

February 22, 1996 LB 1218

SENATOR KRISTENSEN: Thank you, Mr. President, members of the Legislature. As I stated in the opening on the committee amendments, this is a bill that's the result of two task forces. And, quite frankly, it's amazing that these sorts of things work, because when you begin to take away things from an agency, there's that natural tendency to want to protect that. And that's the reason that when the first task force, the Industry Task Force, made some recommendations, that there also was then a second Interagency Task Force, and quite frankly I was skeptical that it was going to work when it began. To my pleasant surprise the interagencies did cooperate and found that there was some useful benefit in combining some of these into the Department of Motor Vehicles. And most of the reason is that you've got five separate state agencies who need to work in this area, and you have five different groups of information, much of it's duplicate. You've got separate computer systems that don't talk to each other, and they can now go to one stop, do what they need to do with the International Registration Program, basically known as IRP, the others, the International Fuel Tax Agreement, much of that is registration, that's paying the tax in a central location which is your home location, and then all the states belong to this, and so it's a good mechanism of getting the tax collected and apportioned properly to the various states. That cooperation has been good. Obviously, the other is that there is now going to be an advisory council which will allow the industry and the various agencies to start to monitor how this one-stop is going to work. The Midwest has been a haven for doing this. Iowa has been a one-stop shop since the eighties. We've been over to look at them, it works good. Other states are considering doing that right now. I think the other...the duties of this Advisory Council is to try to implement this and do it in a coordinated way. This is going to be the blueprint in my mind, if you're going to do other government restructuring or some efficiencies, this is a very small step, it's a very logical step, but this is the sort of one that we can watch how it does and maybe we can use that as a blueprint for some other things. Right now, with the adoption of the committee amendments, there's the opportunity to make some good savings as well without reducing the amount of service. And the reason that we're going to do it is that you've got eighty some Carrier Enforcement people out there who are going to be doing these jobs otherwise, that will save us some money. The other is that you're going to make it easier for the industry, and, quite frankly, it's going to save on us