

was established when we first began to look at the collection of motor fuel tax, called a motor fuel task force, that's composed of all the agencies of state government that have some relationship to the collection of motor fuels from either enforcement to...well, Ag, Revenue, Attorney General, Patrol, Fire Marshal's office. A number of agencies have some contact and this group meets from time to time to review each of the agency's responsibility looking for ways to make that collection more effective, more cost effective, and to reduce or eliminate unnecessary processes where they occur. So this bill essentially is a clarification. And I'll quickly identify them. One of the clarifications, when we first did some of these changes in fuel tax there were definition changes made as to different types of fuel. And some of these changes now relate to those definitions when they were made some time, I think the first was in 1963. It excludes certain fuel products such as benzol, benzine, methanol typically are used for nonautomobile purposes, automotive purposes, and they eliminate from being defined as a motor fuel. However, if any of those items are used in a, as a blending agent or fuel expander and are going to motor fuel, then they become taxed just like any other portion of the motor fuel. That's not anything new or less, but clarifies it that when they're not used for that purpose they clearly are exempt from any user, user tax. Then there, again, because of definition changes, there's two, three sections in the bill that deal with ethanol being used in, in buses by municipalities, or rather public buses. They have historically been exempt from motor fuel tax because of a matter of state policy but they were defined as special fuels, and when the definitions changed, ethanol was no longer included with diesel fuel and the result was that the fuel tax on buses became taxable. It's never been imposed, but, nevertheless, technically that would be the case. And so what the bill does in this area it simply exempts ethanol in the same fashion has always been true, or least for many years been true of diesel fuel for municipal purposes and it clearly makes it retroactive so if any tax should have been collected it would no longer be due, but none was, in fact, collected. So it's basically a clarification. The same provision goes to compressed fuel such as propane or compressed natural gas, and again, it's to give the same exemption that has existed but to all fuels, no matter what the fuel type is when it's used for municipal bus within a municipality. Then there is a...there is an enhanced administrative penalty put in that in any event that any of this