

February 22, 1996 LB 1218, 1288

good and that's the reason I want to give it to you. To give you a nutshell of what we're trying to do here is that if you have a commercial truck, and in this industry if you wanted to get it registered, titled and do the variety of things that you need to do, you have several places that you have to go. You're going to wind up going, some to Department of Roads, some to the Public Service Commission, and some to the Department of Revenue. You'll also wind up dealing with the Internal Revenue Service, the Federal Department of Transportation, the ICC and our Department of Motor Vehicles as well. This was designed to try and streamline and make more efficient the delivery, to allow these people an easier manner and a quicker manner to get their items done and still maintain some integrity of the system. The bill will consolidate and make a new department in the Department of Motor Vehicles, the Division of Motor Carrier Services. And we're going to combine some of these efforts. And, as you see in the handout, we're going to take some of the things that are in revenue, which is the IFTA, which is the International Fuel Tax Agreement, some of the routine permits from Department of Roads, some of the things that the Public Service Commission does, and we're going to combine those all into this new division at Department of Motor Vehicles. The industry is in support of this. The agencies, all that were affected, wanted to have some input and some ability to study it, they have signed off and we have created this piece of legislation. Part of this is designed to do some merger, some of it is done for convenience, some of it's done for efficiency. At the committee hearing the following things were done, and I'll try to explain to you what I think the important policy decisions are that you need to make. But, first of all, what we do is we expand the authority of the Public Service Commission to economically regulate household good movers. There was an exception for those, for the matter of getting a certificate of convenience that they needed and for rate filing. That exception is being removed. So, on one hand we're talking about intracity movers, they're only within the city, that they are going to have some economic regulation, and that's the bill 1288 that was introduced by Senator Avery, that had good support at committee. And I'm going to let Senator Avery talk on that particular part of the bill. We also, in the committee amendments, defined household goods. I don't think that's a big change. That's done to conform with the Interstate Commerce Commission Termination Act that was passed last year, and that primarily is done to tighten up what the definition of a