

SENATOR HALL: Thank you. The amendment to the committee amendments would change the passenger car schedule that was offered in AM3515 to one schedule for those that are, when they are priced new, manufactured's suggested retail price of 17,000 and greater, and manufactured's suggested price of 17,000 and less. The value is determined by the base sticker price of the car plus standard options. It is to be determined by the tax commissioner, and the purpose for it is that there has to be, as we did in the old ad valorem system, there has to be some kind of way of determining the value so that the tax that is levied against it would be able to be written off against your federal tax, and under this system, we believe that that would still be something that would be able to be done. So it does change the system and makes the split at 17,000 and under, and 17,000 and upwards. The purposes behind this are numerous. They specifically would add to the progressivity of the system. Again, it would allow for the federal deductibility of the...from the income tax. Like I said, the federal law requires that there be some kind of relationship to value for purposes of allowing that deduction. We change the effective date of the act from January 1 of '93 to August 1 of 1992. The fee schedule as it was built into the original bill for trucks is reduced slightly. Again, I mentioned earlier, in the committee amendments, we clarify the schedule for trailers other than semitrailers. We also adopt the definition for trailers and semitrailers from the motor vehicle statutes. And then finally in AM3515, we clarify that the provisions, as they relate to government vehicles are exempt from the fees. With that, Mr. Speaker, I would yield the balance of the opening on this amendment to the amendment to Senator Conway, the principal introducer of the bill.

SPEAKER BAACK: Senator Conway.

SENATOR CONWAY: Thank you, Mr. Speaker and Senator Hall, for giving me a little bit of time. The bill, as we will be discussing it shortly, is controversial for many of you. I have had many discussions with a lot of people. I think what I would appreciate your doing, at this point, is supporting AM3515, as well as the committee amendments, so that the bill will be in the shape that then we can direct all of our attention to the way that it will be rather than the way that it was. And I think at this point in time, rather than discussing the merits of the bill, if we could adopt AM3515, which as Senator Hall pointed out, adds back a little progressivity into the system,