

2015 HOUSE TRANSPORTATION

HB 1446

2015 HOUSE STANDING COMMITTEE MINUTES

Transportation Committee
Fort Totten Room, State Capitol

HB 1446
1/29/2015
#22789

Subcommittee
 Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

A bill relating to natural gas fueling stations; and to provide an appropriation.

Minutes:

Attachment #1

Chairman Dan Ruby opened the hearing on HB 1446.

Representative Robin Weisz introduced HB 1446. He explained that the bill offers incentives to get both consumers and commercial operators to convert to Natural Gas, CNG, LNG, or propane. He provided an attachment (#1) of a power point presentation from the Western States Transportation Alliance meeting. It is not to endorse Questar, but the presentation was on CNG and what is being done in other states. It tells about the success that other states have been having. North Dakota is flaring off a lot of natural gas, and it seemed like a perfect fit for our state. Out of Salt Lake City there was a vehicle filling natural gas. CNG in this case was \$1.74 for the gas equivalent. Gas was \$3.94. There are issues with the cost of conversions and the cost of putting in fueling stations. That is why the bill is in front of you. It offers a \$7,500 incentive for a non-commercial passenger vehicle or up to \$15,000 for a commercial vehicle to either purchase new or convert an existing vehicle to the use of natural gas. It also allows up to \$250,000 for anyone willing to put in a fueling station. Generally what has made these stations successful is when a large operator is willing to put in a fueling station for a fleet of vehicles. It may take 200-250 vehicles to make it cost effective. These would be rigs that are making day trips, 250-350 mile round trips. That would be the range that the vehicles have. Others then may take advantage of the fueling stations. This would cause expansion. There are none in our part of the world. In some areas they are becoming very prevalent.

Since we brought the bill forward, oil prices have dropped substantially. Now, the gas prices are much lower. I still think this bill makes a lot of sense. Low prices probably won't stay there forever. This says that the state wants this to be developed, so it tells industry and others to take a look at it. If prices stay low, no one may utilize this now. If we see the rebound in oil prices, we will already have a tool in place. People will know that it is available, and industry will probably take advantage of this. If we can develop this, it also has applications in the Ag. Sector. The potential is there, when diesel fuel has been \$4.00

per gallon compared to \$1.74. The commercial haulers will also take advantage of this. This gives incentive.

Many states have already done this. Utah will pay up to 50% of the cost of a conversion. Texas will also pay up to 50% of the cost of the conversion. Oklahoma offers tax credits, loans for facility installations of up to 75% of the cost at 3% interest, and they offer rebates to individuals that convert their vehicles over to a natural gas. Wyoming offers loans up to 75%. California has a variety of incentives and rebates. Louisiana offers loans up to \$3 million to use for refueling stations plus a 50% tax credit. Other states are also doing things. This wouldn't be unique to our state. These types of programs get things started. Networks get developed.

(11:50)

Vice Chairman Lisa Meier: Do you know if any of our neighboring states are looking at this type of legislation in the next few years?

Representative Robin Weisz: No, I do not.

Representative Mike Schatz: I think the fuel is fairly clean. Can you speak the longevity of engines using natural gas?

Representative Robin Weisz: It is fairly clean. I don't think I can speak to longevity.

Representative Ben Hanson: Minnesota does have some Natural Gas pump incentives.

Representative Chris Olson: Do you know if Questar is making a profit in the areas where there are good concentrations of filling stations for Natural Gas? Do they require continued assistance from the state in order to keep running?

Representative Robin Weisz: Questar doesn't sell Natural Gas. Their job is installing the facilities. That is profitable. In some states they partner with Questar.

Representative Kathy Hawken: I seem to recall that we had some subsidies for stations to put in E-85.

Representative Robin Weisz: We did have an E-85 blender pump program. It was successful. We offered incentives, and the pumps were added.

Chairman Dan Ruby: The question was about the funding.

Rep. Mark Owens: It was \$5000 credit for the stations to install. It also reduced the state fuel tax on the first million or so. It was a tax credit from the General Fund, not a grant.

Chairman Dan Ruby: It is a cost share for both installing the pumps and for conversion of the vehicles. Are you leaving it up to the Department of Commerce to determine if that is a 50/50 cost share?

Representative Robin Weisz: On the vehicle side approximately half the cost of ordering a vehicle or doing a conversion. Generally on the commercial end, \$20,000 to \$30,000 is what it costs to order a new GNG vehicle. I've heard numbers from \$10,000 to \$25,000 on passenger vehicles. It is meant to cover half the cost. It is not close to half the cost on the fueling stations. They would cost about a million.

Mark Wald, President of Blaise Energy, spoke to support HB 1446.

Blaise Energy Inc, based in Bismarck, has been in business since 2008 with the mission to provide flaring solutions in the Bakken. Blaise solutions include generating power at dozens of well sites providing megawatts of electricity and stripping the natural gas liquids (NGL's) out of the gas thereby reducing the flare and the heavy carbons being burned into the atmosphere. Blaise also converted our field service vehicles to run on compressed natural gas (CNG). These CNG powered trucks have driven 50,000+ miles in the past year without issue. CNG trucks are one more solution to flaring and are providing real cost savings for our business. A big challenge is there is only one fueling station in the state (in Dickinson), which is being phased out by MDU.

The state flares over 300 MCF/day of natural gas yet provides no incentives to move this gas into CNG applications for vehicle usage. The gas that is a byproduct of NGL recovery can be used in transportation applications. Many other energy-focused states, such as Oklahoma, California and Texas have aggressive incentives from tax credits to rebates, loans and subsidies for the conversion of vehicles and fueling station costs. Speed and momentum is underway as we enter an energy revolution. North Dakota is on the world map as an energy focused state. Providing incentives for more energy solutions is part of the forward thinking we need to spur in our state. In turn, this will spark more business and jobs and drive ideas and innovation to our state.

One of the biggest obstacles to greater adoption is a classic chicken & egg scenario. More fleets would likely convert but there is no infrastructure to support them. Companies are willing to invest in infrastructure but no CNG powered vehicles are on the road in ND. The state needs the fueling stations across the state with incentives for adoption enabling CNG vehicles to refuel. There will be no CNG vehicles without locations to refuel. We could possibly be filling at flaring locations – take the flare and put it in your tank! There is no silver bullet to solving the flaring issue – it requires a multifaceted approach and this is a giant step forward.

The economics behind natural-gas powered vehicles and fueling stations are compelling:

- MDU charges 70¢ per gallon of gasoline equivalent (GGE) to pull off the MDU line that runs to your shop or facility
- Bakken natural gas is trading at \$3 per MCF which equates to 34¢ per GGE
- Natural gas powered vehicles run approx. 10% better mileage on CNG. Vehicles can run off diesel & CNG or gasoline & CNG.

We respectfully ask for your support for HB 1446 to set aside funds for the biennium for cost sharing to construct natural gas fueling stations and incentives for cost sharing vehicle conversions.

Representative Robin Weisz: What kind of mileage range do you have on your trucks that have been converted?

Mark Wald: On one of them the tank is 5' wide X 21" round and that will hold 21 GGE, Gallon of Gasoline Equivalent. If we are not towing, with a F350 we get 12-14 mpg, so we get about 250-300 miles on a tank of fuel. On the other truck, a dually with a flatbed, we put three tanks on with the idea of being able to travel longer distances. We can fill in Dickinson.

Representative Mike Schatz: I would like to thank Mr. Wald and his company for his efforts in the search to find uses for the natural gas that is being flared.

Representative Chris Olson: Do you have any estimates of how much you have saved by using GGE in your trucks in the last year?

Mark Wald: I don't have it in front of me. It is difficult to track. They have dual fuel engines, so if there is no GGC, the driver switches to gas and fills up. Roughly, we had about a one year payback on the conversion, if we could use all CNG. If we can get four years out that vehicle, we would have saved enough at 25,000 miles a year to pay for the vehicle. We did do our own conversion.

Chairman Dan Ruby: Did you just convert pick-ups, or have you done some heavy trucks?

Mark Wald: We just did our field service vehicles. They are F-350 pick-ups. They were originally gas.

Chairman Dan Ruby: Does it work equally as well with a diesel engine?

Mark Wald: It is much easier to start with a gas engine, and much less expensive. You can do bi-fuel on diesels. On the drilling rigs and fracking locations where they have high horsepower diesel engines, they are getting about 30% to 70% diesel substitution depending on the load. It is not straight CNG. You can do bi-fuel on diesels, but if you want to do straight CNG you need to start with a gas engine.

Back in 2009 we were fortunate as a small company to get a grant from the North Dakota Oil and Gas Research Council. That enabled us to start work in our company. I bring that up as an example of how the state has taken money, put it into something, and helped it to grow. If it weren't for a program from the state, we wouldn't be here today.

Mike Rud, President of the North Dakota Petroleum Marketers Association, spoke to support HB 1446. He represents about 300 members who sell product at about 600 C-stores around the state. They stand in support of HB 1446. This is an issue that he has discussed with MDU about what they could do to bring back more CNG refueling sites. MDU wants to get out of the business. We have talked about sites along a corridor, possibly I-94, but we have always hit the same roadblock as Mr. Wald and Representative Robin Weisz referred to. It is the dollar amount. \$250,000 is about a quarter of the money needed to do this project properly. They are big systems that need to be set up, and they have a huge amount of compression associated with them. It is not happening in our area.

I think the oil patch is ideal for this project. I would, again, like to lend our support to HB 1446.

Chairman Dan Ruby: Minot used to have a fueling site.

Mike Rud: Yes, at one time they had five sites around the Montana/Dakota area. It wasn't worth their cost to keep the sites going. The only one left is in Dickinson. This is good step. The \$250,000 is a good incentive.

Chairman Dan Ruby: In a lot of the large cities the fleets of garbage trucks use CNG.

Mike Rud: I like to mention propane as well. It is a lot cheaper to set up a propane refueling site than a natural gas site. It would be good to look at both of those combinations and see what direction we can go.

There was no further support for HB 1446.

There was no opposition to HB 1446.

The hearing was closed on HB 1446.

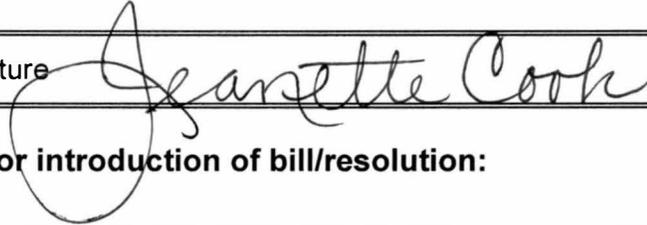
2015 HOUSE STANDING COMMITTEE MINUTES

Transportation Committee
Fort Totten Room, State Capitol

HB1446
2/6/2015
#23417

Subcommittee
Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

A bill relating to natural gas fueling stations; and to provide an appropriation.

Minutes:

Attachment #1

Chairman Dan Ruby brought HB 1446 back to the committee for discussion.

Representative Robin Weisz provided an amendment for HB1446. See attachment #1. The amendment increased the weight limitations for all commercial vehicles.

Representative Robin Weisz moved an amendment to increase the weight limitation. (15.0935.01001)

The motion was seconded by Vice Chairman Lisa Meier.

A voice vote was taken. All aye. Motion carried.

Chairman Dan Ruby: If the funds are used or not, does the funding end on June 30, 2017?

Representative Robin Weisz: That is correct. The hope would be that the program would be extended.

Representative Chris Olson: I will resist the motion. We had good testimony from Mark Wald the President of Blaze Energy. They were formed in 2008 with the goal of solving flaring and taking advantage of the waste. Their company is very innovative. They have found ways to capture, convert, bottle, transform the waste, and done profitable things with it. They are on dozens of sites generating megawatts of electricity to power everything that is happening at the well site by converting natural gas. They have converted their fleet of vehicles to use natural gas. This is true free market innovation. Supply and demand fundamentals and the ability to profit from a scenario have caused them to engage in this activity. They have done this without subsidies and incentives. I think that is the way that America is supposed to work. I personally will resist the motion. I don't think that state government is the proper vehicle to be taking public monies to promote interests that don't

benefit everyone. If there is a way to make money doing this, people are going to do it. You will get venture capital to come in and create a system where they can harvest this natural gas, transform it, and put it in a truck and make contracts with people to pay for vehicle conversions to use natural gas. The contract would be to buy natural gas from the company for five years and would be able to prove that the owner would save money. It is private capital and private investment that generates wealth. I don't think that the state government is a very efficient generator of wealth. It is an efficient **spender** of wealth, but not so much a generator of wealth. I think that is best left to the private market.

Representative Rick C. Becker: I will also resist the motion. We did a lot of incentives, investments and subsidies for ethanol. It wasn't able to be profitable on its own, and it still isn't. If you look at the overall effects of what the ethanol industry has done, it is very questionable in my mind. If something is profitable and is going to be good for the economy, it will be developed. If it is questionable, and the policymakers feel that we have to push something to make it happen, I think that is far less than efficient. It doesn't matter whether it is wind, solar, ethanol, or natural gas; when the market is ready for it, it will happen.

Discussion about subsidies and incentives.

Representative Lois Delmore moved a DO PASS on HB 1446 as amended and rereferred to Appropriations.

Vice Chairman Lisa Meier seconded the motion.

**A roll call vote was taken: Aye 8 Nay 4 Absent 2
The motion carried.**

Rep. Mark Owens will carry HB 1446.

8/2/10/15

February 6, 2015

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1446

Page 1, line 1, after "17-10" insert "and subsection 9 to section 39-12-05.3"

Page 1, line 2, after "stations" insert "and weight limitations for natural gas vehicles"

Page 2, after line 3, insert:

"**SECTION 2.** Subsection 9 to section 39-12-05.3 of the North Dakota Century Code is created and enacted as follows:

9. A vehicle or combination of vehicles that uses natural gas as the primary fuel may operate with an additional two thousand five hundred pounds [1133.98 kilograms]. The additional pounds may be solely for gross weight limits above the legal weight limits."

Renumber accordingly

Date: 2-6-15 Click here to enter a date.
 Roll Call Vote #: "Enter Vote #" |

**2015 HOUSE STANDING COMMITTEE
 ROLL CALL VOTES
 BILL/RESOLUTION NO. 1446**

House Transportation Committee

Subcommittee

Amendment LC# or Description: 15.0935.01001

Recommendation: Adopt Amendment
 Do Pass Do Not Pass Without Committee Recommendation
 As Amended Rerefer to Appropriations
 Place on Consent Calendar

Other Actions: Reconsider _____

Motion Made By Representative Robin Weisz Seconded By Vice Chairman Lisa Meier

Representatives	Yes	No	Representatives	Yes	No
Chairman Ruby			Rep. Delmore		
Vice Chairman Meier			Rep. Hanson		
Rep. Rick Becker			Rep. Nelson		
Rep. Frantzvog					
Rep. Hawken					
Rep. Olson					
Rep. Owens					
Rep. Paur					
Rep. Schatz			VOICE VOTE		
Rep. Sukut			Motion Carried		
Rep. Weisz					

Total (Yes) _____ No _____

Absent _____

Floor Assignment _____

If the vote is on an amendment, briefly indicate intent:

Increases weight limitations

**2015 HOUSE STANDING COMMITTEE
 ROLL CALL VOTES
 BILL/RESOLUTION NO. 1446**

House Transportation Committee

Subcommittee

Amendment LC# or Description: _____

Recommendation: Adopt Amendment
 Do Pass Do Not Pass Without Committee Recommendation
 As Amended Rerefer to Appropriations
 Place on Consent Calendar
 Other Actions: Reconsider _____

Motion Made By Representative Lois Delmore Seconded By Vice Chairman Lisa Meier

Representatives	Yes	No	Representatives	Yes	No
Chairman Ruby		X	Rep. Delmore	X	
Vice Chairman Meier	X		Rep. Hanson	X	
Rep. Rick Becker		X	Rep. Nelson	X	
Rep. Frantzvog	A				
Rep. Hawken	A				
Rep. Olson		X			
Rep. Owens	X				
Rep. Paur	X				
Rep. Schatz		X			
Rep. Sukut	X				
Rep. Weisz	X				

Total (Yes) 8 No 4

Absent 2

Floor Assignment Rep. Mark Owens

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE

HB 1446: Transportation Committee (Rep. Ruby, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** and **BE REREFERRED** to the **Appropriations Committee** (8 YEAS, 4 NAYS, 2 ABSENT AND NOT VOTING). HB 1446 was placed on the Sixth order on the calendar.

Page 1, line 1, after "17-10" insert "and subsection 9 to section 39-12-05.3"

Page 1, line 2, after "stations" insert "and weight limitations for natural gas vehicles"

Page 2, after line 3, insert:

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Renumber accordingly

2015 HOUSE APPROPRIATIONS

HB 1446

2015 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee
Roughrider Room, State Capitol

HB 1446
2/11/2015
23696

- Subcommittee
 Conference Committee



Explanation or reason for introduction of bill/resolution:

Relating to natural gas fueling stations and weight limitations for natural gas vehicles; and to provide an appropriation.

Minutes:

Chairman Jeff Delzer called the meeting to order.

Representative Dan Ruby, District 38 Minot: spoke as chairman of the Transportation Committee (bill originating committee).

Ruby: \$1M per vehicle.

Chairman Jeff Delzer

Do we have the product available? It's liquefied natural gas.

Ruby: they do have some of it on limited conditions because of the costs.

Representative Silbernagel: Noncommercial vehicles are 7,500; and commercial vehicles are 15,000 lbs.?

Ruby: yes you are correct.

Representative Silbernagel

Convert agriculture tractors as well?

Ruby: they talked about farm equipment as well and they can bring it to the farm.

2015 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee
Roughrider Room, State Capitol

HB 1446
2/18/2015
#24105

- Subcommittee
 Conference Committee

Committee Clerk Signature

Beckie Streye

Explanation or reason for introduction of bill/resolution:

A bill relating to natural gas fueling stations and weight limitations for natural gas vehicles; and to provide an appropriation.

Minutes:

Chairman Jeff Delzer opens meeting on HB 1446.

Chairman Jeff Delzer: This is a bill that creates the natural gas fueling incentive, and motor vehicle incentive program. I think this is before its time.

Representative Streye: They are selling to World Field in phase one of the Tioga plant. There's not a market now in the drilling rigs, just because of the price.

Chairman Jeff Delzer: I think if a market was there this would happen on its own.

Representative Nelson: It's hard to make an informed decision based on today's price. I think it is something we should consider. I would move that we amend out Section 2 of the bill, and the appropriation for Section 2, run it up the ladder with Section 1. If there is a possibility of somebody putting some infrastructure in place, and we could utilize some of the natural gas that's being produced in our state, moving into the next level of the oil and gas industry.

Chairman Jeff Delzer: Representative Nelson moves to remove lines 19-24 on page 1, lines 1- 4 on page 2, and Section 3 of the bill

Representative Nelson: As a result of the tanks that are required by natural gas. I think that we would want to leave that in there.

Chairman Jeff Delzer: Representative Nelson moves for removal of 17-10-03, and Section 3 of the bill.

Vice Chairman Keith Kempenich: Seconded

Chairman Delzer: We have a motion by Representative Nelson to remove the 3 million dollars on the incentive program on the vehicle side. It would leave 250,000 dollars and a million dollars on the other side.

Vice Chairman Keith Kempenich: I just looked up C and G Stations and there is more out there. North Dakota is pretty bare. I think it will probably take off on its own.

Chairman Jeff Delzer: This motion makes the bill more palatable. I still don't think I can support it. We can discuss the rest of it when it's done. If the bill was to go forward I'd feel better about it with this on than without.

Voice Vote carries.

Chairman Jeff Delzer: We have the amended bill before us. We are looking at 250,000 dollars per retail location - that amount builds quite a bit of infrastructure. I don't know if we have any lines in the state that are ready for it. I don't have a clue what the total cost of one of these is. Maybe we should lower it by 50,000 dollars per location, for a total of four locations.

Representative Skarphol: I move that.

Representative Monson: Seconded.

Chairman Jeff Delzer: Motion was made to lower to 50,000 dollars per location, with a maximum of four locations, that would be 200,000 dollars. The appropriation on the end on Section 4 would go from 1 million dollars down to 200,000 dollars.

Voice Vote carries.

Representative Nelson: I move a do pass as amended

Representative Holman: Seconded

Representative Monson: I am a believer in this. I'm not sure if the 200,000 dollars is going to get spent.

Vice Chairman Keith Kempenich: It looks like MDU has 4 spots that they are trying out. It looks like it's for their vehicles, there is no public access.

Chairman Jeff Delzer: Representative Skarphol, is there a filling spot at the gas plant?

Representative Skarphol: I can't speak to that, but MDU has had their natural gas vehicles for a number of years. If it would have been a success I would think they would have done a lot more of it.

Representative Streyle: That's all contracted with World Fields for trucks, phase 1 of the plan.

House Appropriations Committee
HB 1446
2/18/2015
Page 3

**Roll call vote was taken for a Do Pass as Amended on HB 1446: Yes: 13 No: 10
Absent: 0**

Motion Passes as amended.

Representative Monson will carry the bill.

JH
2-19-15

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1446

- Page 1, line 14, replace "two hundred" with "of"
- Page 1, remove lines 19 through 24
- Page 2, remove lines 1 through 4
- Page 2, remove lines 10 through 14
- Page 2, line 16, replace "\$1,000,000" with "\$200,000"
- Renumber accordingly

STATEMENT OF PURPOSE OF AMENDMENT:

This amendment:

- Removes a general fund appropriation of \$3 million and related statutory language for a natural gas motor vehicle incentive program.
- Reduces the general fund appropriation for natural gas fueling station incentive grants from \$1 million to \$200,000 and adjusts the maximum grant award per retail fueling location from \$250,000 to \$50,000.

REPORT OF STANDING COMMITTEE

HB 1446, as engrossed: Appropriations Committee (Rep. Delzer, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (13 YEAS, 10 NAYS, 0 ABSENT AND NOT VOTING). Engrossed HB 1446 was placed on the Sixth order on the calendar.

Page 1, line 14, replace "two hundred" with "of"

Page 1, remove lines 19 through 24

Page 2, remove lines 1 through 4

Page 2, remove lines 10 through 14

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Renumber accordingly

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2015 TESTIMONY

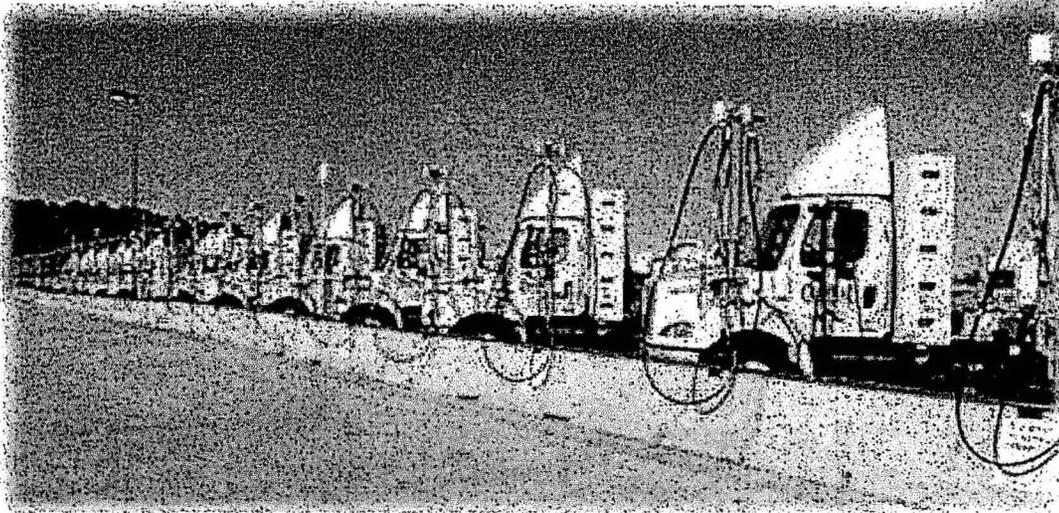
HB 1446

#B1446
1-29-15
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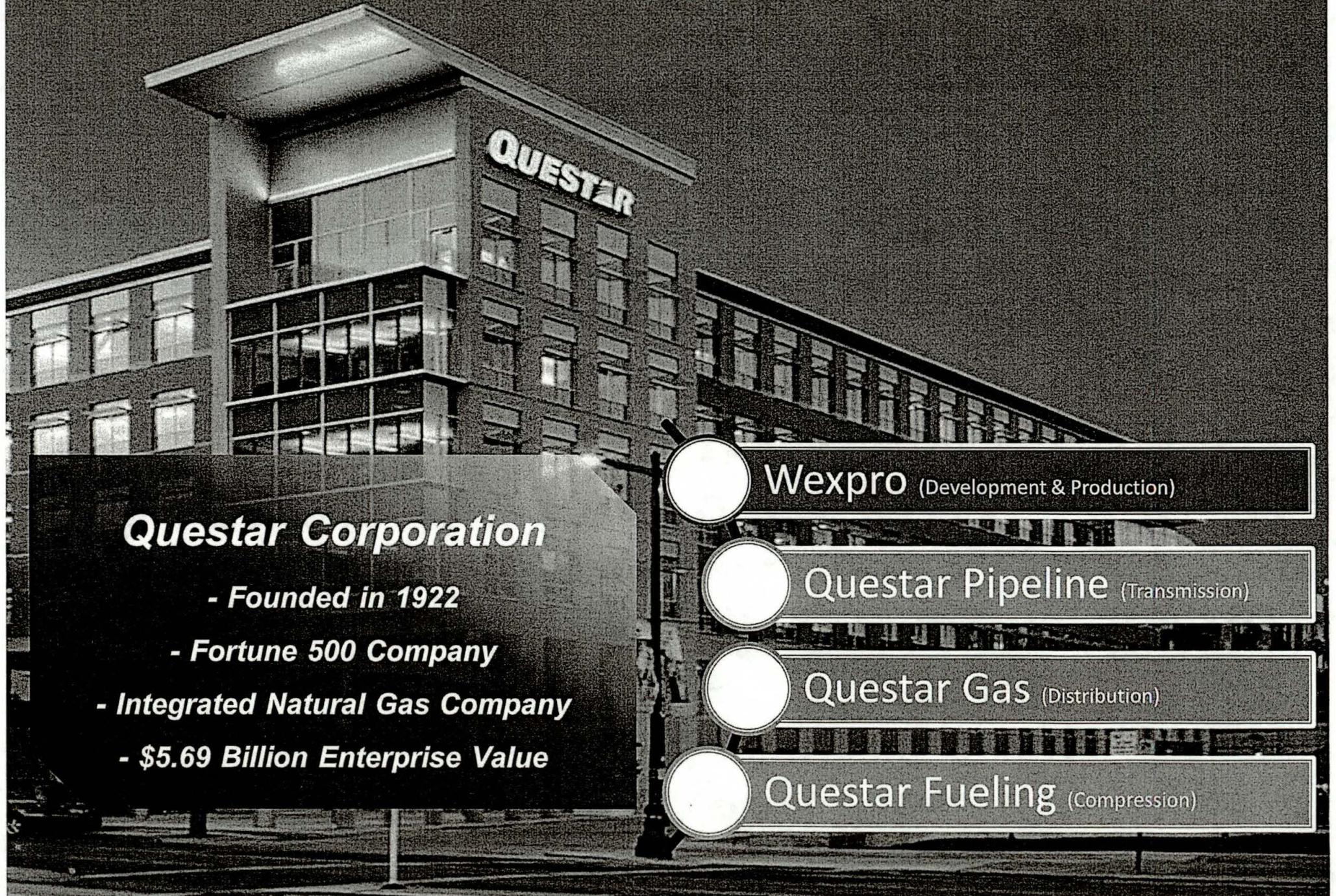
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Natural gas for vehicles
QUESTAR[®]
Fueling



Brady Hoggan
Business Development



Questar Corporation

- Founded in 1922

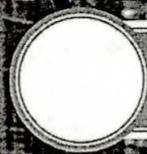
- Fortune 500 Company

- Integrated Natural Gas Company

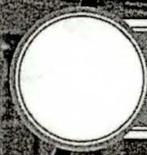
- \$5.69 Billion Enterprise Value



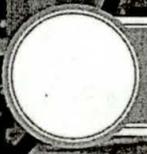
Wexpro (Development & Production)



Questar Pipeline (Transmission)

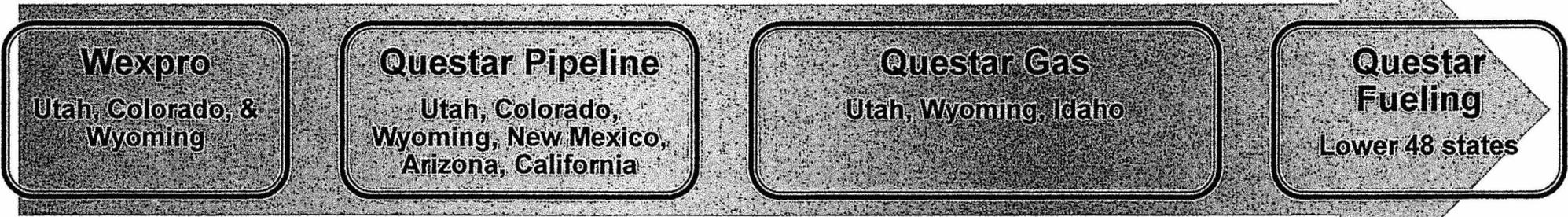
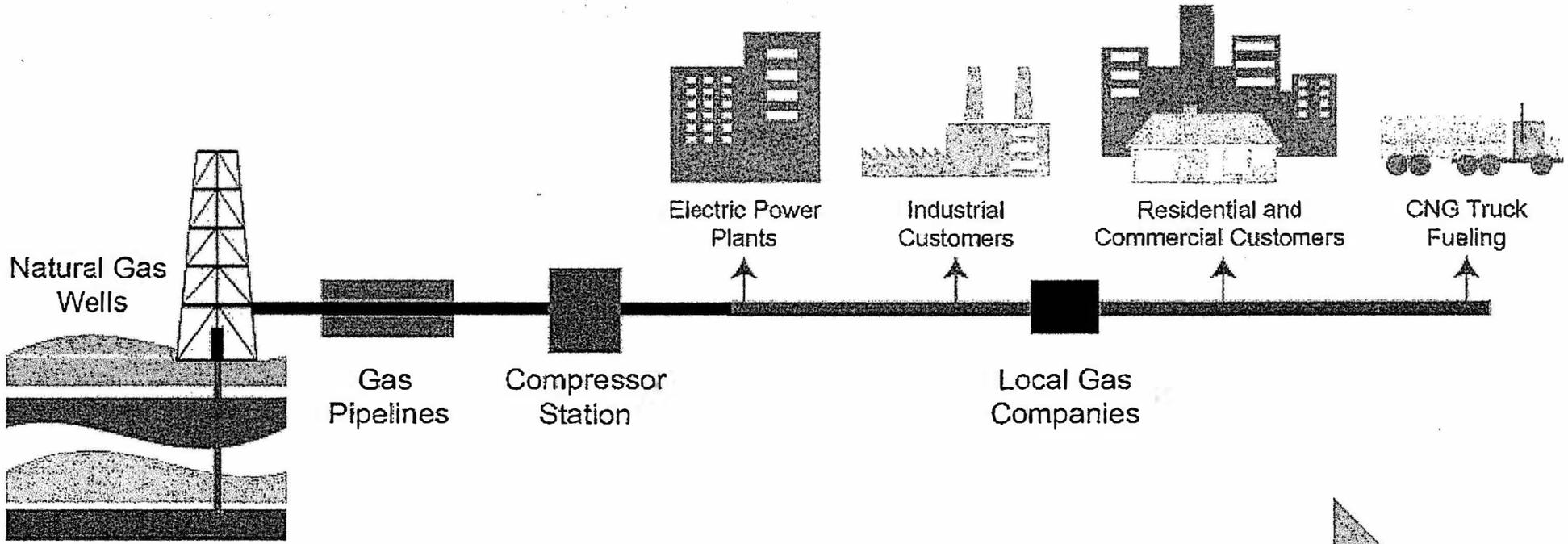


Questar Gas (Distribution)



Questar Fueling (Compression)

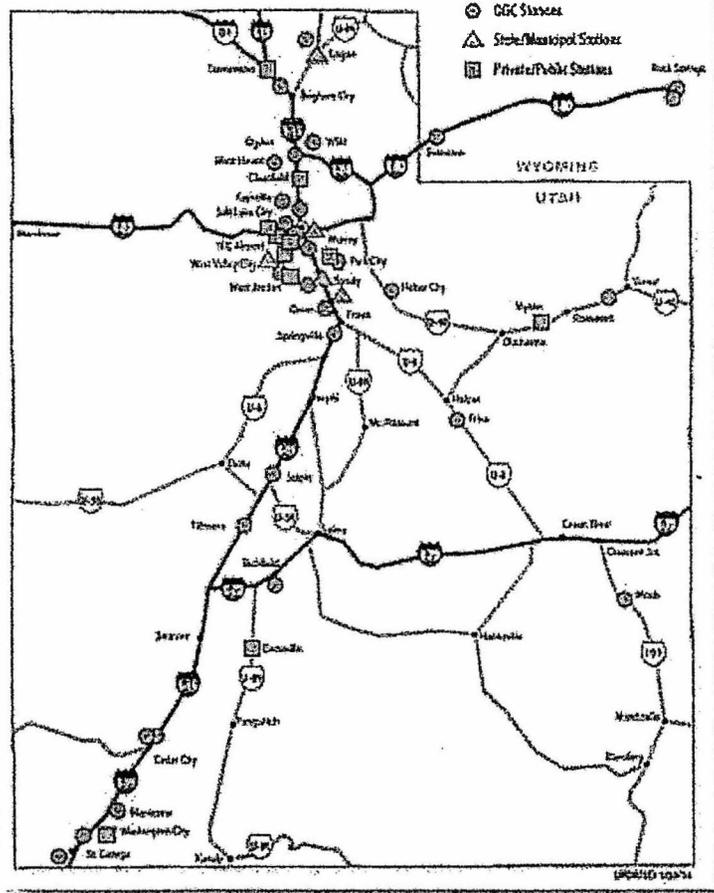
From the Wellhead to the Truck



Rich CNG History in Utah

NGV Station Map

LEGEND (All stations are open to the public)



1981

• Installed 1st NGV station and converted 25 test vehicles

1989

• Installed 2nd NGV station; Converted 100 NGVs (21 of the original 25 were still operating)

1997

• Questar Gas operating 857 NGVs

2009

• Received federal DOE grant for \$14.9 million with 22 partners

2010

• Five new stations open in these Utah cities: Hurricane, Vernal, Salt Lake, St. George and Scipio



Natural gas for vehicles
QUESTAR[®]
Fueling

Established in March 2012 to meet needs of expanding market for compressed natural gas (CNG) for transportation.

- Priority areas of focus:
 - Trucking terminal-based facilities for waste, transit and long-haul fleets.
 - Public-access stations in strategic locations near terminals and key routes.
 - Focus on class 6, 7 and 8 trucks;
 - Large light-duty and medium-duty fleets (oil & gas producers, waste haulers)

Le of 10

Questar Fueling Stations

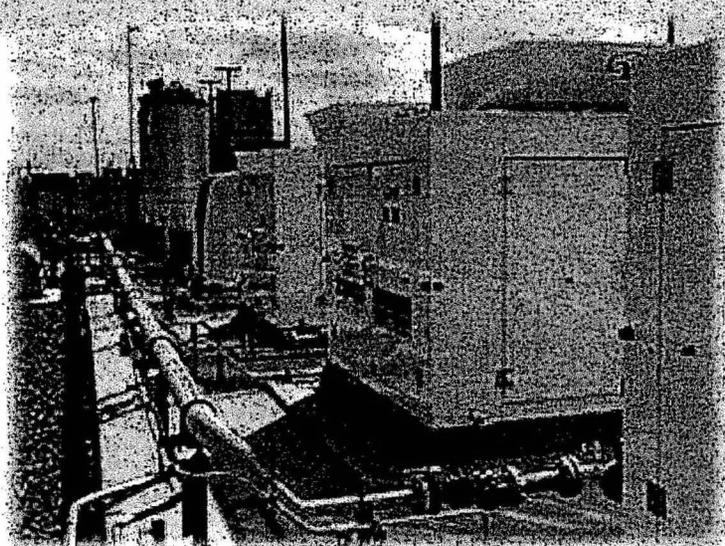


Questar Fueling Stations

Houston, Texas

QUESTAR Fueling™

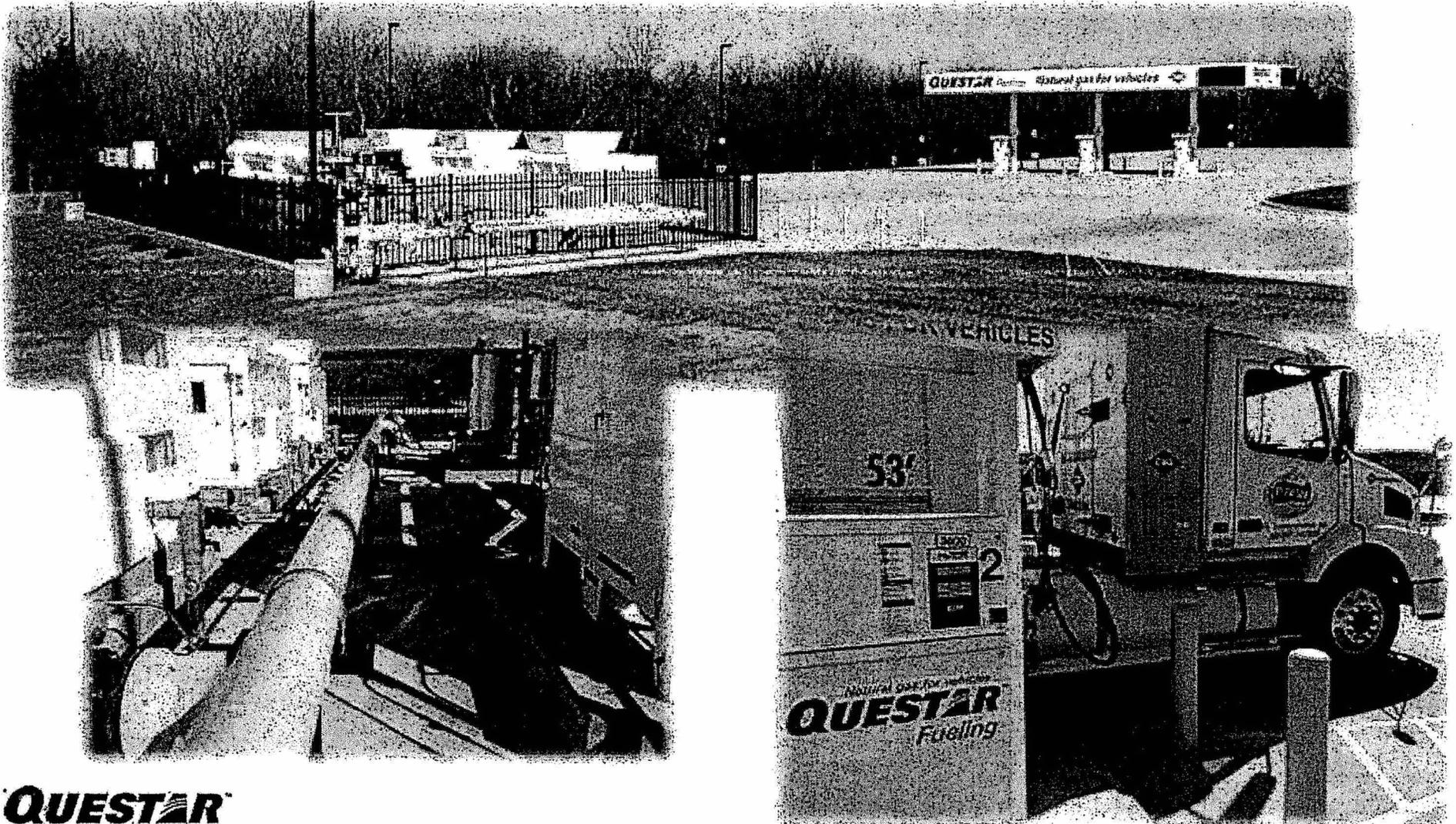
Natural gas for vehicles



QUESTAR
Fueling

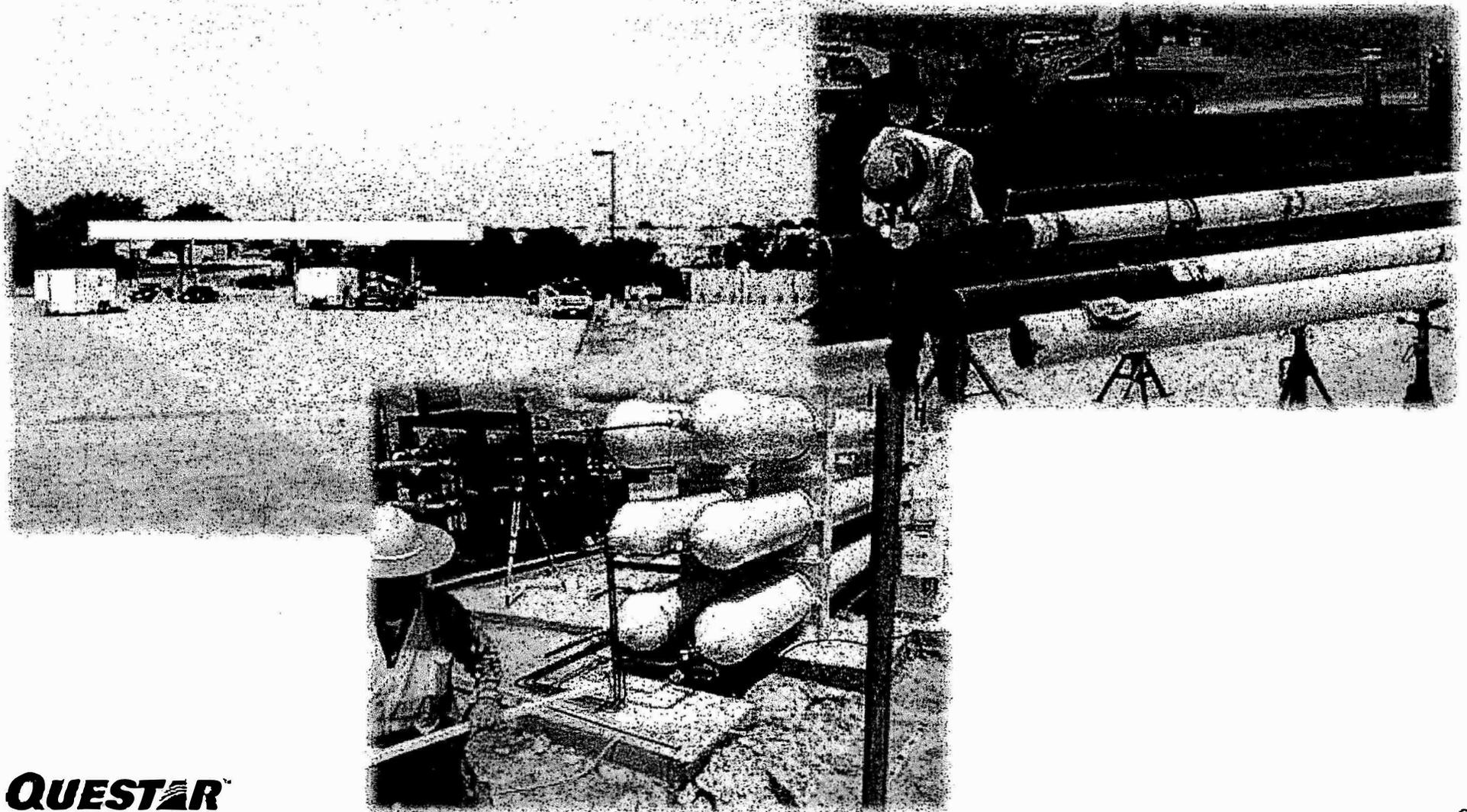
Questar Fueling Stations

Topeka, Kansas



Questar Fueling Stations

Dallas, Texas; DeSoto, Texas; Kansas City, Kansas; & Others



Contact Information



Brady Hoggan

Questar Fueling

Business Development

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Brady.Hoggan@questar.com

#1 HB 1446
2-6-15

Prepared for
Representative Weisz

PROPOSED AMENDMENTS FOR HB 1446

Page 1, line 1, after "17-10" add "and a new subsection to section 39-12-05.3"

Page 1, line 2, after "stations" add "and weight limitations for natural gas vehicles"

Page 2, after line 3, insert:

SECTION 2. AMENDMENT. Subsection 9 of section 39-12-05.3 is created and enacted as follows:

9. A vehicle or combination of vehicles that uses natural gas as the primary fuel may operate with an additional two thousand five hundred pounds [1133.98 kilograms]. The additional pounds may be solely for gross weight limits above the legal weight limits.