

MINUTES OF THE MEETING
HIGHWAY AND TRANSPORTATION COMMITTEE
MONTANA STATE SENATE

March 10, 1981

The sixteenth meeting of the Highways and Transportation Committee was called to order on the above date in Room 410 of the State Capitol Building by Chairman Mark Etchart at 1:00 p.m.

ROLL CALL:

Present: Senator Etchart, Senator Hager, Senator Hazelbaker, Senator Elliott, Senator Tveit, Senator Graham, Senator Healy, Senator Stimatz. Absent: Senator Manning.

CONSIDERATION OF HOUSE BILL NO. 364:

Representative Vincent, District 78, Bozeman, Chief Sponsor of HB364 told the committee this is an act to provide mandatory sentences for driving or being in control of a motor vehicle within this state while under the influence of alcohol or drugs; to require defendants to participate in an alcohol information course. Including alcohol or drug treatment if considered necessary; amending section 61-8-714, MCA.

Representative Vincent told the committee this is not only an important bill, but it is a major step, if we decide to take it. The bill provides for mandatory sentencing on a DWI charge. For the first time in many years, the House decided to increase the penalties. In the last six years, we have increased the fines and sentences on third offenses. There is a serious problem in Montana. One half of the people killed in accidents, involved a drunk driver. We need to address that problem seriously and come up with some kind of system that will cut that percentage down. When I started to draft this bill, I wanted to get a balance between punitive and rehabilitative. I know that punishment alone is not enough to solve the problem. We need to combine punishment with rehabilitation. When a person is convicted of DWI for the first time, they shall be imprisoned in the county jail for one (1) day and by a fine not less than \$100 and not more than \$500. The fines have remained the same. The jail sentence would be mandatory. On a second conviction, he shall be punished by a fine of not less than \$300 or more than \$500 and by imprisonment for not less than 7 days or more than 30 days. On the third or subsequent conviction, he shall be punished by imprisonment for a term of not less than 30 days or more than 1 year, to which may be added, in the discretion of the court, a fine of not less than \$500 or more than \$1,000. The punitive aspect of this bill would be the deterrent. And, if this bill in any way, would deter, then I think it would be a big plus for the state of Montana. Also, in addition to the punishment provided, the

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defendant shall complete an alcohol information course at an alcohol treatment program approved by the Department of Institutions which may include alcohol or drug treatment or both if considered necessary by the counselor conducting the program.

Representative Vincent said we should do the best job we can to prevent that person from doing that again. I believe the rehabilitation aspect of the bill will work and offset the punitive side, which will be the deterrent. After I got this bill into the House, I called my brother, who was convicted on three DWI's and asked him if he thought this bill has any potential for being a deterrent. He told me there are certain people that no law will deter and then there are some people who are on the fence. He had heard a lot of conversation that this would be a deterrent.

Representative Vincent told the committee the State of Washington, where his brother lives, has a similar law that went into effect about a year ago. This bill will not solve the problem, but if it saves some lives, then I think that it would be more than worth it. It mandates punishment and mandates rehabilitation. It is a step in the right direction. Right now, if you shoot a deer out of season in Montana, you will be punished more than you would be on a first DWI charge. It just seems to make sense that punishment for DWI should be more strict than shooting a deer out of season.

Senator Etchart asked if there were any other proponents to HB364.

Candis Compton, Helena, representing the Alcohol and Drug Abuse, Dept. of Institutions, told the committee they support this bill. She addressed the rehabilitation aspect of the bill. A little education can go a long way. The risk of having an accident is twenty five times greater if you have alcohol in your system. When people have alcohol in their system at a certain level, the chances of them being just a social drinker is small. Two-thirds of the people stopped for DWI are problem drinkers. The Alcohol Information Course, or Court School, is a ten hour education session about alcohol. It is also a screening session, in that it is at this time you can separate the social drinker from the problem drinker. The course is designed to do this.

Jo Kaste, Alcoholism Programs of Montana, said he agreed with previous testimony and they strongly support this bill.

Jan Brown, representing the Association of Churches, told the committee they support this bill.

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Representative Shontz told the committee there were about fifty-five people killed on Montana Highways last year. I wonder how many of them could be here today, if this bill were law now. I ask for your support.

Morris W. Gullickson, representing the United Transportation Union, spoke in support for HB364. With the high death rate already in Montana this year, we have to do something different. This looks like a workable bill.

Senator Etchart asked if there were any opponents to HB364. There were none. Senator Etchart asked if there were any questions from the Committee.

Senator Hager asked Representative Vincent if this type of penalty was ever on the books before.

Representative Vincent said to his knowledge, it has not been on the books before. I have served four terms, and it has not been on the books in that time.

Senator Hager asked if there was more than one type of test to give someone for DWI.

Representative Vincent said yes, in addition to walking a straight line there is a breath-alizer. If a person has .10 alcohol in their system, they are guilty of DWI. This law only comes into effect if the person is convicted of DWI. The person would have his opportunity on his day in court. This bill was patterned after the Washington State Statutes.

Senator Elliott asked if they had given any thought to requiring the authorities to impound the car for 30 day periods for a second offense and a six month period for a third offense.

Representative Vincent said they had not given that any thought. One reason it was not considered was that there would be a lot of opposition to the bill. It would make it very hard for a person to get to and from work, etc. And, one way or another, the person would still find a way to drive. We felt you could go overboard in that regard. The revocation of the drivers license is still a possibility, unless someone drives without their license.

Representative Tveit asked if all people who drink have access to the alcohol program.

Candis Compton told the committee there is an alcohol information school offered in every county in Montana at the present time.

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She further stated that some of the programs are multi-county units. If it is a long distance to the program, provisions are made for private counseling. Sometimes that counseling can be done on an outpatient basis.

Senator Elliott asked if the program was being funded by DWI fines.

Candis said there is an additional assessment of \$50.00 for entrance into the Court School. This is not a part of the fine system itself.

Representative Vincent, in closing, told the Committee he thought Representative Shontz did the best job of summing this problem up. We are talking about human lives. In going over the statistics, about 164 people died last year in Montana, because someone was drinking and driving at the same time. In many cases not only the driver died, but a victim also. I don't think this law would be a cure all, but it will help. I would suggest to the committee, that it just takes one time. It is easy to talk about this in the abstract, but as soon as it is your friend that is killed or seriously injured by somebody that has been drinking too much, then it is reality. The time has come for us to try to take some direct and forceful action to try to cut down the number of fatalities. I believe this bill will help a great deal, and would encourage you to give it a do pass recommendation.

There being no further questions the hearing was closed on HB364.

FINAL CONSIDERATION OF HOUSE BILL NO. 299:

Don Steinbeissen, representing himself and the Montana-Dakota Beet Growers, told the committee there are 240 beet growers in the area. They deliver 50,000 loads of beets in a 30 day period. They have a short time to deliver this crop, running from late September to the 20th October. During the past seven years, the grower has had to haul sugar crops longer distances. We are traveling at a very low level of speed. The roads are usually hard and dry during this time of year. The GVW personnel has, at times, been very nasty to the truck drivers. We have to haul from 5 to 10 miles. If the beets freeze, they don't have to buy the crop. At the present time, it is hard to haul loads that are legal under the existing law until we get to the scale. This is a very serious problem.

Wilbur Rupp, representing the Montana-Dakota Beet Growers and himself spoke in support of House Bill No. 299. This bill is needed to help during the harvesting of an expensive and perishable crop and delivering the said crop to the processor before foul weather hampers harvesting operations.

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Leonard Odenbach, representing the Montana-Dakota Beet Growers Association, said he supported HB299.

Gary D. Steinby, representing the Montana-Dakota Beet Growers Association, said he supported HB299.

Glen Asbeck, representing the Montana-Dakota Beet Growers Association, said he supported HB299.

Herman Badt, representing the Montana-Dakota Beet Growers Association, said he supported HB299.

Donald Benxlaum, representing himself and the Montana-Dakota Beet Growers Association, said he supported HB299.

Roger Burboch, representing the Montana-Dakota Beet Growers Association and himself, said he supported HB299.

Leonard Hagler, representing the Montana-Dakota Beet Growers Association said he supported HB299.

John Steinbeisser, representing the Montana-Dakota Beet Growers Association said he supported HB299.

Steven W. Lorenz, representing the Montana-Dakota Beet Growers Association said he supported HB299.

Ike Ramben, representing the Montana Beet Growers Association and himself, said he supported HB299.

Senator Tveit, removed himself from the committee for the purposes of testifying for HB299. All of the people who have stood up and testified in support of HB299, support it without the amendment that the Highway Department has proposed. I live in this area, and have been close to the beets for many years. By the time they get to the highway, they have a ton of mud on the truck. This becomes a real problem for them, in trying to get the crop to market before they freeze. I feel this will not increase the damage to the roads from these short hauls. Speed and weather are the things that really tear a road up. The bill will not only help the sugar beet farmer, but also other crop farmers, as well. It is a farm to market only situation. I support this bill without the amendment.

Senator Etchart asked if there were any opponents to HB299. There were none. Senator Etchart asked if there were any questions from the Committee.

Senator Graham asked if this bill applies to the interstate highway.

Representative Shontz referred to Page 4 of the bill, which states, "an operator of a vehicle or combination of vehicles subject to the provisions of 61-10-107(2) may move over

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a highway, except any highway which is part of the federal and interstate system, within a 50 miles radius of the harvested field to the point of first unloading, without incurring the excess weight penalties set forth in 61-10-145 if the total gross weight of the vehicle or combination of vehicles does not exceed allowable weight limitations by more than 20 percent per axle.

He further stated it is his intention to ask Congress to develop similar legislation. I should have asked for a fiscal note on this bill. There are 21,000 farming operations in the State. The permit costs \$100. This was developed and used in the State of South Dakota, so it is not a new law. I also remind you that the cost of doing business is skyrocketing. I think this bill will benefit a large part of the farming industry and ask for your support.

There being no further testimony, the hearing on HB299 was closed.

CONSIDERATION OF HOUSE BILL NO. 502:

Representative Anderson, Chief Sponsor of HB502, told the committee this is an act to allow search and rescue and volunteer emergency medical personnel to use red blinker or revolving lights on their private vehicles if in emergency service, removing the inscription requirement and size limitation for such lights when used by firefighters. This bill began as an attempt to deal with the problem the volunteer firemen have to gain access to a fire. It is also to change existing law so they may use revolving blinking lights. I think it is important that the type of people who are responding to the emergencies, such as volunteer firemen, Search and Rescue personnel, and Emergency Medical Personnel, are able to get through road blocks, direct traffic, warn people through the blinking red lights. In the past they have had difficulty in getting through. This would all be under the control of the County Sheriff. I hope this bill will meet the needs of the volunteer firemen and the search and rescue.

Art Korn, Helena, representing the Montana State Volunteer Fire Association, spoke in support of HB502. There is a need for these lights on emergency vehicles. The Chief of the fire district will designate three to have the red lights to direct traffic. At the present time, we are in violation of using these red lights. The type of light we are supposed to use has not been made in the last ten years. The old law says the lights must be placed on the fender or hood of car. It cannot be seen well in this position. Most of us have been putting the light on the top of the vehicle. This is in violation. We would like to reinstate the words that the House deleted from the bill and offer the following amendment:

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1. Page 1, line 15.

Following: "VEHICLES"

Insert: "--use--identification card

2. Page 1, line 17.

Following: "department,"

Insert: ", when authorized by the chief of their respective department,"

The Association does not like the idea of the Sheriff having the responsibility of designating which firemen should have the red lights. We think the Fire Chief can do a better job of choosing who they should be.

Chuck O'Reilly, Helena, representing the Montana Sheriff and Peace Officers, said he would like to concur with the statement regarding the fire fighters. We have 11 or 12 and there is no way I can know each officer of that fire department. The Chief of the Fire Department would know better than I would, who should be designated. He further stated the the inclusion of the Search and Rescue is the main thrust of the bill. The functions of the Search and Rescue are to be on the scene as rapidly as possible. Individuals can be saved up to two hours under water, so it is imperative that they get to the scene as quickly as possible. It is difficult for the department to organize and coordinate a stream of vehicles all going to the scene together. It would be faster and safer if they were issued a red revolving light. As far as the Emergency Medical Personnel is concerned, I am not familiar with their training and would be rather strict about issuing that red light unless they have proven their training. I urge your support of this bill.

Ronald Taylor, representing the Flathead Firemen, Search and Rescue and Emergency Medical Technicians Associations, told the committee he has been involved in all three for a long time. In Montana, where rural areas cover much of the state, the great majority of emergency aid given, is by volunteers. A victim who has stopped breathing can die in 2 to 4 minutes. In order to respond quickly, it is essential for use of warning devices. Possibly, the greatest use of the warning light is at the scene. It immediately identifies you to everybody that is there. This can be of great assistance proceeding through road blocks, and invaluable in traffic control. It is essential that you control the traffic at an emergency. Some people are concerned that this privilege would be abused. I don't agree with this. These people are responsible individuals who are there to help their fellow men. It is imperative that they move quickly and safely through to the point of need. I agree with the amendment, however, I would state that I would rather see it passed this way than not at all.

There being no further testimony, or opponents, the hearing was closed on HB502.

ACTION ON HOUSE BILL NO. 299:

Senator Tveit suggested we amend the bill to have an effective date of July 1, 1981. Discussion followed.

Senator Tveit made the motion that HB299 be amended as follows:

1. Page 4, following line 20.

Insert: "Section 3. Effective date. [This act] is effective on July 1, 1981."

Motion carried with all Senators present voting aye.

Senator Tveit told the committee if they adopt the amendment from the Highway Department, that it would gut the bill.

Senator Elliott asked Senator Tveit what the difference between the Senate Bill he introduced and HB299 was. How do they differ?

Senator Tveit stated that his bill applied to single tire trucks. His bill would have them go to dual, to make the truckers comply to two tires. HB299 addresses commodities from the farm to the market.

Senator Elliott asked if we could delay taking action on HB299 until the next meeting. It was agreed with all Senators voting aye.

CONSIDERATION OF HOUSE BILL No. 681:

Representative Sivertsen, Chief Sponsor of HB681, told the committee the Multistate Highway Transportation Agreement creates a regional transportation committee to promote a smoother and more efficient flow of commerce among its member states. The MHTA provides a forum where representatives of states from all areas of state government -- legislators, highway engineers, administrators or enforcement personnel -- can meet with their state's sanction to discuss and make recommendations on the region's transportation problems.

Those problems may be in sizes and weights, weight enforcement, safety inspections, ports of entry, permit systems, or any similar subject. Because such problems need frank and open discussion, the MHTA does not bind the states to its recommendations and cannot of itself change state law. The MHTA is not a compact or a contract. The standards set out in the MHTA are already embodied in Montana and Western state law. Finally, the

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MHTA does not cost the states any money except for meetings, and those meetings are typically coordinated with others, such as WASHTO and the Council of State Governments, at which members from Montana will often be in attendance.

The Multistate Highway Transportation Agreement is a cooperative agreement adopted by the Western Conference of the Council of State Governments in December, 1974. The Agreement gives the Western States an instrument for achieving uniform regional vehicle size and weight objectives. The principles of the Agreement gives the Western States an instrument for achieving uniform regional vehicle size and weight objectives. The principles of the Agreement were endorsed by the Western Association of State Highway Officials in May, 1975. California, Nevada, Idaho, and Wyoming have adopted legislation and are ready to implement the Agreement.

Oregon and Utah, to my knowledge, have bills in this session to adopt the agreement, in addition to Montana.

Mike Rice, Box 399, Black Eagle, MT, representing the Montana Motor Carriers Association, said he supported the bill and agreed with Representative Sivertsen's comments.

Ben Havdahl, Montana Motor Carrier's Association, told the committee the bill was heard in the house with no opposition, and no proposed amendments. If the railroads propose an amendment today, I would resist that.

Larry Huss, Montana Motor Carriers Association, told the committee the trucking industry not only built the highways but are the chief users of the highways. We have found conflicting provisions regarding weight limits, permits, safety standards and a whole variety of problems throughout the states.

Ann Scott, representing the Montana Farmers Union told the committee the Montana Agriculture shares one of the largest costs, in the transportation of products. We have recently lost one of the railroads and are faced with a rail monopoly. We feel that the trucking industry is the new answer to farm to market. At various times trucks moved up to 40% of Montana's grain. We feel that this Agreement is a very good way of solving some problems that exist in the trucking industry today. There are different problems and needs and we feel that it is important that we ban together and find the solution without having Washington D. C. decide what is best for us. For those reasons, we feel that it is critical that we have the Multistate Agreement.

Mary Nielson, representing W.I.F.E., said she would like to echo the statements of Ann Scott, and they support this bill.

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Beata Golda, representing the Department of Highways, said they support this bill.

James T. Mular, representing the Railway Clerks told the committee that any triple trailer authorization through multistate compacts should be authorized by the legislature instead of any state agency. This committee should consider amendments signifying legislature's intent.

Morris W. Gullickson, United Transportation Union, told the committee they believe that large trucks should pay their way, that cost should be assigned to users in proportion to the costs they cause or occasion. We do not want any triple trailers until all Interstate Highways are complete.

Kenneth D. Clark, representing the United Transportation Union, told the committee this compact should not be entered into until the interstate highways in Montana are complete.

Senator Etchart asked if there were any other proponents to House Bill No. 681. There were none. Senator Etchart asked if there were any opponents to HB681. There were none. Senator Etchart asked if there were any questions from the Committee.

Senator Elliott asked Larry Huss if he read in the bill the allowance of triple trailers.

Larry Huss replied that that section says that other states can join. It is going to take an affirmative action of this state to adopt any standard of the committee on multistate transportation. They are just trying to confuse this by talking about an issue that they have not been able to get a forum for. There is nothing in here about triple trailers and I resent them trying to make it one.

Senator Elliott asked Miss Golda if the passage of this bill would affect the Department of Highways.

Miss Golda, told him it will not change the operation of the Department of Highways. All it authorizes is that studies and recommendations can be made to the Department. It would not force us to do anything.

Representative Sivertsen told the committee this is not a compact. This is an Agreement that we would discuss some of the problems this industry is faced with. The main reason for this bill, is we think there is a need for research as to what different states are doing that could make the transportation industry more efficient.

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Senator Graham told the committee they worked on this for a long time. I think the multistate agreement would be good for Montana.

In Closing, Representative Sivertsen, told the committee one way to better understand the situation would be to find out all the different permits between here and New York City. It is very costly and if you do not comply, there are various fines that you would have to pay. This is all passed on to the consumer. If the states could get together, it would be an attempt toward bringing these costs down.

There being no further testimony or questions on HB681, the hearing was closed.

ACTION ON HOUSE BILL NO. 502:

Senator Elliott made the motion that HB502 be amended as follows:

1. Page 1, line 15.
Following: "VEHICLES"
Insert: "--use--identification card

2. Page 1, line 17.
Following: "~~department,~~"
Insert: ", when authorized by the chief of their
respective department,"

The motion carried with all Senators present voting aye.

Senator Elliott made the motion that HB502, as amended, be concurred in. The motion carried with all Senators present voting aye. Senator Elliott will carry the bill on the floor.

ACTION ON HOUSE BILL NO. 681:

Senator Hazelbaker made the motion that HB681 be concurred in. All Senators present voting aye, the motion carried. Senator Graham will carry the bill on the floor of the Senate.

ADJOURNMENT:

There being no further business of the Committee, the meeting adjourned at 2:45 p.m.



Senator Mark Etchart, Chairman

ROLL CALL

SENATE HIGHWAYS & TRANSPORTATION COMMITTEE

47th LEGISLATIVE SESSION - - 1981

Date *Tuesday*
3-10

NAME	PRESENT	ABSENT	EXCUSED
SENATOR MARK ETCHART	✓		
SENATOR TOM HAGER	✓		
SENATOR FRANK W. HAZELBAKER	✓		
SENATOR ROGER H. ELLIOTT	✓		
SENATOR LARRY J. TVEIT	✓		
SENATOR DAVE MANNING			
SENATOR CARROLL GRAHAM	✓		
SENATOR JACK HEALY	✓		
SENATOR LAWRENCE G. STIMATZ	✓		
VERDON - Legislative Council			

Each day attach to minutes.

DATE

3/10/81

COMMITTEE ON

Highways

VISITORS' REGISTER

NAME	REPRESENTING	BILL #	Check One	
			Support	Oppose
Beate Jalden	Dept. of Highways	H.B. 681	✓	
Lo Kote	Alcoholism Program	364	✓	
Morris W. Gunklickson	UNITED TRANSPORTATION UNION	HB 681		+
Mary Neelboer	WIFE	681		
John Stankiewicz	farmer	299	✓	
Leonard Hagle	farmer	299	✓	
Thomas Hansen	farmer	299	✓	
Harold Hansen	farmer	299	✓	
John Pearson	Farmer	299	✓	
Walter Rupp	Farmer	299	✓	
Frank Henry	Farmer	299	✓	
Tom Stankiewicz	Farmer	299	✓	
Leonard Olenchak	Farmer	299	✓	
Norman Bost	Farmer	299	✓	
Roger Barback	Farmer	299	✓	
Donald Ray Kaym	Farmer	299	✓	
John Fischek	MT - PATE BEET GROWERS	299	✓	
John V. [unclear]	State Rep. 78	364	✓ sponsor	
Robert Anderson	Dept of Inst 4000	364	-	
Landis Compton	Institutions - ADAD	364	✓	
Jan Brown	MT Assn of Churches	364	✓	
Raymond [unclear]	United [unclear] 1 [unclear]	501	✓	
Frank [unclear]	St. R. H. B.	681	✓	
Carol [unclear]	MT Sheriff Assoc.	502	✓	
Chuck O'Reilly	Mont. Sheriff Assoc	502	✓	
John Anstad	MT. Sheriffs & Peace Officers	502	✓	

DATE _____

COMMITTEE ON _____

VISITORS' REGISTER

[illegible]

NAME: Candis Compton DATE: 3-10-81

ADDRESS: 1539 Eleventh - Helena

PHONE: 449-2827

REPRESENTING WHOM? Alcohol & Drug Abuse, Dept. of Institutions

APPEARING ON WHICH PROPOSAL: HB 364

DO YOU: SUPPORT? yes AMEND? _____ OPPOSE? _____

COMMENTS: _____

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: JoK ste DATE: 3/10/87

ADDRESS: 215 N. Rodney

PHONE: 443-2343

REPRESENTING WHOM? Alcoholic Program of Menlo Park

APPEARING ON WHICH PROPOSAL: HB 364

DO YOU: SUPPORT? ☒ AMEND? ☐ OPPOSE? ☐

COMMENTS: _____

NAME Morris W. Gullikson BILL No. HB 364
ADDRESS 323 So 6th Livingston MT. DATE 3/10/81
WHOM DO YOU REPRESENT UNITED TRANSPORTATION UNION
SUPPORT X OPPOSE _____ AMEND _____

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

WITH THE HIGH DEATH RATE ALREADY IN MONTANA THIS YEAR
WE HAVE TO DO SOMETHING DIFFERENT. THIS LOOKS LIKE
A WORKABLE BILL.

NAME: Robert Anderson

DATE: 3-10-81

ADDRESS: 1539 11th Ave Helena MT.

PHONE: 449-2827

REPRESENTING WHOM? DEPT OF Justice's Alcohol & Drug Div

APPEARING ON WHICH PROPOSAL: HB 364

DO YOU: SUPPORT? yes AMEND? _____ OPPOSE? _____

COMMENTS: _____

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME :

DATE: July 10

ADDRESS :

PHONE :

REPRESENTING WHOM?

APPEARING ON WHICH PROPOSAL:

DO YOU:

SUPPORT?

AMEND?

OPPOSE?

COMMENTS :

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: Wilbur Rapp DATE: 3-10-31

ADDRESS: Rt. 1 Box 187 Sidney Mont.

PHONE: 482-3277

REPRESENTING WHOM? Mont. Park + Self
Best Cross-section

APPEARING ON WHICH PROPOSAL: H.B. 299

DO YOU: SUPPORT? X AMEND? _____ OPPOSE? _____

COMMENTS: This Bill is needed to help during the inventory
of our people and provide for a delivery of food
to the government before food reaches the people & create
opportunities.

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: Leonard Olenchak

DATE: 3, 20-87

ADDRESS: Savage Mont. R1 = + Box 37 59.00

PHONE: 798. 345-5

REPRESENTING WHOM? Montana Dakota Beef Bureau Inc.

APPEARING ON WHICH PROPOSAL: None

DO YOU: SUPPORT? 1 AMEND? _____ OPPOSE? _____

COMMENTS: _____

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: Barry B. Steinle DATE: March 16-81

ADDRESS: RT 1st Box 97

PHONE: 482-4876

REPRESENTING WHOM? Mountain Park res. self

APPEARING ON WHICH PROPOSAL: H.B. 299

DO YOU: SUPPORT? X AMEND? OPPOSE?

COMMENTS: _____

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: GLEN ASBECT

DATE: 3-10-81

ADDRESS: RT # 1 Box 82 Sidney, MT

PHONE: 482 - 2874

REPRESENTING WHOM? NEAT-DAK BEET GROWERS ASSN

APPEARING ON WHICH PROPOSAL: (SELF) #6299

DO YOU: SUPPORT? ✓ AMEND? OPPOSE?

COMMENTS: _____

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME :

DATE :

ADDRESS :

PHONE :

REPRESENTING WHOM?

APPEARING ON WHICH PROPOSAL:

DO YOU:

SUPPORT?

AMEND?

OPPOSE?

COMMENTS :

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: 2 Male 12/12/1960 DATE: 2-10-61

ADDRESS: 1015 1st St. N. W.

PHONE: 446-5547

REPRESENTING WHOM? Montana Fleet ^{Tapata} ~~graves~~ ^{and self}

APPEARING ON WHICH PROPOSAL: 299

DO YOU: SUPPORT? X AMEND? _____ OPPOSE? _____

COMMENTS: _____

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: 2. B. A. A. DATE: 0-3-80

0-3-10

ADDRESS: C.B.R. Colindale Mount

PHONE: 486-5749

PHONE: 706-3744

REPRESENTING WHOM? ~~Montana~~ DOKOLA & my self
~~Pat. Beet~~ Lewis

APPEARING ON WHICH PROPOSAL: _____

Y

AMEND?

OPPOSE?

COMMENTS: _____

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: Leonard Hagler

DATE: 3-10-81

ADDRESS: Savage Montana

PHONE: 776-2452

REPRESENTING WHOM? Montana - Dakota Beef Growers

APPEARING ON WHICH PROPOSAL: HB 299

DO YOU: SUPPORT? ☒ AMEND? ☐ OPPOSE? ☐

COMMENTS: _____

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME :

DATE :

ADDRESS :

PHONE :

REPRESENTING WHOM?

APPEARING ON WHICH PROPOSAL:

DO YOU:

SUPPORT?

AMEND?

OPPOSE?

COMMENTS :

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: STEVEN W. LORENZ DATE: 3-10-81

ADDRESS: 117 10th AVE SW Sidney Montana

PHONE: 482-2157

REPRESENTING WHOM? MONTANA DAIRY BEET CANNERS ASSN.

APPEARING ON WHICH PROPOSAL: HR 299

DO YOU: SUPPORT? AMEND? OPPOSE?

COMMENTS: _____

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: Ali Rambu DATE: 3/10/81

ADDRESS: Sidney Montane

PHONE: 482-3340

REPRESENTING WHOM? Montana Beet Growers assoc & Self

APPEARING ON WHICH PROPOSAL: 299

DO YOU: SUPPORT? L AMEND? _____ OPPOSE? _____

COMMENTS: _____

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: ART KORN DATE: 3-10-81

ADDRESS: 1916 So WASHINGTON ST BUTTE

PHONE: 723 4691

REPRESENTING WHOM? MONT STATE VOL FIRE ASSOC

APPEARING ON WHICH PROPOSAL: H. B 502

DO YOU: SUPPORT? ☒ AMEND? ☒ OPPOSE? ☐

COMMENTS: _____

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: Ronald Taylor

DATE: 3-10-81

ADDRESS: 2039 Mt. 82, Somers

PHONE: 857-3413

REPRESENTING WHOM? Flathead Firemen, Search & Rescue, and FMT's

APPEARING ON WHICH PROPOSAL: HB 502

DO YOU: SUPPORT? X AMEND? _____ OPPOSE? _____

COMMENTS: _____

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: R. A. Ellis

DATE: 3/10/81

ADDRESS: 1735 Sierra Rd, Holena Mt

PHONE: 458 5586

REPRESENTING WHOM? Mont. Val. Live among Res.

APPEARING ON WHICH PROPOSAL: HB 502

DO YOU: SUPPORT? 2 AMEND? 2 OPPOSE?

COMMENTS: _____

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: L John Ostad DATE: 3-10-81

ADDRESS: 319 W. Main, Bozeman, MT

PHONE: 586-4971

REPRESENTING WHOM? MT Sheriff + Peace Officers

APPEARING ON WHICH PROPOSAL: HB 502

DO YOU: SUPPORT? ☒ AMEND? ☐ OPPOSE? ☐

COMMENTS: _____

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

Amendments HB 299

1. Page 4, following line 20

Insert: "Section 3. Effective date. [This act] is effective on July 1, 1981."

The Multistate Highway Transportation Agreement creates a regional transportation committee to promote a smoother and more efficient flow of commerce among its member states. The MHTA provides a forum where representatives of states from all areas of state government--legislators, highway engineers, administrators or enforcement personnel--can meet with their state's sanction to discuss and make recommendations on the region's transportation problems.

Those problems may be in sizes and weights, weight enforcement, safety inspections, ports of entry, permit systems, or any similar subject. Because such problems need frank and open discussion, the MHTA does not bind the states to its recommendations and cannot of itself change state law. The MHTA is not a compact or a contract. The standards set out in the MHTA are already embodied in Montana and Western state law. Finally, the MHTA does not cost the states any money except for meetings, and those meetings are typically coordinated with others, such as WASHTO and the Council of State Governments, at which members from Montana will often be in attendance.

The Multistate Highway Transportation Agreement is a cooperative agreement adopted by the Western Conference of the Council of State Governments in December, 1974. The Agreement gives the Western States an instrument for achieving uniform regional vehicle size and weight objectives. The principles of the Agreement were endorsed by the Western Association of State Highway Officials in May, 1975. California, Nevada, Idaho, and Wyoming have adopted legislation and are ready to implement the Agreement.

Oregon and Utah, to my knowledge, have bills in this session to adopt the agreement, in addition to Montana.

NAME: Mike Rice DATE: 3-10-81

ADDRESS: Box 399 Black Eagle, MT 59414

PHONE: 406-737-7500

REPRESENTING WHOM? Maulana Motor Carrying Assn

APPEARING ON WHICH PROPOSAL: HB 681

DO YOU: SUPPORT? ~~X~~ AMEND? _____ OPPOSE? _____

COMMENTS: _____

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME :

DATE: 3/10/81

ADDRESS :

PHONE :

REPRESENTING WHOM?

APPEARING ON WHICH PROPOSAL:

DO YOU:

SUPPORT?

X

AMEND?

OPPOSE?

COMMENTS :

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: John J. Johnson DATE: 3/12/

ADDRESS: Medicine Lake, Wyo.

PHONE: 256-5503

REPRESENTING WHOM? W.F.F.

APPEARING ON WHICH PROPOSAL: AK 191

DO YOU: SUPPORT? ✓ AMEND? OPPOSE?

COMMENTS: _____

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: Beate Felder DATE: 3/10/81

ADDRESS: Holman

PHONE: 2584

REPRESENTING WHOM? Dept. of Highways

APPEARING ON WHICH PROPOSAL: HB 681

DO YOU: SUPPORT? X AMEND? OPPOSE?

COMMENTS: _____

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY

NAME: James T. Miller DATE: 3/12/81

ADDRESS: 440 Roosevelt Dr RR1

PHONE: 474-2316

REPRESENTING WHOM? Bee River Mills

APPEARING ON WHICH PROPOSAL: H B 211

DO YOU: SUPPORT? AMEND? x OPPOSE?

COMMENTS: Any Trade Trailer authorization
that will take comments should be
authorized by The Legislature. Instead
of any state agency. This Committee
ought to consider amendments regarding
Legal Intent

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: MCCARRIS W. GUARRICKSON DATE: 3/16/81

ADDRESS: 323 So 6th LIVINGSTON MT.

PHONE: 222-6318

REPRESENTING WHOM? UNITED TRANSPORTATION UNION

APPEARING ON WHICH PROPOSAL: HB 681

DO YOU: SUPPORT? _____ AMEND? X OPPOSE? ~~YES~~

COMMENTS: WE BELIEVE THAT LARGE TRUCKS SHOULD PAY THEIR
WAY, THAT COST SHOULD BE ASSIGNED TO USERS, IN
PROPORTION TO THE COSTS THEY CAUSE ON OCCASION WE
DON'T WANT ANY TRIPLE TRAILERS UNTIL ALL INTERSTATE
HWYS. ARE COMPLETE.

NAME Samuel D Clark BILL NO. HB 681
ADDRESS 322 N 9th St miles city DATE 3-10-81
WHOM DO YOU REPRESENT United Transportation Union
SUPPORT _____ OPPOSE ~~X~~ AMEND X

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

this compact should not be entered into
until the interstate highways in
Montana are complete

Amendments HB 502.

1. Page 1, line 15

Following: "VEHICLES"

Insert: "—use—identification card"

2. Page 1, line ~~16~~ 17

Following: ~~"Firefighters"~~ "department,"

Insert: ", when authorized by the chief of their respective department,"

SENATE COMMITTEE HIGHWAYS AND TRANSPORTATION

Date 2/10/81 House Bill No. 502 Time 2:45

NAME	YES	NO
Senator Mart Etchart	✓	
Senator Tom Hager	✓	
Senator Frank Hazelbaker	✓	
Senator Elliott	✓	
Senator Tveit	✓	
Senator Manning		
Senator Graham	✓	
Senator Healy	✓	
Senator Stimatz	✓	

Carol Frasier
CAROL DOYLE FRASIER
Secretary

Mark Etchart
SENATOR MARK ETCHART
Chairman

Motion: As Amended, Be Concurred In

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

SENATE COMMITTEE HIGHWAYS AND TRANSPORTATION

Date 3/10/81 House Bill No. 681 Time 2:50

NAME	YES	NO
Senator Mart Etchart	✓	
Senator Tom Hager	✓	
Senator Frank Hazelbaker	✓	
Senator Elliott	✓	
Senator Tveit	✓	
Senator Manning		
Senator Graham	✓	
Senator Healy	✓	
Senator Stimatz	✓	

Carol Frasier
CAROL DOYLE FRASIER
Secretary

Mark Etchart
SENATOR MARK ETCHART
Chairman

Motion: Be Concurred in

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

STANDING COMMITTEE REPORT

March 10

19 81

MR. **President:**

We, your committee on **Highways and Transportation**

having had under consideration **House** Bill No. **681**

Sivertsen (Graham)

Respectfully report as follows: That **House** Bill No. **681**

BE CONCURRED IN

STANDING COMMITTEE REPORT

March 10 19 81

MR. **President:**

We, your committee on **Highways and Transportation**

having had under consideration **House** Bill No. **502**

Anderson (Elliott)

Respectfully report as follows. That **House** Bill No. **502**

third reading copy be amended as follows:

1. Page 1, line 15.

Following: **"VEHICLES"**

Insert: **"--use--identification card"**

2. Page 1, line 17.

Following: **"department,"**

Insert: **"when authorized by the chief of their respective department,"**

BE PASSED

And, as so amended,

BE CONCURRED IN