

MINUTES OF THE MEETING OF THE HOUSE APPROPRIATIONS COMMITTEE
March 30, 1981

The meeting was called to order by Chairman Lund at 7:00 a.m. in Room 104, State Capitol, with all members present, except REP. SHONTZ and STOBIE:

EXECUTIVE SESSION

SB409 and HB846. REP. MOORE, BARDONOUVE AND THOFT were appointed as a subcommittee to look into the Tongue River Dam situation.

REP. MOORE moved that the Committee reconsider its action on HB620. The motion was approved by the members of the Committee, with 9 members voting aye, 6 voting NO and 2 members absent.

REP. MOORE moved that the Committee table HB620. The motion failed in a tie vote, 8-8, with REP. STOBIE ABSENT.

HB580

REP. MOORE moved that HB580 DO PASS as amended by State Administration. The motion was approved, with 12 members voting aye and 4 voting NO. REP. STOBIE absent.

HEARINGS:

HB849 REP. HAROLD BRIGGS, District 82, testified as sponsor of HB849, stating that the bill would appropriate \$65,000 for each year of the '83 biennium.

MR. DEE RICKMAN, Assistant Administrator, Board of Oil and Gas, stated that the appropriation was included in HB500, at full funding and that HB849 was separate legislation in case the appropriation was deleted from HB500.

There were no opponents.

MS. RICKMAN stated that there was currently no inventory of abandoned wells in Montana. The hearing was closed with no closing statement from REP. BRIGGS.

HB854

REP. GENE ERNST, District 47, Stanford, stated that the bill would appropriate funds to the Dept. of Commerce for the Transportation Division costs, not covered in HB500.

MR. GORDON MCOMBER, Director, Department of Agriculture, stated that there was a need to increase funds for litigation in transportation issues. (EXHIBITS 1, 2, 3).

MS. ANN SCOTT, Montana Farmers Union, stated her support of HB854.

MR. JIM CHRISTIANSEN, Montana Wheat Research Marketing Commission, Great Falls, MT. stated that Montana is a residual supplier of wheat to shipping ports, primarily, Portland, Oregon. He stated that other states can ship grain further for less money as Montana's freight rates are too high and that he feels the problem is that there is no competition in Montana. He stated that Montana farmers cannot handle this problem alone.

MR. KNUT GORSMAN, Montana Farmer, stated that during the time that there were 23 rail rate increases 128%, the price of wheat dropped 11%. He stated that the anticipated cost for hauling Montana grain to ports was \$273,600,000 and that the amount requested in HB854 will result in a return to the State of Montana for the funds invested.

MR. MONS TEIGEN, Montana stockgrowers Assn. & Montana Cowbellers Assn., stated that he feels agriculture needs to be aware of what is happening with transportation in Montana and added that he supports Governor Schwinden's request to put Transportation in the Dept. of Commerce. He stated that he feels more funds are needed for additional clout for litigation purposes.

MR. ANDERSON, Montana Citizens Freight Rate Assn., stated that one change in rates could put the remaining flour mills out of business in Montana. He stated his support of HB854.

MS. JO BRUNNER, Wife, stated that the organization supports HB 854. (EXHIBIT 4.)

MR. PAT UNDERWOOD, Montana Farm Bureau stated his support of HB854.

MR. MORRIS GULLICKSON, United Transportation Union, stated his support of HB854.

REP. BARDANOUE stated that he feels Montana is at the mercy of powers beyond Montana and that Montana has become a victim of profit orientation.

MR. GARY BUCHANAN, Acting Director, Dept. of Business Regulation, stated his support of HB854.

MR. BOB STEVENS, DUTTON, MT., stated his support of HB854.

MR. GARY WICKS, Department of Highways, stated that he supports HB854.

MR. TOM DOWLING, Attorney, Montana Railroad Assn., stated that he does not work for Burlington Northern. He stated that he feels this bill puts the cart before the horse as there are studies and the Transportation Division is just now being created to handle transportation problems.

MR. DOWLING stated that he feels resources are available to Montana and that this appropriation, is not important at this time.

MR. GARY DRUBIE, Assistant Vice President, Pricing, BN, ST. PAUL, MN, stated that the Staggers Act, permits cost-proven rate increases. He stated that he does not foresee a 169% rate increase in wheat shipping rates in Montana in 1981, as was stated in the Independent Record, Helena, MT.

REP. ERNST, in closing, stated that small branch line abandonments would cause an additional transportation problem in Montana. He stated that the PSC has no authority in this regard and that this is the reason for sponsoring HB854.

HB 848.

REP. DENNIS IVERSON, District 9, stated that he feels the bill is a sound long-term investment in Montana and that it is in line with provisions for spending Coal Tax funds.

MR. KENNETH D. CLARK, United Transportation Union, stated that the branch line is intact from Harlowton, MT. to Judith Gap, MT., and that he feels the right of way will be needed in the future. He stated that he supports HB848.

MR. PETER JACKSON, Western Environmental Trade Assn., Helena, stated that the ASSN. supports HB848.

MS. JO BRUNNER, Women Involved in Farm Economics, stated that WIFE supports HB848.

MR. JOHN MALAR, Montana Power, stated that he supports HB848.

MR. CLAIR WILLITS, Production Credit Associations, stated that he supports HB848.

MR. PAT UNDERWOOD, Montana Farm Bureau, stated that he supports HB848.

MR. KEN GROSS, Montana Grain Growers, stated that he supports HB848.

MR. BOB STEVENS, Montana Grain Farmers, stated his support of HB 848.

MS. ANN SCOTT, Montana Farmers Union, stated her support of HB848.

MR. GORDON MCCOMBER, Department of Agriculture, stated that he feels there is a problem in that Milwaukee hasn't offered to sell its property at \$2,500,000 and that the asking price will probably be more. He stated that there were questions on the titles and other issues.

MR. DUANE OLSON, NCA-RFA, stated that he feels that if truck lines pull out of Montana, and there are no adequate rail lines, Montana will have problems. He stated that he feels that if the land is purchased, it will always have value and the investment in the purchase won't be lost.

REP. LORY asked why the railroad stops at Butte. He stated that he felt it was just as important for it to extend further west. MR. McCOMBER stated that the railroad would dead-end at the Idaho state line if Montana had no agreement with Idaho.

REP. KEN NORDTVEDT, in closing, stated that the bill would allow for the purchase of the Milwaukee right of way from Miles City to Butte and that if it is not sold in one piece it will be sold to many parties in many pieces. He stated that he feels if this happens the reacquisition of this corridor will be difficult in the future.

REP. NORDTVEDT, stated that there have been consistent, informal negotiations with Milwaukee in regard to the State's purchase of this property in the past few months. He stated that he feels it would be a sound investment at the right price and that the purchase of land would be a better investment of coal tax funds, than current investments, which he feels are being eroded by inflation.

REP. NORDTVEDT stated that the total purchase price offered by Milwaukee is \$6,000,000, but that it is not a firm price.

HB 850.

REP. RED MENAHAN, District 90, Butte, Montana, testified as sponsor of HB850, stating that the appropriation requested would allow a 10-week continuation of unemployment benefits for those whose regular unemployment benefits have expired. (EXHIBIT 5).

MINUTES OF THE MEETING OF THE HOUSE APPROPRIATIONS COMMITTEE
March 30, 1981

Page 5

MR. JIM MURRAY, Exec. Sec., Montana State AFL-CIO, stated that he supports HB850. He stated that President Reagan has proposed scrapping the national extended unemployment benefits program. He stated that the AFL-CIO feels that more money to the unemployed will help the economy of Montana.

MR. BOB MURDOCH, Great Falls, MT., former union representative, Great Falls smelter, stated that the workers need the funds to seek other employment.

MR. BARNEY RASK, Sub-Director, United Steel Workers of America, stated his support of HB850.

MR. RAY GRAHAM, retired worker, Anaconda Co., stated that he supports HB850.

REP. JOE QUILICI, District 84, Butte, MT., stated his support of HB850.

REP. RICHARD E. MANNING, District 35, Great Falls, MT., stated her support of HB850.

REP. ANDY HEMSTAD, District 40, Great Falls, Mt., stated her support of HB850.

REP. MENAHAN, in closing, requested that the Committee support HB850. He stated that the appropriation would average \$90 per week per person, continuing benefits at the same level. He stated that a survey in Deer Lodge County, showed that 17 teachers will be layed-off due to families leaving the area.

MR. BARNEY RASK, United Steel Workers, stated that Trade Readjustment Act funds were denied by the Federal government as copper ore was being sold outright to Japan, prior to being shipped back to Montana. He stated that the decision has been appealed, but that he feels there is little chance of winning the appeal.

There were NO opponents.

The meeting was adjourned at 9:45 a.m.



REP. ART. LUND, CHAIRMAN

WITNESS STATEMENT

NAME

Alan Shriver

BILL No.

950

ADDRESS

1700 Lane 7000 Gulfport

DATE

3-30-81

WHOM DO YOU REPRESENT

X Cam Ward

SUPPORT

☒

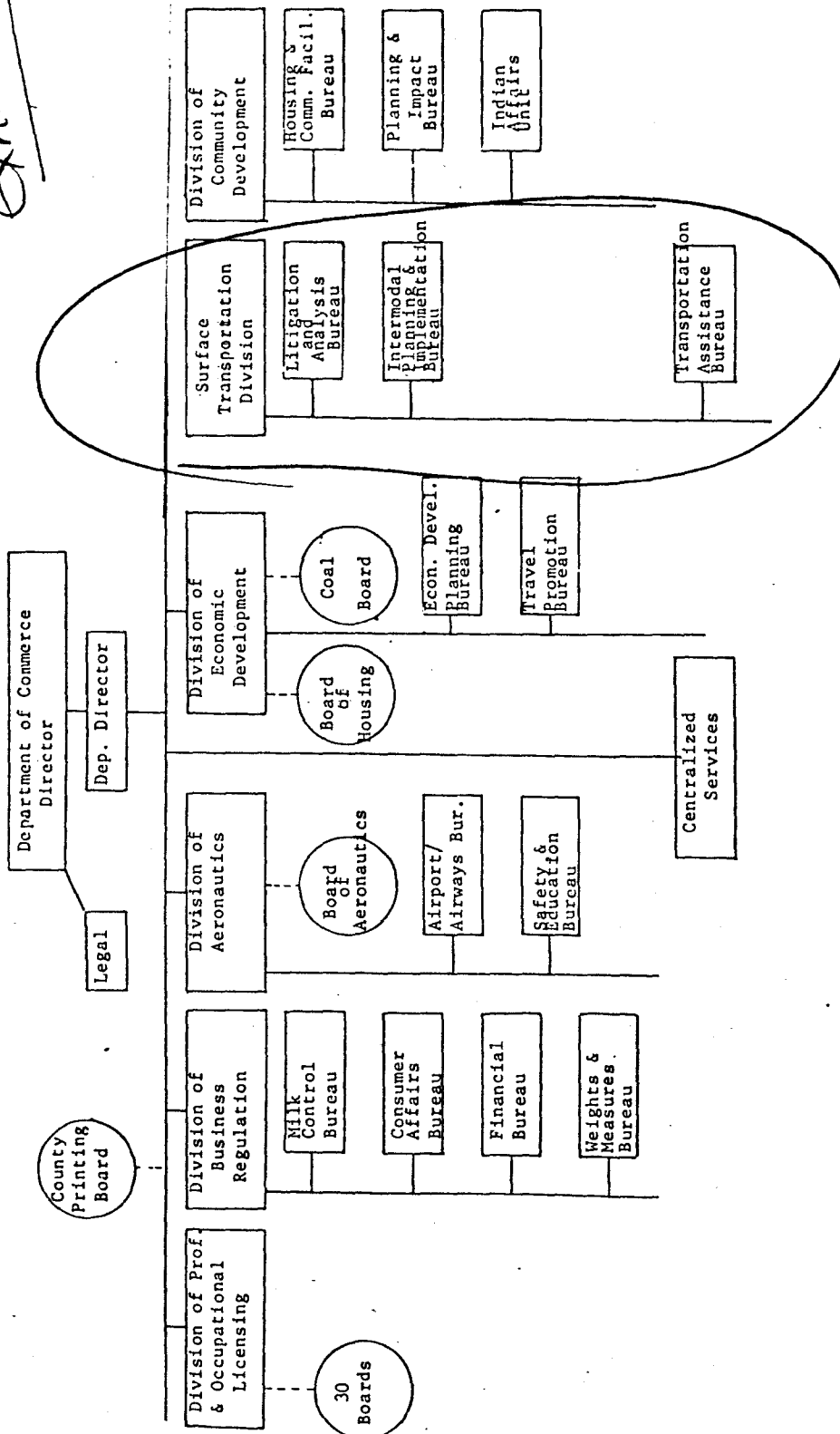
OPPOSE

AMEND

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

3-30-81
#8854
Exhibit 1



Transportation Division
Administrator

Administrative Assistant

PERSONAL SERVICES

\$ 143,277 plus \$ 46,995 plus 66,979 - \$361,604

Litigation and Analysis Bureau
Chief

Transportation Specialist III
Para Legal

Analysis Section Supervisor

Transportation Economist II
Rate Analyst

Secretary III

Economic and Rate Consultants

Planning and Implementation Bureau
Chief

Traffic Inspector
Secretary III 1/2

Intermodal Planning Section Supervisor

Planner IV
Draftsman III

Planning Consultant

Transportation Assistance Bureau
Chief

Program Manager
Program Manager
Secretary III 1/2

Total Estimated Budget

| | |
|-------------------------|------------|
| Personal Services | 135,000 |
| Contracted Services | 17,000 |
| Supplies | 4,000 |
| Communications | 9,000 |
| Travel | 13,500 |
| Rent | 500 |
| Repair and Main | 1,500 |
| Other Expenses | |
| Equipment -Office for 9 | 13,000 |
| Word Proc. Unit | 12,000 |
| | 25,000 |
| | \$ 567,104 |

Basic Provisions of The Staggers Rail Act of 1980

The Staggers Rail Act of 1980 was signed into law by President Carter on October 14. The new law, while short of wholesale deregulation, nevertheless substantially eases the regulatory burden on the railroad industry, providing significant changes in rules governing ratemaking, car control and other areas of railroadings.

Here is a summary of some of the law's key points:

Ratemaking

Perhaps the most extensive changes in regulation provided by the Rail Act are in the provisions on railroad ratemaking. While protection for rail-dependent shippers was retained, the Congress clearly intended that the disciplines of the competitive marketplace would control most ratemaking. The new rate provisions curtail activities of rate bureaus and move to phase out general rate increases, but also offer a new measure of flexibility in the setting of rates and in the marketing of rail services.

• **Maximum Rates** — Nearly two-thirds of all railroad rates will be freed from maximum rate regulation under a provision that limits ICC jurisdiction to those rates where railroads exercise "market dominance" and charge a rate above a threshold level set initially at 160 percent of variable costs. That will rise 5 percentage points a year until 1984 when it will be dependent upon a "cost recovery percentage" to be determined by the ICC. That percentage can vary from 170 to 180 percent of variable costs.

• **Zone of Rate Flexibility** — A carrier can raise any rate by the percentage increase in the railroad cost index (which will be published quarterly by the ICC). For the first four years after enactment, rates can be raised up to 6 percent a year above the cost recovery index (with a cumulative maximum of 18 percent). After that, annual increases will be limited to 4 percent and be restricted largely to carriers not earning adequate revenues.

Shippers can still bring a complaint case on the 6 percent and 4 percent increases after the rate has gone into effect. But the ICC cannot suspend those increases and can only investigate those more than 20 percentage points above the threshold, subject to a maximum of 190 percent of variable cost. In a shipper-initiated complaint, the burden of proof is on the shipper. In an ICC investigation, the burden of proof is on the carrier.

• **Minimum Rates** — Railroads will be permitted to reduce rates more easily to meet motor and water carrier competition under a provision that any rate that contributes to the "going concern value" shall be considered reasonable. Going concern value has been defined as a rate that equals or exceeds variable cost.

• **General Rate Increases** — General rate increases are limited to joint rates and are to be eliminated completely by January 1, 1984, unless the ICC finds that elimination is not feasible. The ICC cannot eliminate them before April 1, 1982, but until they are, general rate increases are to be limited to recovery of inflation costs.

The ICC may institute an index system to supplant evidentiary requirements in a general rate increase. After elimination of general rate increases, the ICC could prescribe a percentage increase that individual carriers could accept or "flag-out."

The percentage prescribed by the ICC may be for a range broad enough to allow carriers to differentiate between commodities as necessary to recover inflationary cost increases.

• **Rate Bureaus** — There can be no discussion of, or voting on, single line rates and no discussion of, or voting on, joint line rates unless a carrier can "practicably participate in the movement." The definition of "practicably participate" will be left to ICC discretion.

No later than January 1, 1984, discussion of joint line rates will be limited to carriers forming part of a particular route. Transcripts or recordings of meetings and records of votes must be submitted to the ICC.

Protection will be granted from "parallel action" antitrust allegations where a carrier has a single line rate and participates in a competing joint rate.

• **Surcharges and Cancellations** — For the next 3 years, carriers may apply a surcharge to any joint rate that does not yield 110 percent of variable cost. Any surcharge must apply equally in dollar amounts to all routes between the points to which the surcharge applies to prevent predatory discrimination between routes.

Unless affected shippers and carriers consent, a carrier's revenues cannot exceed 110 percent of Rail Form A costs as a result of a surcharge, except that carriers with inadequate revenues may apply a surcharge to cover all costs of service on lines carrying less than 3,000,000 gross ton-miles (1,000,000 gross ton-miles if an adequate revenue carrier). Carriers earning adequate revenues may not surcharge traffic on lines carrying over 3,000,000 gross ton-miles per year.

Carriers may cancel the application of a joint rate to any route not providing 110 percent of Rail Form A variable costs. The ICC may reopen the route if shippers or carriers provide the cancelling carrier revenue equal to 110 percent of variable costs through a new rate, division or surcharge.

• **Divisions** — ICC proceedings will be expedited, with a 9-month limit for taking of evidence. Final action must be taken within 180 days after completion of a proceeding.

• **Contracts** — Contract rate agreements are specifically legalized, and all contracts must be filed with the ICC. Grounds for shipper complaint against a contract are severely restricted.

Service under contract shall be separate and distinct from common carriage by rail. Once approved, the ICC cannot require a carrier to violate the contract. Contract enforcement is restricted to the courts.

• **Discrimination** — Under the new law, the existing discrimination provision of the Interstate Commerce Act does not apply to contracts, surcharges or cancellations of routes, separate rates for distinct services, rail rates applicable to different routes, or business entertainment and solicitation expenses.

• **Investigation and Suspension of Rates** — Proceedings are reduced from seven months to five.

To get a suspension, a shipper must show likelihood it will prevail on merits; that it will suffer substantial injury, and that a refund is inadequate protection. If a suspended rate is finally approved, the shipper will be required to pay any undercharges resulting from suspension, plus interest.

• **Notice** — The notice period is reduced from 30 days to 20 days for rate increases and to 10 days for rate decreases.

• **Recyclables** — With the exception of iron and steel, rates for recyclables are to be limited to the average ratio of revenue to variable costs necessary for railroads to cover all costs and earn a reasonable return on investment.

•**Released Value Rates** — A carrier may establish deductibles and limit liability to pre-established values.

•**Savings Provision** — Any rate in effect on the date of enactment that is not challenged within 180 days and found to be unreasonable shall be deemed to be lawful and may not thereafter be challenged. A rate may not be challenged within the 180-day period unless the carrier has market dominance.

•**Intrastate Rates** — Federal standards and procedures will apply in intrastate rate cases.

•**Miscellaneous** — Existing law is repealed with regard to demand-sensitive and capital incentive rates.

Management

Railroads have been restricted, far more than many other businesses, by regulations concerning their business practices and day-to-day management of their companies. The Staggers Act moves to alter some of these restrictions and return decision-making to management.

•**Car Service** — ICC car service orders will be restricted to emergencies having regional or national significance, but the ICC's authority to require joint use of terminals during emergencies will be expanded to include all facilities. Emergency services are to be performed by employees who would otherwise have performed the service if there had been no emergency.

Premium charges may be imposed for special services to improve car utilization.

Shippers are authorized to seek approval for agreements among themselves with respect to private car compensation. Approval having been received, they may negotiate with the railroads and, if they fail to agree, any party may petition the ICC to set compensation levels.

Incentive per diem is eliminated.

•**Cost Accounting** — A new board with a three-year life will be created to establish new cost accounting principles which will be implemented by the ICC. Carriers can adopt their own accounting systems as long as they meet the standards, but carrier systems must be certified by the ICC.

•**Business Entertainment** — Railroads may entertain customers on the same basis as other businesses. Previously, railroads were prohibited from engaging in normal business solicitation activities.

Other Provisions

•**Abandonments** — Abandonment standards remain unchanged, but proceedings will be speeded up with unprotected abandonments permitted 75 days after application. Protested but uninvestigated abandonments will be permitted 120 days after application. The final decision on protested and investigated applications must be made within 255 days of filing.

The maximum time limit to effective date of a permitted abandonment is set at 330 days. The Act creates a mechanism that requires a railroad to sell a line approved for abandonment to responsible persons offering either to subsidize or acquire the line. If parties fail to agree on an offer for subsidy or purchase of an abandoned line, the ICC can establish terms and conditions.

•**Mergers and Other Transactions** — Carriers and shippers may jointly ask the ICC to provide alternative motor carrier service if a shipper is inadequately served.

A merger application of two Class I carriers is expedited without changing current substantive standards. However, the ICC must consider whether the transaction would have an adverse effect on competition among rail carriers in the region. Substantive standards for mergers not involving two Class I railroads are reduced.

•**Financial Assistance** — The Redeemable Preference Share program is extended for two years and an additional \$700 million is authorized, with \$200 million earmarked for reducing Conrail's labor force. The 3-R Act electrification loan guarantee authorization for Conrail is extended to include all railroads.

•**Conrail Studies and Emergency Funding** — USRA and Conrail each must submit a report to Congress covering the effect of different funding alternatives on the region. Each report shall include recommendations concerning projected funding requirements, Conrail structure, and legislative action necessary. Conrail is required to prepare special reports on alternatives to present labor agreements and on savings resulting from the Staggers Act, potential transfers or abandonments, other potential cost savings and potential revenue increases.

An additional \$329 million in government investment is made available to Conrail.

•**Rock Island and Milwaukee Amendments** — The ICC is empowered to impose fair and equitable labor protective conditions if negotiations fail.

Issues as to the constitutionality of the Rock Island and Milwaukee Acts are to be decided in the U.S. Court of Appeals for the 7th Circuit. The Act specifically provides for the availability of redress under the Tucker Act.

•**San Antonio Rate** — Rail coal rates to San Antonio may not exceed 162 percent of variable costs before September 30, 1987. After that, the rate can be raised by an amount equal to no more than inflation plus 4 percent per year until the CRP is reached.

•**Entry** — The standard for granting a permit for construction or operation of extensions or additions of railroad lines is eased. Once a permit is granted by the ICC, a railroad cannot refuse permission to another railroad to cross its line. The ICC may order reciprocal switching agreements.

•**Exemptions** — Existing ICC authority to grant an exemption from regulation when the transportation or service is of limited scope is broadened.


•**Feeder Railroad Development Program** — For three years following enactment, any "financially responsible person" (except Class I and II carriers) can acquire a rail line with a density of less than 3 million gross ton-miles per year upon an ICC determination (after a hearing) that: the carrier operating the line refuses to make reasonable efforts to provide adequate service; transportation over the line is inadequate for a majority of shippers using the line; sale of the line will not adversely affect the railroad operating the line — either financially or operationally; and sale of the line will be likely to result in improved transportation for shippers using the line. Payment must not be less than net liquidation value or going concern value — whichever is greater.

After three years, the density criterion is removed and any rail line can be acquired on the same basis. The ICC can also require the sale of lines proposed for abandonment. If a line is sold and the subsequent operator stops service, the selling carrier has the right to repurchase the line at the original selling price plus interest.

•**Powder River Loan Guarantee** — The Department of Transportation is directed to take final action on the Chicago and North Western's application for a loan guarantee to cover its share of construction and rehabilitation costs for its proposed rail line to the Powder River Basin within 75 days after issuance of a final environmental impact statement.

Recommendation to withhold federal funds if Montana does not change its practice of issuing permits for oversize truck loads. We must pursue our attempts to reduce federal red tape at both the state and regional levels. Transportation concerns are, after all, a regional problem for all Westerners. 3-30
Exhibit

In the interest of better transportation for Montana, I am urging the Legislature to consider the following recommendations:

- 
1. Create a Division of Transportation within the proposed Department of Commerce. Non-highway transportation functions now performed by the Department of Agriculture, the Department of Highways and the Department of Community Affairs would be consolidated in the Department of Commerce. Montana's transportation system is composed of

7

several interrelated parts; consolidation will enable orderly planning and provide a focal point for responsibility and accountability. I am requesting that the Legislature appropriate an additional \$300,000 a year to the Division of Transportation to enable Montana to hold its own in rail planning, abandonment and rate litigation.

2. Examine closely legislative options to advance rail banking of abandoned lines in Montana. Legislation is currently in draft stage to authorize and appropriate a Montana rail banking authority.
3. Fund the Highway Patrol and Travel Promotion Bureau from the general fund instead of from fuel taxes collected by the Department of Highways. It is imperative that we eliminate the drain on highway revenue. It is still possible through the appropriations process, to free up this \$23 million per biennium for highway construction and maintenance.
4. Adequately fund the Montana Travel Promotion Bureau to create a positive business climate for major and commuter air carriers.

Tourism currently provides the margin of passengers that makes airline service to and from Montana profitable. We must not back

EXCERPTS FROM GOVERNOR SCHWINDEN'S TRANSPORTATION MESSAGE, MARCH 1983

CONSOLIDATED TRANSPORTATION DIVISION

CURRENT AVAILABLE FTE AND APPROPRIATIONS

| | <u>FTE</u> | <u>FUNDS</u> |
|---------------------------------|------------|---------------|
| Rail Planning (Highway) | 3 | \$ 60,000 |
| Transportation Assistance (DCA) | 3 | 112,875 |
| Transportation (Agriculture) | <u>3</u> | <u>96,916</u> |
| <u>TOTALS</u> | 9 | \$269,791 |

ADDITIONAL FTE AND APPROPRIATIONS REQUIRED

| | | |
|----------------------------|-----------|------------------|
| | <u>9</u> | <u>297,313</u> |
| <u>TOTAL PROGRAM COSTS</u> | <u>18</u> | <u>\$567,104</u> |

WITNESS STATEMENT

EXHIBIT
3-30-81

NAME Jo Brunner BILL No. 854
ADDRESS Helena DATE _____
WHOM DO YOU REPRESENT Women Involved in Farm Economics
SUPPORT X OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments: Mr. Chairman, members of the committee, for the record, my

name is Jo Brunner and I am testifying today for Mary Nielson, who is transportation chairman for Women Involved in Farm Economics. The members of W.I.F.E. in Montana join other farm organizations in urging a Consolidated Transportation Division with the proposed additional appropriations. Since all the deregulation bills have been enacted, transportation problems affecting all Montanans have been compounded, and the problems are growing faster than they have in all the previous years, airlines, trucks, rails, not to mention the road conditions and the fuel costs.

Montana needs a comprehensive Transportation Plan, encompassing all modes and the needs of the citizens in all areas of the state, and in order to do this, we need ONE department, with trained, qualified personnel.

Who would have believed at the last ~~last~~ legislative session that our airline service would be so reduced? That rail passenger service is now threatened with extinction, and that our agricultural products are in the near future going to have to be moved, over inadequate roads to the main rail line by trucks? The third largest state in the nation is suffering some of the most severe transportation problems in our nation, mainly because of our sparse population and vast distances causing a lack of competition and yet, our agricultural products are helping our nations balance of payments---you can't grow much in densely populated areas!---foreign countries want our coal; our Rocky Mountains and vast

Jo Brunner

HB 848

Women Involved in Farm Economics
Support

March 30, 1981

Mr. Chairman, members of the committee, my name is Jo Brunner and I am going to testify today in place of Mary Nielsen who is the transportation chairman for Montana Women Involved in Farm Economics. Mrs. Nielsen has made extensive studies on the purchase of the right of way of the Milwaukee railroad across our state.

She presented these studies to our state convention for discussion and we voted unanimously to support the concept of railbanking. Agriculture supported efforts to save the Milwaukee service to our state-- it has given both moral and financial support to the organizations that endeavored to keep the Milwaukee active in Montana. Possible if the urban sectors had been as concerned about the States efforts to preserve service over those lines, there would not only be freight moving over them now, but passenger service-- we may have been able to preserve Amtrak.

Our state now has the chance to become involved in preserving the Right-of way from Miles City across the State. As export shipments of grains continue to escalate to the Northwest ports for shipment overseas, so will the need for increased rail service expand.

In addition to this, the reason for the tremendous endeavors on the part of the Congressional delegation in Washington, and our State Transportation people to keep Milwaukee service available to our state is even more evident--OUR STATE NEEDS COMPETITIVE TRANSPORTATION! In states where there are two or more railroads competing, the rates are much lower, even though the distances from the coast are greater.

MONTANANS ARE ABSORBING SOME OF THE RAILROADS COSTS IN OTHER AREAS OF THE COUNTRY---ALL BECAUSE OF THE LACK OF COMPETITION!.

This does not only affect agricultural shipments---it affects all freight brought into or shipped out of our state by rail!

Even if the right-of-way is never again used by a railroad, with the ever increasing land prices, there will be no financial loss incurred. This legislature has already, by some of its decisions, proven to be a forward-looking body--our organization sincerely hopes that it will prove that it is far-sighted once again, by supporting the States plans to purchase the Milwaukee right-of-way in the hopes that such a decision will benefit not only our citizens today, but future generations.

Thank you.

✓ W.I.F.E. members urge that the legislature put Montana back on the transportation services of this county by allowing a unified Transportation department to have the necessary funding to work on a complete transportation program that will be best for all Montanans before it is too late. — It is already later than most of us ever thought possible.

We therefore support this legislation with the stipulation that ^{enough money} ~~adequate funding~~ be allocated which will ensure ^{adequate} ~~adequate~~ rail transportation funding within this department. ~~otherwise we~~

WITNESS STATEMENT

NAME Rep Richard E. Dick Manning BILL No. HB-850
ADDRESS 810 - 7th Ave No G.F. DATE Mar 30, 1981
WHOM DO YOU REPRESENT Dist 35 Great Falls, Mont
SUPPORT ☒ OPPOSE ☐ AMEND ☐

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

I Strongly endorse HB-850, for the purpose of granting necessary extra unemployment benefits. To these unemployed Smelter worker's. Would have probably enough time to secure employment, some where in the State of Montana, or some other State. I sincerely urge, you give this bill a do pass.

VISITORS' REGISTER

HOUSE

Appropriations

COMMITTEE

BILL

848

Date

2-30-81

SPONSOR

| NAME | RESIDENCE | REPRESENTING | SUP- PORT | O PO |
|---------------------------|------------------------|--|--------------|---------|
| Viggo Andersen | Great Falls | Mont. Citizens Freight & Rate | | |
| TOM TEMPLETON | " " | MONTANA GRAIN CROWERS ASSN. | ✓ | |
| Kenneth Gordon | Big Sandy | Mont. Grain Growers Assn. | ✓ | |
| J. J. J. J. | Helena | WIFE | ✓ | |
| A. Lahn | Bozeman | MPC | ✓ | |
| J. Rickman | Helena | Board of Oil & Gas | | |
| M. W. GULLICKSON | LIVINGSTON | UNITED TRANSPORTATION UNION | ✓ | |
| R. T. Underwood | Bozeman | Mont. Farm Bureau | ✓ | |
| Ann Scott | Simms | Mont. Farmers Union | ✓ | |
| Bob Stephens | Dutton | M. G. C. A. | ✓ | |
| KEITH KELLY | HELENA | DEPT OF AGRICULTURE | ✓ | |
| Duane A. Olson | Great Falls | MCFRA | ✓ | |
| Jeff J. J. | Helena | Self | | |
| Bertie D. Clark | Miller Est. | United Farm Union | ✓ | |
| Clair Willits | Great Falls | Mont. PCA's & FLBAs | ✓ | |
| Joe Brand | Near Lodge | Self | | |
| Donald Thumme | Shelby | NFO | ✓ | |
| Arthur Bail | Marathon | WIFE | ✓ | |
| Oliver Digham | Rickland | WIFE | ✓ | |

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Appropriation

COMMITTEE

854

Date _____

3-30-81

SPONSOR

Emily Buchanan
John Christian San

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

WITNESS STATEMENT

NAME MORRIS W. GORRICKSON BILL No. HB 848
ADDRESS LIVINGSTON MT. DATE 3/30/81
WHOM DO YOU REPRESENT UNITED TRANSPORTATION UNION
SUPPORT ✓ OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WE OF THE UNITED TRANSPORTATION UNION, REPRESENTING THE
RAIL BROTHERHOODS. SUPPORT THIS BILL. WE WOULD LIKE TO
TO SEE THE FORMER MILW R/W FROM MIRES CITY TO
BUTTE PRESERVED, FOR THE FUTURE. IF THIS R/W IS
ABANDONED. THIS COULD NEVER PUT BACK TOGETHER AS THE
REVISIONARY CAUSES WILL TAKE EFFECT. THIS R/W COULD
BE USED FOR FUTURE, FOR A PRIVATE R.R. OR POWER LINE R/W
OR OIL PIPELINE.

NAME MORRIS W. GULLICKSON BILL No. HB 854
ADDRESS LIVINGSTON MT. DATE 3/30/81
WHOM DO YOU REPRESENT UNITED TRANSPORTATION UNION
SUPPORT ✓ OPPOSE AMEND

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WE NEED THIS BILL AS THE MILW HAS BEEN ABANDONED
THE BN R.R. HAS A EXCLUSIVE HUAKAGE. IN MT. NOW
THE BN R.R. WANTS TO ABANDOND THE BRANCH LINES,
THIS MAKES THE AGRICULTURE INTREST HAUL BY TRUCK TO
THE R.R. MAIN LINE. THIS IS NOT THE ANSWER AS THE
FUEL COST ARE GOING HIGHER, AND OUR HOGHWAYS ARE NOT
UP TO THIS. WE HAVE NOT EVEN FINISHED OUR HIGHWAY
SYSTEM, AND THE REPAIR IS GETTING DESPRATE. WE NEED
A COORDINATE EFFORT TO GET A FAIR & EQUITABLE SYSTEM.

WITNESS STATEMENT

NAME Ronald Thammach BILL No. 848
ADDRESS 835 Hill St Shelby DATE 3/30/81
WHOM DO YOU REPRESENT NFO
SUPPORT X OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

This is an opportunity which should not be lost. We must retain whatever amount of the Milwaukee road possible - no matter what amount is paid it will be less now than in the future - the rails should also be purchased in order to limit reversion whenever possible.

Litigation in the future will be greatly limited if the rails remain in place.

Whatever the ultimate use of the corridor - the best economies can be realized by ~~the~~ purchase now.

WITNESS STATEMENT

NAME Donald J. Hansen BILL No. 854
ADDRESS Shelby DATE 3/30/81
WHOM DO YOU REPRESENT NFO
SUPPORT X OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

NFO feels transportation is an urgent problem - we support the concept of this legislation - but feel it may be ill timed - However we have little time to solve the problems of all forms of transportation. Agriculture must be protected in the transfer - with that guarantee we are in favor of the bill.

If Commerce will provide the cities with a share of the responsibility then it will be a good move.

WITNESS STATEMENT

NAME PAT Underwood BILL No. HB 848
ADDRESS Box 1267 Bazeman, MT. DATE MAR 30, 1981
WHOM DO YOU REPRESENT MT. Farm Bureau
SUPPORT ☒ OPPOSE ☐ AMEND ☐

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

MT. Farm Bureau SUPPORTS the
PROPOSALS OF HB 848.

WITNESS STATEMENT

NAME PAT Underwood BILL No. HB 854
ADDRESS Box 1207 Bozeman, MT. DATE MAR 30, 1981
WHOM DO YOU REPRESENT MONTANA Farm Bureau
SUPPORT ☒ OPPOSE ☐ AMEND ☐

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

The MONTANA Farm Bureau SUPPORTS HB 854 WITH RESERVATION. The reservation being that agriculture continue to be funded at current or higher levels with regard to its transportation needs. Agriculture is the major industry of the state and its time we realized it.

This Bill does give us a start in facing all of our transportation problems, and if all segments of our economy are addressed, we support the Bill

WITNESS STATEMENT

NAME Ann Scott BILL No. HB 854
ADDRESS Simms DATE March 30
WHOM DO YOU REPRESENT Montana Farmers Union
SUPPORT ✓ OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

Montana Farmers Union strongly
supports HB 854.

WITNESS STATEMENT

NAME

Mons Teigen

BILL No.

854

ADDRESS

Helena

DATE

3/30/81

WHOM DO YOU REPRESENT

Woolgrowers - Campbell's - Woolgrowers Assn.

SUPPORT

X

OPPOSE

AMEND

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME James R. Johnson BILL No. 850
ADDRESS 2111 6th ave. La Brea Falls DATE 3-30-81
WHOM DO YOU REPRESENT Smelter worker
SUPPORT X OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME Frank Voelly BILL No. 850
ADDRESS 4025 - 5th ave nr DATE 2/30/81
WHOM DO YOU REPRESENT Smeltwork
SUPPORT ✓ OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments: .

WITNESS STATEMENT

NAME Charles J. Ireland BILL No. 850
ADDRESS 1904 2nd Ave. No. Gr. Falls DATE 3/30/81
WHOM DO YOU REPRESENT Smelter worker
SUPPORT X OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME Raymond E. Graham BILL No. 850
ADDRESS 1603 4th Ave. S.W. DATE 3/20/81
WHOM DO YOU REPRESENT Smelterworkers
SUPPORT ✓ OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

oral

WITNESS STATEMENT

NAME Wesley L. Brown BILL No. 850
ADDRESS 1109-8th Ave N. Mt. Falls DATE March 30, 81
WHOM DO YOU REPRESENT Smetter
SUPPORT ☒ OPPOSE AMEND

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME Richard McNett BILL No. # 850
ADDRESS 2919 9th St. N.E DATE 3/30/81
WHOM DO YOU REPRESENT _____
SUPPORT ✓ OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

*I have worked all my life and
now I don't have anything.*

WITNESS STATEMENT

NAME William Daniel Brown BILL No. 850
ADDRESS 2408-6th Ave SE DATE 3/30/81
WHOM DO YOU REPRESENT Smelter
SUPPORT ✓ OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME Wallace Kachanstedt BILL No. 850
ADDRESS R# 4 Box 442 Lerach DATE 3, 30, 1981
WHOM DO YOU REPRESENT ACM Workman
SUPPORT V OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME Clifford Trainer BILL No. 850
ADDRESS PT one West #9 1/2 DATE 3/30/81
WHOM DO YOU REPRESENT Steelwork
SUPPORT yes OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME Michael J. Wendt BILL No. 850
ADDRESS 1412 1st ave n.w. DATE 3-30-81
WHOM DO YOU REPRESENT AFL - CIO 16-A
SUPPORT ☒ OPPOSE ☐ AMEND ☐

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME Gary Mausikka BILL No. 850
ADDRESS RT 1 west Box 2026 GT Falls, DATE 3/30/81
WHOM DO YOU REPRESENT GT Falls, Smelterman
SUPPORT X OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME HAROLD E. BERNIER BILL No. 850
ADDRESS 535-26 Ave NE. CT. DALLS Mont. 59404 DATE 3/30/81
WHOM DO YOU REPRESENT CT. Parks, Smelter
SUPPORT X OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME Walter R. Wilson BILL No. 850
ADDRESS Box 220 Black Eagle mt DATE 3-30-81
WHOM DO YOU REPRESENT United Steel Workers 16A
SUPPORT ✓ OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME Thomas W Rickard BILL No. 850
ADDRESS Star Route Sandeouville DATE 3/30/81
WHOM DO YOU REPRESENT A.F.L. - C-I-O Local 16-A
SUPPORT ✓ OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

25 years at the a.c.m. smelter
in Great Falls

WITNESS STATEMENT

NAME Ronald A. Green BILL No. 850
ADDRESS 204-22nd Ave. NW DATE 3-30-81
WHOM DO YOU REPRESENT Self
SUPPORT ✓ OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

16 yr. worker for Anaconda Co.
Benefits will go for goods & services.

WITNESS STATEMENT

NAME LuVerne T. Myhre BILL No. 850
ADDRESS 1700 28th av. 50 DATE 3-30-81
WHOM DO YOU REPRESENT Steel Workers # 16-A
SUPPORT ✓ OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

Name Lazarene Stajel Date 3-30-81
Address 1506 19th and So Grant Hall ME. Support ? X
Representing Steelworkers Oppose ?
Which Bill ? 850 Amend ?

Comments:

Please leave prepared statement with the committee secretary.

WITNESS STATEMENT

NAME Kenneth W. Linn BILL No. 850
ADDRESS 1323-2 Ave South DATE 3-30-1981
WHOM DO YOU REPRESENT ACM Worker
SUPPORT ✓ OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME James W. Murray BILL No. 14B 250
ADDRESS Helena, Mont. DATE 3-30-81
WHOM DO YOU REPRESENT Mont. AFL-CIO
SUPPORT X OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME Ernest V. Romig BILL No. 850
ADDRESS 319-1st Ave. S.W. Gr. Falls, Mont DATE 3/30/81
WHOM DO YOU REPRESENT AFH, C.J.O IGA
SUPPORT X OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME William J. Lee BILL No. 850
ADDRESS 2900 2nd St. S. Grand DATE 3/31/81
WHOM DO YOU REPRESENT AFL CIO LOCAL 18-A
SUPPORT X OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME ROY L. FRENCH BILL No. 850
ADDRESS 2600- 6TH ST. N.E. GI. FALLS DATE 3-30-81
WHOM DO YOU REPRESENT SELF
SUPPORT ✓ OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

NEED HELP!

WITNESS STATEMENT

NAME Edward A Voeller BILL No. 850
ADDRESS 620 32nd St South Great Falls DATE 3-30-1981
WHOM DO YOU REPRESENT AF L. - CIO 16A
SUPPORT X OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME Larry Castul BILL No. 850
ADDRESS 647 - 21st Block East DATE 3 - 30 - 81
WHOM DO YOU REPRESENT Smelter worker
SUPPORT OPPOSE AMEND

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME Nathan A Ogun BILL No. 850
ADDRESS 1314 6th Ave South DATE 3/30/81
WHOM DO YOU REPRESENT Asst. Dir. AFCT CIO 16A

I SUPPORT Hole Hart Lee OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME Owilio Klundt BILL No. 850

ADDRESS 1821-6th Ave No. Gut Falls DATE 3-30-81

WHOM DO YOU REPRESENT Steelworkers

SUPPORT X OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME Ed. Haag BILL No. 850
ADDRESS 1516-5th Ave New St Falls, Me. DATE 3-30-81
WHOM DO YOU REPRESENT Steelmaker
SUPPORT yes OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITNESS STATEMENT

NAME Harold Sweet BILL No. 890
ADDRESS Box 253A H.T. DATE 3-30-81
WHOM DO YOU REPRESENT Stewart 16A
SUPPORT ✓ OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

Mr. Chairman and members of the Committee, I am Jerry Bergman, Superintendent of the Sidney Experiment Station, also called the Eastern Agricultural Research Center.

The need for this sample processing-farm shop-machinery storage building is indeed great. Currently, all our farm equipment including tractors and combines are stored outside. This greatly shortens their useful lives. Only our plot research equipment is stored in our one 32' x 80' machinery building, which was built in 1963.

Our current farm shop is actually a part of our Foundation Seed Grain Cleaning Grainery in which we have placed a temporary movable wall that is not dust proof. As some of you may know, grain cleaning creates a lot of grain dust which creates an explosion hazard. As a result, we are unable to use the shop during our grain cleaning operations, which run from November 1, when our field work is completed to mid-January. This does not permit our excellent mechanic, Eddie Dscaak to perform repair work during these months.

The only current grain sample processing and storage space at the Sidney Experiment Station is one 20' x 30' room in a Quonset type building (24'x48') that was constructed in 1950 with World War II surplus materials. This building has gradually disintegrated with age, the foundation is cracked and collapsing, the roof leaks and is in poor condition, and the wood has rotted along the foundation and doors. This 20' x 30' room space is totally inadequate for the over 11,000 plot samples that we must store and process every year.


The Sidney Experiment Station is unique in that it has the only breeding program conducted at a Research Center. The other Research Centers only store their plot grain samples until the seed is cleaned and weighed for yield determinations. The plot grain samples are then bulked together and sold as commercial grain. Thus, each and every year, these Research Centers again have vacant seed storage and processing work area.

At the Sidney Experiment Station approximately one-half of the 11,000 plus plot grain samples are Safflower breeding stocks that cannot be discarded, but must be stored for use for further testing and possible release as recommended Safflower varieties in Montana and the Dakotas.

Without adequate storage, we currently are unable to save sufficient seed of each Safflower breeding line for variety testing at the other Research Centers. This lack of adequate storage facilities at the Sidney Experiment Station is definitely hindering the progress of our Safflower breeding program and Agronomic research.

For the above reasons, I consider the building request in HB 831 an investment in Agronomic and Safflower breeding research at Sidney. The urgent need for this building was substantiated in a December, 1980 report of an eleven member Experiment Station Committee that recently completed an evaluation of the Montana Agricultural Research Centers.

I thank you in advance for your serious consideration of House Bill 831.

 Gerald W. Bergman
Superintendent, Safflower Breeder
Sidney Experiment Station
(Eastern Agricultural Research Center)
Box 393
Sidney, MT 59270

House Appropriations Hearing on House Bill 831, to appropriate \$85,000 to the Agriculture Experiment Station at Sidney.

Thursday, March 26, 1981

John Crohn

Mr. Chairman, members of the committee, I am John Crohn, from Dagmar. I am a member of the Sidney Experiment Station Advisory Committee.

It is a privilege to visit with you on our Experiment Station that we are proud to represent.

Our personnel have exceptional ability. Ray Peterson is our farm foreman & Eddie ^{DSCHAK} Daasck is our machine specialist. Each have over 30 years of experience in farm crops. Their competence greatly enhances the quality of experimental results.

Dr. Randy Anderson, our new agronomist will be working extensively in the areas of weed control, sugar beet research and variety performance testing on small grain crops.

Dr. Jerry Bergman, the station superintendent, has outstanding ability. His knowledge astounds me every time I visit with him. His work also includes specialty crops, field beans, minimum till, no-till and forage research. His skill as a plant breeder is well known. Jerry also has the ability to full production from his employees.

Our station at Sidney is the only Experiment Station in the United States doing breeding work with Safflower. I urge you to support this House Bill 831 to aid research that will help all of Montana.

John Crohn

RR1 Box 2

Dagmar, MT 59219

House Appropriations Hearing---Thursday Morning, 8:00, 3/26/81, on House Bill 831-To appropriate \$85,000 to the Agriculture Experiment Station at Sidney.

THANK YOU--FOR ALLOWING US TO TESTIFY AT THIS TIME.

Mr. Chairman, members of the committee, My name is Paul L. Huber. As an interested Farmer, Rancher, Citizen, Taxpayer, and as President of the Sidney Experiment Station Advisory Committee,--I AM HAPPY TO TESTIFY IN FAVOR OF H.B. 831. This bill is sponsored by Shontz, Tveit, Donaldson, etc. (Smith, Etchart, Switzer, Hart, Zabrochi, Jacobson)

The above H.B. 831 is for a Combination Building at the Sidney Experiment Station (48 x 140), to satisfy the needs for: Machine Storage (48 x 80); a Shop Room (48 x 30); and a Sample Processing Room (48 x 30). Our Superintendent, Dr. Jerry Bergman - will answer any questions you may have on this building and enclosures.

For 13 years (starting with year 1967, and the year of the beginning of the State Experiment Station's LUMP SUM APPROPRIATIONS SYSTEM) the Sidney Experiment Station-has been requesting a building-Through the Experiment Station System - WITH ABSOLUTELY NO POSITIVE CONSIDERATION. We commenced yelling louder and -----last fall at an October 18, 1980, meeting at Wolf Point, Montana--we were advised--FOR THE FIRST TIME IN 13 YEARS--that a building FOR THE SIDNEY EXPERIMENT STATION--was listed as a part of "THE MONTANA AGRICULTURAL EXPERIMENT STATION--Montana State University Long Range Building Program", as submitted to the Board of Regents.

ON THIS LIST, page 1, I quote from the Fly Sheet of Statement dated August 29, 1980. "Montana State Agricultural Experiment Station, Long Range Building Program"-- Sidney Experiment Station Building has a PRIORITY LISTING OF 5. This Priority Listing Again appeared To Be Too Far Down The Road--13 years is a long ^{Time} to wait!

So -- The 14th YEAR--We came to you--Our Legislators--on February 10th and 11th, and again today, March 26--REQUESTING YOUR SUPPORT-- For
What Is Presently Known As H.B. 831.

THE BUILDING REQUEST IN H.B. 831 IS URGENTLY NEEDED.

The MACHINE STORAGE part of the building (48x80) is of utmost importance--To Protect--Our Sidney Experiment Station Farm Equipment--WHICH HAS AN AVERAGE PRESENT DAY AGE of 15.33 YEARS. (This study was just completed by our Superintendent Dr. Jerry Bergman and our superb foremen, Ray Peterson.

NOW--You Also See why we Need THE SHOP SPACE (48x30) of the above Combination Building Request. WE MUST BE ABLE TO REPAIR -- Our 15.33 Year Aged Equipment.

This Old Equipment--and how our foreman gets through the year with it--poses some problems, but somehow, more slowly, The Sidney Station continues to Stand Up to Its Reputation--of Getting the Job Done--and Getting the Safflower Research and other Agronomic Research Studies completed.

WE NEED the Remaining Portion of This Combination Building for a "SAMPLE PROCESSING ROOM" (48x30). This sample Processing room is required for Proper and Adequate--Crop Variety--Sampling--Crop Analysis, and New Crop Variety--Selection and Release. This sample processing room is so Necessary--In Comparing and Making--Variety Recommendations THAT ARE ADAPTABLE TO THE RESPECTIVE AGRONOMIC AREAS OF MONTANA.

VARIETY RECOMMENDATIONS--are extremely Important--to you Agriculturally Oriented People. The Economic Prosperity of Montana Agriculture Is Dependent Upon Top Quality Release--Of Accurate Agronomic Research Data as to Variety Testing and Release of Recommended Varieties.

No Experiment Station In Montana--Produces--More--Foundation Seed--More Registered Seed--Or More Certified Seed Than Our Own Sidney Experiment Station! The Sidney Experiment Station--Is Presently the ONLY EXPERIMENT STATION IN THE UNITED STATES--That Is Carrying On Extensive Safflower Research and NEW VARIETY DEVELOPMENT! (Research Specialists-have informed me that - a new safflower variety could not be developed from scratch in less than 8 years.)

OUR SUPERINTENDENT AND PLANT BREEDER, Dr. Jerry Bergman -- has done the near impossible: He has developed from scratch - TWO NEW HIGH OIL PRODUCING, DISEASE RESISTANT, HIGH T. WEIGHT VARIETIES, RABINE and HARTMAN -- In Less Than 5 Years.

ONE VARIETY -- Sidwill in 1976 -- was developed by Dr. Bergman - in just 3 years!

Safflower - is fast becoming an extremely important -- 2nd Cash Crop -- Supplement -- To The Montana Farmer, and Montana Agriculture. Through the trying years, Safflower is a crop that is still with us.

Dr. Bergman, presently has 3,000 Safflower plants in the greenhouse; with a Potential of 2,000 families for Potential Crosses. But let one of the Safflower Industries - Experts--Jerry^KNick--Of Agra-Com Oil Seeds--testify as to the Importance -- and Necessity of This Building in Relation to Safflower Research and Development in Montana.

THE DECISION IS YOURS ^{Wadie Sd} -- Gentleman-- HOW IMPORTANT IS OUR BUILDING REQUEST IN HOUSE BILL 831??

In 34 years of Sidney Experiment Station History, (from 1947 to the present date of 1981), only ONE Building, a machine storage building was built in 1957--With State Funds; that building was built at a cost of \$8,000.

I ask that you give HB 831 a DO PASS RECOMMENDATION.

Mr. Chairman, members of the committee, I am Larry Tveit, Senator from District 27, Richland and Dawson County.

I appear before you with concerns of the problems that face the experiment station in Sidney.

The primary mission of the Eastern Agricultural Research Center at Sidney is to support the Montana Agricultural Experiment Station of Montana State University in performing field and laboratory research into crop production problems encountered in Montana agriculture and provide partial or complete solutions to these problems. The success of this station strengthens the competitive position of Montana Agriculture and improves the economic position and quality of life for the State and its citizens.

The Eastern Montana Branch Station was founded in 1947 and would operate as a unit of MSU. The Research Center cooperates with many agencies, both public and private, in the conduct of its research programs. Glen Hartman was superintendent of the station until last year when he retired and Jerry Bergman took over.

Under Hartman, a lot of research was done with both grains and sugar beets. Their greatest hinderance was a lack of space and a building so badly needed.

The building improvement and equipment replacement budget is only \$2,700 a year. In comparison, Williston, across the North Dakota border gets \$24,500 for equipment a year. Sidney station needs a building and they have been trying to get one since 1958, which is 22 years and they still haven't gotten a building. The station in Sidney has only been appropriated \$8,000 for building improvements since 1948.

With agriculture of prime importance in the state and alternative crops a must, this is why their project is so important.

Dr. Jerry Bergman, Superintendent and Agronomist at Sidney, is working very closely with Agricom Safflower Company of California developing new varieties of Safflower. Safflower is an alternative oil crop to wheat and barley. It is a very hardy crop and its oil is used for cooking and medicines. It has great potential as an additional cash crop that farmers need.

Dr. Bergman has developed two new varieties in the last four years. Normally it would take seven years to develop these varieties. The Agricom Company is so impressed with his work that there is a possibility of Agricom donating enough money to build a greenhouse in Sidney, another facility that the station doesn't have. At the present time Dr. Bergman has 3,000 potted Safflower plants in a greenhouse of the USDA Research Building. He equipped the greenhouse with additional lights and now he is getting pushed out by the new boss of the center. The building requested is needed for seed cleaning and seed storage, some laboratory work and machinery storage.

With all the other research on other small grains and sugar beets and the inadequate space in which to complete their seed tests, the efficiency of the station is extremely handicapped.

I appeal to you as a committee, to approve the building appropriation for the Eastern Montana Experiment Station at Sidney.



February 13, 1981

Senator Larry Tveit
Montana State Senate
State Capitol
Helena, MT 59601

Dear Senator Tveit:

This is a statement of support for the building at the Eastern Research Center, Sidney. This building would be used for plants and seed sample processing and storage, and for equipment and machinery storage. The building would be a prefabricated type, 2200 square feet, with 40% for research laboratory and storage and 60% for machinery storage.

The Eastern Research Center has a long history of productive research in Montana. It has been extremely active in cropping practice work, winter wheat, spring wheat, barley and oats, variety developments, weed control, and pioneered the safflower industry development work for eastern Montana. The most recent developments in safflower include the variety releases of Sidwell, Rehbein and Hartman which have greatly improved disease resistance. This work has helped save an industry which was in serious problems because of production difficulties. Extensive field bean research and variety testing has returned as much as \$250-300 additional gross income per acre adding to the economy of the area and the state.

These few examples of agricultural research emphasize the value of the research station to eastern Montana and the state as a whole. To allow the station to function properly and give the researchers the opportunity to express their productivity, adequate equipment and facilities must be available.

The building being requested has been badly needed for several years. Currently several thousand plot samples are being processed and stored in one room, which is totally inadequate for the type and quantity of work needed. The lack of sufficient space for processing and storing samples delays the processing of research samples and data. It also downgrades the quality of work being performed, since the very close quarters promote spillage and sample loss.

Senator Larry Tveit

Page 2

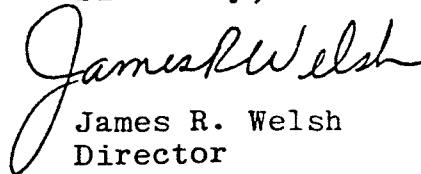
February 13, 1981

The equipment storage portion of the building would allow indoor housing of equipment which is currently left outside, greatly shortening its useful life.

Montana State University and the Agricultural Experiment Station are strongly supportive of this facility request. It, like many others, has been seriously needed for a long time. In our opinion we must begin to update our research center facilities if we are to achieve the level of productivity that our agricultural scientists are willing and able to provide.

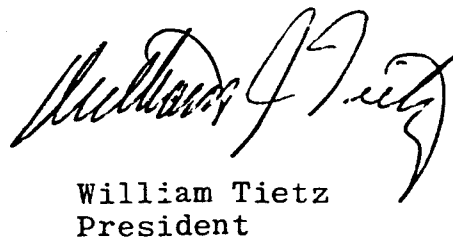
If you need any further information, please let us know.

Sincerely,



James R. Welsh
Director

JRW:dw



William Tietz
President

February 5, 1981

Representative Art Lund
 Senator Ed Smith
 Senator Larry Tveit
 Representative Glenn E. Jacobsen
 Representative John Shontz
 Representative Dean Switzer
 Montana State Capitol Building
 Helena, Montana 59601

Gentlemen:

Agricom Oilseeds, Inc. fully supports increased funding for the Montana Agricultural Experiment Station and the Cooperative Extension Service. Agricom is involved in safflower contracting in Montana, thus has a keen interest in Montana agriculture.

The development of the safflower industry in Montana is an excellent example of cooperation among research, extension and private industry to accomplish a common goal, the establishment of safflower as an alternate crop in Montana. Perhaps a brief history of safflower in this state will serve to illustrate the value of agriculture research and extension relative to a specific crop and industry.

In the 1950's Dr. Carl Clausen of Pacific Vegetable Oil sought the advice of R. F. Eslick of Montana State College regarding the adaptation of safflower to Montana, and the most desirable location for a processing plant. Eslick initiated safflower variety trials which were conducted at branch experiment stations throughout the state. This research proved that safflower was best adapted to locations at lower elevations east of the Continental Divide, and more specifically the eastern third of Montana. Through the efforts of local citizens, under the direction of the Roosevelt County Extension Agent, the late Don Hunter, Culbertson was selected as the location for a crushing facility which was constructed and operational by 1960. In 1961 there were over 100,000 acres of safflower harvested in eastern Montana and western North Dakota. This large acreage was obtained through the joint efforts of extension agents, experiment station personnel, and industry representatives in conducting grower education meetings throughout the area.

When problems in weed control and disease become evident, these were also attacked jointly. Treflan, a preemergence herbicide was cleared for safflower largely through the efforts of Glenn P. Hartman, Superintendent at the Eastern Agricultural Research Center at Sidney. Art Shaw, Extension Agronomist, conducted demonstration plots in several counties which proved the value of Treflan to safflower growers. A collection of safflower lines from throughout the world was seeded year after year at Sidney to select for disease resistance. Safflower lines were discovered from this collection which had good resistance to Alternaria leaf spot. In 1973, primarily through the efforts of two county extension agents, Ellis Williams and Mike Stoltz, the Montana legislature provided funds for a safflower breeder to be stationed at Sidney. Dr. Jerry Bergman was initially hired because these funds were available, and is currently the

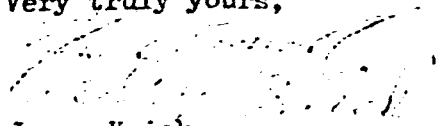
Page 2

Superintendent and Safflower Breeder at Sidney. He has already released three safflower varieties with excellent disease resistance. Under the Federal Farm Program of 1978, the Montana ASCS Committee would have included safflower as a designated crop. This would have left Montana farmers without a proven crop for set-aside acres. Again, the same trio of experiment station, extension, and industry personnel joined together to persuade the state ASCS Committee to leave safflower a free crop. In the three year period from 1978 through 1980, about 250,000 acres of safflower were seeded in Montana on land that would have otherwise been idle. This resulted in about \$12 million additional income to Montana farmers.

During the twenty-plus years safflower has been grown in Montana, tens of millions of dollars have been added to the state's economy. It has provided a viable alternative to wheat and barley, and farmers have found that it provides an added degree of flexibility to their crop rotations. This spirit of cooperation is continuing. Industry has provided financial support to the Montana Agricultural Experiment Station and the Cooperative Extension Service participates in grower education programs. Additional funding is needed in the areas of weed control, pathology, and breeding of safflower. With improved varieties and cultural practices safflower has the potential to compete with sunflowers as a major oilseed crop, and could occupy hundreds of thousands of acres in Montana.

We at Agricom wholeheartedly support increased financial support for the Experiment Station and Extension Service. We feel a sound economy in Montana is dependent upon agriculture which in turn depends upon an adequately funded research and extension system. Your support will be appreciated by everyone interested in Montana agriculture. Thank you for this opportunity to state our views.

Very truly yours,


Jerry Knick
Chuck Crowell
Field Representatives

JK/als

cc: Dr. James R. Welsh
Dean of Agriculture
Montana State University

Dr. Carl J. Hoffman
Vice President for Extension
Montana State University

Sonny Holland
Executive Secretary
Alumni Association
Montana State University

Joseph Smith
President of Agricom Oilseeds

Eastern Agricultural Research Center - Sidney
Montana Agricultural Experiment Station

CAPITAL FUNDS IN THE AMOUNT OF \$85,000 NEEDED FOR THE CONSTRUCTION OF A
SAMPLE PROCESSING, FARM SHOP, AND MACHINERY STORAGE BUILDING AT THE
EASTERN AGRICULTURAL RESEARCH CENTER

by
Jerald W. Bergman, Superintendent
February 2, 1981

Priority No. 1

The Eastern Agricultural Research Center has an urgent need for one steel type prefabricated building of 48'x140' dimensions to be used for sample processing and storage as well as for the storage of equipment and machinery. Currently, the only sample processing and storage space at the Center consists of one room of 20'x30' in a quonset type building. This space is totally inadequate for the processing and storage of several thousand plot samples. Consequently, samples must be stored in all Research Center buildings, regardless of their intended use until they can be processed through this one small room. The lack of sufficient space for processing and storing samples delays the processing of research samples and the compilation of data therefrom. It also affects the quality of work being performed as workers attempt to process samples in extremely close quarters since spillage or loss of samples can easily occur under such conditions.

The building being requested would have one enclosed, heated sample room of 30'x48' size for the processing and storage of samples and one 30'x48' enclosed, heated shop room for the repair of farm and research equipment. The remaining portion of the building (80'x48') would be utilized for the storage of machinery and equipment, particularly of the more precision type which is subject to damage from weather. Presently, this equipment must be left out-of-doors, which greatly shortens its useful life. This portion of the building would be closed on three sides and open on one side.

A rough sketch of the proposed building is attached.

SAMPLE PROCESSING, FARM SHOP, AND MACHINERY STORAGE BUILDING
 Eastern Agricultural Research Center
 Sidney, Montana

GENERAL

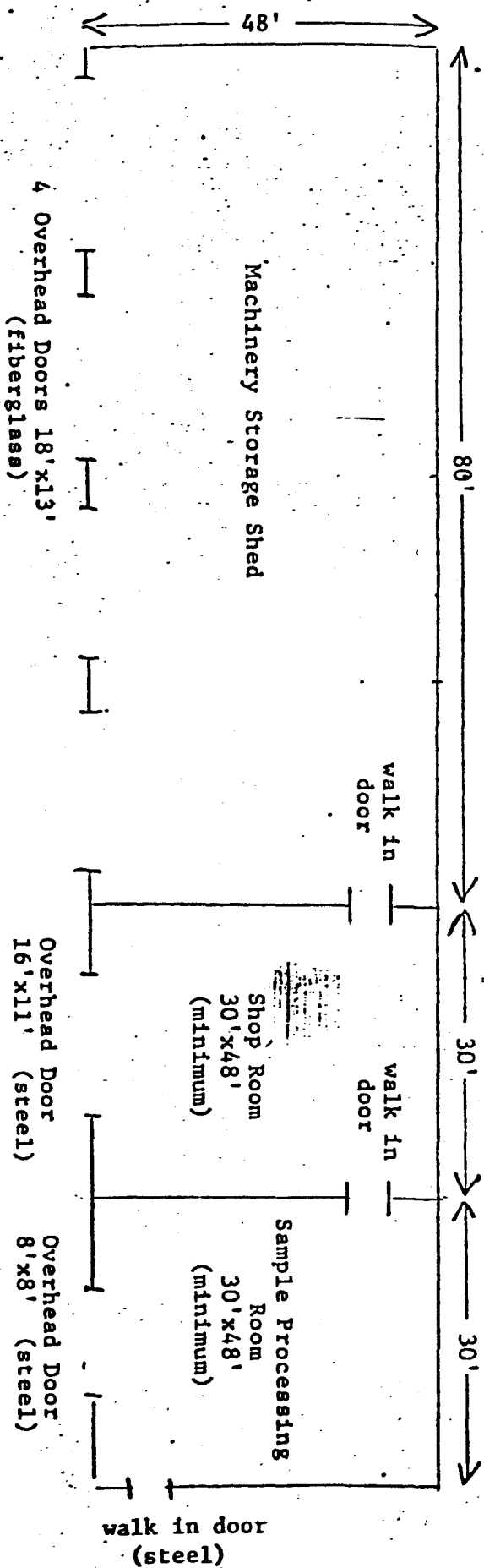
Building to be of steel prefab construction
 with straight sidewalls
 Building to be erected on concrete foundation
 extending 2 feet above ground line
 Building to have overall dimensions of 48'x140'x14'
 Building to have 12' sidewalls

MACHINERY SHED

To have gravel floor
 To have ceiling light panels
 To have 4 overhead doors

SAMPLE PROCESSING AND SHOP ROOMS

To have minimum dimensions of 30'x48' each
 To be equipped with a concrete floor
 To have insulated sidewalls with plywood
 or similar interior finish
 To have 14' height ceiling with insulation
 and interior finish
 To have gas fired furnace with exterior
 source of air for burner
 To have electric lighting and outlets of
 dustproof type



HOUSE BILL NO. 831

INTRODUCED BY

Twitt
Edward J. Twitt
Representative

A BILL FOR AN ACT ENTITLED: "AN ACT TO APPROPRIATE \$85,000
 TO THE AGRICULTURAL EXPERIMENT STATION IN SIDNEY FOR THE
 CONSTRUCTION OF A SAMPLE PROCESSING, STORAGE, AND REPAIR
 SHOP BUILDING."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MONTANA:

Section 1. Appropriation. There is appropriated
 \$85,000 from the general fund to the agricultural experiment
 station in Sidney for the biennium ending June 30, 1983, for
 the purpose of constructing a building for the processing
 and storage of samples, the repair of farm and research
 equipment, and the storage of machinery and equipment.

-End-

INTRODUCED BILL

118,831

✓ MONTANA AGRICULTURAL EXPERIMENT STATION

MONTANA STATE UNIVERSITY

LONG RANGE BUILDING PROGRAM

(As submitted to the Board of Regents)

✓ August 29, 1980

MONTANA STATE AGRICULTURAL EXPERIMENT STATION
LONG RANGE BUILDING PROGRAM
OVERALL PRIORITY LIST

| | | |
|-----|---|--------------|
| 1. | Machine Shop and Storage Complex | \$ 265,000. |
| 2. | Office Building and Lab Building (Western Triangle Res. Station) | 265,000. |
| 3. | Controlled Environment Research Facility (Renovation and New Construction) | 2,273,000. |
| 4. | Miscellaneous Repairs - Various Centers | 43,225. |
| 5. | Sample Processing & Machinery Storage Shed (Eastern AES, Sidney) | 83,000. |
| 6. | Paving Road into AES Animal Holding & Research Complex, West of Campus | 70,000. |
| 7. | Multi-Purpose Building (NW AES at Creston) | 125,000. |
| 8. | Improvements to Insectory (Bozeman AES) | 15,000. |
| 9. | New Office Building (Central AES at Mocassin) | 110,000. |
| 10. | Renovation and Construction of P&SS Field Research Lab Facilities (Bozeman AES) | 288,000. |
| 11. | Feedmill Boiler and Building | 59,000. |
| 12. | Finish Basement of Residence at Eastern (Sidney) AES | 10,000. |
| 13. | New Dairy Center (Bozeman AES) | 2,000,000. |
| 14. | Expand Vet. Science (Hadleigh-Marsh) Lab (Bozeman) | 600,000. |
| | | <hr/> |
| | | \$6,206,225. |

A portion of the December, 1980 report of the Montana Agricultural Experiment Station eleven member committee to evaluate the Montana Agricultural Experiment Station Research Centers. This portion pertains to the evaluation of the building facilities at each Research Center and states the urgent need for additional facilities at the Sidney (Eastern) Experiment Station.

STANDING COMMITTEE REPORT

MARCH 30

1981

MR. SPEAKER:

We, your committee on **HOUSE APPROPRIATIONS**

having had under consideration

HOUSE

Bill No.

**A BILL FOR AN ACT ENTITLED: "AN ACT ESTABLISHING
COMPENSATION FOR ELECTED STATE OFFICIALS, SUPREME COURT
JUSTICES, DISTRICT JUDGES, THE COMMISSIONER OF CAMPAIGN
FINANCES AND PRACTICES, THE CHAIRMAN AND MEMBERS OF THE
STATE TAX APPEAL BOARD, AND LEGISLATORS; AMENDING SECTIONS
2-16-405, 3-5-211, 5-2-361, 13-37-106, AND 15-2-102, MCA."**

Respectfully report as follows: That

HOUSE

Bill No.

388

1. Amendments attached from State Administration

DO PASS **AS AMENDED**

AMENDMENTS TO HOUSE BILL 580

1. Title, line 7.

Following: "COMPENSATION"

Insert: "AND EXPENSES"

2. Pages 1 through 5.

Strike: all of the bill following the enacting clause

Insert: "Section 1. Section 2-16-405, MCA, is amended to read:

"2-16-405. Salaries of certain elected state officials. The salaries paid to certain elected officials of the state of Montana for fiscal year 1982 and following years are:

| | Fiscal Year | Following |
|--|-------------------|--------------------|
| | 1980 1982 | June 30, 1980 1982 |
| Governor..... | \$37,500 \$43,360 | \$40,000 \$47,023 |
| Lieutenant governor..... | \$26,800 \$31,077 | \$28,700 \$33,671 |
| Chief justice of the supreme court..... | \$39,000 \$44,447 | \$41,000 \$48,204 |
| Justices of the supreme court, each..... | \$38,000 \$43,360 | \$40,000 \$47,023 |
| Attorney general..... | \$34,500 \$39,555 | \$36,500 \$42,887 |
| State auditor..... | \$24,500 \$28,685 | \$26,500 \$31,071 |
| Superintendent of public instruction..... | \$29,400 \$34,120 | \$31,500 \$36,979 |
| Public service commissioners..... | \$26,800 \$31,077 | \$28,700 \$33,671 |
| Secretary of State..... | \$24,500 \$28,685 | \$26,500 \$31,071 |
| Clerk of the Supreme court..... | \$23,875 \$27,870 | \$25,750 \$30,185 |

Section 2. Section 3-5-211, MCA, is amended to read:

"3-5-211. Salaries and expenses of district judges.

(1) The annual salary of each district judge is as follows:

(a) for the fiscal year beginning July 1, 1979 1981, and ending June 30, 1980 1982, \$37,000 \$42,273;

(b) after June 30, 1980 1982, \$39,000 \$45,841.

(2) Actual and necessary expenses for each district judge shall be the travel expenses, as defined and provided in 2-18-501 through 2-18-503, incurred in the performance of his official duties."

Section 3. Section 5-2-301, MCA, is amended to read:

"5-2-301. Compensation and expenses for members while in session. (1) Legislators are entitled to a salary commensurate to that of the daily rate of a grade 8, step 2 classified state employee, for those days during which the legislature is in session. The president of the senate and the speaker of the house shall receive an additional \$5 a day in salary for those days during which the legislature is in session.

AMENDMENTS TO HOUSE BILL 580 (cont.)

(2) Legislators are entitled to \$40 \$45 a day, 7 days a week, during a legislative session, as reimbursement for expenses incurred in attending a session. Expense payments shall stop when the legislature recesses for more than 3 days and shall resume when the legislature reconvenes.

(3) Legislators are entitled to a mileage allowance as provided in 2-18-503 for each mile of travel:

(a) to the place of the holding of the session and to return to their place of residence at the conclusion of the session; and

(b) for one additional round trip to their place of residence during each session.

(4) Legislators are not entitled to any additional mileage allowance under subsection (3)(a) or (3)(b) for a special session if it is convened within 7 days of a regular session."

Section 4. Section 13-37-106, MCA, is amended to read:

"13-37-106. Salary. (1) The commissioner of campaign finances and practices is entitled to receive an annual salary of ~~\$22,000~~ \$23,794 in fiscal year 1982 and \$25,754 after June 30, 1982.

(2) The salary commission must review the commissioner's salary and may recommend salary increases to the legislature."

Section 5. Section 15-2-102, MCA, is amended to read:

"15-2-102. Qualification and compensation. (1) To be appointed a member of the state tax appeal board, a person must possess knowledge of the subject of taxation and skill in matters pertaining thereto. No person so appointed may hold any other office under the laws of this state or any other state or any office under ~~or any office under~~ the government of the United States or under the government of any other state. He shall devote his entire time to the duties of the office and shall not hold any other position of trust or profit or engage in any occupation or business interfering or inconsistent with his duties. The state tax appeal board is transferred to the department of administration for administrative purposes only as is specified in 2-15-121. However, the board may hire its own personnel, and 2-15-121(2)(d) does not apply.

(2) The member designated chairman as provided for in 15-2-103 shall receive a salary of ~~\$20,276~~ \$23,554 in fiscal ~~1980~~ 1982 and ~~\$21,779~~ \$25,493 in fiscal ~~1981~~ 1983. The remaining state tax appeal board members shall be paid a salary of ~~\$19,843~~ \$22,924 in fiscal ~~1980~~ 1982 and ~~\$21,200~~ \$24,809 in fiscal ~~1981~~ 1983. All members of the board shall receive travel expenses as provided for in 2-18-501 through 2-18-503, as amended, when away from the capital on official business.

STATE ADMINISTRATION
RM 436

AMENDMENTS ON HOUSE BILL 580

(3) The salary commission must review the salary for members of the board and shall recommend an appropriate salary to the legislature."

STANDING COMMITTEE REPORT

3-30

19 61

3-16 Both wrong

MR. SPEAKER:

We, your committee on HOUSE APPROPRIATIONS

having had under consideration HOUSE JOINT RESOLUTION Bill No. 38

A JOINT RESOLUTION OF THE SENATE AND THE HOUSE OF
REPRESENTATIVES OF THE STATE OF MONTANA REQUESTING THE
LEGISLATIVE FINANCE COMMITTEE TO CONDUCT AN INTERIM STUDY
TO EXPLORE THE ADVANTAGES OF CHANGING THE STATE'S FISCAL
YEAR TO COINCIDE WITH THE FEDERAL FISCAL YEAR.

Respectfully report as follows: That HOUSE JOINT RESOLUTION Bill No. 38

~~DO NOT PASS~~