

HOUSE TAXATION COMMITTEE MEETING MINUTES  
February 20, 1981

A meeting of the House Taxation Committee was held on Friday, February 20, 1981 at 8:00 a.m. in Room 102 of the State Capitol. All members were present. HOUSE BILLS 548, 629, 708, 763, 756, 775, and 288 were heard and EXECUTIVE ACTION was taken on HOUSE BILLS 763, 775, 629, 599, 288, and 511.

HOUSE BILL 763, sponsored by Rep. Paul Pistoria, was the first bill to be heard. A handout was distributed; see Exhibit "A." He explained that the itemized city assessments wording should be amended to say "service" assessments. He stressed that he didn't want any other assessments itemized; just the service ones. He added that possibly the title would also have to be amended. He submitted that this bill would save money and would help people know what costs are.

There were no other PROPONENTS to HB 763; there were no OPPONENTS. There were no questions, and the hearing on HOUSE BILL 763 was closed.

HOUSE BILL 548, sponsored by Rep. Bob Sivertsen, was then heard. This bill would put one more cent on the gasoline tax for aviation fuel. Inflation has been hard on operating businesses and the aviation business has deteriorated to the point where if they don't have some help they will be in trouble. The one cent will go towards grants, loans, and navigational aids. He made it clear that none of the money would go to administration. A letter from Big Sky Airlines was read aloud to the Committee; see Exhibit "B." He submitted that by improving the facilities at the small communities, the entire aviation world would be helped.

Mike Ferguson, Montana Aeronautics, offered to answer any questions the Committee might have.

Lee Baker, President of the Montana Pilots Association, distributed a breakdown of the Aviation Fuel Tax revenue around the State; see Exhibit "C." The Pilots Association and the three other major flying organizations in the State arranged to have HB 548 drafted. In 1945, the Aeronautics Commission was supported by a one cent per gallon fuel tax. The cost of fuel and aircraft was considerably less in 1945. Since then, costs have risen, and airport maintenance has increased in cost, also. The funds that have been loaned to airports in the last 20 years have mostly gone to 14 airports, and there are about 122 airports in the State that could use these funds. Surrounding States receive funds in addition to the fuel tax. Montana has one of the smallest budgets in the area for aeronautics. Aeronautics in Montana, however, has been a leader in safety, etc., but because of the lack of funds, staff has been cut down.

Nils Pearson, a commercial pilot and an engineer, then spoke. He also rose in support of the bill on behalf of Dean Whitsett and Bob Walton, chairmen of airport boards. (1) The Scobey airport runway length had to be cut back; in addition, runway lights had to be cut from the project because of a lack of funds. For only another \$5,000 in funding, the light project could have been put in. (2) Stevens-

ville airport runway lighting was also dropped because they were underfunded. (3) The Cut Bank airport runway needs funding to do repair work. Since this is a major customs clearing center from Canada, it needs upgrading. He pointed out that asphalt prices have gone up considerably. He recommended support of the bill to keep up with these and other rising costs.

Walt Anderson, from the Ekalaka airport, then rose in support of the bill. They lost their air ambulance service several weeks ago. The only way the County can get funds for matching federal grants is through the program addressed in the bill. At present, they cannot even come up with 10% matching money.

Al Newby, representing the Antique Aircraft Association, then spoke up in support of the measure. It is very important that this bill pass, because the additional penny will mean a lot. The one cent would mean six cents more per passenger fares, so it isn't a very significant impact for the airlines. The airlines reap many benefits from the work of the Aeronautics Commission.

Marilyn Lewis, Montana Flying Farmers and Ranchers, wanted to go on record in support of the bill.

Richard O'Brien, Chairman of the Conrad Airport Board, and Vice Chairman of the Montana Aeronautics Board, then rose in support of the bill. He addressed the way the priorities for dispensing the grants and funding was handled. FAA guidelines are used.

Wayne Turner, President of the Montana Aviation Trades Association, then spoke. He stressed that this is an equal paid tax; although the general public benefits from air carrier use of the larger airports, the users of the small airports will be the ones who pay the tax.

Don Ries, Manager of the Sidney Airport, then stated that this bill will hopefully supply his airport with air navigation aids. There is quite a significant oil impact in Sidney, and therefore a lot of aircraft are using the airport's services.

Mr. Brent Baskfield then spoke up on behalf of the United States airline industry in OPPOSITION to the bill. He stated that others who shared a common concern for maintenance of levels of service in Montana were also present. He stressed that once the bill is enacted, a substantial sum of money would be completely outside of Legislative control. In the long run, the level of service and the cost of transportation in the State from major air carriers could be affected by this bill. \$1 million is already paid in taxes per year, and this makes Montana one of the highest taxing States. The present tax is unfair and it is even more unfair to double it. Handing over the additional tax revenues almost completely without restrictions is not good fiscal management. There is a real possibility of abuse of the money. The U. S. airline industry doesn't want to give the money to be used in this manner. The industry is in no condition to ignore the

substantial increases in fuel costs on top of the projected increases. They will try to keep their fares at a reasonable level. Some hand-outs concerning the proportion of the tax the industry is paying were distributed; see Exhibit "D."

Senator Pat Goodover then rose in OPPOSITION to the bill. Although the Department of Aeronautics isn't the primary sponsor of the bill, they would still be the primary recipient of the money. The resulting possibility of a rate increase for airline tickets would lend itself to keeping people from coming to the State, and this is not desirable. He submitted that if the airlines are told the expense of their operations is going to be increased, eventually only Great Falls and Billings will be served, and ultimately they will be dropped. Last session the Senate committee voted 12-0 to kill this bill. He urged that the bill be sent out of Committee with a DO NOT PASS that would be upheld.

Dave Goss, Billings Chamber of Commerce and Missoula Chamber of Commerce, then rose in opposition to the measure. The major cities oppose this bill, and they are the places where the majority of the tax would be paid. They are concerned about the money going into the fund and not being equitably redistributed. EXXON Marketing was contacted, and they have figures from other States on how the tax is handled; the figures were submitted; see Exhibit "E."

Questions were then asked. Rep. Asay asked Mr. Baskfield if more stipulations were put on the money if he would be in support of the bill. He replied that this was only one of the negative aspects of the bill, and submitted that they were already paying their fair share of the tax. Rep. Asay submitted that Montana is quite a bit cheaper than other States surrounding it. Jay Woolley, Western Airlines, said the flight property tax in Montana is one of the highest in the United States. In Utah, one cent of the four cent tax goes to the Aeronautics Board, while the rest goes to the airport of origination. This is also the case in Idaho.

Rep. Harrington stated that he hoped that if the merger between Western and Continental Airlines went through that they wouldn't leave the State. Mr. Woolley said that if it did go through, all Sen. Goodover was saying was that a review of things had to be made. He stressed that it hadn't been a threat.

Rep. Harp asked Mr. Pearson if Industrial Revenue Bonds weren't a more fair way of providing for services. Mr. Pearson agreed, but with reservations. An industrial revenue bond has to be paid back; most of the projects he works on don't have enough sources of revenue to be able to pay back a bond.

Rep. Dozier commented that air fare rates had gone up more than 100% in the past two years, and this was without the tax.

Rep. Devlin asked Mr. Baskfield what the Federal tax was on aviation

fuel. Mr. Warren Marting, Air Transport Association, replied that the issue was currently before Congress. The current tax on jet fuel is nonexistent; aviation gas is four cents per gallon. Rep. Devlin then asked Mr. Ries if the grants for the projects he had mentioned weren't composed of about 90% Federal funding. He replied that they were, but this funding cannot be used any more; in addition it was now only for public areas.

Mr. O'Brien was asked how the Aeronautics Board funds were handled. One cent per gallon is put in an earmarked revenue fund, but the Legislature still has to authorize expenditures. Rep. Williams asked Mr. Baskfield if he would furnish the Committee with what the one-cent per gallon would add to fares on a passenger per mile basis. He said that he would furnish this. Rep. Williams then asked Mr. Dave Goss about his statement that other States have less tax than Montana. He replied that many of the States have rebates or other vehicles by which the tax is reduced.

Rep. Harp requested a comparison of what property taxes were in other States, in relation to what the aviation fuel tax was.

Rep. Sivertsen then closed. There are several things that need clearing up. (1) He pointed out that a member of the Legislature is on the Montana State Aeronautics Commission, in response to the allegation that the Legislature has no control over the funding. (2) Regarding the amount of the tax in other States, he pointed out that other taxes had a bearing on the airlines, and therefore, the impact of the aviation fuel tax might not be as big as had been thought. (3) Impact on the airlines. In previous sessions of the Legislature, he has researched the issue of airfares being raised. He submitted that they would go up only a few cents, and stressed he would like to see the airlines' figures on this. He stressed that the Committee didn't want to adversely affect the airline industry. The reason the bill is being introduced is so that the airport system in Montana could be upgraded and the airlines will be enhanced. He submitted that the airlines weren't as bad off financially as they had stated; Frontier Airlines made record profits in 1980. The tax increase would raise \$350,000 per year. He pointed that there hasn't been a tax increase since 1945. As far as the allegation that Montana is the highest tax State in the country, other factors need to be considered, which are part of the revenue picture, also. The hearing on HB 548 was then closed.

HOUSE BILL 629 was then heard. The sponsor, Rep. Dan Harrington, stated that this bill would clarify reporting requirements for persons subject to the Gross Proceeds tax and Metalliferous Mines License tax. This bill came as a result of the closing of the smelter in Anaconda. It is important that the amount of the ore be estimated before it leaves the State; it is important that Montana's interest in it be protected. An article from the San Diego Tribune was distributed; see Exhibit "F." As the ore passes out of the State, the Anaconda Company has stated that there would be no mixing of other ores. The only problem

is, the State needs to guarantee this. This bill will not cost the Anaconda Company any money. This bill is a form of a safety measure to protect the interest in the gross proceeds tax and the metal mines tax. Anaconda Company says they don't move ores; they move concentrates, so the bill could be amended, but he wanted ores also left in it. As the products are moving out, other commodities are coming out and he hopes the bill will also cover them. The point is that they want an accurate estimate so they can figure out what to do to maintain Montana's tax balance. Other mines are growing, and he also wants to know where those ores are going to go. He feels that assays should be made on the trains that go out of the State.

There were no PROPONENTS; there were no OPPONENTS. Questions were then asked. Rep. Underdal wanted to know if a base for taxing the mineral could be arrived at when the concentrate was sampled. Rep. Harrington replied that at present what the State gets back from Anaconda is the amount, and taxes are paid on a percentage. This bill will provide the State with a safeguard.

Rep. Williams wanted to know what the present procedure was for doing the assaying. Rep. Harrington stated that the Anaconda Company did it, but the reports were not made available. If this bill were enacted they would still be doing it, but they would have to file a certified report of the assay with the State.

Rep. Burnett wanted to know if the bill would cause the Anaconda Company to make more assays than they were currently making. Rep. Harrington pointed out that the mine operators weren't going to ship the ore out until it had been sufficiently assayed anyway. Rep. Nordtvedt asked an Anaconda Company representative if the bill seemed workable to him, and he replied that Rep. Harrington knew more about the bill than he did. Mr. Don Hoffman, Department of Revenue, stated that the only currently available reports contain pound and price per pound. The Department doesn't have any way of knowing what kind of minerals are being shipped out. This bill would help enable the Department to do better audits.

Rep. Williams wanted to know if there was a mechanism for spot-checking, and Rep. Harrington said he didn't believe there presently was. Rep. Neuman wanted to know what the per pound tax was on copper at present. 3% is run on the metal mines tax, and the gross proceeds tax is similar to that amount. Rep. Harrington pointed out that the bill excluded smaller mines.

Rep. Harrington then closed, and the hearing on HB 629 was closed.

HOUSE BILL 288, sponsored by Rep. Jay Fabrega, was then heard. This bill is an equity measure; it will impose the same penalty on interest on mobile homes and house trailers that are not taxed as improvements as is provided for in Section 15-16-102, MCA. Presently this penalty under 15-16-102 is 2% and the interest is 8% per year. He requested that the bill be approved, but that a coordination clause be made with

the other House Bill, sponsored by Rep. Yardley, which has dates that coincide with real estate improvements.

There were no other PROPONENTS to HB 288; there were no OPPONENTS. There were no questions; the hearing on HB 288 was closed.

HOUSE BILL 708, also sponsored by Rep. Fabrega, was then heard. The bill would mandate a Statewide tax into the Treasury for funding the Welfare Program. At present, Counties can levy up to 13.5 mills for operation of the County hospital and taking care of the indigent. Presently when a County exceeds their funding they come for a grant-in-aid. A bill was approved which gives the Department of SRS the authority to look at what the mills are going for before a grant-in-aid is given.

Presently a survey cites that 25% of those on aid in Cascade County are from rural areas. The reason they are in need of assistance is because while they were working in a rural area, they weren't able to earn enough money to purchase a home. He feels that this is the justification for this bill. A central authority is needed to determine the level of funding. He believes the problem could be brought under control if this bill were enacted.

Mr. Harold McLaughlin, Director of the Cascade County Welfare Department, then rose in SUPPORT of the bill. A substantial inequity has been created over time, where the urban areas are having to address problems that aren't possible to be addressed in the rural areas. Regarding the ability of Counties to raise money through taxes, one mill will raise \$1,853 in Yellowstone County, but will not raise as much in a rural County. Presently there are seven Counties at their maximum mill levies for their poor funds. Many times these funds are used to provide medical services for needy residents. Several small rural Counties are only levying one mill. The seven population centers in the State are collectively serving 52% of the people on ADC; 72% of those dependent on general relief (which is 100% County funded); 45% of the care in Foster Care; and 55% of all the people dependent on food stamps. Deinstitutionalization has also had a big effect on the population centers. In view of the tendency of people with problems to take them to population centers, these are thus the impacted areas. The State cannot afford to provide high quality medical care everywhere and the urban areas is where it is going to be located. It is well past due to give some consideration to equalizing the burden of responsibility of caring for people.

Judith Carlson, Deputy Director of the Department of SRS, then rose in support of the bill. This is a serious problem that deserves the attention of the Legislature. There are problems under the present law because of confusion in administration. She encouraged the Committee to look for a fair way of taking care of the needy in the State. They have no particular interest in whether the mill levy or the general fund approach is used for financing. She suggested that if the Committee was interested in passing the bill, she would like to work with them on

the State supervision portion of the bill. Also, a provision is needed to be made for ADC and Foster Care budgets.

Chad Smith, Montana Hospital Association, then rose in OPPOSITION to the bill. (1) The bill shifts the burden of taxes, to the detriment of 42 Counties. At present, 33 Counties are taxing less than 6% for the particular program that will under this bill be taxed at 6%. The Counties that will be advantaged by the bill would be Cascade, Silverbow, and Missoula; therefore, equity is not found in this bill. The impact under this bill wouldn't take into account the payments the indigent makes to the small hospitals. Local governments have the power to determine how far their medical assistance program will go; they can adjust for how much of this responsibility they want, up to 13 1/2 mills. Regarding the statement that the population from the rural communities would go to the Cities in order to obtain welfare is not substantiated by their research. Under present law, if an outsider goes to a City hospital, the County of which he is a resident pays. There is already a prevention for over-taxation for the Counties that provide more than 13 1/2 mills; it is the grant-in-aid. Most of the people who get welfare aren't ranch hands; they are almost 99% or more people who participate in the industrial activity of that community. There is only one County that he knows of that requested a Grant-in-Aid. People of the community should decide where the level of indigence should fall. A County-by-County survey has been prepared to show if a County would be advantaged by this bill; it was distributed; see Exhibit "G."

Ken Rutledge, Montana Hospital Association, then reviewed Exhibit "G." Only two Counties will benefit from the bill; and the survey proves this.

Donald Johannsen, from Shelby, then spoke up in OPPOSITION to the bill; see written statement Exhibit "H."

Mr. Ed McCaffree, Rosebud County Commissioner, then distributed a chart depicting the Counties that fund a portion or all of their nursing home and hospitals from a Poor Budget; see Exhibit "I."

Glen Childers, President of the Garfield County Legislative Association, then rose in opposition to the bill. This 6 mill levy would generate twice what his County would demand. He acknowledged that President Reagan's budget called for a reversion of welfare programs back to the States. However, he believes in local government and he feels that means the Counties and not the State. This bill would put the burden on the rural areas to finance urban welfare programs.

Hershel Robbins, County Commissioner, Mussellshell County, then rose in opposition to the bill. The Daniels County Commissioner, Morris Billehus, also expressed opposition to the bill.

John Nesbo, Toole County Commissioner, also spoke up in opposition to the measure. This is the first year Toole County has approached its

13 1/2 mill limit. If FY 1979 - 80 were repeated, 15.95 mills would have to be levied for the Poor Fund. Historically, only about three mills has been used for welfare. So, the 6 mill portion for hospitals would probably cause them a problem if they lost doctors. The new section appears to give an already powerful Department more power and authority. If the State decided not to give a Grant-in-Aid, the responsibility would fall back on the Counties.

Henry Stokke, Rosebud County, then spoke. Equity should be arrived at through the income tax and not the property tax.

Questions were then asked. Rep. Fabrega explained that he had introduced the bill at the request of Cascade County. He reiterated that part of the problem came from the rural Counties. This bill would be shifting the responsibility and the money from the County to the State. All Counties would pay into the State Treasury, and the Department of SRS would cover the money going back to the County. Those that obviously put in more money and didn't have many needs wouldn't get as much back.

Rep. Roth submitted that this bill was taxation without representation.

Rep. Williams said that he felt Section 18 of the bill, lines 14-21, would be a dangerous approach; people who needed help might be cut off. Rep. Fabrega said that if the Department of SRS is going to make that determination, that doesn't concern him as much as if the Department of Revenue was making it. He doesn't believe they are insensitive to human needs. Rep. Williams asked, on the basis of appropriations, if the sponsor didn't think the Department of SRS would be limited in the funds to do this. Rep. Fabrega responded that property tax funding would generate the funding for this bill, plus federal funds and Grants-in-Aid. The present system is not simple. Rep. Williams submitted that it appears that federal funding would soon be nonexistent, possibly. Rep. Fabrega said that if this was the case, this is more of a reason to take a Statewide approach.

Rep. Brand asked Ms. Carlson how much a fiscal impact deinstitutionalization has had. She agreed to come up with some figures.

Rep. Fabrega, in reference to Exhibit "I," stated that nursing home mills apparently weren't being taken into consideration. Rep. Nordtvedt told the Committee that he would be asking for a more complete chart, showing the split between welfare and hospital expenses.

In response to Rep. Harrington, Rep. Fabrega said if a person moves into a County, they are adopted in the new County. This creates a frozen method of financing on a very localized level.

Rep. Fabrega then closed. Right now, the method of financing puts funding back and forth. Under this bill funding will be set and administration will be local. Having SRS check on the guidelines won't deny the basic needs of the people looking for assistance. One either



has to agree that there is a problem of an uneven burden or simply look at the dollars and cents. In the oil areas, impact has been recognized. If this is such an urbanized approach, possibly the uniform levy is also an example of this philosophy. He asked that if the Committee decided not to approve this bill, at least a resolution should be introduced asking the Revenue Oversight Committee to study the problem of previous occupation and residence of the people in these areas. The only way to solve the question of equity in the Program is to find where the impact is coming from. The hearing on HB 708 was then closed.

Control of the meeting was relinquished to Vice Chairman Rep. Sivertsen. HOUSE BILL 775, sponsored by Rep. Nordtvedt, was then heard. This is a Committee bill addressing the problems connected with the law which says that some attempt should be made to withhold taxes on a nonresident incomes of various sorts. Because of the difficulties of trying to do withholding on nonresidents, the Committee has decided to write this bill, which repeals that law.

Cliff Christian, Montana Association of Realtors, then spoke up in SUPPORT of the bill. A membership survey showed no impact on the sale of property under the present law except from people who sold homes and moved out of State. Because of the way the present law is written, his Association would have to send the tax to the Department of Revenue and then prove that the tax shouldn't have been incurred.

Larry Huss, Montana Savings and Loan League, then spoke up in support of the measure. Current law applies not only to realtors, but to savings and loan associations, land title associations, banks, credit unions, lawyers, etc. A burden is being put on them to make certain withholdings and feed certain monies to the Department of Revenue which may or may not be taxes, depending on if a reinvestment is being made. The taxpayer has an additional burden imposed on him under present law, also. People are being required to make returns to the State which may not otherwise be required. A considerable workload is created for both the institution handling the transaction and the home buyer, and also a tax which is not necessary is paid.

Dave Brown, First Bank of Helena, then spoke. The current law affects them, although it is not being enforced. It is practically impossible for them to force collection.

Dennis Burr, Montana Taxpayers Association, rose in support of the bill. John Cadby, also rose in support of the bill; see written comments Exhibit "J." Rep. Nordtvedt added that John Scully wished to go on record as saying that the Independent Bankers favor the bill, also.

There were no opponents. There were no questions. Rep. Nordtvedt closed. This has nothing to do with tax liabilities of nonresidents. It solely deals with a very difficult form of withholding on nonresidents. The hearing on HB 775 was then closed.

The Committee went into EXECUTIVE SESSION and Rep. Switzer moved that HOUSE BILL 775 DO PASS. Motion carried, with Rep. Brand opposed.

Some amendments were distributed for HOUSE BILL 599; see Exhibit "K."

The sponsor of HOUSE BILL 756, Rep. Michael Keedy, then arrived and the Committee went back to hearings. He stressed that HB 756 was purely his own idea; it was not done at the request of any travel promotion unit or any other lobbying organization. He has two concerns regarding the tourist industry in Montana and the health and well-being of the Travel Promotion Unit. This bill provides a vehicle for adequate funding for the travel promotion unit. As a resident and Montana taxpayer, he thinks the travel promotion unit shouldn't be funded by the Montana taxpayers. Rather it should be funded by the portion of the tourist industry that stands to benefit most from the tourist trade; it should be paid out of the pockets of the tourist himself. He pointed out that Montana people pay sales taxes when they visit other States, and this isn't reciprocated in Montana. Revenues from the tax would be put into the General Fund and \$1 million would be appropriated annually to the Travel Promotion Unit. Montana residents using these kinds of facilities wouldn't be affected except for the administrative inconvenience. A credit on the state income tax would be allowed for any taxes a resident had to pay.

There were no other PROPONENTS to the bill.

Phil Strobe, Montana Innkeepers Association, then rose in OPPOSITION to the bill. This is a selective sales tax. The possibility that a person could get any deduction as a Montanan would be remote because it would be hard to do this on an excise tax. The Drake law says that if the Legislature passes anything putting an obligation on a City, it has to be compensated. This isn't being done; the State will just be collecting under the bill, and not paying. He feels this bill is clearly beyond the scope of what should be done because it is trying to create earmarked funds when the Legislative policy has been in favor of general funding.

Dennis Burr, Montana Taxpayers Association, pointed out that the tax credit, if taken advantage of, wouldn't affect the General Fund, it would affect the Foundation Program and the Long Range Building Program.

Jim Manion, Montana Automobile Association, then rose in OPPOSITION to the bill.

Roger Jenkins, a Three Forks innkeeper, then spoke against the bill. (1) An increase in taxes would deter people from coming in to the State because of the cost that would have to be passed on. Therefore, it is important not to lose this business, because the entire community will suffer. Most of the motels pay the highest taxes in the community at present, and he is opposed to making this condition more pronounced.

Janelle Fallan, Montana Chamber of Commerce, then rose in opposition to the bill.

Tom Glorwigen, KOA Owners Association, stated that the Association unanimously opposes this bill; he submitted that it was discriminatory.

John Wilson, appearing at the request of Rep. Bob Dozier, and Administrator for Public Affairs and Tourism in the Highway Department, then spoke; see written testimony Exhibit "L." They don't oppose the bill because it wishes to fund the Travel Bureau, but because it unduly taxes one portion of the industry, and the entire industry should share this responsibility.

Questions were then asked. Rep. Harp cited other industries which profited from tourism, and asked why they hadn't been included in the bill. Rep. Keedy agreed that they should be, but stated that to do this without imposing a sales tax would be difficult to do.

Rep. Bertelsen asked Mr. Strobe, regarding the requirement that local communities be compensated, how motels and hotels managed to fall into this category. Mr. Strobe stated that the Drake Amendment says that when the Legislature imposes on a County or a City a function that will cost them, they have to make an arrangement. He thinks the towns should keep a small portion of the tax to take care of the cost.

Rep. Harp brought up the issue of compensation to the innkeeper for compiling the information, signing the statement, and delivering it. Rep. Keedy said he felt that it was a good suggestion, and wouldn't resist it. Regarding financial burden, he also feels the County Treasurer maybe should be compensated. Rep. Hart wanted to know if the tax credit was o.k'd by the Department of Revenue. She also wondered if there would be a very good chance of the average person keeping track of their tax until they filed their income taxes.

John Clark, Department of Revenue, commented that there are some technical problems with the bill. Sections 2 and 3 appear to allow both the individual and the owner to take credit. The Chairman requested that Mr. Clark submit his problems with the bill in written form.

Rep. Keedy then closed. This is not a tax on the hotel and motel or anyone but the out-of-State person. This bill would work well with the other bill the Governor has recommended. Whether or not the appropriation level stays at \$700,000, he trusts this bill could work with it, and come up with adequate means of meeting the funding requirement. The hearing on HB 756 was then closed.

The Committee went back into EXECUTIVE SESSION. Rep. Harrington suggested some amendments to HOUSE BILL 629; see Exhibit "M." He moved the amendments; motion carried unanimously. Rep. Harp moved that the bill DO PASS AS AMENDED. Rep. Nordtvedt pointed out that no one from the Anaconda Company had appeared to testify against the bill.

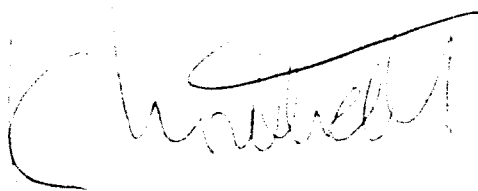
The question was then called for; motion carried unanimously.

HOUSE BILL 589 was then considered again. Rep. Sivertsen finished going over the amendments (Exhibit "K"). He then moved the amendments. Discussion. Rep. Nordtvedt expressed opposition to the bill. The question was called for on the amendments; motion carried unanimously. Rep. Roth then moved that the bill DO NOT PASS. Discussion. The question was called for; (There were three written ballots in favor of the motion and two against it.); Motion carried 10 - 5.

Rep. Harp then moved that HOUSE BILL 288 DO PASS; motion carried unanimously.

Rep. Burnett moved that HOUSE BILL 511 DO NOT PASS; motion carried 9 - 6; see roll call vote.

The meeting was adjourned at 11:40 a.m.

A handwritten signature in dark ink, appearing to read 'Ken Nordtvedt', is written over a horizontal line.

Rep. Ken Nordtvedt, Chairman

1966 TAX STATEMENT  
CASCADE COUNTY, STATE OF MONTANA  
MAIL TO P.O. BOX 2848 - GREAT FALLS, MT. 59403  
C.L. "BUCK" O'CONNELL, TREASURER

1980 TAX STATEMENT  
CASCADE COUNTY, STATE OF MONTANA  
MAIL TO P.O. BOX 2848 - GREAT FALLS, MT. 59403  
C.L. "BUCK" O'CONNELL, TREASURER

**1980 County Taxes,**  
NOVEMBER 30, 1980

TAXATION 2/20/81  
EXHIBIT "A"

FOR  
H.B.-763

IN THE 1977 SESSION H.B. 187.  
REQUIRED THE COUNTIES TO  
ITEMIZE THE TAXES AS SHOWN  
ABOVE BY PUBLIC DEMAND.  
Paul H. Distovich

DESCRIPTION OF PROPERTY					
GF					
LOT/SEC.	BLK/TWP.	RGE.	SCHOOL DISTRICT	LEVY	FILE NUMBER
9	335		1C		

DESCRIPTION OF PROPERTY					
GF					
LOT/SEC.	BLK/TWP.	RGE.	SCHOOL DISTRICT	LEVY	FILE NUMBER
9	335		1C		

27807

27807

PISTORIA PAUL G & KATHRYN M  
2421 CENTRAL AV  
GR FLS MT 5940

PISTORIA PAUL G & KATHRYN M  
2421 CENTRAL AV  
GR FLS MT 5940

PAID - NOV. 25, 1980  
\$450.50 - check # 6261.

DESCRIPTION	CODE	TAXABLE	TOTAL TAX
REAL PROPERTY PERSONAL PROPERTY		1016	329.86
		****	329.86
TRANSIT DISTRICT	11400		6.10
CITY ASSESSMENTS	15000		114.54
27807	319600	TOTAL TAX	450.50

2ND HALF	DESCRIPTION	CODE	TAXABLE	TOTAL TAX	1ST HALF
164.93	REAL PROPERTY PERSONAL PROPERTY		1016	329.86	164.93
164.93			****	329.86	164.93
3.05	TRANSIT DISTRICT	11400		6.10	3.05
NONE	CITY ASSESSMENTS	15000		114.54	114.54
<p>THIS YEAR 1980 THE CITY DID NOT ITEMIZE EACH SERVICE COST AS IN PREVIOUS YEARS 1977-1979 INSTEAD SHOWS TOTAL LUMP SUM - AS IN ATTACHED CITY SERVICE BILLS. THE PHANIC DIED AND WANT TO KNOW THE COST FOR EACH SERVICE. I HAVE TO AGREE. <i>Paul M. Patricia</i></p>					
167.98	27807	319600	TOTAL TAX	450.50	282.52

**FOLLOWING BREAKDOWN FOR INFORMATION ONLY**

**FOLLOWING BREAKDOWN FOR INFORMATION ONLY**

ITY	40.72	SCHOOL	53.49
COUNTY	29.62	OTHER	
STATE	41.10	ROAD	

CITY	40.72	SCHOOL	53.49
COUNTY	29.62	OTHER	
STATE	41.10	ROAD	

282.52

282.52

CITY TAX NOTICE CITY SERVICES, NOTICE TO PAY 10/17/77 1977 7760  
 1977  
 CIVIC CENTER P. O. BOX 2738 - GREAT FALLS, MONTANA 59403  
 SPECIAL ASSESSMENTS FOR YEAR JULY 1 1977 THRU JUNE 30 1978 SPECIAL IMPROVEMENTS JANUARY 1 THRU DEC 31 1977

LIGHTS	SANITATION	BLVD. TREES/ OR GREEN BELT	FIRE HYDT.	DUST PALLIATIVE	SNOW/WEEDS	TYPE	DIST.	PAY.	PRINCIPAL	INTEREST	TOTAL IMPV.
14.32	72.00	18.42	4.66	5.53							
CR	4.42										
67.58											
FILE NO. 212870	LOT 9	AA	335	ADDITION	GF						
TOTAL AMOUNT DUE 1977											110.51
Pay on or before November 30 1977											to the City.

Ad. FRI- Nov. 25, 1977  
 \$ 110.51 - check # 4301

ORIGINAL PISTORIA PAUL G & KATHRYN MARIE PARCEL NUMBER 0319600  
 WILL BE PROVIDED FOR YOUR RECEIPT. 2421 CENTRAL AV GREAT FALLS, MT 59401  
 RETURN STATEMENT COPY WITH REMITTANCE. CHECKS ACCEPTED SUBJECT TO CLEARANCE.

CR - SANITATION COLLECTION STRIKE CREDIT

Raymond C. Young - Finance Director

CITY TAX NOTICE CITY SERVICES, NOTICE TO PAY 11/20/78 1978 13968  
 1978  
 CIVIC CENTER - GREAT FALLS, MONTANA 59401

LIGHTS	SANITATION	BLVD. TREES/ OR GREEN BELT	FIRE HYDT.	CHIP-SEAL SPRINKLING	SNOW/WEEDS	TYPE	DIST.	PAY.	PRINCIPAL	INTEREST	TOTAL IMPV.
12.52	72.00	16.15	3.67	5.53							
FILE NO. 212870	LOT 9	AA	335	ADDITION	GF						
TOTAL AMOUNT DUE 1978											109.87
Pay on or before November 30 1978											to the City.

PD - DEC 11 1978  
 \$ 109.87 - by check

ORIGINAL PISTORIA PAUL G & KATHRYN MARIE PARCEL NUMBER 0319600  
 WILL BE PROVIDED FOR YOUR RECEIPT. 2421 CENTRAL AV GREAT FALLS, MT 59401  
 RETURN STATEMENT COPY WITH REMITTANCE. CHECKS ACCEPTED SUBJECT TO CLEARANCE.

ORIGINAL

Raymond C. Young - Finance Director

FOR H.B. 763

FOR H.B. 763 - REC'D - THUR - FEB. 19, 1981

**Cascade County**

*State of Montana*

TELEPHONE: (406) 761-6700



**Great Falls, Montana 59401**

Feb. 14. 1981

Paul Ristoria  
House of Representatives  
Helena, Mt. 59601

Dear Paul:

I think that H.B. 763 is a step in the right direction. We we send the tax statement out with only City Assessment out, we have a lot of calls wanting to know what our city assessments. I think they should be list of what they are not lump into one big charge. This way we would keep our tax payer informed on what they are being charged for

Sincerely  
Charles Hebl  
Cascade Co Assessor



## VISITORS' REGISTER

HOUSE Town

COMMITTEE

BILL HR 548Date 2/20/81SPONSOR Stanton

NAME	RESIDENCE	REPRESENTING	SUP- PORT	OP- POSE
VILSI PEARSON	524 1 <sup>ST</sup> HELENA	MTPIA	X	
LEE BAKER	LEWISTOWN MT	Mont. P.L.D's Assoc	X	
Art Lamm	Cut Bank	X	X	
Walt Anderson	Elkalaka	"	X	
Mike Ferguson	Helena	MT Aeronautics	X	
Marilyn Lewis	Helena	MT Flying Farmers	X	
Bert Bushfield	St Paul	Northwest Airlines		X
W. M. Marling	Washington DC	Air Transport Assoc		X
BOB SLICHTER	DENVER	FRONTIER AIRLINES		X
Ray Woolley	Los Angeles	Western Airlines		X
PK Verma	DELHI INDIA	INDIA AIR		X
Carole Perry	Great Falls	Frontier Airlines		X
Don Young	Helena	Frontier Airlines		X
H. K. Brown	Great Falls	Helena Land		X
RICHARD O'BRIEN	CONRAD	AERO. CO	X	
Al L. Hunter	Bozeman	Mont. Antique Aircraft Assoc	X	
Wayne C. Hunter	Big Sandy	Montana Aviation Trade Assoc	X	
Don Ries	SIDNEY	SIDNEY AIRPORT	X	
T. L. Jones	Billings MT	Billings Chamber Commerce (Mont. Ant. Aircraft Assoc)		X

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.





## BIG SKY AIRLINES

February 19, 1981

Representative Ken Nordtvedt  
Chairman - House Taxation Committee  
Montana House of Representatives  
State Capitol Building  
Helena, Montana 59601

RE: House Bill 548

Honorable Chairman:

Big Sky Airlines recently received notice that the above-cited bill is scheduled for hearing before your Committee at 8:00 A.M. on Friday, February 20, 1981. We are unable on short notice to have a member of our management available at your hearing to present our position in person.

We, therefore, respectfully request that the following written position from Big Sky Airlines be accepted.

Big Sky Airlines is a regional air carrier serving seventeen (17) communities in Montana, Wyoming and North Dakota. Seven (7) of the points we serve are the so-called smaller communities of Central and Eastern Montana, which depend so heavily upon their essential air services. As a company, we are firmly committed to the development and maintenance of a sound intrastate air service network to meet the needs of these cities. Presently, a need exists at certain of these communities' airports for improved airport facilities and navigational aids. Big Sky generally supports any effort which would result in improved facilities and/or navigational aids at any of the smaller airports it serves.

The proposed increase from 1¢ per gallon to 2¢ per gallon on aviation fuel consumed within the State of Montana, however, is difficult for Big Sky to actively support at this time. Although our Company has made vast operational and financial progress during the past six months, Big Sky is presently committed to a serious program of cost reduction and efficiency, including both a system-wide hiring freeze and salary freeze. These economy efforts, as well as others, will remain in place until our corporate profitability objectives are assured. On the heels of recent aviation fuel price increases -- over 10% since November 1980 -- and the likely prospect of still further increases as a result of the Reagan Administration's deregulation of the petroleum industry, Big Sky finds it difficult, at this time, to request that an additional tax be applied to its operations for any purpose, even a purpose as justified as airport improvements at small communities in Central and Eastern Montana.

Logan International Airport  
P.O. Box 31397  
Billings, MT 59107  
(406) 248-1400

Representative Ken Nordtvedt  
Chairman - House Taxation Committee  
Montana House of Representatives  
February 19, 1981  
Page Two

Big Sky, therefore, finds itself in a particularly unique position with respect to House Bill 548. The funds generated under the act could directly improve the safety and reliability of Big Sky's operations in Eastern Montana. This would, in our judgment, greatly benefit the traveling public and contribute significantly to the long term development of a sound, reliable air transportation system within the State. However, as a company, we are simply unable at this time to shoulder our share of the burden.

For these reasons, Big Sky Airlines takes a "neutral" position at this time with respect to proposed House Bill 548.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Terry D. Marshall", with a long, sweeping horizontal line extending to the right.

Terry D. Marshall  
President & Chief Executive Officer

TDM/tj

Aeronautics Aviation Fuel Tax Income  
Calender Year 1980

\$388,866.00

Aviation Fuel Tax Paid By Airlines 1980

Northwest	\$117,245.00
Frontier	\$49,610.00
Western	\$43,980.00
Republic	\$213.00
Big Sky	\$3,800.00
Boeing	<u>\$39,000.00</u>

Total Airlines	\$253,848.00	65%
----------------	--------------	-----

Aviation Fuel Tax Paid by Military 1980

Mt. Air Nat'l Gaurd	\$44,370.00
Malstrom	<u>\$10,630.00</u>

Total Military	\$55,000.00	14%
----------------	-------------	-----

Aviation Fuel Tax Paid by General Aviation

Calender Year 1980	\$80,318.00
--------------------	-------------

\$80,018.00	21%
-------------	-----

Grand Total

\$388,866.00

Flight Property Tax Paid by Airlines 1980

\$759,750.00

Breakdowns of Fuel & Flight Property Tax Available

STATE	AV/GAS	JET	A/L	REBATE	GEN FUND	FLT PROP TAX	PER PROP TAX	AL/GA SALES TAX	AL ALCOHOL TAX	AL/GA LICENSE TAX	AL/GA REG FEE
MONTANA	1c	1c	1c	No	No	Yes Based on type & wt of aircraft - origin/termination of tons of frgt.	Yes 11% taxable value x co mill levy = prop tax To County/ State Treas	No	Yes Annual license fee - \$300  To Dept of Revenue for license processing	No	GA-Yes \$5 AL-Exempt
Generated Revenue	\$380,000/yr										\$17,000
Proposed Legisla.	2¢	2¢	2¢	*	*	*	*	*	*	*	*
IDAH0	3½¢	3½¢	3½¢	No	No	No	No	No	No	Aircraft dealer license fee - \$40  2½¢/lb in lieu of pers prop tax on all aircraft that don't fly scheduled routes	
Generated Revenue	\$785,000/yr										\$22,500
Proposed Legisla.	none										

Tax ATTOR 2/20/81  
EXHIBIT "D"

[illegible]

STATE	AV/GAS	JET	A/L	REBATE	GEN FUND	FLT PROP TAX	PER PROP TAX	AL/GA SALES TAX	AL ALCOHOL TAX	AL/GA LICENSE TAX	AL/GA REG FEE
NORTH DAKOTA	8¢	8¢	8¢	Up to 8¢ per gal less 4% of price of price per gal	\$1,000,000 /biennium for airport development at air carrier airports	No <i>See license tax</i>	No	3% on purch price of GA aircraft  2% on purch price of Ag aircraft  To Gen Fund AL-Exempt	No	Airline-utility tax for pro-rated time in N.D. Value of aircraft x mill levy in cities where the AL serves. 100% revenue returned to air carrier airports based on frequency and gross wt.	GA-in lieu of pers prop tax. Based on yr of mfg, value and weight  AL-exempt
Generated Revenue	\$224,200 /yr			\$180,000 unitaire funds	\$1,000,000 /biennium					\$350,000	\$30,000
Proposed Legislation.					\$8,000,000 /biennium						
OREGON	3¢	1/2¢	1/2¢	No	No	No	Yes  To County	No	No	No	GA-based on type and value of aircraft  AL-exempt
Generated Revenue	\$750,000 /yr										\$300,000
Proposed Legislation.	5¢	1¢	1¢	No							

STATE	AV/GAS	JET	A/L	REBATE	GEN FUND	FLT PROP TAX	PER PROP TAX	AL/GA SALES TAX	AL ALCOHOL TAX	AL/GA LICENSE TAX	AL/GA REG FEE
WASH	2¢	2¢*	*	No	Appx every four yrs supplemental for airport development. '72-\$30,000 '76-\$93,000	No	No	GA-5.1% to 5.4% based on county*	No	No	AL & GA - \$25 - multi engine \$15 - single engine in lieu of personal property tax*
Generated Revenue	\$1,500,000/yr				See above						
Proposed Legisla.	1. Change from 2¢ per gallon to 3¢ on General Aviation and 4¢ on Jet and airline fuel.										
	2. Charge 4% on General Aviation and 4¢ on Jet and airline fuel.										
WYOMING	4¢	4¢	4¢	100% of tax collected is rebated to apt where the fuel was sold -28 apt in WY receive 4¢/gal on each gal sold	Yes - \$2,251,907 of which \$251,907 is used for Aero Div purposes. \$2,000,000 each FY for airport development	No	1/2 Bluebook value x county mill = pers prop tax. To Co. Gen Fund	AL & GA - 4% To Gen Fund	No	No	No
Generated Revenue	\$280,000/yr				\$2,251,907						
Proposed Legisla.	NOTE: SEN REPEATE				\$2,600,000 solely for						



AVIATION FUEL TAX COMPARISONS

<u>STATE</u>	<u>TAX</u>
Colorado	None
Washington	2¢ per gallon with an exemption for airlines and Boeing
Oregon	$\frac{1}{2}$ ¢ per gallon with no tax on international aviation
North Dakota	8¢ per gallon with a rebate of the 8¢ tax less 4% of the price per gallon of aviation fuel. The rebate is used solely for the development of air carrier airports.
South Dakota	1¢ per gallon but with a sliding scale for airline purchases that reduces the tax and the volume of fuel purchased increases.
Wyoming	4¢ per gallon with a 100% rebate to the airport where the fuel is sold.
Idaho	3.5¢ per gallon in lieu of a flight property tax.
Montana	1¢ per gallon. Airlines in Montana also pay about \$800,000 annually in flight property tax.

SOURCE: EXXON MARKETING OF BILLINGS, MONTANA



## VISITORS' REGISTER

HOUSE                     

COMMITTEE

BILL HC 629

Date 2/24/81

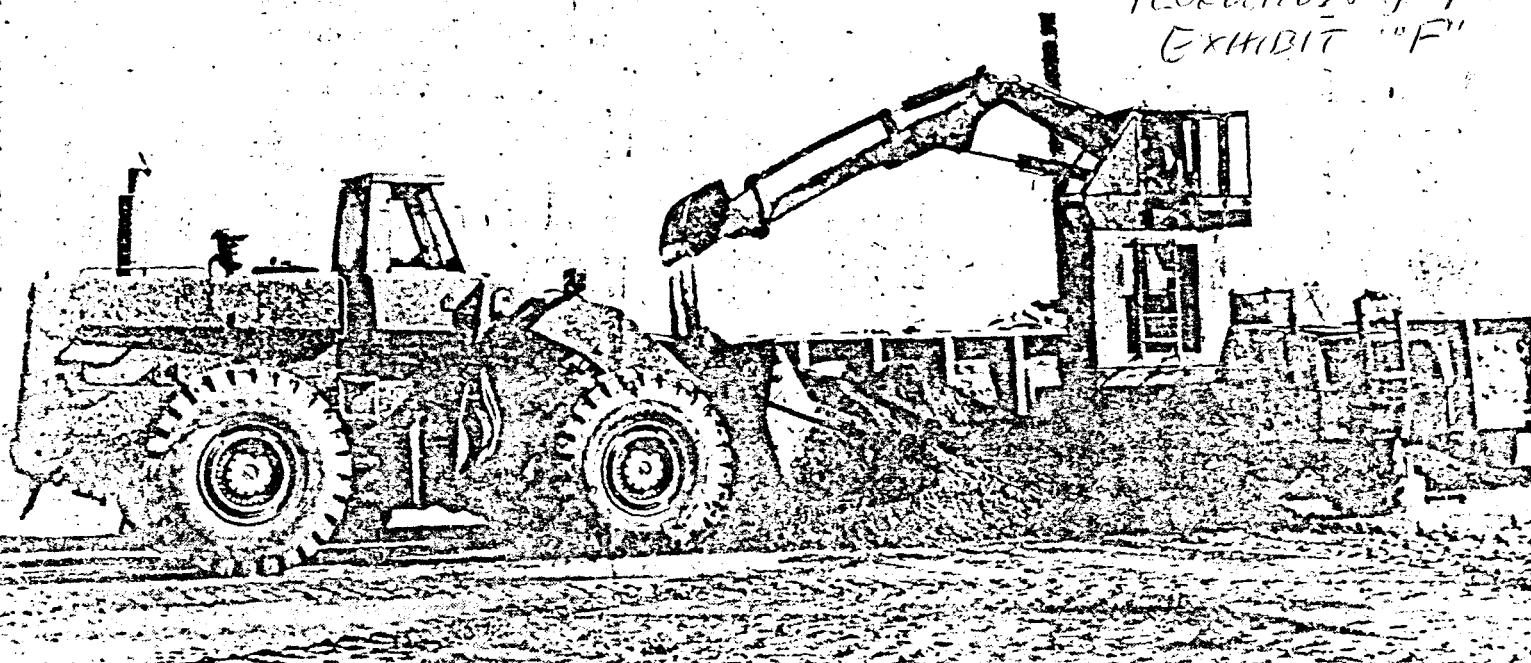
SPONSOR Harrison

[illegible]

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

HB 629  
 TOLKATON 2/20/81  
 EXHIBIT "F"



**PAYLOAD** — A backhoe unloads ore-rich copper concentrate from a rail-

road car at the 24th Street Marine Terminal. There are 30,000 metric

tons of the ore at the terminal; more is on the way. — Jerry Rife photo

## ORE SHIPMENTS INCREASING

# San Diego port's copper-clad future bright

By VERN GRIFFIN  
 TRIBUNE Maritime Writer

Big piles of copper concentrate stacked up high at the 24th Street Marine Terminal in National City are promising a landslide shipping business for the Port of San Diego.

In fact, the copper-rich ore is vying for the No. 1 spot on the list of bulk cargoes that move across the port's wharves less than two years after the first load was shipped out of San Diego.

And port officials predict that the volume of copper concentrate shipped through here will double next year.

Now, 30,000 metric tons of the concentrate are being moved from railroad cars into the terminal in preparation for ship loading.

More is on its way, and three ships will call at San Diego between now and the middle of January to pick up the copper concentrate, according to Glenn Howell, manager of Paco Terminals

Inc. in National City.

The piles of wetted-down, dark concentrate don't look impressive at first sight.

It is moved from railway cars by backhoes and then carried across the terminal in big payloaders that roll along on 6-foot-diameter wheels for storage until the next ore-carrying ship arrives in port.

However, big bucks lurk behind every shipment.

Howell said each 21,000-ton shipment is valued at \$14 million.

The copper comes from mines in Arizona, Utah and Montana where it is refined into a 30 percent-copper concentrate for railroad shipping to San Diego.

Then, much of it is sent by ship to Japan for smelting, and the copper is used in the electronic and auto industries there. Traces of gold and silver found in the concentrate add to its value.

William J. Garrett, the port's manager of marine operations, said 241,413

metric tons of concentrate is being exported from here to Japan this year, up from 125,000 tons in 1979, the year that the copper-rich ore started moving through the port.

The port gets 55 cents a ton for the concentrate being shipped across its terminal, and this amounted to \$132,000 in revenues to the San Diego Unified Port District this year, Garrett said.

The tonnage could double in 1981, according to the port and Paco, the contracting stevedoring firm that is handling the copper concentrate.

This would mean that half a million metric tons of copper concentrate could pour across the port's National City terminal next year.

The port said it has been informed in Tokyo by the Nippon Mining Co. Ltd. that the Japanese firm expects to double its volume of concentrate moving from San Diego to its smelter at Saginoseki, Japan.

Word of the increase came during a recent promotional trip to the Orient by Port Commission Chairman Bernice Leyton, Commissioner Louis M. Wolfsheimer, Port Director Don L. Nay and Robert A. Mercer, the port's trade development department head.

The port said the Japanese decision to increase the copper-concentrate tonnage came as the giant mining corporation there became aware of the efficient bulk operation in San Diego.

Paco said it also has handled copper-concentrate exports to other smelters in Japan as well as in Korea and Germany.

Garrett and Paco's Howell said another fact contributing to the expected increase in concentrate shipping here is the closing of the Anaconda Copper Co.'s big smelter in Montana, which means a great deal more copper concentrate now is available for export for smelting.

While much of the concentrate being shipped through San Diego up until now has been coming from Arizona, Howell said more and more of it is expected to come from Utah and Montana mines in the future.

Paco handled the first copper-concentrate shipment here in March 1979, utilizing the 24th Street container crane and truck cranes for the loading of ships.

Howell noted that a giant bucket was ordered for adapting the port's container crane to copper-concentrate loading but that Paco has had to depend mostly on truck cranes for loading ships after running into

problems with the giant crane bucket.

Paco now has another big bucket, which will be radio-controlled, on order from Norway, and Howell said the company hopes that will speed ship loading.

Right now, Paco can load a 21,000-ton cargo aboard a ship in about 4½ working shifts or 56 hours.

"We're hoping to cut that time in half with the new \$100,000 bucket for the container crane," he said.

The big payloaders for moving the concentrate around the terminal are necessary because of the heaviness of the concentrate, which weighs 140 pounds per cubic foot, Howell said.

Each payloaders can carry 10 tons of concentrate per trip.

Paco has eight full-time employees, uses about 20 stevedores during ship-loading periods and has a \$1.5 million investment at the 24th Street Marine Terminal.

The stevedoring firm also has handled wheat, corn and coke bulk cargoes here.

The biggest single type of cargo handled at San Diego probably will be wheat this year, but Garrett said the copper-concentrate tonnage has grown to the point where it is running very close to the volume of wheat.

Some of the port's cargo volume, including that of lumber, has been down this year, but the growing copper-concentrate shipments have almost offset the drop in cargo volume resulting from the downturn in the general economy, Garrett said.

## VISITORS' REGISTER

HOUSE Taxation

COMMITTEE

BILL HB 708Date 2/22/81SPONSOR Fabrega

NAME	RESIDENCE	REPRESENTING	SUP- PORT	OP- POSE
J. K. Hobbins	Rainier	Miss. County		✓
Ray McArthur	Miss. Hill	Miss. Hill		✓
Charles Brown	Terry	Prairie Co		✓
Henry Hobbins	Forsyth	Rockbud Co.		✓
John Hobbins	Cox Bank	Shelby		✓
Don Hobbins	Shelby	NFO		✓
Howard Hobbins	Georgetown	CASE Co.	✓	
Ken Hobbins	Holow	Montana Haggard Co.		✓
John Hobbins	Leeds	SRS	✓	
CHAD SMITH	Holow	Mont. Haggard Co.		✓
John Hobbins	Shelby	Toole County		✓
John Hobbins	Terry	Miss. Hill		✓
John Hobbins	Rainier	Miss. Hill		

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

(FY 1981 Mill Levies and Taxable Valuations from Montana Tax Foundation)

County	Poor Fund Levy FY 1981	+ / (-) in Mill Levy if HB 708 Is Passed	Mandatory Levy - Sec. 5 HB 708	County Taxable Valuation	\$ Value of Mill Levy Change from HB 708
Beaverhead	6.25	(0.25)	6.00	\$ 17,947,567	(\$ 4,487)
Big Horn	1.73	4.27	6.00	\$109,381,054	\$467,057
Blaine	2.44	3.56	6.00	\$ 35,765,867	\$127,327
Broadwater	5.54	0.46	6.00	\$ 7,488,789	\$ 3,445
CARBON	3.67	2.33	6.00	\$ 23,617,810	\$ 55,030
Carter*	9.50	(3.50)	6.00	\$ 8,711,581	(\$ 30,492)
CASCADE	13.50	(7.50)	6.00	\$ 92,928,873	(\$696,968)
CHOUTEAU	1.48	4.52	6.00	\$ 29,524,401	\$133,448
CUSTER	3.72	2.28	6.00	\$ 21,064,007	\$ 48,026
DANIELS	1.79	4.21	6.00	\$ 8,777,469	\$ 36,951
DAWSON	5.10	0.90	6.00	\$ 24,233,218	\$ 21,810
DEER LODGE	N/A	N/A	6.00	\$ 17,138,445	N/A
Fallon	2.65	3.35	6.00	\$ 46,398,634	\$155,437
Fergus	5.00	1.00	6.00	\$ 25,004,305	\$ 25,004
FLATHEAD	6.77	(0.77)	6.00	\$ 80,271,331	(\$ 61,809)
GALLATIN	4.91	1.09	6.00	\$ 59,346,367	\$ 64,687
Garfield*	12.00	(6.00)	6.00	\$ 7,599,651	(\$ 45,600)
Glacier	7.37	(1.37)	6.00	\$ 41,904,427	(\$ 57,408)
Golden Valley	0.80	5.20	6.00	\$ 4,645,185	\$ 24,154
Granite*	13.50	(7.50)	6.00	\$ 6,138,332	(\$ 46,035)
HILL	4.35	1.65	6.00	\$ 43,078,558	\$ 71,080
Jefferson	7.00	(1.00)	6.00	\$ 10,225,526	(\$ 10,226)
Judith Basin	0.80	5.20	6.00	\$ 10,702,641	\$ 55,656
Lake	9.78	(3.78)	6.00	\$ 28,281,506	(\$106,906)
LEWIS & CLARK*	7.89	(1.89)	6.00	\$ 58,963,631	(\$111,442)
Liberty*	9.00	(3.00)	6.00	\$ 16,049,950	(\$ 48,150)
Lincoln	9.29	(3.29)	6.00	\$ 29,393,095	(\$ 96,703)
Madison*	13.50	(7.50)	6.00	\$ 18,029,016	(\$135,218)
McCone*	11.00	(5.00)	6.00	\$ 11,668,243	(\$ 58,340)
Meagher	3.60	2.40	6.00	\$ 6,281,965	\$ 15,077
Mineral*	9.55	(3.55)	6.00	\$ 4,886,599	(\$ 17,349)
Missoula	9.22	(3.22)	6.00	\$129,649,592	(\$417,473)
Musselshell	4.19	1.81	6.00	\$ 19,876,085	\$ 35,976
Park	4.50	1.50	6.00	\$ 19,126,913	\$ 28,691
Petroleum	1.00	5.00	6.00	\$ 3,867,680	\$ 19,340
Phillips	2.60	3.40	6.00	\$ 25,135,209	\$ 85,459

# ANALYSIS OF HB 708

(FY 1981 Mill Levies and Taxable Valuations from Montana Tax Foundation)

County	Poor Fund Levy FY 1981	+ / (-) in Mill Levy if HB 708 Is Passed	Mandatory Levy - Sec. 5 HB 708	County Taxable Valuation	\$ Value of Mill Levy Change from HB 708
Pondera	5.50	0.50	6.00	\$ 21,852,693	\$ 10,927
Powder River*	5.17	0.83	6.00	\$ 50,773,128	\$ 42,142
Powell County	10.00	(4.00)	6.00	\$ 12,685,489	(\$ 50,740)
PRAIRIE *	8.05	(2.05)	6.00	\$ 5,104,020	(\$ 10,463)
Ravalli	9.08	(3.08)	6.00	\$ 25,249,251	(\$ 77,767)
RICHLAND	1.50	3.50	6.00	\$ 74,550,076	\$260,925
ROOSEVELT	5.42	0.58	6.00	\$ 26,107,173	\$ 15,142
Rosebud	2.40	3.60	6.00	\$103,277,612	\$371,801
Sanders	3.63	2.37	6.00	\$ 19,488,467	\$ 46,187
Sheridan	1.90	4.10	6.00	\$ 37,206,728	\$152,549
SILVER BOW	13.50	(7.50)	6.00	\$ 54,502,048	(\$408,765)
Stillwater	1.65	4.35	6.00	\$ 14,158,199	\$ 61,587
Sweet Grass*	5.78	0.22	6.00	\$ 6,709,294	\$ 1,476
Teton	3.00	3.00	6.00	\$ 18,561,030	\$ 55,683
TOOLE*	5.99	0.01	6.00	\$ 34,611,417	\$ 346
TREASURE	1.11	4.89	6.00	\$ 4,158,498	\$ 20,333
Valley	5.53	0.47	6.00	\$ 22,018,771	\$ 10,349
Wheatland*	9.95	(3.95)	6.00	\$ 5,736,105	(\$ 22,657)
Wibaux	13.50	(7.50)	6.00	\$ 10,805,240	(\$ 81,038)
YELLOWSTONE	5.62	0.38	6.00	\$191,762,175	\$ 72,870
				Total Taxable Valuation	\$1,842,420,936 (\$64)
				Total Revenue from 6 Mill Levy	\$11,054,526

\* These counties all use a significant portion of their poor fund levy for support of the local hospital and or nursing home. As a result those counties would have to utilize all or part of the additional six mills provide for support of hospitals or nursing homes in section 8 of the bill. For example:

1. Prairie county currently uses more than 6 mills for support of the local hospital and nursing home and to continue that support would have to use all six mills provided in Section 8. As a result, they would have to use all 12 mills allowed for and actually experience a 3.95 tax mill increase.
2. Liberty county currently uses 1 mill for welfare and 8 mills for hospital support. The effect of HB 708 would be a 5 mill increase for welfare and even with 6 mills for support of the hospital will not be able to adequately operate the hospital.  
As a result these counties will not experience tax relief as indicated on the above table.

2/20/81

Mr. Chairman, members of the committee -  
My name is Donald J. Hansen. I reside in Shelby MT.  
H.B. 708 should be of great concern  
to the Agricultural community of Montana.

It is asking those of us who live  
upon the land wherever we might be - to  
support welfare recipients in our major  
population centers.

Not only that but we would have  
no representation upon the boards determining  
the expenditure of our tax money in areas  
remote from our residence. I thought  
we settled that question in the Revolution.  
Taxation without representation has never  
been a popular concept in this country.

Lately it seems that representation  
without taxation has become the "in" thing.

2 points seem to need clarification.  
Section 5 stipulates a mandatory tax of  
6 mills on all property, and that this revenue  
be turned over to the Social and Rehabilitation  
Services Department (SRS), through earmarked funds.

Under Section 8 (#1) The existing  
13½ mil levy allowed to a county for hospitals  
and "public assistance" (or welfare) is cut to

2  
six (6) mils which may (also) be collected for nursing home or hospital construction and/or maintenance. This seems to indicate a possible 12 mil levy in such cases. <sup>But a reduct for hospital support.</sup> Six collected for the state and six for the county as directed by the county commissioners - is this as intended?

In section Section 11 (#3) the state "department" or SRS is given a directive to - quote "determine eligibility for aid - rather than the existing rule for the county board to merely determine when persons are unable to provide certain services for themselves."

This would seem to indicate that no person could be denied aid, but by directive would have to be pronounced

"eligible" under some criteria or some set of circumstances or other.

Perhaps we are reading too much into the wording but we must expect the worst from this sort of inequitable tax scheme.

We urge a "do not pass" from the committee -

Thank you Mr. Chairman

Donald A. Hamner

Counties that fund a portion, or all,  
of their nursing home and hospital  
from Poor Budget

County	Mont. tax poor	Hospital & Nursing	Actual Poor
Big Horn	1.73	1.0	.73
Brookwater	5.54	2.56	2.98
Carter	9.50	6.15	3.35
Cawson	5.10	2.06	3.04
Collon	2.65	1.59	1.06
Flathead	6.77	1.0	5.77
Garfield	12.	12.	0.
Glacier	7.37	4.82	2.55
Granite	13.5	10.0	3.5
Harris & Clark	1.89	2.9	4.99
Helena	9.00	7.96	1.04
Madison	13.50	10.28	3.22
McCone	13.5 (Mont as 11.0)	11.3	2.2
Musselshell	4.19	2.52	1.67
Pondera	5.50	3.0	2.5
Rawl	10.0	2.0	8.0
Ravalli	8.05 (Area Dr. 13.5)	8.6	?
Richmond	2.40	0.5	2.35
Toole	5.99	2.99	3.00
Thurston	9.95	6.1	3.85
Valley	13.50	10.0	3.5
Yellowstone	5.62	2.53	3.09
Total			



Total of 55 counties mill levy 335.27 mills  
(as shown in Mental Book)

22 counties fund a portion - or all -  
of their hospital from the poor fund.

Hospital and nursing home levies  
funded by the poor fund 111.82 mills

Actual poor fund mill levy  
for 55 counties 221.41 mills

Average mill levy per county 4.025 mills

WITNESS STATEMENT

NAME Glen C. Childers BILL No. 708  
ADDRESS Barnett Mount DATE 2/20/82  
WHOM DO YOU REPRESENT G.M. & Co.  
SUPPORT \_\_\_\_\_ OPPOSE ✓ AMEND \_\_\_\_\_

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME Ignacio Billares BILL No. 708  
ADDRESS Box 384 Seabury Pk DATE \_\_\_\_\_  
WHOM DO YOU REPRESENT Donato Co. Comm  
SUPPORT \_\_\_\_\_ OPPOSE X AMEND \_\_\_\_\_

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

## VISITORS' REGISTER

HOUSE Taxation COMMITTEE

BILL HR 775

Date 2/20/81

SPONSOR Nordholt

[illegible]

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

WITNESS STATEMENT

NAME LARRY HUSS BILL No. HB 775  
ADDRESS Bx 514 Helena MT DATE 2-20-81  
WHOM DO YOU REPRESENT Mont Savings & Loan Assoc.  
SUPPORT X OPPOSE \_\_\_\_\_ AMEND \_\_\_\_\_

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME JOHN C ADY BILL No. H 775  
 ADDRESS 706 HARRISON DATE 2-20-81  
 WHOM DO YOU REPRESENT NAT BANKERS ASSN  
 SUPPORT ✓ OPPOSE \_\_\_\_\_ AMEND \_\_\_\_\_

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

LAW ENACTED IN 1959 -  
 - NEVER ENFORCED BECAUSE  
 IMPOSSIBLE TO ENFORCE  
 - TO REPEAL WOULD NOT RESULT  
 IN ANY LOSS OF REVENUE  
 - TOTAL POTENTIAL REVENUE  
 WOULD BE \$ 100,000 - COST  
 TO IMPLEMENT BY BANKS  
 ALONE <sup>WOULD</sup> COST WAY MORE

PROPOSED AMENDMENTS TO HB 599  
INTRODUCED COPY

1. Title, line 1 through line 7.

Following: "AN ACT" on line 1

Strike: line 1 through "BY" on line 7

2. Title, line 10 through line 12.

Following: "CORPORATIONS" on line 10

Strike: line 10 through "FARMERS" on line 12

Insert: ~~PROVIDING CERTAIN EXCEPTIONS.~~

3. Page 1, line 16 through page 7, line 1.

Strike: sections 1 through 4 in their entirety

Renumber: all subsequent sections

4. Page 12, line 22 through page 13, line 16.

Strike: section 8 and 9 in their entirety

Renumber: all subsequent sections

5. Page 13, line 17.

Following: line 16

Insert: "NEW SECTION. Section 4. Exceptions for certain qualifying individuals and corporations. The deductions disallowed in sections 2 and 3 do not apply to qualifying individuals and corporations who were engaged in agricultural business in Montana prior to January 1, 1981."

## VISITORS' REGISTER

HOUSE Taxation

COMMITTEE

BILL H.B. 756Date 2/20/81SPONSOR Keady

NAME	RESIDENCE	REPRESENTING	SUP- PORT	OP- POSE
<del>Hubert</del>	<del>Out Bank</del>	<del>MIKA</del>		<input checked="" type="checkbox"/>
<del>John</del>	<del>Helena</del>	<del>KEA</del>		<input checked="" type="checkbox"/>
Long Johnson	M.A.A	M.A.A		<input checked="" type="checkbox"/>
Roger W Jenkins	3 Forks	Sacajawea Inn		<input checked="" type="checkbox"/>
JOHN CLARK	HELENA	DEPT OF REV.		
Janette Fallon	Helena	Mont. Chamber		<input checked="" type="checkbox"/>
Don Mason	"	Mont. Chamber		<input checked="" type="checkbox"/>
John Wilson	"	Dept of Highways		<input checked="" type="checkbox"/>
Tom Sturges	Three Forks	KEA owner association		<input checked="" type="checkbox"/>
Phil Strife	HELENA	MIKA		<input checked="" type="checkbox"/>
Dennis Burr	CLANCY	MONTANA TAXPAYERS ASSOCIATION		<input checked="" type="checkbox"/>
Will Karson	Helena			<input checked="" type="checkbox"/>
Pross Decker	"	MTA		<input checked="" type="checkbox"/>
Bill Kasey	"	MTA - 5-11		<input checked="" type="checkbox"/>

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.



WITNESS STATEMENT

NAME PHIL STROPE BILL No. NB 756  
ADDRESS HELENA DATE 2-22-81  
WHOM DO YOU REPRESENT M INNKEEPERS ASS  
SUPPORT \_\_\_\_\_ OPPOSE X AMEND \_\_\_\_\_

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

HB 756 VIOLATES CONSTITUTION  
AND LEGISLATIVE RULES —  
IT CONTAINS TWO SUBJECTS  
IN ONE BILL. IT  
IMPOSES A TAX (EXCESS TAX)  
ON HOTEL AND AUTHORIZES  
A TAX CREDIT TO HOTELS  
AND GUEST.

WITNESS STATEMENT

NAME John W. Brown BILL No. 756  
ADDRESS Hillside DATE 2-20-81  
WHOM DO YOU REPRESENT MT auto union  
SUPPORT \_\_\_\_\_ OPPOSE ✓ AMEND \_\_\_\_\_

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME Jamille Fallan BILL No. HB 756  
ADDRESS Box 1730 Helena DATE 2/20/81  
WHOM DO YOU REPRESENT Montana Chamber  
SUPPORT \_\_\_\_\_ OPPOSE X AMEND \_\_\_\_\_

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

Travel Promotion Bureau  
EXHIBIT "L"

# DEPARTMENT OF HIGHWAYS



TED SCHWINDEN, GOVERNOR

2701 PROSPECT

STATE OF MONTANA

HELENA, MONTANA 59620

February 20, 1981

## TESTIMONY HOUSE BILL 756

Submitted By: John Wilson, Administrator  
Public Affairs & Tourism  
Montana Department of Highways

Testimony Requested By: Representative Dozier - District 61

Mr. Chairman:

The Travel Promotion Bureau of the Department of Highways cannot support House Bill 756. The imposition of an excise tax on hotels, motels, tourist homes and tourist campgrounds is in effect placing undue responsibility for travel promotion on one portion of the industry.

The administration does support the involvement of the private sector in the promotion of Montana as a vacation destination, but not through the imposition of an accomodation tax. Rather, we have proposed a matching funds program; private funds to public funds. We have included such a program in our current budget request. The matching funds program hearing was held just yesterday before the Joint Appropriation Sub-committee.

We appreciate Representative Keedy's proper concern over this important primary Montana industry. We do not oppose this bill because it wishes to fund the Travel Promotion Bureau at an adequate level; rather because it unduly taxes only one portion of the travel industry, when the travel industry as a whole should share in this responsibility.

JLW:dj:4H

# Tourism industry wants state to share costs of promotion

By THOMAS KOTYNSKI  
Tribune Capitol Bureau

HELENA — Montana's tourism industry likes Gov. Ted Schwinden's proposal to have it share the cost of tourism promotion with the state so well that it asked the Legislature Thursday to begin the program a year ahead of schedule.

However, House Speaker Bob Marks, R-Clancy, put a damper on the idea, noting that other of the state's industries, such as agriculture, do their own promotion without state help.

Schwinden is proposing that the Legislature put up \$200,000 in fiscal year 1983 to be matched with \$100,000 by the tourism industry. That's in addition to \$700,000 in each of the next two years for normal operation of the state's travel promotion agency.

The \$200,000 would be used to match money from the tourism industry on a 2 to 1 state-to-private basis to promote specific events or tourist attractions.

Currently the state promotes Montana but does not promote specific events or attractions.

The idea is for non-profit tourism organizations to make proposals to the state, to be worked into the state's overall tourism advertising, according to John Wilson, administrator of the travel promotion agency.

Wilson told the Legislature's joint appropriations subcommittee on natural resources the

problem with Montana's current tourism promotion is that while it promotes Montana, it doesn't let the potential tourist specifically know where to go or what to do once here.

There would be questions of propriety if the state were to advertise a private event or venture, with strictly state money, he said.

Schwinden's proposal would allow such advertising, he said.

Al Donahue, owner of the Great Falls Heritage Inn representing the Montana Innkeepers Association and the state Chamber of Commerce, said at a tourism conference in January all segments of the industry agreed they would be willing to begin the program a year sooner than Schwinden proposed.

That would mean the Legislature would have to put up another \$200,000 and the industry would raise an additional \$100,000 to begin the program July 1.

He said the proposal would mean for the first time Montana's tourism industry would have a voice in how the state advertises tourism.

Rep. Norm Wallin, R-Bozeman, a car dealer and member of the Bozeman area Chamber of Commerce, said he was at first surprised the private sector was so willing to raise the money for promotion. He said he found out differently and urged the subcommittee to provide the money to get the program going immediately.

Continued on 2-A, col. 4

## Tourism

Continued from 1-A

Pat Melby, lobbyist for the Northern Area Ski Operators Association, supported the idea and said his organization would provide significant funds to advertise Montana skiing.

Gary Buchanan, acting director of the Department of Business Regulation who helped draw up the proposal, said a one-year delay was suggested because he thought it would take a year to muster support.

Buchanan heads up the governor's reorganization team that planned the new Department of Commerce which would include the travel promotion agency. The agency is currently a division within the Department of Highways.

The idea was also supported by Gary Wicks, the new Highway Department director, who said tourism's contribution to fuel tax revenues is very important during a time when the department is facing declining revenues.

Speaker Marks said he finds it unusual that the tourism industry wants to help itself by sharing the cost of promotion. "You should have been doing it all along," he said.

He said in agriculture, the state's largest industry, there are beef and grain checkoff programs by the producers themselves and the state is not involved in promotion.

Marks suggested that if the proposal is financed the subcommittee require that the state eventually be phased out of the picture and that the industry pay the cost of promotion itself "as it should have done all along."

Marks said he didn't think it fair for all the taxpayers of Montana to bear the burden for tourism promotion when not many get the benefit.

He told Donahue if the tourism industry "put in all the bucks (for promotion) you'd have all the input. You let government do it for you and there will be a rake somewhere."

Donahue replied that the travel dollar doesn't just go to hotels and motels, but winds up with the main street businessman, as well.

Wilson told Marks he'd be willing to phase out the state's involvement in promotion "over time." He said the additional money would provide the industry with the stimulus to organize itself to do its own marketing eventually.

Senate Majority Whip Ed Smith, R-Dagmar, a subcommittee member, echoed Marks' comments about the agriculture industry's having to promote itself without state help.

HOUSE BILL 629, introduced (white), be amended as follows:

✓ 1. Title, line 8.  
Following: "ORES"  
Insert: "AND CONCENTRATES"

✓ 2. Page 2, line 6.  
Following: "ore"  
Insert: ", concentrate,"

✓ 3. Page 2, line 10.  
Following: "ore"  
Insert: ", concentrate,"

→ ✓ 4. Page 2, line 13.  
Following: "ores,"  
Insert: "concentrates,"  
~~Following: "ores,"~~

✓ 5. Page 2, line 17.  
Following: "ores"  
Insert: ", concentrates,"

✓ 6. Page 2, line 25.  
Following: "ore"  
Insert: ", concentrate,"

(X) ✓ 7. Page 3, line 4.  
Following: "ore"  
Insert: "or concentrate"

8. Page 3, lines 4 and 5.  
Following: line 4  
Strike: "the"  
Following: "ore" on line 5  
Insert: "or concentrate"

✓ 9. Page 4, line 4.  
Following: "ore"  
Insert: ", concentrate,"

✓ 10. Page 4, line 8.  
Following: "ore"  
Insert: "or concentrate"

✓ 11. Page 4, line 11.  
Following: "ores,"  
Insert: "concentrates,"

✓ 12. Page 4, line 15.  
Following: "ores"  
Insert: ", concentrates,"

✓ 13. Page 4, line 21.  
Following: "ore"  
Insert: "or concentrate"

*[Handwritten notes and signatures]*  
In order to be consistent with the intent of the bill, the word "the" is struck and "ore" is inserted on line 4.

✓ 7. page 3, line 4  
Following "ore" on line 4  
insert "or concentrate"  
following line 4  
Strike: "the"  
following "ore" on line 5  
insert "or concentrate"

~~#2. Pageant 5, lines 25~~  
~~and~~  
through 1

13. Page 4, line 25  
through line 1 on page 5.

AND AS AMENDED  
DO PASS

2/23  
2/28  
2/29  
7:50 pm - on joint term with the  
Tues (787 Mon ch for Tues) -  
Tues 787, 796, 806  
Mon

Mel Williams

2-20-81

288

594 (Amend)

511

X 763

X 775

629

756

yes

oppose

yes

Do Pass

win-y

Do Pass

win-y

yes

No

What Bills will you  
take exec action on -  
Tom

Votes of Tom Usay on Exec  
Action 2/20/81

288 - yes

629 Do Pass  
A~

Bob

599 yes

511 no

763 yes Do Pass

775 yes Do Pass

~~756~~

768 - no - no - no - no

1 Am Usay -



I Gerry Devlin vote  
on the following bills  
This:

288 - yes

599 ————— yes

763 - yes

511 - no

775 - yes

708 - No

Gerry Devlin  
Taxation Comm.

~~750 yes~~

H.R. 599 NO amendments yes

511 NO

288 yes

Done

629	yes	pass
288	yes	Do Pass
599	No	Do Not Pass
511	yes	
763	yes	- passed
775	yes	- passed

Joe  
 Brand

YES-288  
 NO-599  
 YES-511  
 NO-763  
 NO-775

~~XXXXXXXXXX~~  
~~XXXXXXXXXX~~

# STANDING COMMITTEE REPORT

February 21

19 81

MR. SPEAKER

We, your committee on TAXATION

having had under consideration HOUSE Bill No. 288

A BILL FOR AN ACT ENTITLED: "AN ACT TO PROVIDE FOR INTEREST AND A PENALTY ON DELINQUENT PROPERTY TAXES OWED ON MOBILE HOMES AND HOUSETRAILERS THAT ARE NOT TAXED AS IMPROVEMENTS; AMENDING SECTIONS 15-24-202 AND 15-24-302, MCA."

Respectfully report as follows: That HOUSE Bill No. 288

DO PASS

# STANDING COMMITTEE REPORT

March 5,

19 81

MR. SPEAKER

We, your committee on TAXATION

having had under consideration HOUSE Bill No. 548

A BILL FOR AN ACT ENTITLED: "AN ACT TO INCREASE TO 2 CENTS A GALLON THE LICENSE TAX ON AVIATION FUEL AND TO REQUIRE THE DEPARTMENT TO USE THE 1-CENT INCREASE IN THE TAX TO PROVIDE FOR LOANS, GRANTS, AND NAVIGATIONAL AIDS TO LOCAL AND STATE GOVERNMENT FOR AERONAUTICAL PURPOSES; AMENDING SECTIONS 15-70-201, 15-70-204, 15-70-205, 15-70-221, 15-70-231, AND 67-1-301, MCA."

Respectfully report as follows: That HOUSE Bill No. 548

DO PASS

# STANDING COMMITTEE REPORT

February 21, 1961

MR. SPEAKER

We, your committee on TAXATION

having had under consideration HOUSE Bill No. 629

A BILL FOR AN ACT ENTITLED: "AN ACT TO CLARIFY THE REPORTING REQUIREMENTS FOR PERSONS SUBJECT TO THE GROSS PROCEEDS TAX AND METALLIFEROUS MINES LICENSE TAX AND TO REQUIRE ANY NECESSARY ASSAY TO BE COMPLETED PRIOR TO MIXTURE OF ORES AND SHIPMENT FROM THIS STATE; AMENDING SECTIONS 15-23-802 AND 15-37-104, MCA."

Respectfully report as follows: That HOUSE Bill No. 629, introduced (white), be amended as follows:

1. Title, line 8.  
Following: "ORES"  
Insert: "AND CONCENTRATES"

2. Page 2, line 6.  
Following: "ore"  
Insert: ", concentrate,"

3. Page 2, line 10.  
Following: "ore"  
Insert: ", concentrate,"

4. Page 2, line 13.  
Following: "ores,"  
Insert: "concentrates,"

5. Page 2, line 17.  
Following: "ores"  
Insert: ", concentrates,"

(Page 1 of 2 pages)

## COMMITTEE ON TAXATION AMENDMENTS TO HOUSE BILL 629:

6. Page 2, line 25.

Following: "ore"

Insert: ", concentrate,"

7. Page 3, lines 4 and 5.

Following: "ore" on line 4

Insert: "or concentrate"

Following: line 4

Strike: "the"

Following: "ore" on line 5

Insert: "or concentrate"

8. Page 4, line 4.

Following: "ore"

Insert: ", concentrate,"

9. Page 4, line 8.

Following: "ore"

Insert: "or concentrate"

10. Page 4, line 11.

Following: "ores,"

Insert: "concentrates,"

11. Page 4, line 15.

Following: "ores"

Insert: ", concentrates,"

12. Page 4, line 21.

Following: "ore"

Insert: "or concentrate"

13. Page 4, line 25 through line 1 on page 5.

Following: "ore" on line 25

Insert: "or concentrate"

Following: line 25 on page 4

Strike: "the" on page 5, line 1

Following: "ore" on page 5, line 1

Insert: "or concentrate"

AND AS SO AMENDED

DO PASS

# STANDING COMMITTEE REPORT

March 7, 19 81

MR. SPEAKER

We, your committee on TAXATION

having had under consideration HOUSE Bill No. 798

A BILL FOR AN ACT ENTITLED: "AN ACT TO PROVIDE FOR A DIFFERENT METHOD OF FINANCING PUBLIC ASSISTANCE PROGRAMS ADMINISTERED LOCALLY BY COUNTY WELFARE DEPARTMENTS; TO SHIFT PRIMARY FINANCIAL RESPONSIBILITY FOR THE PROGRAMS FROM THE COUNTIES TO THE STATE; TO PROVIDE FOR A MANDATORY TAX ON PROPERTY OF 6 MILLS TO BE LEVIED BY EACH COUNTY FOR THE PURPOSE OF FUNDING THE PROGRAMS; AMENDING SECTIONS 7-6-2426, 15-16-117, 53-2-201, 53-2-207, 53-2-302, 53-2-304, 53-2-321, 53-2-608, 53-2-610, 53-3-103, 53-3-105, 53-3-201, 53-3-302, 53-3-304, 53-3-306, AND 53-3-307, MCA; AND REPEALING SECTIONS 53-2-322, 53-2-323, AND 53-3-104, MCA."

Respectfully report as follows: That HOUSE Bill No. 798

DO NOT PASS

~~DO NOT PASS~~

# STANDING COMMITTEE REPORT

February 21

19 81

MR. **SPEAKER**

We, your committee on **TAXATION**

having had under consideration **HOUSE** Bill No. **763**

A BILL FOR AN ACT ENTITLED: "AN ACT TO REQUIRE ITEMIZED CITY ASSESSMENTS TO BE INCLUDED ON PROPERTY TAX NOTICES SENT TO TAXPAYERS; AMENDING SECTION 15-16-101, MCA."

Respectfully report as follows: That **HOUSE** Bill No. **763**

DO PASS



# STANDING COMMITTEE REPORT

February 21

19 81

MR. SPEAKER

We, your committee on TAXATION

having had under consideration HOUSE Bill No. 775

A BILL FOR AN ACT ENTITLED: "AN ACT TO REPEAL PROVISIONS  
RELATING TO WITHHOLDING FOR NONRESIDENT'S INCOME TAX;  
AMENDING SECTIONS 15-30-311 AND 20-15-403, MCA; REPEALING  
SECTIONS 15-30-221 THROUGH 15-30-228, MCA."

Respectfully report as follows: That HOUSE Bill No. 775

DO PASS