basics of what the bill does. There is one other thing that the bill does and the reason for the emergency and the need to do this immediately. The bill repeals outright Sections 75-356 and 357 and this is a reciprocity, a reverse reciprocity. In other words, Nebraska has, in the past, and a wide variety of other states have treated people from other states differently. In other words, they say, look, if you charge our people more when we operate a truck in your state, we're going to charge more to your people. And it's sort of a retaliatory sort of thing. We have...we just changed the fee in the committee amendment but we've been charging this \$1.00, for example. Well, other states may charge us more money than that for our trucks to go through and we have retaliatory legislation, have had it for some time, that says, look, if you're going to treat us like that, we're going to treat you like that, so we retaliate to them and we charge them a higher fee. And that's been done for some time. However, in 1990, one of the motor carriers, a trucking company, sued the State of Nebraska and says, you can't do that, that violates interstate commerce. And they took it to court and, sure enough, it violates the interstate commerce clause. The problem here is it was only a \$21 fee so most of us would say, well, big deal, you know, it's only a \$21 lawsuit, it probably shouldn't have gone to the Supreme Court but it did. But it went further than the Nebraska Supreme Court, it went to the United States Supreme Court. And the issue here was not solely the violation of the interstate commerce clause but it was a violation of civil rights under 1983. And Senator Beutler's