

# MICROFILM DIVIDER

OMB/RECORDS MANAGEMENT DIVISION

SFN 2053 (2/85) 5M



ROLL NUMBER

DESCRIPTION

1348

2007 HOUSE FINANCE AND TAXATION

HB 1348

# 2007 HOUSE STANDING COMMITTEE MINUTES

Bill/Resolution No. 1348 A

## House Finance and Taxation Committee

Check here for Conference Committee

Hearing Date: January 22, 2007

Recorder Job Number: 1513

Committee Clerk Signature

*Miake Schmidt*

### Minutes:

Chairman Belter opened the hearing on HB1348.

**Rep. John Wall: (See attachment #1 & #2-amendment)** In all honesty with the current grade of red dye diesel fuel, the excise tax under this Bill would be higher, at least higher than the current formula of 2%. However, the 4 cents a gallon formula will offer more protection if the price is spiked upwards.

**Rep. Chuck Damschen:** I just want to stand in support of 1348. I like it better with the 4 cent tax than the option of 2%, but I understand the reason for the amendment.

**Woody Barth, North Dakota Farmers Union:** We stand in support of the Bill as amended.

**Kevin Schots, Tax Commissioners Office:** Our office is actually neutral on this Bill. Mike Rud had to attend another Bill and he asked if it would be possible if I could just indicate to the committee that his legislative group ND Petroleum Marketers Association was in support of this Bill.

**Representative Headland:** Has it been looked at how much of this special fuel that Railroads use and what kind of impact that has on the highway distribution fund?

**Kevin Schots:** We do have some placed on numbers for the railroad at this time I don't know what they are.

**Chairman Belter:** Rep. Wall mentioned that there is a problem with retailers and the Tax Department if we would go to the 2% but not to exceed 4 cents a gallon, can you explain what that problem is?

**Kevin Schots:** The biggest concern is in a month order, the price is border line where they would have to report some of the 4 cents, and some of it would be 2% and trying to keep track of that. And another thing is that they indicated that their systems could be set up to do only one or the other, but it would be a big impact and cost to them in trying to find a system that can do both at the same time.

**Chairman Belter:** Is the tax applied when the truck delivers it or is it at the rack?

**Kevin Schots:** It's taxed at the pump where the distributor sells it to a retailer. So it is the field distributor that reports the tax.

**Chairman Belter:** Currently every receipt that is turned in has a different tax on it depending upon what the price of fuel is. Why would this be so difficult unless you get capped out at 4?

**Kevin Schots:** That was the problem of doing the cap. They indicated that their system right now calculates 2% of the price and the tax. They would have to switch it; so many gallons times 4 cents rather than 2% value. So they're switching from a price based calculation to a volume based calculation.

**Vice Chairman Drovda:** I'm looking at the proposed amendments which say to overstrike 2% but not exceeding. I read this as a special excise tax of 4 cents per gallon. Which would mean on a 3 dollar gallon of fuel, it would be 12 cents due, and if you left the old one at 2%, there would be 6 cents to it, am I misreading this amendment?

**Chairman Belter:** Any other testimony in support of 1348; opposition; neutral?

**Rep. John Wall:** Ok, the question is; 3 dollars a gallon on 2% versus 4 cents a gallon. 4 cents a gallon, the tax would be 4 cents. 2% at 3 dollars would be 6 cents.

**Chairman Belter:** Any other questions? Testimony? We'll close the hearing on 1348.

**Mike Rud, ND Petroleum Marketers Association:** Our marketers had some concerns about the 2% versus the 4 cents black tax. It's not going to be possible on our software so we went to the Tax Dept. and that's how we came to the 4 cents and it works and we stand in support of 1348 amended.

**Chairman Belter:** Any other testimony? We'll close the hearing on HB 1348.

# 2007 HOUSE STANDING COMMITTEE MINUTES

Bill/Resolution No. 1348 B

## House Finance and Taxation Committee

Check here for Conference Committee

Hearing Date: January 22, 2007

Recorder Job Number: 1586

Committee Clerk Signature

*Mickie Schmidt*

Minutes:

Chairman Belter opened the hearing on HB 1348. This is Rep. Wall's Bill that fixes the special fuels excise tax.

**Representative Brandenburg:** I move a Do Pass.

**Vice Chairman Drovdal:** Second it.

**Chairman Belter:** Is there any discussion?

**Representative Froseth:** If we pass this and don't have to eliminate the 2% excise tax on home heating fuels, these two Bills are going to overlap.

**Chairman Belter:** No, these two Bills are different because this special fuels tax that we're talking about here is the tax on fuel that farmers burn in their tractors, fuel that construction companies use on the road, railroads, and diesel fuel. The special fuel in Rep. Carlson's Bill is just the tax on natural gas and diesel fuel that is used for home heating.

**Representative Froseth:** The price drops under \$2 dollars?

**Chairman Belter:** Yes

**Representative Pinkerton:** The farmers really need the assistance here. This broad tax break catches everyone, not just farmers. Would this be better served if we allowed the farmer to

apply for a rebate from the State to prove their purchases? It would probably cut the expense of this Bill down about a third or two, maybe half.

**Representative Brandenburg:** The railroad would probably come in and say that we're not treating them the same. It's a matter of treating everybody the same on this Bill.

**Representative Pinkerton:** With the price of construction and what they are doing, there's no lack of profit in road construction and the BN has tripled in the last 5 or 6 years.

**Chairman Belter:** If we pass this Bill, you can buy diesel @ \$1.85 right now, so 4% is less than 4 cents. I'm sure that RR fuel right now is much cheaper than what farmers are paying because they use a real heavy less refined oil.

**Vice Chairman Drovdal:** I like it because it treats it the same as we treat gas, and diesel that we use in vehicles, at so much tax per gallon. I'd like to offer an amendment onto this Bill that makes it 4%.

**Representative Wrangham:** I thought it was already amended.

**Chairman Belter:** Yes, we do need to put that amendment on.

**Representative Brandenburg:** I'll withdraw my motion.

**Vice Chairman Drovdal:** I'll withdraw my motion.

**Chairman Belter:** Would you like to get some information Rep. Pinkerton?

**Representative Pinkerton:** If the committee feels that it's not going to matter, then there's no point in making extra work. I'll support it as it is.

**Chairman Belter:** I don't think we can take the RR out of this.

**Representative Froseth:** Can't you apply for a refund on Ag fuels?

**Chairman Belter:** No, there is no rebate for special fuels.

**Vice Chairman Drovdal:** I'll move the amendment 78288.0201.

**Representative Brandenburg:** Second it.

**Chairman Belter:** Any discussion? If not, all those in favor signify by saying aye. The motion carries. I would entertain a motion on the Bill.

**Representative Brandenburg:** I move a Do Pass as Amended.

**Vice Chairman Drovdal:** Second it.

**Chairman Belter:** Any discussion? Will the clerk read the roll; 12-y, 1-n, 1-absent; Rep. Headland will carry the Bill. We'll close the hearing on HB 1348.



# 2007 HOUSE STANDING COMMITTEE MINUTES

Bill/Resolution No. 1348 C

## House Finance and Taxation Committee

Check here for Conference Committee

Hearing Date: January 23, 2007

Recorder Job Number: 1706

Committee Clerk Signature

*Mickie Schmidt*

### Minutes:

Chairman Belter opened the hearing on HB 1348. We passed this out of committee yesterday and I would ask that we reconsider that because we need to rerefer it to Appropriations, so I call for a motion to reconsider the motion.

**Vice Chairman Drovdal: I move that we reconsider our action for a Do Pass on HB 1348.**

**Representative Grande: Second it**

**Chairman Belter:** All those in favor signify by saying aye. The motion carries.

**Vice Chairman Drovdal: I move a Do Pass and rerefer to Appropriations.**

**Representative Grande: Second it.**

**Representative Froseth:** Do the amendments stay on?

**Chairman Belter:** Yes

**Vice Chairman Drovdal: Do Pass as Amended and rerefer to Appropriations.**

**Representative Headland:** Do I remain the carrier of this Bill?

**Chairman Belter:** Yes. Is there any discussion? Will the clerk read the roll; 14-y, 0-n, 0-absent; Rep. Headland will carry HB 1348. Closed the hearing on HB 1348.

## 2007 HOUSE STANDING COMMITTEE MINUTES

Bill/Resolution No. 1348 D

### House Finance and Taxation Committee

Check here for Conference Committee

Hearing Date: January 29, 2007

Recorder Job Number: 2185

Committee Clerk Signature *Micki Schmidt*

### Minutes:

Chairman Belter opened the hearing on HB 1348. We brought this one back. We did a Do Pass on this and rerefered it to Appropriations. What we overlooked the fact that this would also change and make a flat tax of 4% on propane. So it substantially raises the tax on propane. There are two things we can do, bring it back to the committee and rework it or give it to Appropriations and let them vote a Do Not Pass on it. What are the committee's wishes? Do we want to pass the Bill and leave a flat 4 cents on the diesel fuel, and I can have some amendments prepared and take those to Appropriations and fix the problem or I can recommend to Appropriations, don't fix the problem and we'll bring it back here and either fix it put a Do Not Pass on it.

**Representative Headland:** I would like to see us bring the Bill back and kill it here.

**Chairman Belter:** I will talk to the Speaker and see if we can get it back.

# 2007 HOUSE STANDING COMMITTEE MINUTES

Bill/Resolution No. 1348 E

## House Finance and Taxation Committee

Check here for Conference Committee

Hearing Date: January 31, 2007

Recorder Job Number: 2367

Committee Clerk Signature

*Micki Schmidt*

Minutes:

Chairman Belter opened the hearing on HB 1348. I've asked for a motion to reconsider our action where we passed and rerefered to appropriations.

**Representative Headland: I move to reconsider the HB1348**

**Representative Owens: Second it.**

**Chairman Belter:** Is there any discussion? If not all those in favor signify by saying aye. The motion carries. What we did was change the special fuels tax from 2% to a flat 4% in doing that we also discussed that this includes propane. What these amendments are supposed to do is put the special fuel on diesel at 4 cents but leave it on propane at the 2% rate. Is there any discussion?

**Vice Chairman Drovdal: I'll move the amendments.**

**Representative Owens: Second it.**

**Chairman Belter:** Any discussion? If not all those in favor of the proposed amendments signify by saying aye. The motion carries. I'd entertain a motion on the Bill.

**Representative Kelsh:** We had adopted the other set of amendments 0201 before. Don't we need to take them off?

**Vice Chairman Drovdal:** It was my understanding that if we brought it back that it would start as a new Bill again.

**Chairman Belter:** I think that these set of amendments correct that, so we don't have to take the first set off.

**Representative Wrangham:** I think they purposely in this amendment put in remove "but not exceeding" and we've already done that so if they're recognizing that set of amendments they would have had to put it back on this new amendment. I think the safest thing would be to remove the reconsider our action, put the 0201 amendments and take those off.

**Vice Chairman Drovdal:** I was under the impression that when you reconsider your action, you go back to the bare Bill. So therefore they were removed. If there is a question, we could make the motion to clarify that.

**Representative Vig:** It says in lieu of the proposed amendments. That would remove the first set.

**Chairman Belter:** Yes, it takes it off. I would entertain a motion.

**Representative Schmidt:** I move a Do Pass as Amended and Rerefer to Appropriations.

**Representative Owens:** Second it.

**Chairman Belter:** Any discussion? If not, will the clerk read the roll; 13-y, 0-n, 1-absent; Rep. Headland will carry the Bill.

**FISCAL NOTE**  
 Requested by Legislative Council  
 03/14/2007

Amendment to:           Engrossed  
                                   HB 1348

**1A. State fiscal effect:** *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	2005-2007 Biennium		2007-2009 Biennium		2009-2011 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
<b>Revenues</b>				(\$290,304)		
<b>Expenditures</b>						
<b>Appropriations</b>						

**1B. County, city, and school district fiscal effect:** *Identify the fiscal effect on the appropriate political subdivision.*

2005-2007 Biennium			2007-2009 Biennium			2009-2011 Biennium		
Counties	Cities	School Districts	Counties	Cities	School Districts	Counties	Cities	School Districts
			(\$108,984)	(\$64,512)				

**2A. Bill and fiscal impact summary:** *Provide a brief summary of the measure, including description of the provisions having fiscal impact (limited to 300 characters).*

As amended, except for propane, this bill replaces the excise tax of two percent currently imposed on all sales of special fuels, which are exempted from the tax imposed under section 57-43.2-02, with a flat tax of four cents per gallon. Propane will continue to be taxed at a rate of two percent.

**B. Fiscal impact sections:** *Identify and provide a brief description of the sections of the measure which have fiscal impact. Include any assumptions and comments relevant to the analysis.*

This bill would result in less revenue being generated for the Highway Tax Distribution Fund anytime the price per gallon for the affected fuels (other than propane) was greater than \$2.00 per gallon, as compared to the current 2% special fuels excise tax provisions. Propane would continue to be taxed at the 2% rate.

Conversely, this bill would result in more revenue being generated for the Highway Tax Distribution Fund anytime the price per gallon for the affected fuels (other than propane) was less than \$2.00 per gallon, as compared to the current 2% special fuels excise tax provisions.

With the exception of propane, the fuels subject to the 4 cent provisions of this bill consist of the following:

- Special fuel commonly known as diesel fuel which is dyed for federal fuel tax exemption purposes and sold for use as heating fuel or for an agricultural, industrial, or railroad purpose, and
- Special fuel, other than diesel fuel, sold for use as heating fuel or for an agricultural, industrial, or railroad purpose

The Senate amendment provides that the bill sunsets after June 30, 2009.

**3. State fiscal effect detail:** *For information shown under state fiscal effect in 1A, please:*

**A. Revenues:** *Explain the revenue amounts. Provide detail, when appropriate, for each revenue type and fund affected and any amounts included in the executive budget.*

Whenever the price of the affected fuel (other than propane) is above \$2.00 per gallon, the revenue generated under the provisions of this bill would be less than would have been generated using the 2% special fuels excise tax provisions. For example, using the average price over the last year of \$2.05 per gallon, at 460,800,000 gallons sold the revenue generated under the present 2% special fuels excise tax provisions would be \$18,892,800. The proposed 4 cent flat tax would generate \$18,432,000. Under this scenario, the Highway Tax Distribution Fund would receive \$460,800 less revenue than would have been generated under the 2 percent special fuels excise tax

provisions. This is the scenario used in parts 1A and 1B above.

Conversely, whenever the price of the specified fuels (other than propane) is below \$2.00 per gallon, this bill will result in more revenue being generated than the 2% special fuels tax revenue structure would generate. For example, using the present 2% tax structure and the latest 5 year average price of \$1.25 per gallon (excludes propane), the current average biennial fuel sales for affected fuels (460,800,000 gallons) would generate approximately \$11,520,000 for the Highway Tax Distribution Fund. However, using the proposed flat tax of four cents per gallon would generate approximately \$18,432,000 for the Highway Tax Distribution Fund. Under this scenario, the Highway Tax Distribution Fund would receive \$6,912,000 more using the proposed tax structure than would have been generated under the current 2% tax structure.

Propane would continue to be taxed at the current 2% rate.

**B. Expenditures:** *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

**C. Appropriations:** *Explain the appropriation amounts. Provide detail, when appropriate, for each agency and fund affected. Explain the relationship between the amounts shown for expenditures and appropriations. Indicate whether the appropriation is also included in the executive budget or relates to a continuing appropriation.*

<b>Name:</b>	Shannon L. Sauer	<b>Agency:</b>	NDDOT
<b>Phone Number:</b>	328-4375	<b>Date Prepared:</b>	03/15/2007

**FISCAL NOTE**  
 Requested by Legislative Council  
 02/02/2007

Amendment to: HB 1348

1A. **State fiscal effect:** *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	2005-2007 Biennium		2007-2009 Biennium		2009-2011 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
<b>Revenues</b>				(\$290,304)		(\$290,304)
<b>Expenditures</b>						
<b>Appropriations</b>						

1B. **County, city, and school district fiscal effect:** *Identify the fiscal effect on the appropriate political subdivision.*

2005-2007 Biennium			2007-2009 Biennium			2009-2011 Biennium		
Counties	Cities	School Districts	Counties	Cities	School Districts	Counties	Cities	School Districts
			(\$108,984)	(\$64,512)		(\$105,984)	(\$64,512)	

2A. **Bill and fiscal impact summary:** *Provide a brief summary of the measure, including description of the provisions having fiscal impact (limited to 300 characters).*

As amended, except for propane, this bill replaces the excise tax of two percent currently imposed on all sales of special fuels, which are exempted from the tax imposed under section 57-43.2-02, with a flat tax of four cents per gallon. Propane will continue to be taxed at a rate of two percent.

B. **Fiscal impact sections:** *Identify and provide a brief description of the sections of the measure which have fiscal impact. Include any assumptions and comments relevant to the analysis.*

This bill would result in less revenue being generated for the Highway Tax Distribution Fund anytime the price per gallon for the affected fuels (other than propane) was greater than \$2.00 per gallon, as compared to the current 2% special fuels excise tax provisions. Propane would continue to be taxed at the 2% rate.

Conversely, this bill would result in more revenue being generated for the Highway Tax Distribution Fund anytime the price per gallon for the affected fuels (other than propane) was less than \$2.00 per gallon, as compared to the current 2% special fuels excise tax provisions.

With the exception of propane, the fuels subject to the 4 cent provisions of this bill consist of the following:

- Special fuel commonly known as diesel fuel which is dyed for federal fuel tax exemption purposes and sold for use as heating fuel or for an agricultural, industrial, or railroad purpose, and
- Special fuel, other than diesel fuel, sold for use as heating fuel or for an agricultural, industrial, or railroad purpose

3. **State fiscal effect detail:** *For information shown under state fiscal effect in 1A, please:*

A. **Revenues:** *Explain the revenue amounts. Provide detail, when appropriate, for each revenue type and fund affected and any amounts included in the executive budget.*

Whenever the price of the affected fuel (other than propane) is above \$2.00 per gallon, the revenue generated under the provisions of this bill would be less than would have been generated using the 2% special fuels excise tax provisions. For example, using the average price over the last year of \$2.05 per gallon, at 460,800,000 gallons sold the revenue generated under the present 2% special fuels excise tax provisions would be \$18,892,800. The proposed 4 cent flat tax would generate \$18,432,000. Under this scenario, the Highway Tax Distribution Fund would receive \$460,800 less revenue than would have been generated under the 2 percent special fuels excise tax provisions. This is the scenario used in parts 1A and 1B above.

Conversely, whenever the price of the specified fuels (other than propane) is below \$2.00 per gallon, this bill will result

in more revenue being generated than the 2% special fuels tax revenue structure would generate. For example, using the present 2% tax structure and the latest 5 year average price of \$1.25 per gallon (excludes propane), the current average biennial fuel sales for affected fuels (460,800,000 gallons) would generate approximately \$11,520,000 for the Highway Tax Distribution Fund. However, using the proposed flat tax of four cents per gallon would generate approximately \$18,432,000 for the Highway Tax Distribution Fund. Under this scenario, the Highway Tax Distribution Fund would receive \$6,912,000 more using the proposed tax structure than would have been generated under the current 2% tax structure.

Propane would continue to be taxed at the current 2% rate.

**B. Expenditures:** *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

**C. Appropriations:** *Explain the appropriation amounts. Provide detail, when appropriate, for each agency and fund affected. Explain the relationship between the amounts shown for expenditures and appropriations. Indicate whether the appropriation is also included in the executive budget or relates to a continuing appropriation.*

<b>Name:</b>	Shannon L. Sauer	<b>Agency:</b>	NDDOT
<b>Phone Number:</b>	328-4375	<b>Date Prepared:</b>	02/02/2007



**FISCAL NOTE**  
**Requested by Legislative Council**  
01/12/2007

Bill/Resolution No.: HB 1348

**1A. State fiscal effect:** *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	2005-2007 Biennium		2007-2009 Biennium		2009-2011 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
<b>Revenues</b>				(\$403,200)		(\$403,200)
<b>Expenditures</b>						
<b>Appropriations</b>						

**1B. County, city, and school district fiscal effect:** *Identify the fiscal effect on the appropriate political subdivision.*

2005-2007 Biennium			2007-2009 Biennium			2009-2011 Biennium		
Counties	Cities	School Districts	Counties	Cities	School Districts	Counties	Cities	School Districts
			(\$147,200)	(\$89,600)		(\$147,200)	(\$89,600)	

**2A. Bill and fiscal impact summary:** *Provide a brief summary of the measure, including description of the provisions having fiscal impact (limited to 300 characters).*

This bill caps the special excise tax of two percent currently imposed on all sales of special fuels, which are exempt from the tax imposed under section 57-43.2-02, at four cents.

**B. Fiscal impact sections:** *Identify and provide a brief description of the sections of the measure which have fiscal impact. Include any assumptions and comments relevant to the analysis.*

Effectively, any time the price of fuel subject to the 2% special fuels excise tax exceeds \$2.00 per gallon, the provisions of this bill would limit the tax to 4 cents per gallon ( $\$2.00 \times 2\% = \$0.04$ ). Fuel subject to the 2% special fuels excise tax consists of the following:

- Special fuel commonly known as diesel fuel which is dyed for federal fuel tax exemption purposes and sold for use as heating fuel or for an agricultural, industrial, or railroad purpose, and
- Special fuel, other than diesel fuel, sold for use as heating fuel or for an agricultural, industrial, or railroad purpose

Currently, a five year average price of \$1.17 is being use to compute the projection for the two percent special excise tax being deposited into the Highway Tax Distribution Fund. Therefore, using the five year average price, this bill initially appears to have no fiscal impact at this time.

However, given the large increases in fuel prices over the last two years, evaluation of this bill using more current fuel prices shows that this bill will produce a negative impact to the revenues for the Highway Tax Distribution Fund. Using the last 12 month average price of \$2.05 per gallon and a consumption of approximately 640 million gallons, this bill would result in a revenue reduction to the Highway Tax Distribution Fund of approximately \$640,000 per biennium. This is the scenario presented above in the Fiscal Effect Sections 1A and 1B.

For comparison purpose, should the price of the fuel continue to rise, the revenue that would not be realized under the provisions of this bill would likewise increase. For example, if the average price of the fuel were \$2.55 per gallon, the total revenue that would not be realized because of the 4 cent cap would be approximately \$7,040,000.

**3. State fiscal effect detail:** *For information shown under state fiscal effect in 1A, please:*

**A. Revenues:** *Explain the revenue amounts. Provide detail, when appropriate, for each revenue type and fund affected and any amounts included in the executive budget.*

Based on the average price over the last 12 months (\$2.05/gallon) and an average annual consumption of

640,000,000 gallons, this bill would result in a revenue loss to the Highway Tax Distribution Fund of approximately \$640,000 (640,000,000 gallons x \$.05 average price above effective cap x 2% excise tax).

A revenue loss of \$640,000 to the Highway Tax Distribution Fund would be divided between the NDDOT, cities, and counties as follows: NDDOT - \$403,200 (63%), counties - \$147,200 (23%), and cities - \$89,600.

**B. Expenditures:** *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

**C. Appropriations:** *Explain the appropriation amounts. Provide detail, when appropriate, for each agency and fund affected. Explain the relationship between the amounts shown for expenditures and appropriations. Indicate whether the appropriation is also included in the executive budget or relates to a continuing appropriation.*

<b>Name:</b>	Shannon L. Sauer	<b>Agency:</b>	NDDOT
<b>Phone Number:</b>	328-4375	<b>Date Prepared:</b>	01/19/2007

VK  
1/22/07

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1348

Page 1, line 6, overstrike "two percent" and remove the underscored comma

Page 1, line 7, remove "but not exceeding" and remove the underscored comma

Renumber accordingly

Date: 1-22-07  
Roll Call Vote #: 1348

2007 HOUSE STANDING COMMITTEE ROLL CALL VOTES  
BILL/RESOLUTION NO.

House \_\_\_\_\_ Finance & Tax \_\_\_\_\_ Committee

Check here for Conference Committee

Legislative Council Amendment  
Number \_\_\_\_\_

Action Taken Do Pass AS Amended

Motion Made By Rep. Brandenburg Seconded By Rep. Drovdal

Representatives	Yes	No	Representatives	Yes	No
Chairman Belter	✓		Rep. Froelich	✓	
Vice Chairman Drovdal	✓		Rep. Kelsh	✓	
Rep. Brandenburg	✓		Rep. Pinkerton	✓	
Rep. Froseth		✓	Rep. Schmidt	✓	
Rep. Grande	✓		Rep. Vig	✓	
Rep. Headland	✓				
Rep. Owens	✓				
Rep. Weiler	✓				
Rep. Wrangham	✓				

Total (Yes) 12 No 1

Absent 1

Floor Assignment Rep. Headland

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

Date: 1-23-07  
Roll Call Vote #: 1348

2007 HOUSE STANDING COMMITTEE ROLL CALL VOTES  
BILL/RESOLUTION NO.

House \_\_\_\_\_ Finance & Tax \_\_\_\_\_ Committee

Check here for Conference Committee

Legislative Council Amendment  
Number \_\_\_\_\_

Action Taken Do Pass as Amend & referred to Approp.

Motion Made By Rep. Drovdal Seconded By Rep. Grande

Representatives	Yes	No	Representatives	Yes	No
Chairman Belter	✓		Rep. Froelich	✓	
Vice Chairman Drovdal	✓		Rep. Kelsh	✓	
Rep. Brandenburg	✓		Rep. Pinkerton	✓	
Rep. Froseth	✓		Rep. Schmidt	✓	
Rep. Grande	✓		Rep. Vig	✓	
Rep. Headland	✓				
Rep. Owens	✓				
Rep. Weiler	✓				
Rep. Wrangham	✓				

Total (Yes) 14 No 0

Absent 0

Floor Assignment Rep. Headland

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

**REPORT OF STANDING COMMITTEE**

**HB 1348: Finance and Taxation Committee (Rep. Belter, Chairman) recommends AMENDMENTS AS FOLLOWS and when so amended, recommends DO PASS and BE REREFERRED to the Appropriations Committee (14 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). HB 1348 was placed on the Sixth order on the calendar.**

Page 1, line 6, overstrike "two percent" and remove the underscored comma

Page 1, line 7, remove "but not exceeding" and remove the underscored comma

Renumber accordingly

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1348

In lieu of the proposed amendments as printed on page 233 of the House Journal, House Bill No. 1348 is amended as follows:

Page 1, line 6, replace the underscored comma with "is imposed on all sales of propane and a tax of"

Page 1, line 7, remove "but not exceeding", remove the underscored comma, and after "of" insert "diesel fuel and other"

Renumber accordingly

Date: 1-31-07  
Roll Call Vote #: 1348

2007 HOUSE STANDING COMMITTEE ROLL CALL VOTES  
BILL/RESOLUTION NO.

House \_\_\_\_\_ Finance & Tax \_\_\_\_\_ Committee

Check here for Conference Committee

Legislative Council Amendment  
Number \_\_\_\_\_

Action Taken Do Pass As Amended and Referred to Approp.

Motion Made By Rep. Schmidt Seconded By Rep. Owens

Representatives	Yes	No	Representatives	Yes	No
Chairman Belter	✓		Rep. Froelich	✓	
Vice Chairman Drovdal	✓		Rep. Kelsh	✓	
Rep. Brandenburg	✓		Rep. Pinkerton	✓	
Rep. Froseth	✓		Rep. Schmidt	✓	
Rep. Grande	✓		Rep. Vig	✓	
Rep. Headland	✓				
Rep. Owens	✓				
Rep. Weiler	✓				
Rep. Wrangham	✓				

Total (Yes) 13 No 0

Absent 1

Floor Assignment Rep Headland

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



**REPORT OF STANDING COMMITTEE**

**HB 1348: Finance and Taxation Committee (Rep. Belter, Chairman) recommends AMENDMENTS AS FOLLOWS and when so amended, recommends DO PASS and BE REREFERRED to the Appropriations Committee (13 YEAS, 0 NAYS, 1 ABSENT AND NOT VOTING). HB 1348 was placed on the Sixth order on the calendar.**

In lieu of the proposed amendments as printed on page 233 of the House Journal, House Bill No. 1348 is amended as follows:

Page 1, line 6, replace the underscored comma with "is imposed on all sales of propane and a tax of"

Page 1, line 7, remove "but not exceeding", remove the underscored comma, and after "of" insert "diesel fuel and other"

Renumber accordingly

2007 HOUSE APPROPRIATIONS

HB 1348

