

MINUTES

MONTANA HOUSE OF REPRESENTATIVES
51st LEGISLATURE - REGULAR SESSION

COMMITTEE ON HIGHWAYS AND TRANSPORTATION

Call to Order: By Chairman Stang, on January 26, 1989, at 3:00
p.m.

ROLL CALL

Members Present: All with exception of:

Members Excused: Dan Harrington

Members Absent: None

Staff Present: Paul Verdon, Researcher
Claudia Johnson, secretary

Announcements/Discussion: None

HEARING ON HOUSE BILL 245

Presentation and Opening Statement by Sponsor:

Rep. Quilici, House District 71, stated his bill requires new license plates to be issued for motor vehicles in 1991. Rep. Quilici stated the county is losing money from not being able to reregister license plate. Rep. Quilici distributed a handout showing the money lost from not having vehicles reregistered. See Exhibit 1. The handout shows a breakdown by county of the number of vehicles registered, the amount of fees and taxes paid (using an average of \$40.00 per registration) and what an evasion or loss of revenue of 10% would mean to that particular county.

Testifying Proponents and Who They Represent:

Jim Manion, AAA of Montana
Gordon Morris, MACO

Proponent Testimony:

Mr. Manion stated he would like to address two issues: 1) safety aspect and 2) law enforcement. Mr. Manion stated numerous studies have been made in the past that when new plates are issued that collisions at night have decreased because of the reflection of the new plates. Mr. Manion stated that he has spoken with a number of law enforcement that they have indicated the increase of detection at night for law breakers and they also stated the importance of two plates.

Mr. Morris stated he is pleased to support HB 245, but wanted to down play Rep. Quilici's statement as to what is currently transpiring from the collection of licensing fees. Mr. Morris stated it is not a loss of revenue, but would actually increase it in the collection process and felt it was a straight forward bill.

Testifying Opponents and Who They Represent:

None

Opponent Testimony:

None

Questions From Committee Members: Rep. Aafedt asked Rep. Quilici how much it would cost to produce a plate. Rep. Quilici replied it cost \$1.13. Jerome Anderson stated there is a \$5 registration fee and a additional \$3 fee to register your vehicle. If you get two plates, you pay an additional fee for the plates. Mr. Anderson stated the fee you pay for new plates is not necessarily associated with the actual cost of the plate. Mr. Anderson commented that prior to the 1980's or the late 1970's, the \$3 fee that was paid was earmarked specifically for the motor vehicle license fund. Mr. Anderson stated that legislature in 1979 or 1981 removed that earmarked money and it now goes into the general fund. Bob Robinson from Motor Vehicle Div., stated when you purchase a new license and registration you pay a \$5 license fee for a vehicle under 2,850 lbs. and \$10 if over that weight. He stated that license fee goes entirely to the county for road and bridge fund. In addition, you pay a \$4 registration fee for vehicles, \$3 is used to operate the registrar's office and \$1 goes to the county for general purposes. Mr. Robinson stated there isn't any money in there now and doesn't know where the recovery could come from.

Rep. Patterson asked Mr. Robinson if new personalized plates would also be purchased at that time? Mr. Robinson stated they would.

Closing by Sponsor: Rep. Quilici closed by stating it is way over due to put new license plates on vehicles in Montana.

HEARING ON HOUSE BILL 297

Presentation and Opening Statement by Sponsor:

Rep. Roth, House District 96, stated this is a fun bill for collectors of antique cars to be able to put on original license plates for that year of vehicle. Rep. Roth stated it also allows differential for a vintage and pioneer plate to have a decal on that original plate. Rep. Roth stated

all this bill does is allow for original year license plates.

Testifying Proponents and Who They Represent:

Jim Jensen, Member of Model A Club of America

Proponent Testimony:

Mr. Jensen stated as a member of the Model A club he would like to go on record in favor of HB 297.

Testifying Opponents and Who They Represent:

Bob Robinson, Motor Vehicle Div.

Opponent Testimony:

Mr. Robinson stated he isn't really for or against this bill, but states there is a problem with the placement of the decal. If the plates are made like they used to be there isn't any place to put the decal. Mr. Robinson stated one of the suggestions from his dept. is to place it in the window.

Questions From Committee Members: Rep. Zook asked Rep. Roth about those who have existing pioneer plates, and asked if it could be used or have to purchase new plates. Rep. Roth replied that if he had existing vintage or pioneer plate that it can be used.

Rep. Stang asked Mr. Robinson if this could be done administratively without passing a law. Mr. Robinson didn't think so, and thought the plates would have to be identified in the law; as a current plate, pioneer or vintage plate

Closing by Sponsor: Rep. Roth closed stating he hoped the Committee would pass his bill.

HEARING ON HOUSE BILL 162

Presentation and Opening Statement by Sponsor:

Rep. Peterson, House District 1, opened by stating she feels that we should have less government, less paper work, and less regulation, not more. She stated there is a fine line in economics, if the independent log hauler is charging too much that balance tips and the mills buy their own trucks, and in the past that has happened. She stated if the balance goes too far the other way the economics of the situation is that the independent log hauler doesn't make enough money to support himself and his/her truck. Rep. Peterson stated there are 3 issues to this bill, which is an act requiring log haulers to be class B carriers: 1) Economic issue: take home pay. 2) Safety issue. 3) Family and social issue. She states if someone you know is

working 14 and 16 hour days, you know the family issue has changed in that community or that family. Rep. Peterson commented that Rep. Darko was chairing another committee and would like to go on record for the bill, and Rep. Peterson read a letter from her. See Exhibit 5.

Testifying Proponents and Who They Represent:

Frank Dillon, Exec. Dir. of the Log Truckers Assoc. of Mt.
Sue Schneider, speaking on behalf of wives of log truck
owner/operators.

Lyle Doty, Pres. of the Log Trucker Assoc of Mt.

Betty Schull, Libby Business Owner

Rodney Frank, Trout Creek, Mt

Penny Tollefson, Msla Log Haulers

George Polarski, Msla

Arlette Mrgich

Dave Brandt, log operator out of Eureka

Jim Elliot, Trout Creek, Rep.

Proponent Testimony:

Mr. Dillon stated their newly formed trade association represents slightly more than 400 log trucks and is rapidly growing.

Mr. Dillon stated a vote by the membership resulted in over 90% favoring a move to intrastate economic regulation of log trucking. Mr. Dillon gave Washington state as an example of regulated trucking of intrastate freight, and stated they have been organized for 37 years and were successful in having the industry regulated 30 years ago. Mr. Dillon went on to say that Washington's timber industry remains very strong with many mills producing record profits, and currently Washington has over 2,000 "permitted" log truckers, most of whom are owner/operators.

Sue Schneider stated that in the log trucking business they face up to a three month shut down, due to weather in the spring. She stated the mills will not negotiate with the trucks and the contractors or tell them to quit because they can find others. Ms Schneider stated that in the last five years they have seen their insurance double and asked for the Committee's support in passage of this bill.

Lyle Doty stated he has been in business for the past 24 years. He stated in the last eight years the log trucking industry has gone backwards and down hill to the point of that there is a great concern for the industry. See Exhibit 8.

Betty Schull stated they haven't been able to negotiate for haul rates since the late 70's, and haven't had a raise in their rates since 1980 and in the last two years have taken a cut in their rates.

Rodney Frank stated he is a mechanic on log trucks, and does the inspection on them. Mr. Frank stated the safety conditions

are bad and urged support for HB 162.

Penny Tollefson urged support for HB 162.

George Polarski urged support for HB 162.

Arlette Mrgich stated they haven't been able to negotiate for haul rates since the late 70's nor have they had a raise in their haul rates since 1980. The last two years they have taken a cut in their rates and urged support for HB 162. See Exhibit 9.

Dave Brandt stated the need for truck regulations and urged support for HB 162.

Rep. Jim Elliott, House District 53, stated he comes from logging country and is proud to be a co-sponsor for HB 162. He stated very few people like to be regulated, but if the people in Montana are looking to the state to help them out, then they need it.

Testifying Opponents and Who They Represent:

Dick Coverdell
Leroy Christopherson
Jim Blue
Ernie Forrey
Bill Cowger
Dennis Hoerner
Don Corvey
Edna Newton
Don McEntire, Kalispell
Barton Cooper, Boulder
Gary Guthrie, Townsend
Joe Rickett
Charlie Park, Drummond
Don Allen, Sec, Wood Products of Montana
William Park, Drummond
Dick Tower

Opponent Testimony: Dick Coverdell stated he is against HB 162 and P.S.C. regulations for the following reasons: 1) Class B carriers are only allowed to work 12 hours a day which doesn't give them enough hours to accomplish a days work, especially if there is any distance. 2) If a loader is broke down and it takes 4 hours to repair it, he will have lost a least one trip. He stated that under current law they have cheaper GVW rates. They will not be able to haul as much in one load, now they can haul 80,000 lbs. and if P.S.C. gets in control they will have to cut back to 78,000 lbs., and will be audited every two years.

Leroy Christopherson stated by forcing rates they will not bring people into Montana but will force them out. As a owner he

stated he wanted the right to choose, maintain and continue the right to provide work for the people of Montana in their industry. Mr. Christopherson stated he wanted the right to make Montana money work for Montana.

Jim Blue urged the Committee to not pass HB 162.

Ernie Forrey urged the Committee to not pass HB 162.

Bill Cowger stated he has hauled in Washington, Idaho and Oregon. Mr. Cowger told of some log haulers in Washington working under the same regulations as HB 162. These log haulers wanted a raise, which they hadn't had for a number of years, so went to the mill operator and told him, the mill operator told them to go to the Utilities Commission and told them if they did that, he (the mill operator) would buy his own trucks, the haulers went to the Utilities Commission and the mill operator bought his own trucks.

Dennis Hoerner urged the Committee to not pass HB 162.

Don Carvey urged the Committee to not pass HB 162.

Edna Newton stated they went into trucking to be an independent business and now more government control is taking them out of that position and the bookkeeping will be awful.

Don McEntire stated he has negative feelings regarding the permitting process under the P.S.C. and urged the Committee to not pass HB 162.

Barton Cooper urged the Committee to not pass HB 162.

Gary Guthrie stated they couldn't be guaranteed a job even if this bill did pass. Mr. Guthrie urged the Committee to not pass HB 162.

Joe Rickett urged the Committee to not pass HB 162.

Charlie Park stated if the supporters have dreams of HB 162 giving them their break, they won't have to worry about their dreams because they won't be able to get a permit. Mr. Park stated that down the road we will be giving up more of our freedom for security and a guarantee.

Don Allen stated the bill presented here will not resolve the log hauler's issue of wages and a better life, and urged the Committee to defeat HB 162.

William Park stated he was speaking on behalf of the audience's sons and grandsons, because if the P.S.C. gets in control they will not be able to buy a log truck under this bill. Mr. Park says he has never heard of or seen a problem that couldn't have been solved better and cheaper by the private sector of our economy than by our government.

Dike Tower urged the Committee to not pass HB 162.

There were no further opponents. Chairman Stang stated he has asked Mr. Wayne Budt from Public Service Commission, to explain what a Class B Motor Carrier means.

Mr. Budt stated a Class B carrier is a common carrier who is available to serve the public on demand for commodities that is available from that area. Mr. Budt stated that everyone that has been hauling logs from April 1988 through October of 1989 will be issued statewide authority to haul logs. The carriers requirements are: 1) Tariffs, Rates and Charges; must have this on file with P.S.C.. Mr. Budt stated it is a flat rate. 2) Vehicle Registration; the carrier must on an annual basis register their equipment with the State of Montana by purchasing a vehicle identification stamp from the PSC. The stamps are \$5 each and are valid for the current calendar year. The stamp must be attached to a cab card which identifies the unit in detail. 3) Compliance Reviews; PSC staff will review records and bills of lading for motor carriers to ensure compliance with approved tariffs. Records will be reviewed approximately every two years. 4) Annual Reports; all intrastate carriers must file with the PSC a balance sheet and income statement each year and the reports will be used by the PSC in conjunction with rate increase filings and rate compliance reviews. See Exhibit 10.

Questions From Committee Members: Rep. Owens asked Mr. Budt under current law a log hauler is a subcontractor, if HB 162 goes through he will be a contractor, Rep. Owens said every single log truck operator will be faced with a broad form liability policy, which will amount to about \$1,500 to \$2,000 for every truck. Rep. Owens asked Mr. Budt does the PSC demand that each truck have cargo insurance? Mr. Budt stated that was correct that each truck will have to have cargo and liability insurance. Rep. Owens directing to Mr. Budt again if he had an opinion about the Ag. question, which means that the log truck hauler pays about 75% GVW instead of a 100% and asked if a log hauler could stay in that same classification if they went to a common carrier. Mr. Budt could not answer and stated the Dept. of Highways handles it.

Rep. Patterson asked Mr. Budt if under the Class B regulations, would the log hauler have to maintain a log book? Mr. Budt replied that he thought the log book, safety and vehicle maintenance would be under the Montana Highway Patrol.

Mr. Budt stated the ruling on the log hauler,s permit and what kind of documents they have to present to the Commission to get grandfathered in under the bill are in effect right now, and stated the rule making authority in the Committee is for

who qualifies for the permit and how it will be presented to the PSC.

Rep. Steppler asked Mr. Dillon if lumber mills would be able to under cut the small log hauler by buying their own log trucks and hauling the timber themselves? Mr. Dillon didn't think they would do that. Rep. Steppler directed the same question to Mr. Allen, and Mr. Allen replied that yes they could. Mr. Allen stated the mills don't set the rate, the market does.

Rep. Clark asked Mr. Dillon how unregulated trucks from Idaho would operate in Montana if the bill goes through? Mr. Dillon stated that interstate log haulers would not be affected by this regulation. But if an Idaho truck is hauling from one point in Montana to another point in Montana, then he would have to have authority to have fileable rate. Mr. Dillon stated the same would be with Canada.

Rep. Zook asked Mr. Dillon what the yearly average gross is for a log truck? Mr. Dillon replied the yearly gross for 1987 was \$74,000 which was a good hauling year, and will be less for 1988. Mr. Dillon stated that under HB 162, if a log hauler worked every day that he could work 12 hours a day, he should gross \$22,000 to \$25,000 a year.

Rep. Stang asked Mr. Dillon if it were possible if this bill goes through for large truck companies to file their own independent rates that could be lower than other rates and run the independent hauler out of business? Mr. Dillon said that is possible.

Rep. Stang asked Mr. Budt about the 12 hour limit per day, if the hauler has to sit and wait for a repair is that considered part of that 12 hours? Mr. Budt stated that would be in the log book and the MHP would handle that.

Rep. Patterson asked Mr. Dillon if he lived in Kalispell and had to work in Ashland, would he have to get a permit from that area if he already had one in Kalispell? Mr. Dillon stated the permits are statewide under the grandfather clause, after the grandfather clause he would have to "show need" e.g. need more trucks, etc.

Rep. Stang asked Mr. Budt how long would it take to get a permit after you have applied for it? Mr. Budt replied it would have to be publicly posted and if it were protested it would have to go to a hearing and could take months. If not protested it could take 45 days.

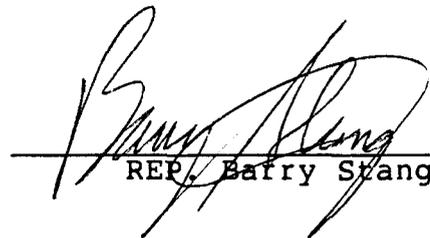
Closing by Sponsor: Rep. Peterson closed stating the timber industry is in a crisis, and is an environmental concern to everyone. Rep. Peterson asked the Committee if they could

not pass the bill, to please table it.

There being no further business the Committee was adjourned.

ADJOURNMENT

Adjournment At: 5:20 p.m.



REP. Barry Stang, Chairman

BS/cj

2206.min

EXHIBIT 1
DATE Jan 24
HS 245

Enclosed is a copy of the Montana Highway Patrol activity report from January, 1988 to October 1988. The report shows that the Patrol arrested or issued warnings for registration violations to 1,571 motorists. The report also shows that the total of all violators stopped was 12,751. The percent of registration violations to the total stopped is 12.3%. The Chief of the Montana Highway Patrol believes that 12.3% is representative of the total motorists in Montana who are either avoiding or delaying payment of registration fees or taxes.

Also enclosed is a breakdown by county of the number of vehicles registered, the amount of fees and taxes paid (using an average of \$40.00 per registration) and what an evasion or loss of revenue of 10% would mean to that particular county.

DATE 1-26-89
 HB 245

Oct. 11/21 1988

MONTANA HIGHWAY PATROL
 MONTHLY ACTIVITY REPORT - All For D900
 Oct, 1988

		VERBAL	WRITTEN	ARREST
Hazardous Violations	100			
Aggravated Homicide	101	-----	-----	0
D.U.I.	104	-----	-----	205
Per Se	105	-----	-----	9
Reckless Driving	106	-----	-----	35
Reckless Driving	107	-----	-----	128
Truck - Truck	109	0	15	322
Truck Speed E000	110	2	17	106
Speed - Ovr- Legal	111	18	347	1360
Speed - Ball- Rule	112	0	31	174
Speed E000	113	22	419	5690
Right-of-Way	115	0	24	59
Following too Closely	120	0	19	9
Driving Over Centerline	125	1	30	11
Improper Lane Travel	126	2	9	9
Driving on Shoulder	127	0	5	0
Crossing Divider or Barrier	128	0	10	10
Improper Passing	130	3	36	44
Failure to or Improper Signal	135	1	27	5
Improper Turning	140	4	13	20
Failure to Stop - Sign or Light	145	2	62	83
Obstructive Sign	146	1	4	7
Hit and Run	150	0	4	3
Failure to Dim Head Lamps	155	13	44	6
Hit Violations	160	35	1420	34
Defective Brakes	166	1	12	6
Defective Equipment	168	12	267	29
Impaired Driving	170	5	53	3
Impaired Pedestrian	175	2	0	0
Impaired Bicycle	180	11	5	0
Impaired Seat Belt	182	32	753	878
Impaired Restraint	183	15	45	25
Impaired - Hazardous	190	6	74	67
	195	192	3762	9337

Total Mileage of All Vehicles 454675.00

Total Hours on Duty	28162.85
Percent Traffic Patrol	42.05%
Total Hazardous Violations	13291
Total Nonhazardous Violations	5701
Total Other Violations	74
Enforcement Index	32

OTHER VIOLATIONS	260	VERBAL	WRITTEN	ARREST
Intoxicated Pedestrian	262	-----	-----	7
Illegal Possession - Liquor	265	-----	-----	23
Furn. Liquor to Minor	270	-----	-----	8
Motor Vehicle Theft	272	-----	-----	1
Vehicle Dealer	275	0	4	0
Aircraft	277	0	0	0
Wrecker Yard	280	0	0	0
Drugs	282	-----	-----	18
Other	296	0	1	11
TOTAL	298	0	6	68

Spec. Enforcement Actions	300	VERBAL	WRITTEN	ARREST
Radar	301	65	760	7011
Aircraft	302	0	45	225
Safety Spot Check	303	3	85	20
T.A.R.P.	304	0	8	21
Other	305	0	123	164

TOTAL ACTIVITY DATA	310	NUMBER
Arrest Tickets	312	10808
Warning Tickets	313	7943
Violators Stopped	314	12751
Property Damage Accident Inv.	325	406
Injury Accident Inv.	326	278
Fatality Accident Inv.	327	11
Blood Run	328	33
Races Run	329	1
Hit/Run Investigations P.D.	330	27
Hit/Run Investigations Inj.	331	1
Hit/Run Investigations Fatal	332	0

HAZARDOUS VIOLATION	200	VERBAL	WRITTEN	ARREST
Driver's License	202	38	1474	326
License Suspended/Revoked	204	-----	-----	66
Operator License	205	55	1181	335
Vehicle License	207	12	304	7
Operator License/Out-of-State	208	10	92	21
Carrying Debris on Highway	210	1	2	5
Carrying Lighted Material	212	1	1	3
Legal or Tolerance	214	0	5	0
Over Axle	216	0	0	0
Over Tires	218	0	2	0
Over License Capacity	220	0	1	1
Over Weight G.V.W.	222	0	6	0
Over Length	224	0	1	0
Over Width	226	0	10	5
Over Height	228	0	1	0
Over Permit	230	0	17	1
Excessive Exhaust	232	2	6	0
Excessive Smoke	234	0	5	0
Over Book	235	-----	153	38
Over Safety Certificate	236	-----	8	3
Over Weight	240	-----	717	567
Over Nonhazardous	245	1	179	25
	250	123	4175	1403

D.U.I. DATA	350	NUMBER
Breath	351	117
Blood	352	43
Urine	353	0
Refused Chemical Test	354	45
D.U.I. Charges with Test	355	151
D.U.I. Charges without Test	357	41

$$\frac{1571}{12751} = .12337$$

EXHIBIT 1
DATE 1-26-89
HB 245

MONTANA MOTOR VEHICLE STATISTICS

* Information obtained from Montana Motor Vehicle
Statistics 1/1/88 - 10/4/88

EXHIBIT 1
DATE 1-26-89
FILE 245

MONTANA MOTOR VEHICLE STATISTICS

County	Total* Registration	Average Registration Fees at \$40.00	With Estimated 10% Registratio Evasion
1. Silver Bow	34,390	1,375,600	137,560
2. Cascade	79,627	3,185,080	318,508
3. Yellowstone	116,418	4,656,720	465,672
4. Missoula	78,089	3,123,560	312,356
5. Lewis & Clark	48,755	1,950,200	195,020
6. Gallatin	49,776	1,991,040	199,104
7. Flathead	67,172	2,686,880	268,688
8. Fergus	14,763	590,520	59,052
9. Powder River	3,603	144,120	14,412
10. Carbon	11,051	442,040	44,204
11. Phillips	6,594	263,760	26,376
12. Hill	19,393	775,720	77,572
13. Ravalli	28,725	1,149,000	114,900
14. Custer	12,937	517,480	51,748
15. Lake	23,444	937,760	93,776
16. Dawson	12,122	484,880	48,488
17. Roosevelt	10,132	405,280	40,528
18. Beaverhead	9,839	393,560	39,356
19. Chouteau	9,365	374,600	37,460
20. Valley	10,552	422,080	42,208

21. Toole	7,125	285,000	28,500
22. Big Horn	10,933	437,320	43,732
23. Musselshell	5,488	219,520	21,952
24. Blaine	7,515	300,600	30,060
25. Madison	8,620	344,800	34,480
26. Pondera	8,774	350,960	35,096
27. Richland	14,235	569,400	56,940
28. Powell	7,000	280,000	28,000
29. Rosebud	11,149	445,960	44,596
30. Deer Lodge	10,605	424,200	42,420
31. Teton	8,939	357,560	35,756
32. Stillwater	8,813	352,520	35,252
33. Treasure	1,416	56,440	5,644
34. Sheridan	7,682	307,280	30,728
35. Sanders	10,434	417,360	41,736
36. Judith Basin	3,898	155,920	15,592
37. Daniels	3,546	141,840	14,184
38. Glacier	11,426	457,040	45,704
39. Fallon	4,762	190,480	19,048
40. Sweet Grass	4,251	170,040	17,004
41. McCone	4,025	161,000	16,100
42. Carter	2,222	88,880	8,888
43. Broadwater	4,624	184,960	18,496

EXHIBIT 1
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44. Wheatland	2,833	113,320	11,332
45. Prairie	2,022	80,880	8,088
46. Granite	3,544	141,760	14,176
47. Meagher	2,699	107,960	10,796
48. Liberty	3,656	146,240	14,624
49. Park	15,565	622,600	62,260
50. Garfield	2,175	87,000	8,700
51. Jefferson	9,060	362,400	36,240
52. Wibaux	1,714	68,560	6,856
53. Golden Valley	1,339	53,560	5,356
54. Mineral	3,705	148,200	14,820
55. Petroleum	991	39,640	3,964
56. Lincoln	20,707	828,280	82,828
57. Unknown	61	2,440	244
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	Totals	35,371,800	\$3,537,200

EXHIBIT 2
DATE Jan 26
NO. 245

Mr. Chairman and Members of the Committee:

House Bill 245 is a bill which calls for a new issue of license plates for motor vehicles to be issued commencing January 1, 1991.

The last general issue of license plates for motor vehicles occurred in 1976. This was the red, white, and blue centennial plate, the general design of which is in use today. This issue was to be replaced in four years (1980) by another general issue of plates. This was not accomplished and thus, with the exception of the special issued centennial plates, the same general plate design is in use today. Because of this, law enforcement agencies are hampered in their efforts to enforce the requirement that automobiles and other motor vehicles be re-registered each year. This difficulty in enforcing the annual registration requirement results, in turn, in loss of revenue to counties throughout the state because of the loss of annual property tax payments on unregistered vehicles.

A Highway Patrol Report shows that during the period January 1988 to October 1988, 12.3 percent of the contacts made by the Highway Patrol in Montana related to registration violations. This is a significant number. There, no doubt, are many other unregistered vehicles in the state which have not been stopped by the patrol. The most effective way of enforcing registration requirements is through a new general plate issue. Any vehicle with old plates would be easily and immediately recognized on the

highway.

The loss of tax monies to the counties because of unregistered vehicles can be easily computed. Using a conservative figure of \$40.00 per vehicle and a conservative violation rate of ten percent unregistered vehicles, the amount of money lost to the 56 counties and the State of Montana totals 3,537,200.00. Of interest to members of this Committee are the figures for the counties you represent. The losses to these counties are as follows:

Cascade	-	\$318,508.00
Custer	-	\$ 51,748.00
Deer Lodge	-	\$ 42,420.00
Flathead	-	\$268,688.00
Gallatin	-	\$199,104.00
Golden Valley	-	\$ 5,356.00
Hill	-	\$ 77,572.00
Lake	-	\$ 93,776.00
Richland	-	\$ 56,940.00
Silver Bow	-	\$137,560.00
Yellowstone	-	\$465,672.00

With counties seeking additional funds, these amounts can have a significant beneficial affect on county budgets. A new plate issue will assist the counties in realizing full collection of these funds.

We all pay for the plates when we register our vehicle. A portion of the registration fee is collected for the cost of the

plates, or in years when plates are not issued, the cost of the tabs. Thus the issue is self-funding as monies are collected through registration during the year. An appropriation would be needed to fund the issue but will be reimbursed as monies are collected from registrants during the year.

According to the fiscal note, the cost of the regular sized plates used on automobiles and trucks is approximately \$1.13 per plate. The new plate issue would require 2,032,000 plates. Manufacture of these plates would commence in 1990 so that the new issue could start on January 1, 1991.

This general plate issue would last for four years.

We urge you to support this bill which will result in better enforcement of the requirements of registering motor vehicles and resulting increased income to the counties and the state.

NEWS CLIPPINGS

EXHIBIT 3
DATE Jan 26
NO. 245

Hot Plates, California Style

If you look at the license plates of cars on the road, you will notice that a fair number have expired, and many are long out of date. Our observations put the number at about 1 in 10. The Department of Motor Vehicles estimates that it's about 1 in 20, or 1 million of the state's 20 million vehicles. At an average of \$70 per registration, that's \$70 million a year that scofflaws are beating the state treasury for.

Enforcement of the vehicle-registration laws is up to the California Highway Patrol and local police agencies, which say that they are aware of the problem but, to be honest, have more important things to do, such as protecting life and property. "There's no push for it," said a spokesman for the Los Angeles County Sheriff's Department. "The fact of the matter remains that there are priorities," said a spokesman for the Highway Patrol, who called back to say that enforcing the vehicle-registration laws is one of the CHP's current goals and that the number of citations has increased this year.

It is certainly wise for the police to have priorities, but if drivers get the idea that they can break the law with impunity, it will only encourage more of them to do so. And it makes fools of the majority of citizens who recognize their obligation to pay for the

roads that they drive on by registering their vehicles every year. Drivers who obey the law wind up paying for the drivers who don't, just as drivers who carry automobile insurance — as the law requires — have to pay extra for those who thumb their noses at the law and at their obligations.

In some parts of the country the social contract itself seems in danger of collapsing under the weight of disobeyed, disregarded and unenforced laws. California should take steps to make sure that the same thing does not happen here. The police should step up their enforcement programs aimed at vehicles with expired registrations. It need not be continuous, but it should be extensive enough that drivers who ignore the law can reasonably expect that they will be cited. Two years ago the Legislature passed a law prohibiting vehicles with expired registrations from parking in parking lots. If the police had the will to do it, it would be relatively easy for them to check parked cars for valid registrations.

The amount of money involved is not trivial. Neither is the principle. The law is fair and reasonable, and people ought to obey it. Most do so voluntarily. Those who don't should not be let off the hook.

CA-D45 LOS ANGELES TIMES
(M)1,043,000 (S)1,289,300



**NEWS
CLIPPINGS**

EXHIBIT 3
DATE 1-26-89
HB. 245

UNITED PRESS INTERNATIONAL

March 30, 1983, Wednesday

SACRAMENTO, CALIFORNIA

The Department of Motor Vehicles Wednesday said it has asked counties and cities for help in its drive to collect \$50 million in unpaid motor vehicle registration fees this year.

DMV Director George Meese said he has asked counties and cities to issue citations to vehicles that do not have current registrations.

Meese said there may be as many as 1 million vehicles using California roadways with expired registrations. He said he assumes each represents an average of \$50 per vehicle in unpaid registration fees, or a total of \$50 million.

"There are a great many people not paying their fair share of fees, much of which is returned to counties and cities which use such funds for road building and upkeep," he said.

DMV observation and citation programs have already collected nearly \$6 million in back fees, Meese noted.

"But the state's efforts could be improved with county and city help," he added.

EXHIBIT 3
DATE 1-26-89
HB 245

**TRANSPORTATION STUDY
MOTOR VEHICLE DEALERS
MOTOR VEHICLE AUCTIONS
GENERAL ISSUE LICENSE PLATES**

January, 1985

MEMBERS:

Sen. Peter W. Danton, Chair
Rep. George A. Carroll, Chair
Rep. Harold M. Macomber
Rep. Raynold Theriault
Rep. Pamela L. Cahill

Staff: Christos J. Gianopoulos
Edward T. Potter
Jim Clair, Budget Analyst

Office of Legislative Assistants
Room 101, State House—Sta. 13
Augusta, Maine 04333
(207) 289-1670

EXHIBIT 3
DATE 1-26-89
HB 245

Study to determine extent of registration evasion and loss of revenues to state and municipalities.

State of Maine
Department of Transportation
August 28, 1984

TESTIMONY TO NEBRASKA PUBLIC WORKS COMMITTEE BY NEBRASKA MOTOR VEHICLE MARCH 2, 1983

Reduction of the current required plate-life from six years to three years would have a positive effect of generating increased revenue by encouraging more frequent registration. A limited random sample conducted in December of 1982, by the Department of Motor Vehicles found that 2.45% of vehicles surveyed had expired registrations. Surveyed were three shopping centers; K-mart, Gateway, and East Park here in Lincoln. Three thousand three hundred and thirteen vehicles, of which eighty-one reflected an expired sticker on the plate. Extrapolation of this figure to the total vehicle population could generate a minimum of an additional \$550,000.00 annually in registration fees. Additionally, even greater revenue would be realized by the collection of unpaid motor vehicle tax, sales tax, and local wheel tax. Further extension of the current issue until 1985 would defer an estimated \$1.9 million, based on existing statute.

EXHIBIT 4
DATE Jan 24, 1989
NO. 245

REPORT ON REFLECTORIZED LICENSE PLATES

FOR MONTANA

EXHIBIT 4
DATE 1-26-89
HE 245

LICENSE PLATES AND REFLECTORIZATION:

HISTORIC
PURPOSES

The use of license plates goes back almost as far as the use of vehicles themselves. More than 75 years ago license plates were placed on vehicles as a means of vehicle identification. As time progressed they were also used to establish that the motor vehicle was properly registered and vehicle taxes paid.

With the advent of reflectorization in the late 1940s another purpose was discovered for license plates - safety. It was evident that reflectorized plates were much easier to see at night giving drivers added warning of parked or abandoned vehicles or vehicles with rear lighting malfunctions. Further, the historic purpose of vehicle identification by law enforcement personnel and the general public was also enhanced by reflectorization. It was now possible to detect and read license plates at greater distances and under a wider variety of circumstances at night. Over the years, the added legibility for vehicle identification and the added visibility for safety have been considered the primary benefits of reflectorized plates.

THE
REFLECTIVE
SHEETING
SYSTEM

During the last thirty years (and in fact in the last six years) many improvements have been made in reflective sheeting materials for license plates. Greater durability and brightness have been obtained with unit prices maintained well below inflationary levels.

The manufacturing process has remained simple and straightforward with very little added processing over that of painted plates. The metal blanks for painted plates are embossed, dipped in background paint, dried, rollcoated with numeral paint and dried. In the case of reflective sheeting, it is first applied to the metal before blanking and embossing. After this the numerals are roll coated, dried and a final clear coat applied by dipping followed by drying. The net result is one added step for processing reflective sheeting license plates.

With the recognized benefits associated with reflective sheeting, and as the reflectorized materials and processing capability were developed,

more and more states and foreign countries adopted the process. Today, there are 42 states and the District of Columbia that have adopted the reflective sheeting system. Internationally there are 85 countries and jurisdictions that now use reflective sheeting.

**MONTANA
HISTORY**

Montana began issuing reflectionized license plates in 1967. The plates were produced at the state prison in Deer Lodge using reflectorized material to provide a high level of durability and legibility.

PROBLEM

The last issue was in 1976 and Montana has not reissued since. This has led to a situation where a high percentage of the plates are older than the cars themselves, and ineffective as a vehicle identification and safety device. Because of this condition, the enforcement of the registration law is most difficult and the evasion of motor vehicle taxes is greatly increased.

**BENEFITS
OF NEW
ISSUE**

1. A new issue will allow police to read and identify vehicles more effectively.
2. New plates will restore the brightness of the reflective plates to the level needed to provide an effective and dependable night time warning device as intended.
3. A new issue will force vehicles with expired registrations off Montana highways and improve the collection of registration fees and taxes.
4. A new, attractively designed license plate will offer an eye catching positive image of Montana!

SAFETY VALUE:

MINNESOTA

1958 - MINNESOTA Before and after adoption of fully Reflectorized License Plates, fatalities occurring in night parked car accidents dropped from 28% to 7% and 24% to 9% in urban and rural areas respectively. Although there was a substantial increase in daytime rear-end accidents, night rear-end accidents did not follow this trend.

- IOWA** 1960 - IOWA Of the 100,000 cars in this test, 60% had reflectorized license plates, 40% had painted plates. Of the night struck car accidents only 24% occurred to the reflectorized group, 76% to the painted plate group.
- MAINE** 1964 - MAINE A study was made comparing night rural accidents in five years before adoption of reflective plates with adoption of reflective plates with fourteen years after. Night accidents in general more than doubled in frequency but rural night parked car accidents and fatalities were reduced by almost 60% based on annual averages.
- NORTH CAROLINA** 1968 - NORTH CAROLINA During a six week change over period in 1967, vehicles could display either a fully reflective plate or a painted plate. Analysis of accident data revealed that there were less accidents than expected for cars with reflective plates. A 13% reduction in night rear-end crashes was projected.
- VIRGINIA** 1971 - VIRGINIA After a year's comparison of two groups of 100,000 vehicles each, the group with reflectorized plates had 4.4% fewer night rear-end accidents than the painted plate group. Further analysis indicated that if observed differences between the two groups were factored in, the reflective group had 11% fewer accidents than expected. (Virginia has adopted fully reflective plates.)
- MULTI-STATE** 1973 - HIGHWAY SAFETY FOUNDATION Total night accident percentages and yearly trends for states with and without reflective plates were compared. States with reflective plates showed a small but uniform downward trend; those without reflective plates did not.
- CALIFORNIA RESEARCHERS** 1975 - HULBERT/BURG REPORT This overview, along with others, re-analyzed the data from previous studies. They studied the combined cumulative effect of the above studies run at widely different times, conditions and design. None of the studies exhibited the same biases or imperfections, yet all showed a positive effect. Hulbert and Burg state, "To conclude . . . that no benefit exists requires the assumption that the accident reduction shown by all six of the studies was in every instance artifactual . . .".

EXHIBIT 4
1-26-89
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SUPPORTING EVIDENCE

In addition to direct evidence of safety benefit there exists supporting evidence of safety as well as increased vehicle identification capability.

VISIBILITY
BY
DRIVERS

VISIBILITY RESEARCH Many studies show that fully reflective license plates can be seen hundreds of feet further than other types. A 1977 Georgia study showed that fully reflective plates were visible about 1,400 feet further than painted plates. The added visibility distance translates to greater reaction decision time and to greater conspicuity at closer range, both leading ultimately to greater safety potential.

BRIGHTNESS
BY
INSTRUMENT

PHOTOMETRIC DATA A number of studies establish the fully reflective plate to be many times brighter than other systems; several hundred times brighter than a painted plate at night. Greater brightness adds conspicuity and alerting power leading to greater safety potential.

SAFETY
EXPERTS

EXPERT OPINION California researchers Hulbert and Burg state, "The present authors . . . feel that based on the evidence available at the present time, reflectorized plates are indeed, a good idea and . . . universal adoption of reflectorization programs is to be recommended."

In a summary report on six NHTSA contracts on rear vehicle lighting systems, Projector et al concludes, "Reflectorization of license plates has been widely recognized as a useful means to improve vehicle conspicuity . . . A majority of states already use them. License plate reflectorization offers many advantages."

EXHIBIT 4
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FURTHER SUPPORT:

**POLL OF
STATES
USING
REFLECTIVE
SHEETING**

USER STATES A questionnaire was recently mailed to key officials in states now utilizing reflective sheeting on their license plates. A 77.5% response was obtained. One question was concerned with why the individual state adopted reflectorized plates originally. A second question dealt with the benefits that have actually been obtained by the program in the officials' opinion.

<u>Benefits</u>	<u>Reason for adopting program</u>	<u>*Obtaining Benefits Rating-(Respondees)</u>
a. Law Enforcement	77%	3.4
b. Safety	77%	3.4
c. Durability	52%	2.6
d. State Publicity	23%	1.8
e. Economic Factors	32%	1.6
f. Public Acceptance	29%	2.3

*Scale: 0 = no added benefits
4 = substantial added benefits

In brief summary, both law enforcement and safety rate high; durability benefits are surprisingly strong in official opinion and the other benefit areas, although not as important as the first three named are regarded in a positive manner.

NATIONAL ORGANIZATIONS

**LAW
ENFORCEMENT
AGENCIES**

Law enforcement agencies such as the International Association of Chiefs of Police, the National Sheriffs' Association and the International Conference of Police Associations endorse reflectorized license plates.

AAMVA

The American Association of Motor Vehicle Administrators (AAMVA) also favor reflective plates. Their endorsement along with the law enforcement agencies resolutions are attached.

4
1-26-89
245

SECRETARY OF
TRANSPORTA-
TION

DEPARTMENT OF TRANSPORTATION The U.S. Secretary of Transportation in his 1977 Report to Congress with regard to all of the national safety programs under his purview concludes "Little scientific evidence exists to document direct relationships between any given standard and its impact on accidents, fatalities and injuries. Accidents are dynamic complex occurrences without single causes. . . . program decisions will remain in the realm of common sense judgments."

COMMON
SENSE

RECOMMENDS
REFLECTORI-
ZATION

Later in the report the subject of reflectorization of license plates is addressed. The Secretary states "the issuance of license plates has also improved. Several states now issue multi-year rather than annual license plates using the savings to reflectorize plates at small cost. Since studies have shown an association between reflectorized plates and a reduction of rear-end crashes at night, NHTSA has encouraged their use. (Reflectorized plates are also, of course, more visible for identification by police at night.)"

PUBLIC OPINION POLLS

OTHER
STATES

Polls have been conducted in the States of Colorado, Connecticut, Florida, Iowa, Kentucky, Minnesota, Missouri, New Mexico, Oregon, Pennsylvania and Tennessee. All showed favorable public reaction. In every instance a sizeable majority of drivers agreed that a license plate covered with a reflective material would be a significant safety feature. In no state did support drop below the 64% mark. A large majority of the motoring public in these states, even when assessed an additional fee to cover the cost of reflectorization, strongly favored fully reflective plates.

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22. List - states, countries and jurisdictions issuing reflective sheeting plates.



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EXHIBIT 4
1-26-89
245
Division of State
Associations of
Chiefs of Police
General Chairman
Michael G. Shanahan
Seattle, WA

Past President and
Parliamentarian
Francis B. Looney
Farmingdale NY

FRONT AND REAR REFLECTORIZED LICENSE PLATES

1983

WHEREAS, A consideration is being given in some states to rescind the requirement for a front license plate; and

WHEREAS, The Motor Vehicle Manufacturers Association of America and some car wash associations have apparently indicated support for this proposed legislation; and

WHEREAS, The International Association of Chiefs of Police reaffirmed longstanding support for both front and rear reflective license plates by resolution in 1982 as an aid to law enforcement; now, therefore, be it

RESOLVED, That the International Association of Chiefs of Police reaffirms its strong support for the use of fully reflectORIZED front and rear license plates as a positive aid to law enforcement; and be it further

RESOLVED, That a copy of this resolution and previous resolutions advocating the use of fully reflectORIZED front and rear license plates be forwarded to the Motor Vehicle Manufacturers Association; the American Association of Motor Vehicle Administrators; state licensing officials; the governors and legislative bodies of the 50 United States and the Canadian Provinces; and appropriate governing bodies in the nations represented by International Association of Chiefs of Police members.

4
1-26-89
245



NATIONAL SHERIFFS' ASSOCIATION

1450 DUKE STREET • ALEXANDRIA, VIRGINIA 22314 • 703-836-7827

L. CARY BITTICK
EXECUTIVE DIRECTOR

RESOLUTION

WHEREAS, Use of both front and rear fully reflectorized safety license plates are widely recognized by the law enforcement community as vital and important in motor vehicle identification for both traffic and crime control; and

WHEREAS, an effort to repeal the requirement for the front license plate is sometimes made in response to budgetary considerations and motor vehicle design considerations, and

WHEREAS, if such efforts were successful, they would have a serious and negative effect on the ability of law enforcement officers to effectively identify motor vehicles; and

WHEREAS, the National Sheriffs' Association has long been in support of the use of both front and rear fully reflectorized license plates, as vital and important to the performance of their duties.

NOW, THEREFORE
BE IT RESOLVED that the National Sheriffs' Association strongly opposes deleting the requirement for the front license plates; and

BE IT FURTHER
RESOLVED that the National Sheriffs' Association reaffirms its long-standing support, urging the States to issue both front and rear fully reflectorized license plates; and

BE IT FURTHER
RESOLVED that a copy of this resolution be forwarded to the American Association of Motor Vehicle Administrators, the Governors, State departments of motor vehicles and the legislative bodies of the 50 states; and to the Motor Vehicle Manufacturers Association of the United States, Inc.

Adopted at the General Session
June 20, 1984



INTERNATIONAL UNION OF POLICE ASSOCIATIONS AFL-CIO

THE ONLY UNION FOR LAW ENFORCEMENT OFFICERS

National Headquarters • 815 16th Street, N.W., #307 • Washington, D.C. 20006 • (202) 628-2740

EXHIBIT 4
DATE 1-26-89
NO. 245

FRONT & REAR FULLY REFLECTORIZED LICENSE PLATES

WHEREAS, Police officers are charged with numerous enforcement and control responsibilities which frequently involve the use of a motor vehicle; and

WHEREAS, Front and rear fully reflectORIZED license plates are rated by police officers to be an important tool to effective law enforcement and the performance of their duties; and

WHEREAS, Front and rear fully reflectORIZED license plates enable police officers to more readily identify motor vehicles;

NOW, THEREFORE, BE IT RESOLVED, That the International Union of Police Associations, AFL-CIO, reaffirms its support for the issuance of both front and rear fully reflectORIZED license plates; and

BE IT FURTHER RESOLVED, That to ensure legible and visible license plates the International Union of Police Associations, AFL-CIO, supports a reasonable periodic reissuance of both front and rear fully reflectORIZED license plates to ensure they are performing effectively; and

BE IT FURTHER RESOLVED, That this resolution be sent to the Governor and Attorney General of each State and be brought to the attention of other appropriate State and Federal officials.

UNANIMOUSLY ADOPTED BY THE DELEGATES ASSEMBLED AT THE 6TH ANNUAL CONVENTION HELD IN MEMPHIS, TENNESSEE ON AUGUST 28, 1984.



NATIONAL TROOPERS COALITION

112 STATE STREET, 12TH FLOOR, ALBANY, N. Y. 12207 518-462-7448

NATIONAL TROOPERS COALITION

RESOLUTION

WHEREAS, it is the policy of the states to assist law enforcement officers in their law enforcement activities; and

WHEREAS, it is an important and necessary activity of law enforcement for officers to be able to readily recognize and read the license plates on motor vehicles both when meeting or following vehicles on the highways and when vehicles are parked on or off the streets or highways both day and night; and

WHEREAS, it is crucial to the effectiveness of the aforementioned law enforcement activity that motor vehicles display both front and rear fully reflectorized license plates; and

WHEREAS, the requirement that motor vehicles display both front and rear fully reflectorized license plates aids law enforcement officers in identifying motor vehicles, enforcing traffic violations and controlling street crime;

NOW, THEREFORE, BE IT RESOLVED, that the National Troopers Coalition supports any legislative or administrative action to provide fully reflectorized front and rear license plates for all motor vehicles;

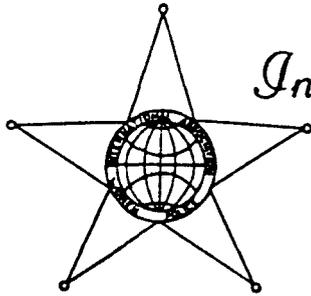
BE IT FURTHER RESOLVED, that all member states who do not currently have a dual licensing system, pursue legislation to implement such a policy.

Adopted April 13, 1984

April 13, 1984

Thomas J. Iskrzycki

Thomas J. Iskrzycki
Chairman
National Troopers Coalition



FILE 4
1-26-89
HB 245

International Association of Women Police

P.O. BOX 15207

WEDGWOOD STATION

SEATTLE, WASHINGTON 98115



RESOLUTION

PASSED AT GENERAL MEMBERSHIP MEETING

ON SEPTEMBER 19, 1985

WHEREAS, it is the policy of the States to assist law enforcement officers in their law enforcement activities; and

WHEREAS, it is an important and necessary activity of law enforcement for officers to be able to readily recognize and read the license plates on motor vehicles both when meeting or following vehicles on the highways and when vehicles are parked on or off the streets or highways both day and night; and

WHEREAS, it is crucial to the effectiveness of the aforementioned law enforcement activity that motor vehicles display both front and rear fully reflectorized license plates; and

WHEREAS, the requirement that motor vehicles display both front and rear fully reflectorized license plates aids law enforcement officers in identifying motor vehicles, enforcing traffic violations and controlling street crime;

NOW, THEREFORE, BE IT RESOLVED, that the International Association of Women Police supports any legislative or administrative action to provide fully reflectorized front and rear license plates for all motor vehicles;

BE IT FURTHER RESOLVED, that all member States who do not currently have a dual licensing system, pursue legislation to implement such a policy.



EXHIBIT 4
1-26-89
MD 245

NATIONAL ASSOCIATION OF WOMEN HIGHWAY SAFETY LEADERS, INC.

RESOLUTION

WHEREAS law enforcement authorities have numerous traffic safety and crime control responsibilities; and

WHEREAS front and rear fully reflectorized license plates are recognized by law enforcement as a vital and positive tool to the performance of their duties; and

WHEREAS front and rear fully reflectorized license plates enable more accurate identification of vehicles suspected of being driven by alcohol or otherwise impaired drivers;

NOW, THEREFORE, BE IT RESOLVED that the National Association of Women Highway Safety Leaders, Inc., urge all states to issue both front and rear fully reflectorized license plates; and

BE IT FURTHER RESOLVED that to ensure legible and visible license plates, the National Association of Women Highway Safety Leaders, Inc., urge all states to periodically reissue both front and rear fully reflectorized license plates.

Adopted by vote of the membership
this twelfth day of September, 1984,
in general session of the Annual
Meeting at the Des Moines Marriott,
Des Moines, Iowa.

700



The Big Sky Country

EXHIBIT 5
DATE Jan 26
HB 162

MONTANA HOUSE OF REPRESENTATIVES

REPRESENTATIVE PAULA DARKO

HOUSE DISTRICT 2

HELENA ADDRESS:
CAPITOL STATION
HELENA, MONTANA 59620-0144

COMMITTEES:
LOCAL GOVERNMENT
JUDICIARY

HOME ADDRESS:
P.O. BOX 490
LIBBY, MONTANA 59923
PHONE: (406) 293-4838

Jan. 26, 1989

Mr. Chairman and
Members of the House Highways and Transportation
Committee:

I wish to go on record in support of HB. 162. I believe
the log haulers are aware of the responsibilities
and regulation involved in this bill. I also know that
in order to accomplish their goals they are willing
to go under P.S.C. regulation.

I thank Rep. Peterson for delivering my message of
support and am happy to co-sponsor this legislation.

Paula Darko
Representative
House District 2

EXHIBIT 6
DATE Jan 26
HB 162

TESTIMONY OF FRANK DILLON

BEFORE THE

HIGHWAY AND TRANSPORTATION COMMITTEE

THURSDAY, JANUARY 26, 1989

MR. CHAIRMAN, AND MEMBERS OF THE COMMITTEE:

MY NAME IS FRANK DILLON. I AM THE EXECUTIVE DIRECTOR OF THE LOG TRUCKERS ASSOCIATION OF MONTANA. THE LOG TRUCKERS ASSOCIATION OF MONTANA IS A NEWLY FORMED TRADE ASSOCIATION CURRENTLY REPRESENTING SLIGHTLY MORE THAN 400 LOG TRUCKS AND RAPIDLY GROWING.

I AM HERE TODAY TO SPEAK IN FAVOR OF HOUSE BILL 162. MEMBERS OF THE LOG TRUCKERS ASSOCIATION OF MONTANA OVERWHELMINGLY SUPPORT HOUSE BILL 162. A VOTE BY THE MEMBERSHIP RESULTED IN OVER 90% FAVORING A MOVE TO INTRASTATE ECONOMIC REGULATION OF LOG TRUCKING, AS IS THE CASE NOW FOR MANY COMMODITIES HAULED BY OTHER INTRASTATE REGULATED TRUCKERS.

IN AN EFFORT TO MAKE CERTAIN THAT THE VIEWS OF THE MEMBERSHIP REPRESENTED THOSE LOG TRUCKERS WHO ARE NOT MEMBERS, THREE MAILINGS WERE SENT TO NON-MEMBERS EXPLAINING WHAT ECONOMIC REGULATION WOULD MEAN. THE MAJORITY RESPONDING CONFIRMED THEY HAD THE SAME PROBLEMS AS MEMBERS AND AGREED THOUGH THEY REALLY DID NOT WANT MORE GOVERNMENT CONTROL IN THEIR LIVES, BUT THEY AGREED THERE IS NO OTHER REASONABLE LEGAL WAY TO SOLVE LOG TRUCKING'S DESPERATE PROBLEMS.

LOG TRUCKERS ARE A FIERCELY INDEPENDENT, HARDWORKING PEOPLE. IT WAS ONLY AFTER YEARS OF TRYING TO SOLVE THIS INDUSTRY'S PROBLEMS WITH NO SUCCESS, AND AFTER MUCH THOUGHTFUL DEBATE THEY CONCLUDED THAT INTRASTATE ECONOMIC REGULATION IS THE ONLY WAY TO HELP ASSURE A SAFE AND FAIRLY COMPENSATED INDUSTRY.

MUCH OF THE INTRASTATE TRUCKING ACTIVITY IS CURRENTLY REGULATED IN MONTANA AND HAS BEEN FOR MORE THAN FIFTY YEARS. MOST OTHER STATES REGULATE TRUCKING OF INTRASTATE FREIGHT. NINE STATES REGULATE LOGS FROM THE FOREST TO THE MILL. IN WASHINGTON FOR EXAMPLE, LOG TRUCKERS HAVE BEEN ORGANIZED FOR 37 YEARS AND WERE SUCCESSFUL IN HAVING THE INDUSTRY REGULATED 30 YEARS AGO.

HAS LOG TRUCK REGULATION OVER THE LAST 30 YEARS HURT WASHINGTON'S TIMBER INDUSTRY? NO. THE TIMBER INDUSTRY REMAINS VERY STRONG WITH MANY MILLS PRODUCING RECORD PROFITS. HAVE THE RATES FOR LOG TRUCKING BECOME UNREASONABLE? NO. HAS REGULATION IN WASHINGTON ELIMINATED THE SMALL LOG TRUCKER OR COMPETITION AMONG INDUSTRY MEMBERS? NO. WASHINGTON CURRENTLY HAS OVER 2,000 "PERMITTED" LOG TRUCKERS, MOST OF WHOM ARE OWNER/OPERATORS.

BY CONTRAST TO WASHINGTON'S HEALTHY LOG TRUCKING INDUSTRY, MONTANA'S LOG TRUCKING INDUSTRY IS ON THE VERGE OF COLLAPSE. THE AVERAGE LOG TRUCK HAULING ON THE ROAD IN MONTANA TODAY WAS BUILT IN 1975, A SCARY PROSPECT IN TERMS OF SAFETY. THERE IS NOT ENOUGH MONEY TO BUY NEWER EQUIPMENT. LOG TRUCKERS HAUL ABOUT 190 DAYS IN AN AVERAGE YEAR. THEY WORK 13 OR MORE HOURS PER DAY FOR A TOTAL OF AT LEAST 2,470 HOURS PER

EXHIBIT 6
DATE 1-26-89
HB 162

YEAR. THIS COMPARES WITH AN EMPLOYEE WORKING A STANDARD 8 HOUR DAY, 260 DAYS PER YEAR AT 2,080 HOURS. THE 2,470 HOURS WORKED BY THE LOG TRUCKER IS ON THE ROAD TIME AND DOESN'T INCLUDE ALMOST EVERY SATURDAY SPENT WORKING ON HIS OR HER TRUCK.

LOG TRUCKING IS HARD WORK THAT REQUIRES A GREAT DEAL OF SKILL. WHAT ARE MONTANA'S LOG TRUCKERS CURRENTLY EARNING FOR THEIR EFFORTS? BASED ON 1987 FIGURES (A GOOD TRUCKING YEAR) LOG TRUCKERS MADE \$16,656 GROSS WAGES AND PROFIT. SUBTRACT \$4,400 FOR PROFIT (6%) TO BE REINVESTED IN THE COMPANY FOR MAJOR REPAIRS AND EVENTUALLY TO PURCHASE A NEW TRUCK, GROSS WAGES LEFT WERE \$12,236. DIVIDED OUT ON A HOURLY BASIS, THIS COMES TO \$4.95 PER HOUR. ALL THE HOURS WORKED ARE STRAIGHT TIME, NO OVERTIME, NO PAID VACATION. THE AVERAGE AMOUNT PAID FOR LOG TRUCKING IS NOT ENOUGH MONEY TO MAINTAIN A SAFE, STABLE LOG TRUCKING INDUSTRY. IF FAIR RATES ARE BEING NEGOTIATED AND PAID, I'M SURPRISED ANYONE WOULD OBJECT TO PASSAGE OF HOUSE BILL 162, BECAUSE ALL REGULATION WILL ALLOW IS THE ESTABLISHMENT OF FAIR RATES WITHOUT THE PRESENT FEAR OF POSSIBLE ANTI-TRUST VIOLATIONS.

SOME LOG TRUCKERS DO MAKE A REASONABLE LIVING. SOME HAULING RATES ARE FAIR, MOST ARE NOT. IN THE CURRENT SYSTEM, THE VAST MAJORITY OF LOG TRUCKERS HAVE NO SAY IN THE DEVELOPMENT OF THE HAULING RATES. THE RATES ARE IN ALMOST EVERY CASE SET BY THE MILLS (PLUM CREEK, OWENS AND HURST, STOLTZ, CHAMPION, BRAND S, LOUISIANA PACIFIC, ETC.).

PAYMENT FOR LOG TRUCKING TO THE OWNER/OPERATOR OR SMALL FLEET OPERATOR (THEY HAUL MOST LOGS MOVED IN MONTANA) OCCURS IN SEVERAL DIFFERENT

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WAYS. SOME MILLS AND TIMBER COMPANIES HAVE INCLUDED IN THE CONTRACT WITH THE LOGGER, WHO WILL CUT THE TREES, A RATE THAT IS SUPPOSED TO BE PAID FOR THE HAULING. UNFORTUNATELY IF A LOGGER HAS BID THE JOB TOO LOW OR ENCOUNTERS OTHER UNFORESEEN CIRCUMSTANCES, HE MUST REDUCE THE TRUCKERS RATE TO MAKE UP FOR HIS LOSS. FIERCE COMPETITION AMONG LOGGERS FOR JOBS HAS LED TO WIDE SPREAD ALLEGATIONS THAT JOBS ARE IN FACT, BID NOT JUST ON THE COST OF LOGGING, BUT ALSO CONSIDERED IS HOW MUCH THE TRUCKERS RATE CAN BE CUT AND STILL HAVE TRUCKS SHOW UP. LOG TRUCKERS ASSUME THAT THE MILLS USE SOME FORMULA TO CALCULATE "REASONABLE" HAULING RATES AND ANY CUT IN THAT RATE WOULD BE, OF COURSE UNFAIR. DRAMATICALLY WORSENING ECONOMIC CONDITIONS IN THE LOG TRUCKING INDUSTRY WOULD SEEM TO GIVE CREDITABILITY TO THESE ALLEGATIONS. MANY MILLS SAY THEY PAY FAIR RATES, BUT IF THE SYSTEM DOES NOT INSURE THAT RATE GETS TO THE LOG TRUCKER, IS THE SYSTEM FAIR? DOES IT WORK?

ANOTHER METHOD OF PAYMENT FOR LOG HAULING CONSISTS OF A MILL CONTRACTING WITH A HANDFUL OF LARGER FLEET OPERATORS (20 TO 40 TRUCKS). EACH OF THESE CONTRACTORS, IT IS ASSUMED, NEGOTIATES AN INDIVIDUAL CONTRACT RATE FOR HIS TRUCKS. THESE FLEETS ONLY REPRESENT PART OF THE TOTAL NUMBER OF TRUCKS NEEDED FOR THE MILL'S HAULING. THE FLEET OPERATORS THEN CONTRACT WITH OWNER/OPERATORS AND SMALL FLEETS TO SUPPLEMENT NEEDED EQUIPMENT. AN ADMINISTRATIVE FEE IS ASSESSED TO EACH SUB-CONTRACTED TRUCK ON A PER TON HAULED BASIS BY THE MILLS TRUCK CONTRACTOR. THIS FEE AMOUNTS TO FROM \$30 TO \$50 DOLLARS PER DAY PER TRUCK. AGAIN THE MILL MIGHT CONTEND IT PAYS FAIR RATES, BUT IF THE MAJORITY OF THE INDUSTRY DOES NOT RECEIVE THE MONEY, IS THE SYSTEM

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WORKING? THE LOG TRUCKING INDUSTRY BELIEVES THE SYSTEM IS BROKEN AND NEEDS TO BE REPAIRED. PASSAGE OF HOUSE BILL 162 WILL BEGIN THAT REPAIR PROCESS.

HOUSE BILL 162 EXCEPTS LOGS FROM THEIR CURRENTLY EXEMPT AGRICULTURAL COMMODITY STATUS. IT REQUIRES THAT TRUCKERS WHO HAUL LOGS OBTAIN A CLASS B PUBLIC SERVICE COMMISSION CERTIFICATE. CLASS B CARRIERS ARE DEFINED UNDER M.C.A. SECTION 69-12-301 AS "ALL MOTOR CARRIERS OPERATING UNDER REGULAR RATES OR CHARGES BASED UPON EITHER STATION-TO-STATION RATES OR UPON MILLAGE RATE OR SCALE AND NOT BETWEEN FIXED TERMINI OR OVER REGULAR ROUTE". LOG TRUCKING SATISFIES THIS DEFINITION AND DID NOT REQUIRE A NEW PUBLIC SERVICE COMMISSION CLASSIFICATION. UNDER HOUSE BILL 162, LOG TRUCKERS BECOME CLASS B REGULATED CARRIERS. AS CLASS B CARRIERS, LOG TRUCKERS WILL BE REQUIRED TO OBTAIN A "PERMIT" FROM THE PUBLIC SERVICE COMMISSION. THIS PERMIT PROVIDES THE AUTHORITY TO HAUL LOGS. IN ORDER TO BE FAIR AND ALLOW ALL INTERESTED PARTIES THE OPPORTUNITY TO OBTAIN A PERMIT, THE PUBLIC SERVICE COMMISSION WILL, UNDER PROVISIONS OF HOUSE BILL 162, ISSUE A "STATE-WIDE" PERMIT TO ANYONE WHO HAS HAULED LOGS FROM APRIL 1988 THROUGH ENACTMENT OF THE BILL IN OCTOBER OF 1989. LOG TRUCKERS ARE NOT ATTEMPTING TO MAKE LOG HAULING AN EXCLUSIVE CLUB. IF MILLS OR LOGGERS (MANY OF WHOM ALREADY OWN LOG TRUCKS) WISH TO BECOME PERMITTED HAULERS, THIS WINDOW "OF OPPORTUNITY" WILL ALLOW AMPLE TIME FOR THEM TO DO SO. IN THE FUTURE, EXISTING PERMITS COULD BE TRANSFERRED, BOUGHT AND SOLD, AND NEW PERMITS ISSUED IF A NEED IS PROVEN TO EXIST.

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REGARDING RATES, LOG TRUCKERS CAN EITHER FILE AN INDEPENDENT TARIFF (RATE), OR JOIN A TARIFF (RATE) BUREAU AND FILE AS A GROUP. THE PUBLIC SERVICE COMMISSION WILL HAVE TO DETERMINE WHAT REASONABLE RATES ARE, BASED ON THE LOG TRUCKERS ACTUAL COSTS. THE RATES MUST BE JUSTIFIED, THEY WILL HAVE TO FILE THOSE RATES BEFORE HAULING. LOG TRUCKING RATES WOULD, WITH PASSAGE OF HOUSE BILL 162, BE DETERMINED MUCH AS THEY ARE ALLEGED TO BE NOW BY THE MILLS. THAT IS BY COMPUTING WEIGHT HAULED AND DISTANCE TRAVELED. ALSO CONSIDERED WOULD BE CONDITION OF THE ROAD TRAVELED. SO MANY CENTS PER MILE WOULD BE ADDED TO THE BASE RATE FOR; "A" MILES "PAVED"; "B" MILES "MAINTAINED GRAVEL"; "C" MILES "LOGGING OR ROUGH DIRT ROADS". THIS IS THE COMMON WAY A LOG HAULING RATE IS FIGURED THROUGHOUT THE NORTH WEST. MILLS, LOGGERS, OR TRUCKERS WOULD MEASURE THE HAULING DISTANCE AND BASED ON THE TRUCKERS FILED AND APPROVED REASONABLE RATE, CALCULATE THE HAULING COST FOR ANY LOGGER OR MILL. WHEN BIDDING A JOB, LOGGERS WOULD KNOW THE COST OF HAULING AND IT WOULD BE THE SAME FOR EVERY LOGGER FROM THAT PARTICULAR JOB SITE TO THE MILL. LOG TRUCKERS WOULD, UNDER REGULATION BE REQUIRED TO BILL THE MILL OR LOGGER AT THE FILED RATE FOR HIS OR HER SERVICE. RATE INCREASES BY THE LOG TRUCKER(S) WOULD HAVE TO BE COST JUSTIFIED AND APPROVED BY THE PUBLIC SERVICE COMMISSION. ANY PERSON WHO FELT THE APPLIED FOR RATE INCREASE WAS UNJUSTIFIED COULD PROTEST IT THROUGH AN EVIDENTUARY HEARING PROCESS. THE NOTICING TIME FOR A RATE INCREASE WOULD HAVE TO BE AT LEAST 45 DAYS, HOWEVER, A RATE DECREASE COULD BE APPROVED WITHOUT A HEARING AND ON SHORT NOTICE. THIS PUBLIC SERVICE COMMISSION REGULATION PROCESS WOULD ALLOW FOR NEGOTIATIONS ON RATES AND A GREAT DEAL OF FLEXIBILITY

IN THE SYSTEM. THE CHAOTIC PROCESS OCCURRING NOW WOULD IN FACT, BECOME A REGULATED SYSTEM.

LOG TRUCKERS HAVE A VESTED INTEREST IN KEEPING LOGGERS WORKING AND MILLS IN BUSINESS. REGULATED LOG HAULING RATES WILL BE REASONABLE AND COST JUSTIFIED. UNDER REGULATION LOG TRUCKERS WILL BE REQUIRED TO FILE AN ANNUAL REPORT OF HIS OR HER EARNINGS AND EXPENSES. THIS REPORT WILL BE AVAILABLE FOR PUBLIC REVIEW.

AS REGULATED CARRIERS LOG TRUCKERS WILL BE REQUIRED TO COMPLY WITH MORE STRINGENT SAFETY REGULATION, PARTICULARLY CONCERNING THE QUALIFICATIONS OF DRIVERS AND REQUIRED PHYSICALS (EVERY TWO YEARS). DETAILED MAINTENANCE RECORDS WILL BE REQUIRED. ENHANCED SAFETY WILL BENEFIT BOTH LOG TRUCKERS AND THE PUBLIC AND IS WELCOMED BY LOG TRUCKERS. UNSAFE EQUIPMENT OR UNQUALIFIED DRIVERS HAVE NO PLACE ON MONTANA'S ROADS.

LOG TRUCKERS CAME TO THE DECISION TO ASK FOR REGULATION AFTER A GREAT DEAL OF THOUGHTFUL AND CAREFUL CONSIDERATION. REGULATION WILL CHANGE THE LOG TRUCKING INDUSTRY, BUT IT WILL NOT HARM ANY OTHER ASPECT OF THE TIMBER INDUSTRY. RATE MAKING WILL BECOME AN OPEN PROCESS BASED ON ACTUAL COSTS. THE CURRENT SYSTEM IS NOT WORKING.

PLEASE SUPPORT PASSAGE OF HOUSE BILL 162.

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I WILL BE HAPPY TO ATTEMPT TO ANSWER ANY QUESTIONS YOU, MR. CHAIRMAN,
OR MEMBERS OF THE COMMITTEE MIGHT HAVE, AND I THANK YOU FOR ALLOWING
ME THIS OPPORTUNITY TO TESTIFY.

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TESTIMONY OF SUE SCHNEIDER
BEFORE THE
HIGHWAYS AND TRANSPORTATION COMMITTEE
THURSDAY, JANUARY 26, 1989

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

I AM SUE SCHEIDER FROM LIBBY, MONTANA, SPEAKING ON BEHALF OF WIVES OF LOG TRUCK OWNER/OPERATORS WHO SUPPORT HOUSE BILL 162.

THE WIFE OF A LOG TRUCK OWNER/OPERATOR IS USUALLY THE ONE WHO PAYS THE BILLS, KEEPS THE PERMITS AND LICENSES CURRENT, AND DOES THE WORRYING AT THE END OF THE DAY WHEN HER HUSBAND IS LATE COMING HOME. EVEN THO' MY HUSBAND HAS DRIVEN HIS TRUCK FOR 20 YEARS WITHOUT AN ACCIDENT OR AN INSURANCE CLAIM, I STILL HAVE A KNOT IN MY STOMACH UNTIL I HEAR HIS TRUCK IN THE DRIVEWAY AT NIGHT. HE IS ASKED TO DRIVE ON HAZARDOUS ROADS, POORLY MAINTAINED IN THE WINTER FOR 14 TO 16 HOURS A DAY AND BRINGS HOME LESS THAN \$5.00 PER HOUR.

IN THE LOG TRUCKING BUSINESS WE FACE UP TO A THREE MONTH SHUT DOWN, DUE TO WEATHER IN THE SPRING, WHICH MEANS I HAVE TO PLAN OUR BUDGET TO MAKE OUR PAYMENTS AHEAD. THIS HAS BEEN AN IMPOSSIBLE TASK IN THE PAST FIVE YEARS, AS WE NEVER KNOW FROM ONE JOB TO THE NEXT WHAT OUR PAY WILL BE. SUPPOSABLY THERE IS A GUARANTEE OF \$450 DOLLARS A DAY FOR A LOG TRUCK DRIVER WORKING FOR THE MILL IN OUR AREA, BUT THIS FIGURE IS RARELY MET, AND USUALLY DOES NOT PAY COSTS THOUGH IT SOUNDS LIKE A LOT OF MONEY. WHAT HAPPENS TO THIS FIGURE BETWEEN THE COMPANY AND TRUCK

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DEPENDS UPON THE CONTRACTOR'S (LOGGERS) NEEDS. ON ONE JOB WE HAD A PRICE CUT IN OUR RATE WITH ABSOLUTELY NO EXPLANATION. THE MILL WON'T NEGOTIATE WITH THE TRUCKS AND THE CONTRACTOR'S (LOGGERS) SIMPLY SAY "QUIT", I CAN GET OTHER TRUCKS. WITH AN INVESTMENT OF \$100,000 DOLLARS OR MORE AND PROVIDING A NECESSARY SERVICE, I THINK WE DESERVE BETTER THAN THAT, FAIR PAY AND REASONABLE HOURS AT THE VERY LEAST.

MORE OFTEN THAN NOT, MY HUSBAND DOESN'T KNOW THE RATE HE IS HAULING FOR UNTIL HE RECEIVES HIS FIRST PAY CHECK FROM THAT JOB, WHICH DOESN'T GIVE HIM MUCH LEEWAY IF HE IS NOT SATISFIED WITH THAT PRICE. ONCE HE TRIED TO SPEAK TO A COMPANY OFFICIAL ABOUT A RATE AND WAS TOLD JUST TO PUT IN A FEW MORE HOURS, AND THIS IS AFTER ALREADY SPENDING 13 TO 15 HOURS ON THE ROAD.

IN THE PAST FIVE YEARS WE HAVE NOT BEEN ABLE TO PUT ANY MONEY ASIDE FOR A RAINY DAY AND IN THE LOG TRUCKING BUSINESS THERE ARE MANY RAINY DAYS. WE HAVE NOT BEEN ABLE TO SAVE ANY MONEY TOWARDS A NEW TRUCK. IN THESE SAME YEARS WE HAVE SEEN OUR INSURANCE MORE THAN DOUBLE, WE HAVE SEEN PARTS AND REPAIRS DO THE SAME. I WILL SAY FUEL HAS LEVELED OFF, HOWEVER, FUEL TAX, BOTH ON THE STATE AND FEDERAL LEVEL HAS TAKEN SEVERAL INCREASES. WE HAVE TO PAY OUR OWN WORKERS' COMPENSATION ACCIDENT, HEALTH INSURANCE, AND SOCIAL SECURITY, AND THESE BY AND LARGE HAVE TAKEN SEVERAL LEAPS ALSO.

WE HAVE FRIENDS WHO LIVE IN WASHINGTON WHO ALSO DRIVE THEIR OWN LOG TRUCKS. THEY MAKE \$600 DOLLARS A DAY DOING THE SAME JOB AS MY HUSBAND DOES FOR \$350 DOLLARS A DAY, AND THE MILLS AND LOGGERS ARE STILL DOING

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WELL. SOMEHOW I FIND THIS HARD TO UNDERSTAND. THERE IS A GREAT INEQUITY HERE AND IT IS PREVALENT THROUGHOUT OUR STATE. A REGULATED LOG TRUCKING INDUSTRY WOULD HELP SOLVE THIS PROBLEM.

AS THE WIFE OF A LOG TRUCK OWNER/OPERATOR I ASK YOU TO CONSIDER ALL THE POINTS WHICH I'VE MADE HERE TODAY. ASK YOURSELF WHAT OTHER GROUP IS IN THE POSITION WE ARE:

- 1) WE CANNOT MEET WITH OUR EMPLOYERS AS A GROUP TO DISCUSS RATES WITHOUT BEING THREATENED WITH THE SHERMAN ANTI-TRUST LAWS.
- 2) WE ARE NOT GIVEN THE OPPORTUNITY OF SEEING A CONTRACT BEFORE ACCEPTING A JOB.
- 3) WE ARE NOT GIVEN THE OPPORTUNITY TO MAKE A DECENT LIVING.
- 4) WE CANNOT JOIN A UNION TO REPRESENT US, AND WE CANNOT AS AN ASSOCIATION COLLECTIVELY BARGAIN.

REGULATION IS OUR LAST AND ONLY HOPE.

PLEASE SUPPORT HOUSE BILL 162. THANK YOU MR. CHAIRMAN AND MEMBERS OF COMMITTEE.

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TESTIMONY OF LYLE DOTY

BEFORE THE
HIGHWAYS AND TRANSPORTATION COMMITTEE

THURSDAY, JANUARY 26, 1989

DEAR MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

MY NAME IS LYLE DOTY, I AM A RESIDENT OF FLATHEAD COUNTY, IN
KALISPELL, MONTANA.

I HAVE BEEN IN BUSINESS FOR THE PAST 24 YEARS. I HAVE FOUR LOG
TRUCKS, I EMPLOYEE THREE DRIVERS AND I DRIVE ONE MYSELF. I AM THE
PRESIDENT OF THE LOG TRUCKERS ASSOCIATION OF MONTANA. I AM HERE TO
SPEAK TO YOU IN SUPPORT OF HOUSE BILL 162 ON LOG TRUCK REGULATION.

FOR THE PAST EIGHT YEARS THE LOG TRUCKING INDUSTRY HAS DONE NOTHING
BUT GO BACKWARDS AND DOWN HILL TO THE POINT OF THAT THE HOURS WE MUST
WORK AND LACK OF MONEY FOR MAINTENANCE OF EQUIPMENT HAS BECOME A GREAT
CONCERN; THE LOG TRUCKING INDUSTRY FACES A SAFETY CRISIS.

MOST OF THE LOG TRUCKING INDUSTRY HAS NOT HAD AN INCREASE IN HAULING
RATES SINCE 1980. OUR TRUCK REPLACEMENT COSTS HAVE DOUBLED, ALONG
WITH HIGH INCREASES IN THE PRICES OF TIRES, REPAIRS, LABOR COSTS,
TAXES AND INSURANCE. IT HAS BECOME ALMOST IMPOSSIBLE TO STAY IN
BUSINESS.

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IN TRYING TO TALK WITH THE MILL OWNERS IN THE PAST 8 YEARS WE HAVE BEEN TOLD THAT THEY WOULD NOT TALK TO US UNLESS WE WERE LEGALLY ORGANIZED AND HAD LEGAL REPRESENTATION. WE HAVE ALWAYS BEEN TOLD THAT THERE WAS NOT ENOUGH PROFIT AND THAT THEY COULD NOT AFFORD TO GIVE THE TRUCKERS ANY MORE MONEY. THEY ARE ALWAYS TRYING TO GET THE LOG TRUCKING INDUSTRY TO TAKE CUTS IN OUR HAULING RATES. THE MILLS ARE ALWAYS TELLING US WE ARE WRONG, WHILE THEY, THE MILLS AND LARGE CORPORATIONS ARE CONTINUOUSLY HIDING BEHIND ANTI-TRUST LAWS. THE MILLS HAVE OVER THE LAST 4 YEARS ENJOYED HUGE, AND IN SOME CASES RECORD PROFITS. MOST OF THE LOGGING CONTRACTORS (NOTICE I SAID MOST, NOT ALL) TAKE ANYWHERE FROM 35 CENTS TO \$1.00 DOLLAR PER TON FROM US FOR SO CALLED ADMINISTRATIVE COSTS FROM THE MILLS ALREADY TOO LOW RATE, WHICH IF YOU PUT A PENCIL TO IT, THE AVERAGE LOG TRUCK HAULS 27 TONS PER LOAD AND IF YOU USE 50 CENTS A TON IT FIGURES OUT TO \$13.50 PER LOAD, BASED ON 400 LOADS A YEAR, IT AVERAGES OUT TO \$5400 DOLLARS A YEAR JUST TO HAVE OUR CHECKS WRITTEN OUT.

AS PRESIDENT OF THE LOG TRUCKERS ASSOCIATION OF MONTANA AND ON BEHALF OF ITS MEMBERS, I STRONGLY URGE YOU TO SUPPORT HOUSE BILL 162 FOR LOG TRUCK REGULATION. WE ARE VERY MUCH AWARE THAT REGULATION IS NOT THE ANSWER TO EVERY PROBLEM THAT THERE IS, AND KNOWING FULL WELL THAT THERE WILL BE ADDED PAPER WORK, REPORTS, AND BILLS OF LADING, ETC. TO FILL OUT. WE ARE WILLING TO ACCEPT THE RULES REGULATION WILL BRING FOR THE CHANCE OF BEING ABLE TO WORK FOR FAIR RATES, WE ARE WILLING TO ACCEPT PUBLIC SCRUTINY.

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WE ARE TOLD BY THE MILLS, LARGE CORPORATIONS, CONTRACTORS, AND CERTAIN INDIVIDUALS THAT THEY ARE BEST SUITED TO TELL US, THE LOG TRUCKER, WHAT IS THE BEST FOR US AND WHAT WE NEED FOR THE LOG TRUCKING INDUSTRY. I THINK THE TIME HAS COME WHEN THE INDEPENDENT OWNER/OPERATORS ARE GIVEN A CHANCE TO SAY WHAT IS BEST FOR THEM, AND HOW THEY WANT TO, AND CAN CONDUCT THEIR BUSINESSES. ARE WE AS A TRUCKING INDUSTRY NOT TO BE ALLOWED TO MAKE OUR OWN DECISIONS?

I THINK THE TIME HAS COME FOR THE INTIMIDATION AND THREATS TO BE STOPPED. THIS INDUSTRY NEEDS TO BE ALLOWED TO MAKE ITS OWN DECISIONS, GOVERN ITSELF, AND CONTROL ITS OWN DESTINY AND WELFARE, AND A SIGNIFICANT MAJORITY OF MONTANA'S LOG TRUCKERS WANT PUBLIC SERVICE COMMISSION REGULATION.

MR CHAIRMAN AND MEMBERS OF THIS COMMITTEE IT IS DECISION TIME. DO YOU SUPPORT THE SMALL BUSINESSMAN AND BUSINESSWOMAN, THE VOTERS, AND THE TAX PAYERS OF THIS STATE, OR DO YOU SUPPORT THE LARGE CORPORATIONS WHO MAKE AND TAKE HUGE PROFITS OUT OF THIS STATE WITH VERY LITTLE IN RETURN? LOG TRUCKERS ARE THE SMALL BUSINESSMEN WHO BECAUSE OF THE CONCENTRATED POWER IN MONTANA'S TIMBER INDUSTRY HAVE LOST CONTROL OF THEIR BUSINESS AND ANY CHANCE FOR A FREE ENTERPRISE ENVIRONMENT. PUBLIC SERVICE COMMISSION REGULATION WILL BE BETTER THAN CORPORATE DICTATION.

I THANK YOU FOR YOUR TIME AND ONCE AGAIN ASK FOR YOUR SUPPORT ON PASSING HOUSE BILL 162. I WOULD BE GLAD TO TRY AND ANSWER ANY QUESTIONS.

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Mr. Chairman, Members of the Committee:

My name is Arletta Mrgich. I reside at Rt#1 Box 54A, Sinclair Creek, Eureka, Mt..

I am speaking in favor of the passage of House Bill #162.

My husband Michael and I have been in the log trucking business for the past 25 years. When we purchased our first log truck, we envisioned a thriving business that, with hard work and long hours, would enable us to live at a higher standard of living than we would normally expect from a "blue collar" job. We envisioned a growing business that allowed us to periodically upgrade our business equipment, maintain a growing savings account, put our children through college, take a vacation every so often, and provide for our retirement.

For the first 15 years our dreams were, for the most part, coming true. Our income was slowly but steadily increasing. We were able to purchase the small house we were renting. Mike worked long hours, typically 12 to 14 hour days. For a while he worked 7 days a week and our little daughter and I would ride with him on weekends so we could spend some time with him. The kids would normally be in bed when he came home and still asleep when he left for work.

In 1972 we bought our first new truck and our only other new one in 1978. In 1974 we moved from Whitefish to Eureka where Mike's job was keeping him. After that initial move we chose not to move whenever his jobs required him to be away from home, to give the children stability in their schooling.

We weren't able to take the kids on any special vacations, but we were able to borrow my parent's camper and escape to the great outdoors once in a while. It's embarrassing to say, but our kids

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qualified for reduced priced school lunches. We chose not to participate in that program because of our pride and our independent nature. The only time we could have taken vacations was during spring breakup. But that time is usually spent doing annual maintenance.

My husband has had to live away from home during thr week for the last 3 years, which is not that unusual anymore. He gets up at 2AM and gets back to his room anywhere from 3PM to 7PM. A typical weekend is spent doing maintenance on the truck, hopefully being able to take Sunday off with the family.

I don't want to give you the impression that we hate what we are doing. Mike loves being out in the woods and the comradeship of the men who work in the woods. He loves what he does---usually.

There have been times, as in 72, 79, 83 and 85, when he has put the truck to work on a highway or a construction job during spring breakup or when the woods was especially slow. Even though we could probably make more money at other jobs, Mike always comes back to logging, his first love.

We have always liked the idea of being "independent" although I'm afraid that all it is anymore is an "idea". We haven't been able to "negotiate" for haul rates since the late 70's. We haven't had a raise in our haul rates since 1980. The last 2 years we have taken cuts in our rates. When we ask the Logger for an increase, he tells us that the mill only allowed that much in his contract for the hauling and if we want more we have to talk to the mill. The mill refuses to talk to us as an individual. So the only choices we have are to work for what is payed or quit. Bills have to be payed so we work.

Since the cost of doing business, from taxes, to fuel, to

equipment, to parts, has steadily risen over the past 10 years even though we made about the same in 1982 as in the last 2 years we have had to cut costs where ever possible. I keep the books and do all the paperwork involved with the business while my husband does his own maintenance and where ever possible major repairs. We have put off upgrading our truck, a 1979 purchased used in 1983, as long as possible and also put off needed repairs as long as we can without jeopardizing safety. I went to work as a clerk in 1977 to help make ends meet. My working and the help of a good banker put our daughter through 2 years of a technical school and our oldest son through one year of college. We still have one son to go.

Our pickup is 10 years old and we just purchased a 1986 vehicle to replace my 1976 one.

The thought of regulation has never been a popular one around our household. We never thought we would give up our independence without a bitter struggle, but we feel that we have no other choice anymore. For the last 10 years we have tried to obtain an increase in our hauling rates and have been frustrated at every attempt. At my husbands age, 46, we have about 16 years to prepare for retirement. As things stand now the only things we have to retire on are our home and our aging equipment. If we are lucky and manage to save anything, it is just enough to see us through spring breakup so we don't have to borrow anything.

In closing, I want you to know that we realize that regulation will not solve all our problems. With regulation we do believe that the PSC will ensure that the mills are not overcharged, while ensuring us a fair and competative rate that will allow us to maintain a decent standard of living and high safety standards.

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MONTANA PUBLIC SERVICE COMMISSION

REQUIREMENTS FOR CLASS B MOTOR CARRIERS

INSURANCE

Class B motor carriers must maintain on file with the Montana Public Service Commission evidence of both liability and cargo insurance.

VEHICLE REGISTRATION

All regulated motor carriers must on an annual basis register their equipment with the State of Montana by purchasing a vehicle identification stamp from the PSC. The stamps are \$ 5.00 each and valid for the current calendar year. Each power unit operating under a Class B permit must have within it a valid stamp attached to a cab card which identifies the unit in detail.

TARIFF/RATES

Common carriers must file a tariff of rules, rates, regulations and charges with the Montana Public Service Commission. A carrier may file an independent tariff of rates or may become a participating member of a tariff bureau which files rates for a collective group of carriers. A carrier may not charge rates higher or lower than the approved tariff. Any increase or decrease of rates requires Commission approval. Requests for rate increases must be filed with financial justification and must be noticed to the public. If protests are filed on proposed rate increases, a public hearing is held where testimony is taken from applicant and protestants. All increases must be justified by actual revenues and expenses.

COMPLIANCE REVIEWS

Commission staff reviews records and bills of lading for motor carriers to ensure compliance with approved tariffs. Records are reviewed in the offices of the regulated motor carrier, with each carrier being reviewed approximately every two years.

ANNUAL REPORTS

All intrastate carriers must file with this Commission a financial report (balance sheet and income statement) each year. These reports are utilized by Commission staff in conjunction with rate increase filings and rate compliance reviews.

QUESTIONS OR REQUESTS FOR ADDITIONAL INFORMATION MAY BE DIRECTED TO WAYNE BUDT, ADMINISTRATOR, TRANSPORTATION DIVISION, PSC (444-6195)

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Mr. Chairman, members of the committee.
My name is Dan McEntire.
I am an independent logging contractor
from Kalispell

I have listened to both sides of the argument
and I still have some negative feelings
about the permitting process.

This bill proposes that after a period of time,
a logging contractor, such as myself, may
not purchase a logging truck.

I find this provision to be unfair.

Logging is a very competitive industry.

Independent contractors must be very
flexible in order to survive.

This bill proposes to create a special
non-competitive class for one segment
of the logging industry.

Does this mean that a log hauler who
wants guaranteed work, can buy logging
equipment, and compete against me?

Yet, I can not buy trucks and compete against him.

I feel that if House Bill-162 passes that the
logger who presently owns trucks has an
unfair advantage over a logging contractor,
such as myself.

members of the committee
Mr. Chairman, I urge that you do not pass
House Bill -162. Thank-you.

Emett Trucking & Logging
1028 Utah Avenue
Libby, Montana 59923
(406) 293-6195

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February 6, 1989

Highways and Transportation Committee
Montana State Legislature
Capitol Station
Helena, Montana 59620

Re: House Bill 162 (Please pass it)

Ladies and Gentlemen of the Committee:

I have been logging in some or all of its varied phases in Montana for nearly 30 years and I would like to tell you how the log truckers got into this bind we now find ourselves in. I thank you in advance for taking the time to read this letter.

As recently as the mid-1970's, most mills and corporations that owned mills had their own log trucks and they knew what amount of money it took to keep them running. Because of that they took pity on the gypos that they hired and paid them a decent wage. As the corporations began to liquidate their own logging equipment and depend more on the gypos, log truckers became in every sense of the term, independent contractors (with emphasis on independent). Each owner/operator had his own way of doing things. Some made good and some didn't. Some began working longer and longer hours to make it. Three A.M. because the normal time to get up to leave for work, arriving home at 7 or 9 P.M. Some owner/operators began putting extra axles on their trucks so they could haul more payload.

Interestingly enough, the mills never paid any more money for these extra efforts--some even cut their prices. At the present time we are hauling from the same areas we were hauling from 5 or 10 years ago for 25% to 30% less actual pay (not allowing for inflation and operating costs).

Now we have investments and obligations to meet just like the corporations have. Some independent log truckers are surviving financially, especially those that have steady jobs for a logger who has a steady job with a decent mill. By decent, I mean one who understands that making a reasonable profit is not a crime for the log trucker any more than it

(2)

is for the huge conglomerates whose stockholders demand profit for their investment. The number of these loggers who are financially solvent is small because of the favoritism shown by the large mills in keeping their own preferred loggers employed year after year even though many of those loggers operate very unwisely. The bulk of the logging is done by those gypos who don't have the luxury of a steady job or to be favored by a mill. These independent people go from one mill to another not particularly trying to make more money but mostly trying to find a job, keep working and trying to survive until the next season. This gap in the working conditions creates many openings which then allow the beginning trucker to go into business for himself (probably because he was laid off from driving a company-owned log truck for the same company he is now hauling for on his own). Of course, this creates a lot of competition with these new people filling the gap left by the mills' lack of company crews. It seems that everyone is buying logging equipment and logging trucks.

This does not mean there are more people doing the same job but it does mean there are more independents and virtually NO company crews. Why did the companies and mills do away with their own crews? To CUT costs. Now we have all these independents competing not at the actual cost level, but mostly to stay alive on a short shoestring at the job level.

These independents know it does no good to bargain with the mills for a decent price because it puts their job in jeopardy. The mills are in a cost-cutting, cost-cutting and cost-cutting stage. Each person you talk to at the corporations have only one factor in mind (the stockholders) who don't know the first thing about logging or care. Now, because the truck is the last stage of the logging process the truck is also last in line for its' share of pay.

We have log truckers who have been at it for years, we have oldtimers that used to drive company-owned trucks, we have new and younger drivers who merely bought a truck so they could have a job. All of these people cannot bargain collectively for fear of being sued with anti-trust laws.

We have virtually no recourse but to ask for help from House Bill #162.

Incidentally, the logger decking the logs does not set the price on hauling. The mill sets the price and what they allow is all you get whether your costs are covered or not. Mills

(3)

are making huge record-breaking profits dictating collectively the amount of money a logging truck can make at the maximum each day it works, which comes to \$450 per day. This amount translates into \$300 or \$350 per day when you consider down time, lack of logs, changing from one location to another, etc...

Log truckers put in 12 to 14 hours days every day. Hindsight being perfect, we should not have begun working those long hours, but should have begun serious negotiations with corporations long ago. Longer hours for less pay has been a very sad result of our good intentions.

With observations of the trucks now on the roads, one will see new trucks in areas where \$750 to \$2,000 pay per day concurrent with hours put in.

Along with state regulations of log trucking will come the added responsibility of stacks of paperwork, but the view from the corner we are now backed into reveals it would be a fair trade for 1) a decent wage 2) a decent profit 3) a decent truck rate that can be applied no matter what job we are on. Some of the expenses we will pay out of the decent prices will be 1) flat tires 2) long hours 3) breakdowns 4) maintenance 5) truck payments 6) insurance costs 7) tickets & violations 8) tires 9) taxes 10) fuel costs 11) inflation 12) safety obligations 13) layoffs etc....

Again, I thank you for reading this explanation of why we want you to help pass House Bill 162.

With appreciation I am

Very truly yours,



Leonard G. Emett
Partner



Alan G. Beaulieu
Partner

WITNESS STATEMENT

NAME Doug Allen BILL NO. HB 162
ADDRESS 1714 - 11th Halem DATE 1/26/89
WHOM DO YOU REPRESENT? Not Wood Products Assoc
SUPPORT _____ OPPOSE AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME GEORGE PILARSKI BILL NO. 162
ADDRESS 2935 RATTLESNAKE DR MISSOURI MO DATE 1-26-89
WHOM DO YOU REPRESENT? INSURANCE
SUPPORT YES OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME Rodney Frank BILL NO. 162

ADDRESS 1467 Scout Creek Mt DATE 1-26-89

WHOM DO YOU REPRESENT? _____

SUPPORT X OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME Edna L. Newton BUDGET HB 162 1/26/89

ADDRESS 1167 Dorothy Columbia Falls, Mt.

WHOM DO YOU REPRESENT? Husband + myself

SUPPORT _____ OPPOSE X AMEND _____

COMMENTS: _____

We have been in trucking for 25 years.
It's been a partner operation - husband
hauls + maintains equipment - I do the
bookkeeping/parts chasing/ etc.

We have invested our earnings
and our lives in this business and
we do it safely and legally.

We don't need "big brother" to tell us
what to haul - when to haul and how to haul.
We're doing just fine on our own.

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

HB 162, logging
HB 245
HB 297 ~~with~~ MV

WITNESS STATEMENT

NAME Leroy Christofferson BUDGET 1-26-89

ADDRESS 3820 S. 3rd West Missoula, MT. 59801

WHOM DO YOU REPRESENT? Christofferson Loggers, Inc.

SUPPORT _____ OPPOSE ^{XBWC} Bill 162 AMEND

COMMENTS: What this state needs
is less regulation to bring
back business to Montana
not drive out.

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

HB 162
1/26/89

WITNESS STATEMENT

NAME Don CARVEL BILL NO. ^{HB} 162
ADDRESS Box 454 DATE 1-26-89
WHOM DO YOU REPRESENT? LOGGERS
SUPPORT _____ OPPOSE X AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

#B162
1/26/87

WITNESS STATEMENT

NAME Bill Cowger BUDGET _____

ADDRESS 566 Hiway 12 E. Townsend

WHOM DO YOU REPRESENT? MY SELF

SUPPORT _____ OPPOSE X AMEND _____

COMMENTS: _____

I AM OPPOSED TO THIS BILL

I BELONGED AT 1 TIME TO WASHINGTON
POST, IT CERTAINLY WAS NOT A
BENEFIT.

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

HB 162
1/26/89

WITNESS STATEMENT

NAME Ernest R. Forrey BUDGET _____

ADDRESS 55 Jack Farm Rd Townsend MT 59644

WHOM DO YOU REPRESENT? Forrey Trucking

SUPPORT _____ OPPOSE X AMEND _____

COMMENTS: I oppose HB 162 as I believe that it will cause an undue hardship on the log trucking industry that is already suffering a depressed market and lack of timber availability. I believe that the bill will either force out or take jobs away from many independent truckers like myself. The Log Trucking industry can not sustain or exist under regulations that were written for highway trucks as these industries are entirely different except that they both use trucks. As an independent I can barely keep up with the paper work involved now. I don't need any additional and I can't afford to hire someone to keep the extra records.

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

HB 162
1/26/89

WITNESS STATEMENT

NAME David M. Brandt BILL NO. 162
ADDRESS Box 452 Eureka DATE 1-26-89
WHOM DO YOU REPRESENT? LTAM + Myself
SUPPORT X OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

HB 162
1/26/89

WITNESS STATEMENT

NAME Arlette Mrgich BILL NO. 162
ADDRESS Rt 1 Box 54A DATE 1-26-89
WHOM DO YOU REPRESENT? Niantara Log Truckers (1790) Niantara &
SUPPORT X OPPOSE _____ AMEND myself

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

HB 162
1/26/89

WITNESS STATEMENT

NAME Lyle Doty BILL NO. HB 162
ADDRESS 1216 Tumble Ln Rd Kalamazoo MI DATE 1/26/89
WHOM DO YOU REPRESENT? Legislative Assoc of Michigan
SUPPORT X OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

HB 162
1/26/89

WITNESS STATEMENT

NAME Penny Talletson BILL NO. 162
ADDRESS 408 HIBERIA, Missoula, MONT. DATE 1/26/89
WHOM DO YOU REPRESENT? Missoula Log Handlers
SUPPORT OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

HB 162
1/26/89

WITNESS STATEMENT

NAME Barton L. Cooper BUDGET _____
ADDRESS Box C Boulder Mont 59632
WHOM DO YOU REPRESENT? B. L. Cooper Inc
SUPPORT _____ OPPOSE X AMEND _____

COMMENTS: I feel there are too many unanswered
questions about this bill (162). there is only
a small amount of profit in the wood products
industry. If we raise the hauling rate the mills
will do their own trucking. we may have problems
with the hauling rates we have at this time but
they can be resolved by negotiation instead
of new laws.

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

VISITORS' REGISTER

Highways

COMMITTEE

BILL NO. HB 245

DATE 1-26-89

SPONSOR Quinn

NAME (please print)	RESIDENCE	SUPPORT	OPPOSE
Gordon Morris	MAA	HB 245	
Bob Frank	Trout Creek	HB 162 X	
Jim Maxwell	Hebron	HB 245 X	
Steve Turkiewicz	Mt. Auto Dealers	HB 245 X	
Artella M. G. Ch	Eureka mt		
Bob Jamley	Missoula mt		
Charlie Pake	Drummond	HB 162	✓
William Parke	Drummond		HB 162
DENNIS HOERNER	Eureka mt		HB 162
GEORGE PILORSKI	MISSOULA	HB 162	
IYE KELLER	EUREKA MT		HB 162
DON CARVELL	EUREKA Mt	HB 162	HB 162
Chris Atch	Thompson Falls Mont		HB 162
Cliff Hoerner	Eureka Mt		HB / 162
WILBUR KELLER	EUREKA MT		HB / 162
Nan McEntire	Whitefish		HB / 162

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR WITNESS STATEMENT FORM.

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

VISITORS' REGISTER

Highways COMMITTEE

BILL NO. 162

DATE Jan 26, 1989

SPONSOR Peterson

NAME (please print)	RESIDENCE	SUPPORT	OPPOSE
Ed Dodell	White Sulphur Spgs		X
Doug Gussell	White Sulphur Springs		X
Alan Charles	Townsend		X
Bart Cooper	Boulder		X
Ernest Terry	Townsend		X
Shirley Hulth	Townsend		X
BILL COWGER	CC		X
Dave Bustaller	Kalispell, mt.		X
Larry Schuman	KiJa, Mt.		X
Glenn H Conklin	Kalispell mt		X
Charlene Guthrie	Townsend		X
JOHN COWGER	CC		X
Jim Bentley	m. ssalo mt.	X	X
Larry Christie	3020 S. 3 rd West		X
Jacques Christie	Moila, mt		X
W. J. Pauer	Kalispell, MT		X
Perry Olson Trunk	Heleno		X
Edna L. Newton	Columbia Falls		X

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR WITNESS STATEMENT FORM.

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

VISITORS' REGISTER

Highways COMMITTEE

BILL NO. 162

DATE 1-26-89

SPONSOR Peterson

NAME (please print)	REPRESENTING CITY	SUPPORT	OPPOSE
Sullivan Brady	Whitefish	X	
CARLOS RICE	DEER LODGE		
Mike Free	Msia		
DAVID KOSTECKI	MISSOULA		
WAYNE STURM	POLSON	X	
KELITH HAUGHAN	SUPERIOR	X	
Ed Nelson	POLSON	X	
HARRY FOWLER	EUREKA	X	
JERRY + Nettie Stacy	EUREKA	X	
Leslie W. + Mary J. Schlegel	KALISPELL	XX	
Denny + Pixie McMANUS	KALISPELL	XX	
Jerry Thumm	KALISPELL	X	
DEAN STACY WIFE	EUREKA	XX	
William Stacey + wife	Col. Falls	XX	
Robert L. Dorgard	KALISPELL	X	
DAVID FOSTER	KALISPELL	XX	
ROBERT KASER	CONDON MT	X	
John Wheeler	Condon Mt.	X	
Harvon Fielding	KALISPELL	X	

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR WITNESS STATEMENT FORM

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

VISITORS' REGISTER

Highway

COMMITTEE

BILL NO. 162

DATE Jan 26, 1989

SPONSOR Peterson

NAME (please print)	REPRESENTING	SUPPORT	OPPOSE
	City		
Edward P. Merschal	Merschal Trucking	X	
Edward A. SHARBONO	SHARBONO TRUCKING	X	
Ken Verley	^{Pelton M} FLATHAND Lumber	X	X
Ronald Henderson	^{1000 MT} Henderson Trucking	X	
Les Tallerson	Tallerson Logging	X	
Robert E. SHERIDAN	Py Logging		
Dave Holt Dullon	Dave Holt Trucking		
Cheryl L. Viereck ^{Libby MT.}	R+C Viereck Trucking	X	
Roger A. Viereck ^{Sibbs ME}	R+C Viereck Trucking	X	
PLEASE PRINT CITY			
NORMA L. DETTWILER	Dettwiler ^{Calumet Falls}	X	
Ray E. Dettwiler	^{Calumet Falls}	X	
Mike PARSONS	POTSON		
KAY CEBULSKI	SEELEY LAKE, MT.	X	
Raymond Bartlett	Seeley Lake	X	
Sam Brady	Whitefish	X	

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR WITNESS STATEMENT FORM.

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

VISITORS' REGISTER

Highways COMMITTEE

BILL NO. 162

DATE Jan 26, 1989

SPONSOR Peterson

NAME (please print)	REPRESENTING	SUPPORT	OPPOSE
Patti Slack	Kali.	✓	
Esther Brandt	Eureka	✓	
Jerry McCully	Eureka	✓	
Christine McCully	Eureka	✓	
Keith McCully	Eureka	✓	
George Countryman			
George Countryman	Eureka	✓	
Russell Stroud	Eureka	✓	
Glen Mathiason	Marion		
James A Slack	Kalispell	✓	
JAY HALVERSON	Columbia Falls	✓	
Lennie Hankinson	Kalispell	✓	
Scott Mitchell	Kalispell	✓	
Ronald St. Ange	Bigfork	✓	
Kevin J. Jupp	Kalispell	✓	
Ed Henderson	Kalispell	✓	
L. Cummings	Superior	✓	
Bill Ashley	Poblo	✓	

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR WITNESS STATEMENT FORM

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

VISITORS' REGISTER

Highways

COMMITTEE

BILL NO. 162

DATE Jan 26, 1989

SPONSOR Peterson

NAME (please print)	RESIDENCE	SUPPORT	OPPOSE
Jim Simpson	Libby MONTANA		X
OWEN GIRVEN HB162	CONDON MONTANA	X	
LAURA GIRVEN HB162	CONDON, MONTANA	X	
MAX Greenough HB162	CONDON, Montana	X	
Joe Haggard HB162	Lolo, MONT.	✓	
Russell Konnemose HB162	Townsend MONT	✓	
Jack Ingham	" "		X
Harold Alvin	Grain " "	X	
Ray Collins	Eureka "	X	
Dave Slack	Kalispell MT	X	
Doreen Slack	Kalispell MT	X	
DAN Ingram	Kalispell MT	X	
ELIZABETH SKRANAK	EUREKA, MT.	✓	
DAVID W. SKRANAK HB162	EUREKA, MT.	X	
Diane M. McEntire	Whitefish, MT		X
Leonard T. Peterson	Eureka MT.	X	
Sian Titchbourne	EUREKA MT.	X	
VERNA Titchbourne	EUREKA MT.	X	

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR WITNESS STATEMENT FORM.
PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

VISITORS' REGISTER

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Highways

COMMITTEE

BILL NO.

HB 162

DATE

1/26/89

SPONSOR

Pulson

NAME (please print)	RESIDENCE	SUPPORT	OPPOSE
Frank Dillon	1768 3 mile Drive	X	
Clairice Coverdell	495 Walsh Rd C.F		X
Duke Doty	1216 Trumble Rd KAL	X	
John Boss	541 Ash Rd Kalispell		X
Rita Boss	541 Ash Rd Kalispell		X
Ronald Newton	1162 Dorothy Columbia Falls		X
Norm Anderson HB 245	- Helena	✓	
MARK Simonski	Box 1775 Whitefish		X
RICHARD COVERDELL	995 WALSH RD. CDB. FALLS MT		✓
Jue Schneider	89 Tenacnew Rd-Libby	X	
Linda Tain	2195 Hwy. 2 W. LIBBY	X	
Ellen Adams	3552 Hwy 2 So. Libby	X	
Sandy Orr	1501 Dawson Libby	X	
Lette Skell	PO Box 7 Libby	X	
Georgia Can	PO Box 932 Libby	X	
Kita Barnett	576 Reese Cir #48 Libby	X	
Rew Kohrt	Box 113, Datby		X
David M. Brandt	Box 452 Eureka Mt.	X	
Terry Tollefson	408 Hibernia 17.55019	X	

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR WITNESS STATEMENT FORM.

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

VISITORS' REGISTER

Highways COMMITTEE

BILL NO. 1162

DATE 1-26-89

SPONSOR Peterson

NAME (please print)	RESIDENCE CITY	SUPPORT	OPPOSE
Monty & Leetta Peterson	MSLA		
Mike Murphy	MSLA		
Warren Evert	Kalispell		
GLEN F MIZE	Belgrade MT		
Harry Williams Jr	Livingston MT		
Bert R Marchbanks	Bozeman, MT	✓	
Kenneth St. George	Bigfork, Mont		
DeAnna Stahlberg	HELENA, MT		

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR WITNESS STATEMENT FORM.
PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.