

MINUTES OF THE MEETING  
HIGHWAYS AND TRANSPORTATION COMMITTEE  
MONTANA STATE SENATE

March 17, 1979

The Twenty-sixth meeting of the Highways and Transportation Committee was called to order by the Chairman, Senator Mark Etchart, in Room 410 of the State Capitol Building at 1:00 p.m., on March 17, 1979.

ROLL CALL: All members were present with the exception of Senator Manning.

CONSIDERATION OF HOUSE BILL 15: Representative Quilici, Chief Sponsor of HB 15, told the committee this is an act to amend Section 69-14-311, to revise and clarify the procedures for revision of classifications, rates, and rules of service by railroads. This is a bill that will require railroads to submit, at the time of filing for tariff's, justification for rate increases. He introduced Wayne Budt, PSC, to the committee.

Wayne Budt, Public Service Commission, said the Commission has 120 days from date of filing to make a final decision on a requested railroad rate increase. By filing justification with the new tariff pages, the Commission, Consumer Counsel, Department of Agriculture, various shipping organizations and other parties will have time to analyze and request additional data which is deemed necessary. Under the present statute, there is no justification filed until 45 to 60 days after the 120 day period has started to run.

After the justification is received, the material must be analyzed and any data requests submitted to the railroads. This will usually take a minimum of 45 days. The hearing should have a 30 day notice, which means that the hearing must be set before the data requests are even answered. The matter must then be heard, transcripts, briefs, late filed exhibits analyzed, and a decision made in 20-25 days.

The Commission feels that these proposed changes will provide all interested parties a chance to fully analyze any proposed rail increases and will result in a more orderly handling of these matters.

The other part of this proposed bill will require that the new tariff pages be filed 45 days before the effective date. This will provide time for the Commission to analyze the tariff pages and present a notice to the public in an orderly manner. The present statute requires 30 days, and this Commission attempts to give 30 day notice to the public of the proposed increases. The present increase before this Commission arrived on March 5, 1979, with an effective date of April 5th.

This Commission was required to analyze the revised tariff for correctness, reproduce the notice and prepare approximately 200 envelopes for mailing by 2:30 p.m. on March 6th.

Mr. Budt, in closing, stated that House Bill 15 is to:

1. Require Railroads to submit justification for rate increases at the time of filing tariffs.

REASON:

- A. Allow more time for review of justification material and discovery on submitted justification.
  - B. Public Service Commission loses jurisdiction if no final decision is rendered in 120 days from filing.
2. Require Tariffs to be filed 45 days before proposed effective date (present statute requires 30 days).

REASON:

- A. 30 day notice to the public is required on rate increases and with present 30 day effective date the Public Service Commission does not have enough time to analyze the tariffs and process the notice and mailing list.

Chairman Etchart asked if there were any other proponents to House Bill 15.

William J. Opitz, Montana PSC, told the committee the five member Commission unanimously supports the passage of House Bill 15.

He said the bill will provide for a more efficient way of handling railroad rate increases.

Chairman Etchart asked if there were any opponents.

Tom Dowling, Montana Railroad Association, said the purpose of this bill is to revise and clarify the procedures for revision of classifications, rates and rules of service by railroads.

He said the bill requires the railroad, if it files a tariff which will result in increased rates or charges, to file supporting testimony and exhibits with the proposed tariff. At present, tariffs are deemed approved 30 days after filing unless suspended by the Commission. The bill would require the tariffs to be filed 45 days prior to the proposed effective date.

The BN opposes this bill. The requirement of filing supporting testimony and exhibits will impose the burden upon the railroads to anticipate that there will be opposition, who

that opposition will be, and to formulate a response to the opponent. This is a make-work requirement as, on occasion, there will be no opposition. In addition, the requirement is not reciprocal. It is not imposed upon opponent of proposed tariffs. At present, the Commission will suspend a proposed tariff if one individual indicates that he is opposed. There is no requirement that the opponent show how his interests are affected, how the tariff is unlawful or his reason for opposition. It is unfair to impose this requirement on the railroads, given the current practice of the PSC in suspending tariffs upon any indication of opposition.

Currently, the PSC suspends almost every tariff filed. There is no necessity, given this practice, of increasing the time period during which this may occur. The bill does not serve the interest of rational decision making because it attempts only to impose greater burdens on railroads without revising the current PSC procedure with regard to tariffs.

Chairman Etchart asked if there were any questions from the Committee:

Senator Hager asked Mr. Opitz if they have any objections to lowering rates.

Mr. Opitz said No.

Mr. Budt informed the committee that the commission is charged to see that there is not any undue competition among rates. On lowering of a rate from a certain point, a company will come in and get a rate for a certain volume. We have not seen very many rate reductions on the railroad.

Senator Etchart asked Mr. Budt, If there are not protestors, would it require less justification on the part of the railroad. Is there a difference on the workload.

Mr. Budt said No, I don't think so, they are going to have to justify the rate increase. The workload is the same. I don't foresee any differences in the amount of justification.

In Closing, Representative Quilici said that all this bill does is see that when the railroads ask for rate increases, they submit data. I think it is a good bill. I think it should be passed.

There being no further proponents, opponents, or questions, the hearing on HB 15 was closed.

CONSIDERATION OF HOUSE BILL 819: Representative Gould, is the Chief Sponsor of House Bill 819. He told the committee this is a act to include within the definition of 'bicycle'

certain motorized bicycles; exempting bicycles from taxation. He said there is a great deal of misunderstanding as to what a Moped actually is. The common misconception is that it is a small motorcycle while in fact it is nothing more than a bicycle type vehicle with a small motor. Today's moped has many of the characteristics and performance capabilities of a regular bicycle, but with the addition of a great deal of federally mandated safety equipment and a small motor which can combine its power with pedal power. (Refer to the definition on Page 7 of HB 819.)

The purpose of this bill is to define a very unique vehicle and to establish operating regulations consistent with the low performance and simple operation and to clarify the role of the Moped as an integral part of the American transportation system. A Moped is actually simpler to operate than the ten-speed bicycle.

In this time of fuel shortages, the use of mopeds should be encouraged. A typical moped is capable of fuel economy of up to 175 miles per gallon.

A moped is the ideal way to avoid downtown traffic and parking congestion.

Independent surveys list the average moped owner at 41 years of age.

Senior citizens use mopeds as means to take a motorized "stroll" through the countryside or to just plain go visiting.

Moped use has greatly increased in states that provide a law similar to HB 819.

No state requires a motorcycle endorsement on the driver's license.

40 States now have laws similar to HB 819.

The non-taxing provision encourages moped use rather than motorcycle use.

Local permits required on Bicycles would also apply to Mopeds.

Chairman Etchart asked if there were any other proponents to HB 819.

Ken Hoovestol, Moped Association of America, Billings, MT., passed out two exhibits to the committee "C" & "D".

Exhibit "C" are his proposed amendments to HB 819:

Page 1, line 6, Reinsert the words "EXEMPTING BICYCLES FROM TAXATION". Page 1, lines 11 through 25 and lines 1 through 25 on page 2 and lines 1 through 6 on page 3; Reinsert this entire section. Page 12, line 3, after "license" strike "with a motorcycle endorsement".

He also passed out "D", a brochure on the Moped and went over this briefly with the committee.

Chairman Etchart asked if there were any other proponents to HB 819.

Larry Johnson, Helena, representing self, told the committee that as a parent, he thought the concept of this bill has some important contributions. My son and his friends are at a troublesome age. Some form of transportation is a necessity in a city like Helena, and I view this bill as being very useful, especially when my son comes to me asking for a motorcycle. I prefer a moped over a used car or a motorcycle. There is an enormous amount of fuel being used by kids going back and forth to school. The importance of this bill is to see kids out of used cars and motorcycles. This bill will give the parents a little more leverage.

Chairman Etchart asked if there were any other proponents to HB 819.

D. B. Tooley, Montana Highway Patrol, said they are neutral on House Bill 819. But, he spoke on the motorcycle endorsement. He told the committee this was established by the legislature as a means of teaching 4-wheel drivers the difference of what they are doing on a 2-wheel vehicle. There is a difference. You have to treat the traffic scene in a different manner. We will not feel badly which way the committee goes with the bill.

Chairman Etchart asked if there were any opponents to HB 819.

Ronald Pogue, Alternative Energy Resources Organization, said this bill attempts to include the definition of a moped in the definition of a bicycle, thus giving it the privileges of bicycles, but also (see Section 7(4)) gives exemptions for mopeds to the laws that apply to bicyclists. We would like to go on record as opposing this bill. We oppose Page 11, Section 3, where a moped can ride on bike paths. We do not want to compete with people on motorized vehicles. We are against including them in the subsection of bikes. We could pass a law that says mopeds could not ride on a bike path. I would like to see a tax on bikes. Many local governments pay fees. They use this towards facilities to help bike ways. I would like to see small state tax on bikes for bike ways. There is no way this bill will affect a kid getting a moped.

Chairman Etchart asked if there were any questions from the Committee:

Senator Kolstad asked Mr. Pogue if he thought we would have money to build bike way for mopeds.

Mr. Pogue, said no.

Senator Graham asked what the difference between a good 10 speed bike and moped is?

Representative Gould said a moped sells for a little over \$300. A good 10-speed bike costs between \$200-\$250.

Senator Kolstad asked Major Tooley if the mopeds could be a menace on bike paths.

Major Tooley said they would be a problem in areas where they could go up hills. It could lead to difficulty.

Senator Kolstad asked how many mopeds are in the state.

Mr. Hoovestol, said very few. In talking with other states, once the bill passes the use increases tremendously. 40 states now have this law.

There being no further questions, the hearing on HB 819 was closed.

CONSIDERATION OF HOUSE JOINT RESOLUTION 45: This resolution was sponsored by the House Natural Resources Committee. Representative Sheldon was present and told the committee it is a joint resolution of the Senate and the House of Representatives of the State of Montana urging the United States Interstate Commerce Commission to revise rail freight rates so as not to discriminate against recycled materials.

He told the committee that one of the major complaints he receives is one involving recycling. Their complaint being there would be more recycling if the freight rates were not so high. With that, I introduce Representative Harper who has more information on that part of the problem than I do.

Representative Harper introduce Exhibit "E", and read it to the committee. "We urge support of House Joint Resolution 45 recommending the Interstate Commerce Commission to correct rail freight rates to avoid discriminating against secondary materials transport. The firm of Robert Peccia and Associates is doing a number of solid waste management studies, including resource recovery alternatives, throughout Montana. Improved freight rates will substantially improve the feasibility of secondary materials recycling. We believe the concept is worthy of support, and would appreciate your support of the resolution." In Seattle, Recycled glass is worth \$33 a ton. The freight rates from Montana cost \$48 per ton. So, there is one of the prime examples. To ship iron scrap costs 2½ times as much as iron ore is worth. We are pleading with the ICC to take a look at some of these things.

There being no further proponents, opponents or questions from the committee the hearing on HJR 45 was closed.

ACTION ON HOUSE BILL 15:

Senator Graham stated he thought the railroads should have justification when they put the request in for an increase.

Senator Kolstad said they have to substantiate the cost.

Senator Hager made the motion that House Bill 15 Be Concurred In. The committee voted unanimously that House Bill 15 Be Concurred In. The motion carried. Senator Hager will carry the bill on the floor of the Senate.

CONSIDERATION OF HOUSE JOINT RESOLUTION 50: Representative Sivertsen, chief sponsor of HJR 50 told the committee this is a joint resolution of the Senate and the House of Representatives urging the U. S. Congress to permit to raise the maximum speed limit to 65 mph. He said the speed limit issue should be a states rights issue. I do not believe the Federal Government is leveling with the people about the source of why they are in support of the 55 miles per hour speed limit. The oil embargo 1973 was supposed to provide a savings on fuel. It only saves 1% fuel. You can save that much fuel by inflating your tires by putting two more pounds pressure in them. Also, out west where we are traveling long distances, we do not use as much fuel as they do in metropolitan areas. In relation to Highway traffic deaths, prior to 1975 they were using all deaths on the highways in their figures. Then in 1977, they only used a one month base. And so, already you have a dramatic reduction of traffic deaths. There were some 9,000 pedestrians throughout this country that were struck by automobiles and killed. They were brought into this total figure. It seems that more people are killed at the speed limit of under 55 miles per hour than over that limit. Also, the safety programs we have are more strict concerning the safety laws regarding drunken driving. We have safer highways, more interstate, using more seat belts, and there are more women drivers. Women drivers are involved in fewer accidents than men. Men are involved in accidents three times more than women. There is a 1.1% reduction because of fewer convertibles on the highways. There are not too many cars older than 1966 on the highway. It is costing the Federal Government 67.5 million dollars to enforce the 55 miles per hour speed limit. It is my estimation that if this money were spent on more safety programs, this again would reduce the number of traffic deaths we have. This 55 miles per hour speed limit is not working, and I urge the you to have the Congress take another look at this thing. I hope you give this consideration.

Chairman Etchart asked if there were any opponents.

Mike A. Males, 613 S. Rodney, Helena, MT, representing self, told the committee that the Sponsor's points defending HJR 50 do not correspond to what is in the resolution. If the object is to protest "what is going on in Washington", let's design a resolution that says that. But let's preserve the 55 miles per hour speed limit as one which saves gasoline and lives.

In closing, Representative Sivertsen told the committee in regard to the fuel savings he thought the federal government was not addressing the problem objectively. He said he thought there was some controlling power in Washington D.C. that is not allowing this to be done. I talked to Congressman Howard, New Jersey, who is the Chairman of Highways and Transportation and we talked about these things. He was not giving me any answers. I kept questioning him about this and asked why there was not more being done. Finally, he got tired and just said there is one thing you better come to realize and that is, that the oil companies are larger than the United States. Well, I say, is this not the reason we should do something. They are not addressing this question. It is interesting to note that before we had the speed limit imposed on us in 1975, the average miles per hour was between 63 and 65. So, the 55 miles per hour speed limit has not made that much difference. The average is about 60 miles per hour now. I ask that you give me some support on this thing. Let's let the U. S. Congress know about our problems and I think they need to be pursued.

Senator Etchart asked Representative Sivertsen about the timing of this resolution.

Representative Sivertsen again stated that the resolution is merely urging the Congress to look at the problem and we would hope there would be some hearings to come about. I don't think we know what is going on, there is fuel. I want to take and force the U. S. Congress to level with the people.

Senator Graham asked Representative Sivertsen if he really thought someone had a carburetor that uses less gas.

Representative Sivertsen said yes. There is one on test since 1975. The California law will not allow its use, except on test vehicles. This carburetor has passed the emission control requirements. There are 1,800 parts in it versus 360. He is going to have it in mass production in six months.

There being no further questions, the hearing on HJR 50 was closed.

ACTION ON HOUSE BILL 819:

Senator Hager made the motion to concur in the following amendments to House Bill 819:

1. Title, line 6  
Following: "TAXATION,"  
Insert: "EXEMPTING BICYCLES FROM TAXATION"
2. Title, line 7.  
Following: "15-6-201,"  
Insert: "15-6-201,"
3. Page 1, lines 11 through 25 and lines 1 through 25 on page 2 and lines 1 through 6 on page 3.



Reinsert: Section 1 in it's entirety

4. Page 12, line 3

Following: "license"

Strike: "with a motorcycle endorsement"

The committee voted unanimously to concur in the amendments to House Bill 819. The motion passed.

Senator Graham made the motion that House Bill 819 as Amended Be Concurred In. The committee voted unanimously that HB 819 as Amended Be Concurred In. The motion carried. Senator Etchart will carry on the floor of the Senate.

ACTION ON HOUSE JOINT RESOLUTION 45: Senator Hager made the motion that HJR 45 Be Concurred in. The committee voted unanimously that HJR 45 Be Concurred In. The motion carried. Senator Hager will carry on the floor of the Senate.

ACTION ON HOUSE JOINT RESOLUTION 50: Senator Graham made the motion that HJR 50 Be Not Concurred In. A roll call vote was called with with four Senator's voting Yes and two Senator's voting No. The motion carried. Senator Etchart will carry on the floor of the Senate.

ACTION ON HOUSE BILL 778: Senator Graham made the motion that HB 778 Be Concurred In. The committee voted unanimously that HB 778 Be Concurred In. The motion carried.

OTHER BUSINESS: There being no other business the meeting was adjourned.

Mark Etchart  
SENATOR MARK ETCHART, CHAIRMAN

3-17

COMMITTEE

[illegible]NAME

PRESENT

ABSENT

EXCUSED

Mark Etchart, Chairman

✓

Tom Hager, Chairman

Frank W. Hazelbaker

✓ late

Allen C. Kolstad

✓

Carroll A. Graham

✓

Dave Manning

John E. Healy (Jack)

✓

SENATE

DATE: 3-17-79

COMMITTEE ON Highways

## VISITORS' REGISTER

[illegible]

(Please leave prepared statement with Courtroom)

"A"

H. B. 15

The Commission has 120 days from date of filing to make a final decision on a requested railroad rate increase. By filing justification with the new tariff pages, the Commission, Consumer Counsel, Department of Agriculture, various shipping organizations and other parties will have time to analyze and request additional data which is deemed necessary. Under the present statute, there is no justification filed until 45 to 60 days after the 120 day period has started to run.

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The Commission feels that these proposed changes will provide all interested parties a chance to fully analyze any proposed rail increases and will result in a more orderly handling of these matters.

The other part of this proposed bill will require that the new tariff pages be filed 45 days before the effective date. This will provide time for the Commission to analyze the tariff pages and present a notice to the public in an orderly manner. The present statute requires 30 days, and this Commission attempts to give 30 day notice to the public of the proposed increases. The present increase before this Commission arrived on March 5, 1979, with an effective date of April 5th. This Commission was

Purpose: to revise and clarify the procedures for revision of classifications, rates and rules of service by railroads.

Analysis: The bill requires the railroad, if it files a tariff which will result in increased rates or charges, to file supporting testimony and exhibits with the proposed tariff. At present, tariffs are deemed approved 30 days after filing unless suspended by the Commission. The bill would require the tariffs to be filed 45 days prior to the proposed effective date.

The BN opposes this bill. The requirement of filing supporting testimony and exhibits will impose the burden upon the railroads to anticipate that there will be opposition, who that opposition will be, and to formulate a response to the opponent. This is a make-work requirement as, on occasion, there will be no opposition. In addition, the requirement is not reciprocal. It is not imposed upon opponent of proposed tariffs. At present, the Commission will suspend a proposed tariff if one individual indicates that he is opposed. There is no requirement that the opponent show how his interests are affected, how the tariff is unlawful or his reason for opposition. It is unfair to impose this requirement on the railroads, given the current practice of the PSC in suspending tariffs upon any indication of opposition.

Currently, the PSC suspends almost every tariff filed. There is no necessity, given this practice, of increasing the time period during which this may occur. The bill does not serve the interest of rational decision making because it attempts only to impose greater burdens on railroads without revising the current PSC procedure with regard to tariffs.

\*

116 "

Amendments to HB-819

Page 1, Line 6

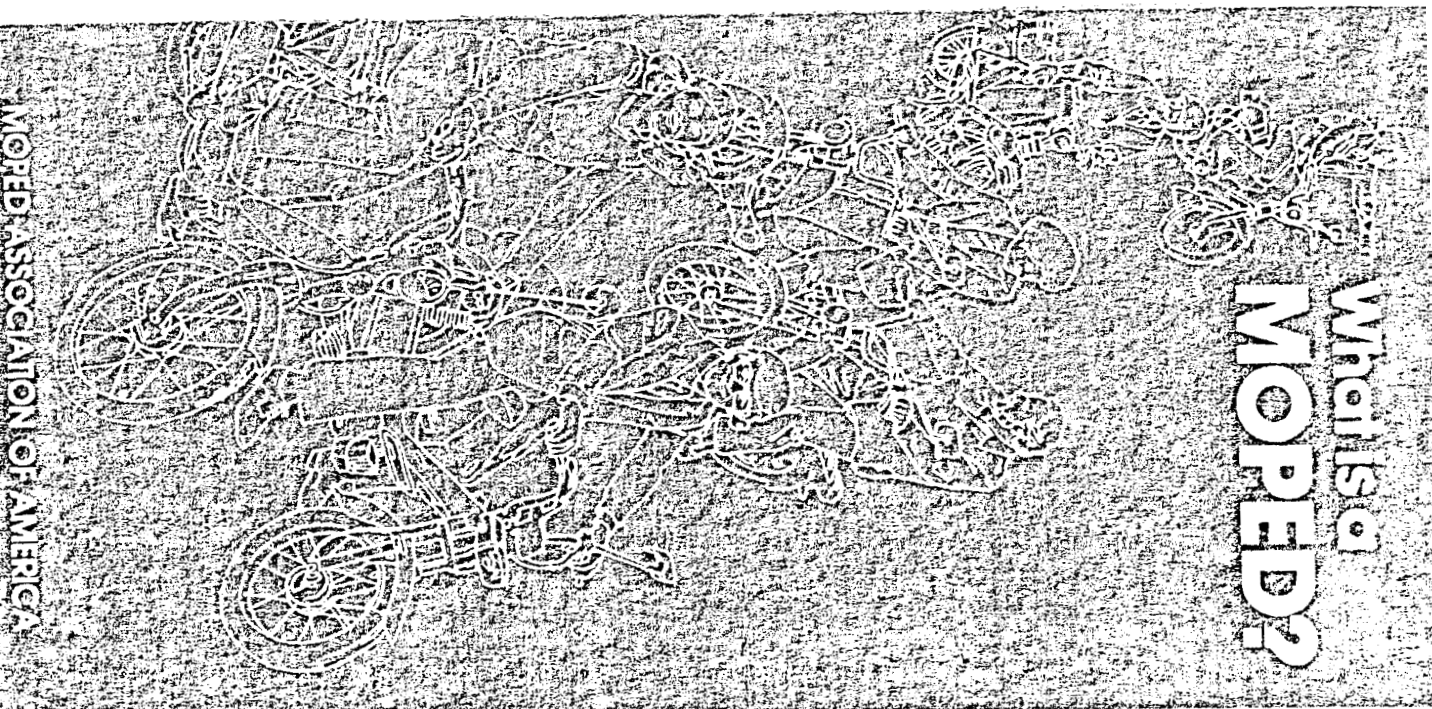
Reinsert the words "EXEMPTING BICYCLES FROM TAXATION"

Page 1, Lines 11 through 25 and lines 1 through 25 on page 2 and  
lines 1 through 6 on page 3

Reinsert this entire section

Page 12, Line 3

After "license" strike "with a motorcycle endorsement"



Sen. Mark Etchart  
Helena, Montana

IN SUPPORT OF HB-819

There is a great deal of misunderstanding as to what a Moped actually is. The common misconception is that it is a small motorcycle while in fact it is nothing more than a bicycle type vehicle with a small motor. Today's moped has many of the characteristics and performance capabilities of a regular bicycle, but with the addition of a great deal of federally mandated safety equipment and a small motor which can combine its power with pedal power.

( Refer to the definition on page 7 of HB-819 )

The purpose of this bill is to define a very unique vehicle and to establish operating regulations consistent with the low performance and simple operation and to clarify the role of the Moped as an integral part of the American transportation system. A Moped is actually simpler to operate than the ten-speed bicycle.

In this time of fuel shortages, the use of mopeds should be encouraged. A Typical moped is capable of fuel economy of up to 175 miles per gallon.

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Senior citizens use mopeds as means to take a motorized "stroll" through the countryside or to just plain go visiting.

Moped use has greatly increased in states that provide a law similar to HB-819.

No state requires a motorcycle endorsement on the drivers license.

40 states now have laws similar to HB-819.

The non-taxing provision encourages moped use rather than motorcycle use.

Local permits required on Bicycles would also apply to Mopeds.

ROBERT PECCIA & ASSOCIATES  
Planners - Engineers - Designers  
ONE NORTH LAST CHANCE GULCH - SUITE 3  
HELENA, MONTANA 59601 406/442-8160

HSR 45

February 20, 1979

Representative Hal Harper  
Montana House of Representatives  
Capitol Station  
Helena, Montana 59601

Dear Mr. Harper:

We urge support of House Resolution 1867 recommending the Interstate Commerce Commission to correct rail freight rates to avoid discriminating against secondary materials transport.

Our firm is doing a number of solid waste management studies, including resource recovery alternatives, throughout Montana. Improved freight rates will substantially improve the feasibility of secondary materials recycling.

We believe this concept is worthy of support, and would appreciate your support of the resolution.

Yours very truly,

ROBERT PECCIA & ASSOCIATES

*Robert J. Peccia*

Robert J. Peccia

*Silica Sand → Seattle  
\$13*

*Re-Glass - 448  
with \$33*

*Iron Ore, Rec. Iron Scrap - 2 1/2  
times*

*same density*

RJP/vp



NAME: Sanna Rute

DATE: 4-7-59

ADDRESS: Box 1124 Kilauea, HI

PHONE: 443-2420

REPRESENTING WHOM? Endorsed by State of TX

APPEARING ON WHICH PROPOSAL: ETR 42

DO YOU: SUPPORT? ✓ AMEND? OPPOSE?

COMMENTS: Revised to scale 10/1/77

There are two natural ways of looking at the problem of  
identifying a stable economy. The first is to look at the  
economy as a whole, and to ask whether it is stable or not.  
The second is to look at the economy as a whole, and to ask  
whether it is stable or not. The first is to look at the  
economy as a whole, and to ask whether it is stable or not.  
The second is to look at the economy as a whole, and to ask  
whether it is stable or not.

HJR 45 addresses a ~~potential~~ serious hazardous  
waste recycling - health, environmental, safety, and  
secondary materials. The bill would amend the  
legislative process to require the 100% of the  
discrimination. The bill was passed on 11/1/85.

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: Sandra Pate DATE: 4/7/71

ADDRESS: Box 1154 Helena

PHONE: 442-2520

REPRESENTING WHOM? Senatorial Campaign Center

APPEARING ON WHICH PROPOSAL: HJR 50

DO YOU: SUPPORT?            AMEND?            OPPOSE? ✓

COMMENTS: With the ~~gas~~ shortage all states

presently pointing out the growing fuel

gas situation. There is no sense in it

fuel by any available method. It is

limit how often to get to work and

normally highway safe. It is a good idea

to get rid of the money and buy more oil.

health care costs — not to mention it.

We urge D.C. to pass

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: Mike A. Naves DATE: 17 MAR 1973

ADDRESS: 613 S. BAY ST. VALPO CO. IN.

PHONE: 442-3651

REPRESENTING WHOM? SELF

APPEARING ON WHICH PROPOSAL: H.R. 2500

DO YOU: SUPPORT?        AMEND?        OPPOSE? X

COMMENTS: THE PROPOSAL IS A

GOOD ONE

AND I AM IN FAVOR OF IT

IT WILL PROTECT THE

WATER RESOURCES OF THE

STATE AND IT IS A GOOD

ONE TO HAVE

AND I AM IN FAVOR OF IT

AND I AM IN FAVOR OF IT

AND I AM IN FAVOR OF IT

AND I AM IN FAVOR OF IT

AND I AM IN FAVOR OF IT

AND I AM IN FAVOR OF IT

AND I AM IN FAVOR OF IT

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME :

DATE: \_\_\_\_\_

ADDRESS :

PHONE :

REPRESENTING WHOM?

APPEARING ON WHICH PROPOSAL:

DO YOU :

SUPPORT?

AMEND?

OPPOSE?

COMMENTS :

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: DB Tolson DATE: 5-17-77

ADDRESS: Washington

PHONE: 444 3100

REPRESENTING WHOM? Mr. L.H.

APPEARING ON WHICH PROPOSAL: LB 819

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

COMMENTS: Noted

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: Ronold Pogue DATE: 3-17-79

ADDRESS: 226 Power Block Helena

PHONE: 443-7272

REPRESENTING WHOM? Alternative Energy Resources Organization

APPEARING ON WHICH PROPOSAL: HB 819

DO YOU: SUPPORT?            AMEND?            OPPOSE? X

COMMENTS: This bill attempts to include the definition  
of a moped in the definition of a bicycle  
and thus giving it the privileges of bicycles -  
but also [see Section 7(4)] gives exemptions for mopeds  
to the laws that apply to bicyclists.

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME:

*Ken Hooesterel*

DATE:

*3/17/79*

ADDRESS:

*Belling's, MT*

PHONE:

*656-7614*

REPRESENTING WHOM?

*Maple Association of America*

APPEARING ON WHICH PROPOSAL:

*HB 819*

DO YOU:

SUPPORT?

*L*

AMEND?

OPPOSE?

COMMENTS:

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME:

T. Douthett

DATE:

3/17

ADDRESS:

3030 N. Norton

PHONE:

442-0000

REPRESENTING WHOM?

Int R.R. Assoc

APPEARING ON WHICH PROPOSAL:

HB 15

DO YOU:

SUPPORT?

AMEND?

OPPOSE?

✓

COMMENTS:

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.



NAME: William J. Opitz DATE: March 17, 1977

ADDRESS: 2 Wood Ct.

PHONE: 443-3624

REPRESENTING WHOM? Mont. PSC

APPEARING ON WHICH PROPOSAL: HB-15

DO YOU: SUPPORT? X AMEND?        OPPOSE?       

COMMENTS: The five member Commission  
unanimously support the passage of  
HB-15.

The bill will provide for a  
more efficient way of handling railroad rate  
increases.

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: :

DATE: 3/16/29

ADDRESS :

PHONE :

REPRESENTING WHOM?

APPEARING ON WHICH PROPOSAL:

DO YOU:

SUPPORT?

AMEND?

OPPOSE?

COMMENTS :

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

# STANDING COMMITTEE REPORT

March 17

1979

MR. President:

We, your committee on Highways and Transportation

having had under consideration House Bill No. 319

GOULD (Etchart)

Respectfully report as follows: That House Bill No. 319

third reading bill be amended as follows:

1. Title, line 6.

Following: "TAXATION,"

Insert: "EXEMPTING BICYCLES FROM TAXATION"

2. Title, line 7.

Following: "15-6-261,"

Insert: "15-6-201,

3. Page 1, lines 11 through 25 and line 1 through 25 on page 2  
and lines 1 through 6 on page 3.

Reinsert: Section 1 in it's entirety

4. Page 12, line 3.

Following: "license"

Strike: "with a motorcycle endorsement"

~~DO PASS~~

And, as so amended,

BE CONCURRED IN

# STANDING COMMITTEE REPORT

March 17

1979

MR. President:

We, your committee on Highways and Transportation

having had under consideration House Joint Resolution Bill No. 50

SIVERTSEN (Etchart)

Respectfully report as follows: That House Joint Resolution Bill No. 50

BE NOT CONCURRED IN  
DOPASS

# STANDING COMMITTEE REPORT

March 17

1979

MR. President:

We, your committee on Highways and Transportation

having had under consideration House Bill No. 778

KEEDY (Graham)

Respectfully report as follows: That House Bill No. 778

BE CONCURRED IN  
DO PASSE

# STANDING COMMITTEE REPORT

March 17

1979

MR. President:

We, your committee on Highways and Transportation

having had under consideration House Joint Resolution Bill No. 45

Sheldon (Hager)

Respectfully report as follows: That House Joint Resolution Bill No. 45

BE CONCURRED IN

DO-PASS

# STANDING COMMITTEE REPORT

March 17

19 79

MR. President:

We, your committee on Highways and Transportation

having had under consideration House Bill No. 15

Quilici (Hager)

Respectfully report as follows: That House Bill No. 15

BE CONCURRED IN  
UNANIMOUSLY





*Do Not Pass*

SENATE COMMITTEE Highways & Transportation

Date \_\_\_\_\_ HJR Bill No. 50 Time \_\_\_\_\_

NAME	YES	NO
Mark Etchart, Chairman	✓	
Tom V. Hager, Chairman	✓	
Frank W. Hazelbaker	✓	
Allen C. Kolstad		✓
Carroll A. Graham	✓	
Dave Manning		
John E. Healy		✓

Carol J. ...  
Secretary

Sen. Etchart  
Chairman

Motion: \_\_\_\_\_  
Not Concurred In

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