

MINUTES OF THE MEETING  
HIGHWAYS AND TRANSPORTATION COMMITTEE  
MONTANA STATE SENATE

February 24, 1977

The fifteenth meeting of the Highways and Transportation Committee was called to order by Chairman Manning on the above date in Room 404 of the State Capitol Building at 9:30 a.m.

ROLL CALL: All members were present.

Those present to testify included the following:

Patricia J. Olson	Nurse St. Peter's Hospital
Captain Duane Tooley	Montana Highway Patrol
Norris Nichols	Department of Revenue
Kenneth Clark	United Transportation Union
John Delano	Montana Railroad Association
Jim Burns	Self, Kalispell
Rick Pylypuw	ABATE of Montana
Russ Jones	Bozeman Bikers, Self
Rex Svoboda	Missoula ABATE
Jim Beyer	Self, Missoula
Doug Woodahl	Missoula motor cycle mechanic
Albert Goke	Highway Safety Director
Larry Majerus	Motor Vehicle Division, Justice Department
Tom Downey	Montana International Insurance
Ted Stollfuss	Montana Highway Patrol

CONSIDERATION OF HOUSE BILL 131: Representative Lund, chief sponsor of the bill, said that the bill was a simple one with far reaching effects. It is permissive legislation, allowing those who wish to be organ donors to indicate that on their drivers' license. When a person would renew their drivers' license, he would notify the Highway Patrol that he wished to be a donor and would have two witnesses sign with him. The records are then kept by the Highway Patrol and a card is carried by the individual attached to the drivers' license. In the case of a fatal accident, the Highway Patrol could call the hospital, and should the hospital be in a position to match the donor with a recipient, the hospital could be ready to harvest the needed organ. It is the option of the donor to specify what parts of his body he would be willing to donate.

Patti Olson, a nurse at St. Peter's Hospital, testified that she worked with the dialysis patients at the hospital. The kidney patients have a hard time because they have to be on the kidney machine for a period of six hours, three times each week. Montana's patients make up 15% of all the kidney patients in the Northwest who are in need of kidney donors. In the last four years, however, only four kidneys have been donated out of Montana. Thirty-seven kidneys are needed now; 43 more will be needed by 1980; and by 1985, 50 more. It would help the donor situation in Montana to pass HB 131.

February 24, 1977

Captain Duane Tooley of the Montana Highway Patrol testified in support of the bill saying that the Highway Patrol had no problems with any of the language.

Representative Joe Brand, co-sponsor of the legislation, testified that there was much interest in this legislation because of the problems in getting donors. He added that this program was totally voluntary with no compulsion involved at any step of the process.

Senator Aber asked if the County Treasurers could handle the signing up for the donor's program when the driver's licenses were renewed. Representative Lund answered that the records would be kept by the Highway Patrol as they are usually the first on the scene of accidents. Captain Tooley said that when licenses are renewed, the Highway Patrol takes the new pictures and therefore always has contact with the applicant.

Senator Graham asked if it might not also be a good idea to include the blood type on this card also. Captain Tooley answered that it really is not necessary as the typing is a rapid process now. Ms. Olson added that she would be afraid that the person would think that he had a different type than he really had and the hospital would retype just to make sure unless a qualified person tested the blood when the licenses were issued.

Senator Healy asked if the donor information would be put on the back of the licenses. Representative Lund answered that the back is usually reserved for changes in address. There are various ways to handle this donors' identification and that is why the bill leaves this up to the Highway Patrol.

Senator Graham asked how long after a person has died can the organs be taken for transplant. Ms. Olson said that as a general rule they get the corpse on a respirator and monitor the blood pressure and take EEGs to make sure there are no brain waves. They then have approximately three hours to remove the needed organ.

Representative Lund concluded by saying that Mr. Howard Slack had submitted a written statement in support of the bill to be entered into the record.

CONSIDERATION OF HOUSE BILL 481: Representative Lien, chief sponsor of the bill, testified that this bill was to correct the mistakes that took place two years ago in a bill to put liquefied petroleum gas (LPG) vehicles on a flat fee basis. The bill is working well, but it didn't allow for trip permits. There is now no way to let a vehicle into the state without charging a \$1000 fee. This bill would allow a 72 hour permit and would also provide for quarterly fees. It also allows for the fees to be prorated out on a new vehicle should the vehicle on which the taxes were paid be traded.

Senator Graham asked if Mr. Norris Nichols was in favor of the bill. Mr. Nichols answered that he was in favor of the bill. The problem with the law is that there are not enough LPG users to justify anything but

February 24, 1977

the fee basis. There was no provision in the law, however, for temporary trip permits. This bill would allow the vehicle to stay in the state for 72 hours for \$20. Right now the truckers bypass the state if they cannot go through it for anything less than the \$1000 fee.

CONSIDERATION OF HOUSE BILL 580: Representative Joe Brand, chief sponsor of the bill, testified that the reason for this bill is that the provision for lights on the cabooses was left out of the caboose bill of two years ago. There used to be identification markers on the cabooses, but now there is nothing. This bill would do three things: 1) it would allow the engineer to know where the caboose was on curves; 2) it would allow the conductor to see where the broken ties were and perhaps prevent big wrecks; 3) it would allow the conductor to observe other trains and check them for malfunctions.

Mr. Kenneth Clark of the Railroad Brotherhoods, testified that there are approximately 3000 ties per mile at a cost of \$5 per tie for installation. The cost to the railroad would be enormous if the conductor couldn't see the ties and broke them for one mile. If the train went on the ground, they could lose 8 or 10 cars and this bill is therefore very important to safety.

Mr. John Delano, representing the Montana Railroad Association, said that it had been said on the floor of the House that the main reason the lights were needed on the cabooses was to see what they had run over. On its own, the bill is innocuous, but with the 9 bills that have been introduced by the Brotherhood taken together, the cost to the railroads could be disastrous, especially for the Milwaukee which is in bad financial shape anyway. If this was such a safety problem, then the ICC or the Federal Railroad Act would have covered it.

Senator Graham asked how much a light on a caboose would cost. Mr. Delano answered that the bill requires that the light be able to shine 300 feet, which is more than is needed. The Milwaukee is experimenting with lights on the cabooses and the Burlington Northern has them where they have not been pilfered. He really had no idea how much the lights would cost.

Senator Graham addressed the same question to Mr. Clark. Mr. Clark responded that the lights would be the same type that are on automobiles with fixtures that could be adjusted to shine on the tracks or on other trains. They are more of a flood light, but the same type as automobiles have.

Senator Lockrem asked what good the light would be if it would only shine on one-half of the train. Mr. Clark answered that the brakeman is looking at the other side of the train.

Senator Graham asked how many cabooses were involved. Mr. Delano answered that he was not sure, but that all of the transcontinental trains would be involved. The cabooses are pooled now, so each brakeman does not have his own caboose.

February 24, 1977

CONSIDERATION OF HOUSE BILL 206: Representative Courtney, chief sponsor of the bill, testified that the 1968 Federal Highway Act had required that all states have mandatory helmet laws or they would lose 10% of the highway funds allotted to the state. 47 states complied with this threat, three did not, one state of which was California. In 1976 federal law was amended to repeal the helmet rule, so there is no longer the threat of losing the highway funds. This bill would remove the mandatory helmet rule for all persons over 18 years of age, which is in keeping with the federal language. Some people are mistaken when they refer to this bill as anti-helmet, for the sponsors are not saying that people should not wear helmets, but only that it is the responsibility of those persons over 18 to decide.

Mr. Jim Burns from Flathead County testified that they had some 1164 signatures, on petitions that had been passed out at bike shows, of those who were in favor of this bill. Those who ride should decide. Mr. Burns said that he had never seen where helmets had done any good. When it is 90° outside, it is 130° inside the helmet. That produces a dangerous situation. There are no statistics available to prove that helmets have decreased the number of motor cycle fatalities.

Mr. Rick Pylypuw, the state coordinator of ABATE (A Brotherhood Against Totalitarian Enactments) of Montana, passed out packets of information to the committee. (Attached #1) Mr. Pylypuw reviewed the material in the packet with the committee members.

Mr. Russ Jones, representing bikers of Bozeman, testified that his objection to mandatory helmets was that they contributed to fatalities, as well as preventing them. He posed two questions before the committee: 1) Does your body belong to you or to the state? 2) Does the state have the right to force individuals to use an item that causes injury? The primary factors leading to biker accidents is that the automobile drivers do not see the bikers, and the lack of education as to how a bike should be operated. Most accidents occur within the first six months a biker has owned a motor cycle. There seems to be the assumption that because the state has approved mandatory helmet regulations that the state has granted some kind of guarantee of protection. This results in overconfidence on the road.

Mr. Jones proposed several alternatives to mandatory helmets: 1) Education. Drivers' Education should include training in the operation of motor cycles. That would help to achieve a basic understanding of the vehicles with which all drivers interact on the highways. 2) Motor cycle endorsement programs would also help to train cyclists to operate the cycles safer. 3) There should be retesting that occurs to renew any drivers' license every two years, which would help to eliminate the marginal drivers.

Mr. Rex Svoboda of Missoula ABATE, asked the committee when examining the war of statistics that it make sure that all of the statistics are valid. Mr. Svoboda said that he had been surprised at the number of people who objected to the government telling them what they had to do. Most bikers will wear the helmet anyway, but object to being forced to. Many police also favor the repeal of this law.

February 24, 1977

Mr. James Beyer of Missoula, testified that he would like to submit as evidence to the committee the helmets themselves. He passed two different helmets around - one that was approved and one that he preferred to wear that was not approved.

Mr. Doug Woodahl, a motor cycle repairman from Missoula, testified that he works on cycles for a living and wears the helmet on and off. Some of the reasons that he does not wear the helmet at times include: 1) he has gotten a bee caught in the helmet while riding on the highway; 2) he can't hear the noises that the owners of the cycles complain about with a helmet on.

Mr. Albert Goke, the Director of Highway Safety for the state, testified that in trying to weed through the various statistics available he had never been able to find any data that presumes the validity of an increase in injury due to the helmets. The data seems to indicate that the helmets are doing what they were intended to do. Mr. Goke passed a brief from the accident files around to the committee. (Attached #2)

Mr. Goke said that from the data, several things could be concluded: 1) If one is to make an age break, then 24 years of age could be better supported as the break point, for 78% of those involved in accidents are 24 or younger. 2) The accident rate for motor cycles is extremely high, but the data is not there to indicate the total number of miles traveled in the state on motor cycles. 3) There is still a provision in the 1966 law for all motor cycle riders. 4) We do not threaten a sanction now and we did not in the original bill. We have challenged the Federal government when the data is with us, but it is not in this case.

Mr. Goke commented that public opinion in surveys conducted through the drivers' license examination indicated that 87% say that they are for the helmet law. A Montana Auto Association poll in Nov. and Dec. of 1976 indicated that 84.7% support the law. Mr. Goke said that if education is the answer, then where is the process proposed. Drivers' Education now costs \$108 per pupil and 13,000 completed the course last year.

Mr. Larry Majerus, Director of the division of Motor Vehicles in the Department of Justice, testified that after studying the research, it was his conclusion that we needed the law. He also said that there will be a problem with the enforcement of this bill - how is a patrolman supposed to know on the highway whether or not a cyclist is over 18 without stopping him?

Mr. Tom Downey, representing Montana International Insurance, testified that there should be a consideration made of the medical insurance for motor cyclists. Insurance runs \$5 per 6 months for \$5000 coverage for automobile drivers while it runs \$45 per year for \$500 coverage with a \$50 deductible for motor cyclists. In speaking with Mr. Ed Judge of Great Falls, Mr. Downey said that he was told by Mr. Judge that the possibility of getting motor cycle insurance with medical coverage without the helmet law would be absolutely zero.

February 24, 1977

Mr. Ted Stollfuss of the Montana Highway Patrol, testified that of the 20 fatalities last year, 8 had been head injuries and only 2 of the victims had been under 18. In periferal visions tests with helmets there have been absolutely no restrictions to vision found. Hearing is not impaired by the helmet either. The whistling of the wind without the helmet is the same as with the helmet. Mr. Stollfuss said that he had been a motor cycle rider now for 20 years and that he was definitely in opposition to the bill.

Senator Graham asked of the 20 fatalities in 1976, how many of them were wearing helmets. Mr. Goke answered that he did not know. When the reports are filed, there is no mention of whether or not the helmets were on at the time of the accident. Sometimes there is no way of knowing, as the helmet is often the first thing removed by the public who often get to the accident first.

Senator Graham commented that it was not a question of whether or not the helmets were a protection, but rather one of whether the state wants to require the helmets to be worn. Maybe there are problems for the riders, but the same people should think of the anxious moments when someone is hurt and has to be under the care of someone for a long time and often becomes a welfare recipient. The helmets are required to save people time and effort.

Senator Aber asked what the first year was that helmets were required. Mr. Goke answered that they were first required in July of 1973.

Senator Lockrem asked if the philosophy behind the bill was the same as that behind the requirement that construction workers wear hard hats. Representative Courtney said that it was also the same as the philosophy that would require the wearing of seat belts.

Senator Smith asked Doug Woodahl if he has insurance. Mr. Woodahl answered that he did have insurance and that \$10 was deducted from each paycheck for a group policy. He said that he has had no problem getting insurance and that the insurance companies were always around trying to sell them insurance.

Representative Courtney commented that although the sheet with the statistics showing the number of fatalities must also take into account the registration being up as well as the number of accidents. The helmets don't prevent the accidents.

Mr. Russ Jones demonstrated the place at the base of the skull that the helmet hits. With frontal impact, the helmet can cause the neck to be broken. The helmet might prevent or at least decrease the number on concussions, but it increases the number of broken necks.

Mr. Pylypuw commented that wearing helmets on the highway can lead to less control over the bike because of the bounce caused in the helmet. Aerodynamics causes the rider to go a different way than the cycle. A person has twice the control without the helmet.

February 24, 1977

DISPOSITION OF SENATE BILL 440: Senator Healy moved that SB 440 do pass as amended. Senator Smith seconded the motion. Senator Hazelbaker commented that he would like to see the bill get to the floor for debate. Senator Etchart said that he also saw lots of merit to the bill, but that it was too late in the session for such a big package.

Senator Graham said that he too would have to resist the motion, for it was too sweeping a change with too little time to look into it. Taking it to the floor wouldn't make it any better. A two year study would be lots better. Senator Aber said that he thought it had merit, but time was needed to see how it would affect all of the agencies.

Senator Healy said that he was not for or against the bill but that he would like to see it get to the floor. Senator Lockrem added that if no action was taken today, it would be difficult to get it out in time.

A roll call vote was taken with 6 Senators voting in favor of the motion and 4 Senators voting against the motion. The motion carried.

DISPOSITION OF HOUSE BILL 131: Senator Smith moved that HB 131 do pass. Senator Aber seconded the motion. The motion carried unanimously. Senator Smith will carry the bill on the floor.

DISPOSITION OF HOUSE BILL 481: Senator Hager moved that HB 481 do pass. Senator Smith seconded the motion. The motion carried unanimously. Senator Hager will carry the bill on the floor.

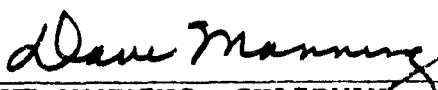
DISPOSITION OF HOUSE BILL 580: Senator Smith moved that HB 580 do pass. Senator Graham seconded the motion. Senator Etchart said that he would have to oppose the bill because some of the railroads have already adopted such measures.

Senator Smith said that when trains are switching at the crossing it would be nice for the motorist to know where the end of the train is, too. Near his home, Senator Smith said that there are lots of accidents when motorists don't know which end of the train is coming.

Senator Graham said that the bill did not seem to be too expensive. All new cabooses have their own unit for electrical generation.

A roll call vote was taken with 7 Senators voting in favor of the motion and 3 Senators voting against the motion. The motion carried.

ADJOURNMENT: There being no further business, the meeting was adjourned at 11:05.

  
DAVE MANNING, CHAIRMAN

## ROLL CALL

HIGHWAYS AND TRANSPORTATION COMMITTEE

45th LEGISLATIVE SESSION - - 1977

Date 7/24

[illegible]



SENATE Highways & Transpo COMMITTEE

BILL #B 131, 481, 206, 580 VISITORS' REGISTER

DATE 2/24

NAME	REPRESENTING	BILL #	(check one)	
			SUPPORT	OPPOSE
Rick Prybyl	ABATE Mont	206	X	
Engene Bathke		206	X	
Ray Robson, Jr.		206	X	
<del>Mike Brown</del>		206	X	
Michael G. Risher		206	X	
Michael Estes		206	X	
Steve Leslie		206	X	
<del>James Brown</del>		206	X	
Russ Jones		206	X	
Ned Stollman	Mont. Hwy Path	206		X
Tom Downey	Montana Internat'l Ass	206		X
Dore Shugart		206	X	
Wong Woodall		206	X	
R. L. Becht	Missoula ABATE	206	X	
Albert Barnett	Missoula ABATE	206	X	
Jim Decker	KALISPEL ABATE	206	X	
Jim Meyer	Missoula	206	X	
Gary Sears	Helena	206	X	
Annette Koldeychuk	Flathead	206		
Mary Walter	Flathead	206		
Cindy Thornton	Flathead	206		
<del>Rick</del>				

SENATE HWYS & TRANSP. COMMITTEE

BILL HB 131, 206, 481, 580 VISITORS' REGISTER

DATE 2/24

NAME	REPRESENTING	BILL #	(check one) SUPPORT	OTHER
Jeff Boker	High Safety	206		→
Long H. Wapner	Division of Motor Vehicles	206		→
John L. Lane	Mont R R Assn	580		→
Don Copley	DOH	481	-	-
P.B. Tooley	MHP	131 364	✓	
Herb Sanders	Flathead 4-H	206		X
Susan Rosemore	Flathead 4-H	131	✓	
Tom Dedman	Flathead 4-H	206		X
LORI EMMERT	Flathead 4-H	206		X
Cindy Hanson	Flathead 4-H			
Becky Wilkins	Flathead 4-H			
Lynn Tubbs	" "	206	✓	
Mary Walter	Flathead 4-H	131	✓	
Annette Kolodejchuk	Flathead 4-H	131	✓	
Cindy Thornton	Flathead 4-H	206	✓	
J.A. Brown	Mont-Wyo. L P Gas Assn	HB 481	✓	
Ralph D. Dawden	Mont L.P. Gas Assoc	481	✓	
Howard Slack	Montana Lions Clubs	HB 131	✓	
Herman M. Chum	West Glacier 4-H	HB 131	✓	
Wendy Rosenberry	Flathead 4-H	HB-131		
Patricia Olson	St. Peter's Hospital	131	✓	
Bonnie Nelson	Kidney Foundation	HB 131	✓	
Christine Koch	Hungry Horse 4-H	HB 131	✓	
Ann Wilkins	Flathead 4-H	HB 131	✓	



NAME :

DATE: 2 - 24 - 77

ADDRESS :

PHONE :

REPRESENTING WHOM?

APPEARING ON WHICH PROPOSAL:

DO YOU :

SUPPORT?

AMEND?

OPPOSE?

COMMENTS :

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME:

Joe Brand

DATE: 2-24-77

ADDRESS:

800 Mont. Ave. Nees Lodge

PHONE:

846-1186

REPRESENTING WHOM?

APPEARING ON WHICH PROPOSAL

HB 131

DO YOU:

SUPPORT?

✓

AMEND?

OPPOSE?

COMMENTS:

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME:

Carl Knutson

DATE: 2-24-77

ADDRESS:

220 So. Pearson Glendive Montana

PHONE:

- 365-4194

REPRESENTING WHOM?

Brotherhood of Maintenance Way Employees

APPEARING ON WHICH PROPOSAL:

H B 580

DO YOU:

SUPPORT?

☒

AMEND?

OPPOSE?

COMMENTS:

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

Joe Brand

2-24-77

800 Mont. Ave, Dec, Lodge

846-1184

50/12.

HB 580

## SUPPORT?



AMEND?

OPPOSE?

COMMENTS :

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: Kenneth D Clark

DATE: 2-24-77

ADDRESS: 322 N 9th St miles city Mt 59301

PHONE: 232-2655

REPRESENTING WHOM? United transportation union

APPEARING ON WHICH PROPOSAL: HB 580

DO YOU: SUPPORT? X AMEND? \_\_\_\_\_ OPPOSE? \_\_\_\_\_

COMMENTS: \_\_\_\_\_

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.



NAME: Dr. J. Howard Slack DATE: Feb. 22, 1977

ADDRESS: 1929 E. 6<sup>th</sup> Ave Helena

PHONE: 442-9238

REPRESENTING WHOM? Helena Lions Club + Lions Dist 37  
(All of Montana)

APPEARING ON WHICH PROPOSAL: House Bill 131

DO YOU: SUPPORT? Yes AMEND? — OPPOSE? —

COMMENTS: One of the objectives of Lions International is conservation of eyesight and we are particularly interested in this bill, HB 131 from the standpoint of corneal transplants. This has been developed into a very successful operation and has restored eyesight to many individuals who would now otherwise be blind or nearly so. This corneal transplant operation is, of course, ~~is~~ limited to the availability of eyes through the eye banks located in various parts of the country, in our case the Seattle eye bank. <sup>Passage of</sup> House Bill 131 would certainly help to ensure prompt forwarding of willed eyes to the Seattle eye bank. We endorse HB 131.

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

SENATE COMMITTEE HIGHWAYS AND TRANSPORTATION

Date 2/24 Senate Bill No. SB 440 Time 10:55

NAME	YES	NO
Larry Aber, Vice Chairman		✓
Tom Hager	✓	
Frank Hazelbaker	✓	
Lloyd Lockrem	✓	
Mark Etchart		✓
Carroll Graham		✓
John Healy	✓	
Richard Smith	✓	
Russell Bergren	✓	
Dave Manning, Chairman		✓

Susan Brown  
Secretary

Dave Manning  
Chairman

Motion: Senator Healy moved that SB 440 do pass as  
amended. Senator Smith seconded the motion. The  
motion carried by a vote of 6-4.

(include enough information on motion--put with yellow copy of committee report.)

SENATE COMMITTEE HIGHWAYS AND TRANSPORTATION

Date 2/24 House Bill No. 580 Time 11:00

NAME	YES	NO
Larry Aber, Vice Chairman	✓	
Tom Hager		✓
Frank Hazelbaker	✓	
Lloyd Lockrem		✓
Mark Etchart		✓
Carroll Graham	✓	
John Healy	✓	
Richard Smith	✓	
Russell Bergren	✓	
Dave Manning, Chairman	✓	

Susan Brown  
Secretary

Dave Manning  
Chairman

Motion: Senator Smith moved that HB 580 be concurred in.  
Senator Graham seconded the motion. The motion carried  
with 7 Senators voting "aye" and 3 Senators voting "no".

(include enough information on motion--put with yellow copy of committee report.)

# STANDING COMMITTEE REPORT

February 24

19 77

MR. President

We, your committee on HIGHWAYS AND TRANSPORTATION

having had under consideration SENATE Bill No. 440

Respectfully report as follows: That SENATE Bill No. 440,  
introduced bill, be amended as follows:

1. Amend title, line 13.

Following: "1947"

Insert: "; AND PROVIDING FOR AN EFFECTIVE DATE"

2. Amend page 4, section 4, line 14.

Strike: "those"

Insert: "their"

3. Amend page 9, section 11, lines 2 through 9.

Strike: section 11 in its entirety

Renumber: all subsequent sections.

4. Amend page 10, section 12, line 15.

Following: "(d)"

Strike: "No less than"

Insert: "At least"

Following: "members"

Strike: "may"

DO PASS  
xxxxxInsert: "shall"

5. Amend page 10, section 12, line 16.

Following: "related to"

Strike: "either"

Insert: "each of the following modes of transportation"

6. Amend page 10, section 12, lines 17 and 18.

Following: "vehicle,"

Insert: "or"

Following: "carrier"

Strike: ", or nonmotorized transportation modes"

7. Amend page 10, section 12, line 18.

Following: line 18

Insert: "(e) At least one member and no more than two members shall be selected from persons whose job experience is not predominantly related to transportation."

Renumber: subsequent subsections.

AND AS SO AMENDED, DO PASS

DAVE MANNING, CHAIRMAN

# STANDING COMMITTEE REPORT

February 24 1977

MR. President

We, your committee on HIGHWAYS AND TRANSPORTATION

having had under consideration HOUSE Bill No. 589

Respectfully report as follows: That HOUSE Bill No. 589

BE CONCURRED IN  
BO-4436

*G.M.*

# STANDING COMMITTEE REPORT

February 24

1977

MR. President

We, your committee on HIGHWAYS AND TRANSPORTATION

having had under consideration HOUSE Bill No. 481

Respectfully report as follows: That HOUSE Bill No. 481

BE CONCURRED IN  
UNANIMOUSLY

*(Signature)*

# STANDING COMMITTEE REPORT

..... February 24 ..... 19 77 .....

MR. President.....

We, your committee on ..... HIGHWAYS AND TRANSPORTATION .....

having had under consideration ..... HOUSE ..... Bill No. 131.....

Respectfully report as follows: That..... HOUSE ..... Bill No. 131.....

BE CONCURRED IN

~~DO PASS~~





*A Brotherhood Against Totalitarian Enactments*

*Dedicated to Freedom of the Road*



**ABATE OF MONTANA**

ICK PYLYPUW  
TATE COORDINATOR  
406) 723-3164

725 SOUTH ARIZONA  
BUTTE, MONTANA 59701



**ABATE OF MONTANA**

725 SOUTH ARIZONA  
BUTTE, MONTANA 59701

ATTACHMENT #1 2/24/77

PLEASE SUPPORT

REP. JIM COURTNEY'S BILL

MOTORCYCLES INVOLVE MORE RISK THAN OTHER VEHICLES

(M/C = Motorcycle)	<u>M/C</u>	<u>ALL VEHICLES</u>
Persons Killed Per 100 Accidents.....	3.7	1.7
Persons Injured Per 100 Accidents.....	102.0	50.3

MOTORCYCLE ACCIDENTS ARE COSTLY TO SOCIETY

. . . Younger operators are involved

<u>M/C (Age of Operator)</u>		<u>ALL VEHICLES (Age of Injured)</u>	
<u>19 &amp; Under</u>	<u>24 &amp; Under</u>	<u>19 &amp; Under</u>	<u>24 &amp; Under</u>
49%	78%	29%	54%

. . . Injuries are more severe

<u>% of injuries incapacitating</u>	<u>M/C</u>	<u>ALL VEHICLES</u>
	50%	28%

. . . Multiple injuries are common with motorcycle accidents. In a California study, the average length of disability was 72.7 days for motorcycle injuries.

. . . Insurance costs are high for motorcycles. Some companies will not provide medical benefits.

THE HELMET LAW IN MONTANA HAS CONTRIBUTED TO THE REDUCTION OF THIS RISK AT A REASONABLE COST.

<u>Persons killed/10,000 Registered Vehicles</u>	<u>Before Helmet Law 1971 - 1972</u>	<u>After Helmet Law 1974 - 1976</u>
	6.62	3.97

<u>Year</u>	<u>Involving Motorcycles</u>		<u>Per 10,000 Reg. Motorcycles</u>		<u>Motorcycle Registration</u>
	<u>Fatalities</u>	<u>Accidents</u>	<u>Fatal Rate</u>	<u>Acc. Rate</u>	
1976	20	405	4.8	98.07	41,297
1975	15	430	3.8	108.53	39,619
1974	13	471	3.3	117.89	39,951
1973	9	486	2.4	130.88	37,133
1972	25	471	7.2	134.98	34,894
1971	18	454	6.0	150.63	30,140

Of the studies reviewed which provided substantiated, or at least, supportable conclusions, the preponderance of evidence is such that the following conclusions were made: (Dec. 1976, State of Maryland, A Review of Conflicting Reports Concerning the Safety of Motorcycle Helmets)

1. There appears to be sufficient documentation to support the hypothesis that the use of the motorcycle helmet is a major factor in the reduction of fatal head injuries.
2. There is sufficient evidence that, irrespective of speed, the