

MINUTES OF THE MEETING
TAXATION COMMITTEE
MONTANA STATE SENATE

April 3, 1981

The 62nd meeting of the committee was called to order at 8:00 a.m. in Room 415 of the State Capitol Building, Chairman Pat Goodover presiding.

ROLL CALL: All members present except Senator McCallum.

CONSIDERATION OF HOUSE BILL 155:

"AN ACT TO CHANGE THE FUNDING ALLOCATIONS OF THE SCHOOL EQUALIZATION PROGRAM BY ALTERING CONTRIBUTIONS OF INCOME AND CORPORATE TAX; AND BY ELIMINATING THE PROPERTY TAX MILL LEVY ON CERTAIN VEHICLES FOR SCHOOL DISTRICT CONTRIBUTIONS TO THE SCHOOL EQUALIZATION PROGRAM; AMENDING SECTIONS 15-1-501, 20-9-331, 20-9-333, AND 20-9-343, MCA."

Representative Nordtvedt said he favored this bill because the revised fiscal note shows somewhere between 16 million dollars goes to the state equalization, 2 million to the University 6-mill levy, but the other 70-75 million dollars is local government taxes. HB 155 eliminates the 40-mill levy on vehicles and light trucks and replaces by incoming license tax flow from the general fund. Each percentage of income is worth about 2 million dollars. It shall be the duty of the county commissioners of each county to levy an annual basic tax of 25 mills on the dollars of the taxable value of all taxable property within the county, excluding vehicles and light trucks with a GVW capacity of 3/4T or less. This 25 mills is for the elementary schools. That would reduce revenues into the school fund by 16 million dollars. Another equity feature of the bill is that a Chevrolet of a certain year would receive exactly the same tax reduction from the general fund because we are taking 40 mills off the vehicle, no matter where it is.

PROPONENTS: Mike Stephen, Montana Association of Counties.

B. BROWN: How come the 6-mill university levy was not included?

NORDTVEDT: Partly because I forgot, and when I remembered I found it was marginal whether it could be done under the original title of the bill. I think it can be done and that would be another 2 million dollars. That could be done by amendment in this committee.

B. BROWN: Have you figured out whether we are talking about 16 million or 18 million? Would this bill result in 16 million dollars worth of property relief?

NORDTVEDT: Yes.

ELLIOTT: Why did you change the school funds?

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NORDTVEDT: The school fund is a separate fund from the general fund. Some day I hope we have reform of those funds.

TOWE: I take it the fiscal note was prepared before you amended to 4%.

NORDTVEDT: The fiscal note was on an entirely different bill.

TOWE: You are satisfied that the cost to the general fund of taking 40 mills out is that high?

CLARK: Based on what we did on HB 428 that appears to be the impact. I think we could revise that rate down somewhat to 14 million rather than 16 million.

GOODOVER: If you drop the 40 or 46 mill for the schools and you say there is no impact to the counties, the impact is to the schools. You have to replenish that.

NORDTVEDT: When I increased from 27 to 29% the corporate license tax, that goes to the schools. Every percent you allocate to the school fund is worth about 2 million dollars per year. That's how we preserved the school fund from the general fund. The ultimate source of the reduction to the vehicle owner is the general fund.

The hearing was closed on HB 155.

CONSIDERATION OF HOUSE BILL 428:

"AN ACT TO ESTABLISH A UNIFORM VEHICLE TAX SYSTEM FOR AUTOMOBILES AND LIGHT TRUCKS; PROVIDING FOR THE DISPOSITION OF THE TAX; PROVIDING FOR REREGISTRATION BY MAIL; ADJUSTING THE PERCENTAGE LIMITS ON CERTAIN FINANCIAL ACTIVITIES BY LOCAL GOVERNMENTS BECAUSE OF THE CHANGE IN TAX BASE; AND AMENDING MANY SECTIONS, MCA."

Representative Nordtvedt said this is a revised version of a bill sponsored by Representative Fabrega and Senator Goodover two years ago. It is a state uniform tax on vehicles, ad valorem, based on value and has features of central assessment and uniformity. Page 9 has new sections which outline the streamlined registration methods and payment of the tax to the county treasurer; Section 10 which describes the uniform tax of 3 1/2% of average trade-in value; Page 10, disposition of these funds. One hundred percent of the revenue raised by the vehicles stays in the local taxing jurisdiction with no reimbursement for the state 40 or 6 mills.

Representative Nordtvedt distributed sheets showing the computations at 3 1/2%, Attachment #1. Because impact is so uneven we have a problem. How can you take general fund and distribute to counties on a variable level? The House Committee felt if we did go to a uniform state tax we would like to design a responsible form of it. The fact that the tax is still ad valorem means it is deductible for income tax purposes. All revenue is staying in the counties. The last column of the chart is the impact on the state by losing the 40 and 6 mills on the vehicles, adding up to

8 million dollars a year.

OPPONENTS: Mike Stephen, Montana Association of Counties, attachment #2. We oppose any fee bill that alters or impacts the counties as far as taxable valuation goes. There have been 3 different sets of statistical data concerning fee bills. There are 30 counties where vehicles will cost more and 30 where they will cost less. By choice these low-millage counties have kept their mill levies low; they have not hooked the county to fix up their nursing homes. Under a fee system like this, people are penalized through no choice of their own. In any of these fee bills, the older vehicle is going to pay more, the newer vehicle less. I think an extreme example is Gallatin County where 15% of their taxable value is being handled here. There should be some more thought given to the incentive for purchasing energy saving vehicles.

Another area I would like to touch on. It's not money to the counties or the schools. The debt limit emergency budgets, for acquiring natural gas, school buses, school districts (bonding limitations); we must look at the debt limits we will be setting loose.

Questions from the committee were called for.

SEVERSON: A comment--your handout shows what a fee bill does for bringing more into the low mill levy counties and the higher less.

NORDTVEDT: If you weighted these counties by population, you would find about 90% of the population has a negative effect on their government. Counties that are losing are where the people are; people are gaining in the lower mill counties. If you compare this with the impact of the livestock bill, then the sum of the two is down for all 56 counties.

TOWE: The last 30 pages of the bill apparently deal with some of the things Mike was mentioning. Did you have any formula?

NORDTVEDT: We pirated this all from the Governor's bill.

TOWE: There is a gross change on line 5, page 15.

NORDTVEDT: There was a codification mistake in the previous bill and they were using full value rather than taxable value.

S. BROWN: Is there anyone who can tell us where the 109,000 vehicles came from?

CLARK: The 109,000 vehicles came from 2 different sources 1) some of the vehicles are non-taxed on Indian reservations, and 2) some heavy trucks were incorporated that should not have been in there. They can be reconciled. There were personal plates that were included in the second run and left out of the third run. There probably were about 50,000 of those vehicles in the second run that didn't belong there, so we have cut down the variation to 59,000 vehicles.

TOWE: What are the numbers you are now saying are accurate?

S. BROWN. Will we finally have a final set of numbers for all these fee bills?

CLARK: SB 355 has been down with the third run. 550,000 total vehicles are shown in that but 21,000 are in the non-tax category and 28,000 are trucks that are too heavy. We want to revise downward. Taxable under HB 428 is somewhere in the neighborhood of 470,000 vehicles, add 30,000 new vehicles. We are satisfied the figure should stay there.

ECK: I had communication indicating there are many unlicensed vehicles. How does that figure?

CLARK: It doesn't figure. I don't know how to get a handle on that.

NORDTVEDT (closing): Mr. Stephen seemed to be taking out his wrath on all fee bills on my bill. I agree with his problems but if we are going to have a fee bill, we in House Taxation, felt this was the best to go. Let me say any revenue-sharing scheme can be wed to any of the bills. I think flat fee bills suffer some gross inequities. The ad valorem approach reduces everybody's taxes by the same percent and does not suffer from a distribution of these breaks. There is a problem with vehicles that leave the book. The present formula would just tax them \$20.

The hearing was closed on HB 428.

DISCUSSION OF HOUSE BILL 63:

TOWE: My reaction is two-fold. We asked the DOR, even in a random way, to run a study. By putting the exemption at \$500 rather than \$3,600 I am not sure we will have the accurate figures. There might be a lot of people saying \$500 isn't worth looking at. I would rather go the other way.

DISPOSITION OF HOUSE BILL 415:

Senator Towe went through the proposed amendments. He said this bill, as it came to us, would have disqualified any tax advantage given by corporate liquidation. What we have done is say "a portion of the gain", which would go to a non-resident, would be recognized at liquidation. It still allows DOR to get at the corporations taking advantage of this situation and getting out of paying Montana's taxes when they sold real property. Senator Towe moved the amendments.

WEINBERG: As Senator Towe stated, the DOR worked with him. We believe with the language before you the DOR will be able to solve problems of penalizing Montana corporations who only have the out-of-state shareholder.

The amendments were voted on and the motion for adoption carried unanimously.

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TOWE: I also asked DOR, for clarification purposes, to work a Statement of Intent and also give an example. The Statement of Intent does the former but it does not do the latter. I would like to ask the committee's indulgence for a Statement of Intent including an example.

ELLIOTT: At one time on page 5, lines 7 and 16 we had stricken "or" and inserted "through". Senator Elliott made a motion that the amendments be adopted striking the word "or" and inserting "through" in two places. The amendments were voted unanimously.

Senator Towe then moved the bill BE CONCURRED IN, as amended. The motion carried unanimously.

DISPOSITION OF SENATE BILL 344:

TOWE: On page 3, we are substantially reducing the tax. I would like to reduce it to 1/2 of what you see in front of you (amendment language). On line 7 strike 30 and insert 15. Line 15, in order to make it consistent with coal instead of exempting of mines that don't produce 1 million dollars of product what I am suggesting is we exempt the first 1 million dollars worth of minerals each year--won't be liable for any severance tax. Strike everything up to the word "at a rate" on line 19 and insert "the next 1.5 million dollars worth of minerals are taxable."

Material at the bottom (d) is the Troy ASARCO grandfather. They will exclude the Troy mine. There are only 43 mines filing a tax rate. There may be others, who under that same permit, may escalate into a larger mine. This would also exempt those.

ELLIOTT: Where is Johns Manville in this procedure?

TOWE: They don't have one and have not applied for one.

ECK: I wondered before on page 4 where you say there is a credit of 125% of all funds. If a company really does use 125% and they get that much tax credit...

TOWE: What it means is that they will be able to deduct 1 1/4 million dollars if they come in before mining even begins.

B. BROWN: The fiscal note is informative. Do you have any estimates of your own of the amount of revenue we are talking about here?

TOWE: I would estimate that we are talking about 10 million dollars a year when both of the Stillwater Complex mines go at full steam.

B. BROWN: Do you anticipate that this will affect mines other than the Stillwater complex?

TOWE: No, it won't. I would estimate revenue this year would not be more than 3 1/2 million dollars. That would come from the

Anaconda mine at Nye.

GOODOVER: You mentioned up-front money. What provision is there for up-front money in the bill we will be hearing Monday (HB 718).

TOWE: HB 718 has attempted to require the mining companies put up front all money for impacts (front-end only). They establish a board and 718 allows any government unit to come in and the board makes a decision. The flaw I see in 718 every one of those communities, cities, counties, water districts, sewer districts, irrigation districts have the right of appeal. They can go through the administrative procedure system on up to the state Supreme Court. I have no doubt that means mining will be delayed while that takes place and will probably delay mining 5-10 years. This bill covers the situation in two ways: 1) encourages the company to pay some money up-front; if it is approved by the board, there will be 125% tax credit, and 2) they have the privilege in this bill to go to the coal board for the first impacts.

Senator Towe made a motion to adopt the amendments. The vote was unanimously in favor.

B. BROWN: When we had the hearing, various mining companies came in and indicated our tax would be higher than most other states. With your amendments, do you have any comments on where we would compare with other states?

CRIPPEN: Orville's bill is basically an impact bill. I have problems with his bill and I also have problems with Senator Towe's bill. The first thing we have to look at is impacts--secondly, income to the state. If we eventually want to get income into this state, we take an approach so that companies can come in providing at the outset the impacts at the local areas. When they show they can be worked, then we could go in and levy funds to help them. We have had problems in this session about the coal tax trust fund. I don't want to see any more money going into that type of fund. In conclusion I think if we have to amend this bill or Orville Ellison's bill...

TOWE: With the amendments, we are reducing it in half.

CRIPPEN: I think mining will be with us a long time. People in Montana should share with this. That can be done in a future time as long as we set up the mechanism and settle it.

MANLEY: Being from one of these areas that has mining already there, I have talked to the people who own the mines--they don't want this bill.

SEVERSON: Is it possible to hold action until we hear 718 and then suspend the rules to decide which way we are going to go?

ECK: We have discussed this one--it appears to me if it is something we want to keep alive we ought to deal with it.

HEALY: I have several questions and I don't want to see this bill put through so fast. I think we ought to hear the other

bill because they are related.

TOWE: The hearing was 2 months ago and we are losing time--there are 16 days left in the session--only 11 days. I am not sure the leadership will let us suspend the rules for this controversial bill. About Senator Manley's point, I don't think anyone will say they want a tax.

SEVERSON: When Senator Hammond made his amendment perhaps something like that could happen on this bill--to amend the percentage fairly low.

ELLIOTT: I oppose the bill entirely. I feel we should accept these new members of the community and not penalize them. I despise the whole concept. Furthermore, the companies have shown admirable good citizenship--Anaconda and Great Falls have helped.

TOWE: Could we ask to meet tomorrow and take action?

GOODOVER: We should get moving.

TOWE: I move that the bill DO PASS, as amended.

B. BROWN: I suggest maybe a meeting tomorrow.

MANLEY: I have watched them amend back until everybody was convinced to belly up and pretty soon here they are. You can't tell me this won't be the same thing.

TOWE: I suggest we go on to something else.

CRIPPEN: I think it would be good to have a comparison for both bills. I would like to have a good bill for middle-impact. This could do it, but it has other problems I don't like. Ellison's bill has other problems. I will move to table the bill.


The roll call vote showed 11-1 in favor of tabling SB 344.

DISPOSITION OF HOUSE BILL 654:

Copies of existing statutes were handed to Chairman Goodover by Tom Staples, Attachment #5.

Senator Towe read through the amendments to HB 654 for the committee and then moved the amendments. The motion carried unanimously to adopt the amendments. Senator Towe made a motion that HB 654 BE CONCURRED IN, as amended. The motion carried unanimously. Senator Brown will carry the bill.

The meeting was adjourned at 10:00 a.m. A meeting was announced for 8:30 a.m. Saturday morning.


PAT M. GOODOVER, Chairman

ROLL CALL

TAXATION COMMITTEE

47th LEGISLATIVE SESSION - - 1981

Date April 3, 1981

NAME	PRESENT	ABSENT	EXCUSED
Goodover, Pat M., Chairman	✓		
McCallum, George, Vice			
Brown, Bob	✓		
Brown, Steve	✓		
Crippen, Bruce D.	✓		
Eck, Dorothy	✓		
Elliott, Roger H.	✓		
Hager, Tom	✓		
Healy, John E. "Jack"	✓		
Manley, John E.	✓		
Norman, Bill	✓		
Ochsner, J. Donald	✓		
Severson, Elmer D.	✓		
Towe, Thomas E.	✓		

Each day attach to minutes.

IMPACT OF HB 428 APPLIED TO
CALENDAR YEAR 1980 DATA

		(A) Estimated Tax 3½% Avg. Trade-In	(C) Estimated Tax (present)	(B) Local Share (present) Tax - <u>46</u> levy tax	Gain or (Loss) for Local Gov't (C) - (B)	Total Loss (State)
Silver Bow	24,555	1,498,684	2,176,780	1,843,007	(344,323)	(333773)
Cascade	52,838	3,176,741	4,659,676	3,945,192	(768,451)	(714484)
Yellowstone	75,439	5,124,804	6,890,687	5,738,063	(613,259)	(1152624)
Missoula	49,988	3,252,371	4,779,220	4,046,406	(794,035)	(732814)
Lewis & Clark	29,582	1,928,546	2,838,850	2,403,559	(475,013)	(435291)
Gallatin	29,758	1,769,807	2,574,078	2,179,386	(409,579)	(394692)
Flathead	38,704	2,463,555	3,320,145	2,764,775	(301,220)	(555370)
Fergus	9,161	538,464	726,658	605,108	(66,644)	(121550)
Powder River	1,847	146,308*	106,511	73,848	72,460	(32663)
Carbon	6,177	377,823	401,413	317,481	60,342	(83932)
Phillips	4,093	277,984*	252,995	191,744	86,240	(61251)
Hill	12,267	820,237	885,396	700,268	119,969	(185128)
Ravalli	16,839	994,928	1,691,136	845,590	149,338	(223546)
Custer	8,663	516,726	735,955	623,109	(106,383)	(112846)
Lake	13,696	837,305	917,386	725,569	111,736	(191617)
Dawson	8,793	622,522	747,950	610,327	12,195	(137623)
Roosevelt	6,355	489,417	587,927	475,748	9,669	(106179)
Beaverhead	6,168	444,204*	424,358	326,756	117,448	(97602)
Chouteau	5,852	367,902	381,162	297,670	70,232	(83492)
Valley	7,371	493,522	595,001	488,785	4,737	(110216)
Toole	4,498	302,068*	287,586	221,441	80,627	(66145)
Big Horn	6,860	572,728*	417,466	289,443	283,285	(128023)
Musselshell	3,455	233,245	233,510	182,360	50,885	(51150)
Blaine	4,657	343,362	365,268	288,894	54,468	(76374)
Madison	4,996	347,929*	335,857	258,610	89,319	(77247)
Conda	4,839	310,378*	300,219	231,168	79,210	(69)
Richland	9,732	782,008*	601,970	428,904	353,104	(173000)
Powell	4,662	302,826	311,068	242,930	59,896	(68138)
Rosebud	6,754	493,261*	384,662	274,072	219,189	(110590)
Deer Lodge	7,562	420,470	779,420	683,811	(263,341)	(95609)
Teton	4,819	292,958*	280,545	216,020	76,938	(64525)
Stillwater	4,581	280,551*	272,573	209,881	70,670	(62692)
Treasure	792	54,233*	45,740	33,717	20,516	(12023)
Sheridan	4,594	326,543*	311,223	239,641	86,902	(71582)
Sander's	6,292	386,696	410,325	324,530	62,166	(85795)
Judith Basin	2,115	132,550*	128,456	98,911	33,639	(29545)
Daniels	2,045	133,046	159,035	129,772	3,274	(29263)
Glacier	7,219	525,123*	513,364	395,290	129,833	(118074)
Fallon	2,846	208,816*	161,019	114,726	94,090	(46293)
Sweetgrass	2,473	162,348	172,958	136,794	25,554	(36164)
McCone	1,697	120,584*	109,549	83,027	37,557	(26522)
Carter	926	60,927	66,052	52,241	8,686	(13811)
Broadwater	2,595	174,196*	167,025	128,610	45,586	(38415)
Wheatland	1,545	88,991	98,692	78,953	10,038	(19739)
Prairie	1,261	76,358	77,288	60,358	16,000	(16930)
Granite	2,313	151,961	165,965	132,772	19,189	(33193)
Meagher	1,709	115,282*	111,423	85,796	29,486	(25627)
Liberty	2,147	156,290*	133,017	99,024	57,266	(33993)
Park	10,725	664,371	705,666	558,118	106,253	(147548)
Garfield	896	54,783*	43,423	30,939	23,844	(12484)
Jefferson	5,136	329,970	399,628	326,097	3,873	(73531)
Wibaux	1,082	82,696*	63,691	45,380	37,316	(18311)
Golden Valley	689	49,384*	42,629	31,735	17,649	(10894)
Mineral	2,290	137,424	200,828	170,034	(32,610)	(30794)
Petroleum	462	32,283*	24,934	17,766	14,517	(7168)
Lincoln	12,235	751,033	909,468	742,126	8,907	(167342)
TOTAL	549,728	\$35,799,522	\$44,866,826	\$36,850,282	(1,050,760)	(8016544)

Vehicle	Year	Mkt Val.	13%	Trade-in Val.
HONDA CIVIC	1968	\$305	\$40	\$ -0-
	1980	\$5000	\$660	\$4150

Form 4256 Counties		Dept. Rev.	1968 Honda Civic		1980 Honda Civic	
State Publishing Co. Helena, Montana		Ave.-Mill - 260	Present	HB 428	Present	HB 428
Beaverhead	226.56	9.06	20.00	147.26	145.25	
Big Horn	108.56	4.34	20.00	70.56	145.25	
Blaine	172.28	6.89	20.00	111.98	145.25	
Broadwater	224.20	8.97	20.00	145.73	145.25	
Carbon	213.58	8.54	20.00	138.83	145.25	
Carter	225.38	9.02	20.00	146.50	145.25	
Cascade	331.58	13.26	20.00	215.53	145.25	
Chouteau	205.32	8.21	20.00	133.46	145.25	
Custer	332.76	13.31	20.00	216.29	145.25	
Daniels	256.06	10.24	20.00	166.44	145.25	
Dawson	240.28	11.61	20.00	188.68	145.25	
Deer Lodge	377.60	15.10	20.00	245.44	145.25	
Fallon	129.80	5.19	20.00	84.37	145.25	
Fergus	266.68	10.67	20.00	173.34	145.25	
Flathead	300.90	12.04	20.00	195.59	145.25	
Gallatin	267.86	10.71	20.00	174.11	145.25	
Garfield	211.22	8.45	20.00	137.29	145.25	
Glacier	185.26	7.41	20.00	120.42	145.25	
Golden Valley	204.14	8.17	20.00	132.69	145.25	
Granite	247.80	9.91	20.00	161.07	145.25	
Hill	240.22	9.63	20.00	156.47	145.25	
Jefferson	291.46	11.66	20.00	189.45	145.25	
Judith Basin	221.84	8.87	20.00	144.20	145.25	
Lake	248.98	9.96	20.00	161.84	145.25	
Lewis and Clark	354.00	14.16	20.00	230.10	145.25	
Liberty	188.80	7.55	20.00	122.72	145.25	
Lincoln	252.50	10.10	20.00	164.13	145.25	
Madison	213.58	8.54	20.00	138.83	145.25	
McCone	224.20	8.97	20.00	145.73	145.25	
Meagher	248.98	9.96	20.00	161.84	145.25	
Mineral	377.60	15.10	20.00	245.44	145.25	
Missoula	350.46	14.02	20.00	227.80	145.25	
Musselshell	171.10	6.84	20.00	111.22	145.25	
Park	274.94	11.00	20.00	178.71	145.25	
Petroleum	149.86	5.99	20.00	97.41	145.25	
Phillips	188.80	7.55	20.00	122.72	145.25	
Pondera	224.20	8.97	20.00	145.73	145.25	
Powder River	115.64	4.63	20.00	75.17	145.25	
Powell	252.52	10.10	20.00	164.14	145.25	
Prairie	231.28	9.25	20.00	150.33	145.25	
Ravalli	238.36	9.53	20.00	154.93	145.25	
Richland	156.94	6.28	20.00	102.01	145.25	
Roosevelt	240.22	9.63	20.00	156.47	145.25	
Rosebud	116.82	4.67	20.00	75.93	145.25	
Sanders	251.34	10.05	20.00	163.37	145.25	
Sheridan	143.14	5.81	20.00	94.34	145.25	
Silver Bow	338.66	13.55	20.00	220.13	145.25	
Stillwater	232.46	9.30	20.00	151.10	145.25	
Sweet Grass	221.84	8.87	20.00	144.20	145.25	
Teton	266.68	10.67	20.00	173.34	145.25	
Toole	129.36	7.17	20.00	116.58	145.25	
Treasure	202.96	8.12	20.00	131.92	145.25	
Valley	266.68	10.67	20.00	147.34	145.25	
Wheatland	257.24	10.29	20.00	167.21	145.25	
Wibaux	162.84	6.51	20.00	105.85	145.25	
Yellowstone	292.64	11.71	20.00	190.22	145.25	

Vehicle	Year	Mkt. Val. 13%		Trade-in Val.
CHEVROLET IMPALA	1968	\$ 250	\$ 33	\$
	1980	\$5775	751	5000

Form 4256 Counties		Dept. Rev.	1968 Chevrolet Impala		1980 Chevrolet Impala	
Ave. Mill			Present	HB 428	Present	HB 428
State Publishing Co. Helena, Montana	260					
Beaverhead	226.56	880	2000	17015	17500	
Big Horn	108.56	358	2000	8153	17500	
Blaine	172.28	569	2000	12938	17500	
Broadwater	224.20	740	20-	16837	175-	
Carbon	213.58	705	20-	16040	175-	
Carter	225.38	744	20-	16926	175-	
Cascade	331.58	1094	20-	24902	175-	
Chouteau	205.32	678	20-	15420	175-	
Custer	332.76	1098	20-	24990	175-	
Daniels	256.06	845	20-	19230	175-	
Dawson	240.28	958	20-	21800	175-	
Deer Lodge	377.60	1114	20-	38358	175-	
Fallon	129.80	428	20-	9748	175-	
Fergus	266.68	880	20-	20028	175-	
Flathead	300.90	993	20-	22598	175-	
Gallatin	267.86	884	20-	20116	175-	
Garfield	211.22	697	20-	15863	175-	
Glacier	185.26	611	20-	13913	175-	
Golden Valley	204.14	674	20-	15331	175-	
Granite	247.80	818	20-	18610	175-	
Hill	240.72	794	20-	18078	175-	
Jefferson	291.46	962	20-	21889	175-	
Judith Basin	221.84	732	20-	16660	175-	
Lake	248.98	822	20-	18698	175-	
Lewis and Clark	354.00	1168	20-	26585	175-	
Liberty	188.80	623	20-	14179	175-	
Lincoln	252.50	833	20-	18963	175-	
Madison	213.58	705	20-	16040	175-	
McCone	224.20	740	20-	16837	175-	
Meagher	248.98	822	20-	18698	175-	
Mineral	377.60	1246	20-	28358	175-	
Missoula	350.46	1157	20-	26320	175-	
Musselshell	171.10	565	20-	12850	175-	
Park	279.94	907	20-	20648	175-	
Petroleum	149.86	495	20-	11254	175-	
Phillips	188.80	623	20-	14179	175-	
Pondera	224.20	740	20-	16837	175-	
Powder River	115.64	382	20-	8685	175-	
Powell	252.52	833	20-	18964	175-	
Prairie	231.28	763	20-	17369	175-	
Ravalli	238.36	787	20-	17901	175-	
Richland	156.94	518	20-	11786	175-	
Roosevelt	240.72	794	20-	18078	175-	
Rosebud	116.82	386	20-	8773	175-	
Sanders	251.34	829	20-	18876	175-	
Sheridan	145.14	479	20-	10900	175-	
Silver Bow	338.66	1118	20-	25433	175-	
Stillwater	232.46	767	20-	17458	175-	
Sweet Grass	221.84	732	20-	16660	175-	
Teton	266.68	880	20-	20028	175-	
Toole	179.36	592	20-	13470	175-	
Treasure	202.96	670	20-	15242	175-	
Valley	266.68	880	20-	20028	175-	
Wheatland	257.24	849	20-	19319	175-	
Wibaux	162.84	537	20-	12229	175-	
Yellowstone	292.64	966	20-	21977	175-	

Vehicle	Year	Mkt. Val.	HB 428 13%	Trade-In Val.
CADILLAC ELDORADO	1968	\$ 435	\$ 57	\$
	1980	13200	1716	11800

Form 4236 Counties		Dept. Rev.	1968 Cadillac Eldorado		1980 Cadillac Eldorado	
State Publishing Co. Helena, Montana		Ave. Mill	Present	HB 428	Present	HB 428
		260				
	Beaverhead	222.56	12.91	20.00	388.78	413.00
	Big Horn	108.56	6.19	20.00	186.29	413.00
	Blaine	172.28	9.82	20.00	295.63	413.00
	Broadwater	224.20	12.78	20.00	384.73	413.00
	Carbon	213.58	12.17	20.00	366.50	413.00
	Carter	225.38	12.85	20.00	386.75	413.00
	Cascade	331.58	18.90	20.00	568.99	413.00
	Chouteau	205.32	11.70	20.00	352.33	413.00
	Custer	332.76	18.97	20.00	571.02	413.00
	Daniels	256.06	31.95	20.00	439.40	413.00
	Dawson	290.28	16.55	20.00	359.12	413.00
	Deer Lodge	377.60	21.52	20.00	647.96	413.00
	Fallon	129.80	7.40	20.00	222.71	413.00
	Fergus	266.68	15.20	20.00	457.62	413.00
	Flathead	300.90	17.15	20.00	516.34	413.00
	Gallatin	267.86	15.27	20.00	459.65	413.00
	Garfield	211.22	12.04	20.00	362.45	413.00
	Glacier	185.26	10.56	20.00	317.91	413.00
	Golden Valley	204.14	11.64	20.00	350.30	413.00
	Granite	247.80	14.12	20.00	475.22	413.00
	Hill	240.22	13.72	20.00	413.08	413.00
	Jefferson	291.46	16.61	20.00	500.15	413.00
	Judith Basin	221.84	12.64	20.00	380.68	413.00
	Lake	248.98	14.19	20.00	427.85	413.00
	Lewis and Clark	354.00	20.18	20.00	607.46	413.00
	Liberty	188.80	10.76	20.00	323.98	413.00
	Lincoln	252.50	14.39	20.00	433.29	413.00
	Madison	213.58	12.17	20.00	366.50	413.00
	McCone	224.20	12.78	20.00	384.73	413.00
	Meagher	248.98	14.19	20.00	427.85	413.00
	Mineral	377.60	21.52	20.00	647.96	413.00
	Missoula	350.46	19.78	20.00	601.39	413.00
	Musselshell	171.10	9.75	20.00	293.61	413.00
	Park	274.94	15.67	20.00	471.80	413.00
	Petroleum	149.86	8.54	20.00	257.16	413.00
	Phillips	188.80	10.76	20.00	323.98	413.00
	Pendera	224.20	12.78	20.00	384.73	413.00
	Powder River	115.64	6.59	20.00	198.44	413.00
	Powell	252.52	14.39	20.00	433.32	413.00
	Prairie	231.28	13.18	20.00	396.88	413.00
	Ravalli	238.36	13.59	20.00	409.03	413.00
	Richland	156.74	8.75	20.00	269.31	413.00
	Roosevelt	240.22	13.72	20.00	413.08	413.00
	Rosebud	116.82	6.66	20.00	200.46	413.00
	Sanders	251.34	14.33	20.00	431.30	413.00
	Sheridan	175.14	8.27	20.00	249.06	413.00
	Silver Bow	338.66	19.20	20.00	581.14	413.00
	Stillwater	232.46	13.25	20.00	398.50	413.00
	Sweet Grass	221.84	12.64	20.00	380.68	413.00
	Teton	264.68	15.20	20.00	457.62	413.00
	Toole	129.36	10.22	20.00	307.78	413.00
	Treasure	202.96	11.57	20.00	348.28	413.00
	Valley	266.68	15.20	20.00	457.62	413.00
	Wheatland	257.24	14.66	20.00	441.42	413.00
	Wibaux	162.84	9.28	20.00	279.43	413.00
	Yellowstone	292.64	16.68	20.00	502.17	413.00

Pop 5-16, 000 Pop 25,000
 Ave 191: 312.17 Ave 191: 262.06

HB-428
Comparison Chart
(Selected Vehicles) - Revised

Comparison Chart (Selected Vehicles) - Revised #2										
YEAR	MAKE AND MODEL	AKT VALUE	LEWISTOWN MILL 337.26	CONRAD MILL 258.43	FERGUS CO. LEWISTOWN HB 428	PONDERA CO. CONRAD HB 428	MISSOULA CO. LEWISTOWN MILL 363.05	BILLINGS MILL 291.67	MISSOULA HB 428	BILLINGS 428
			13%-----EXISTING LAW		at 3 1/2 % of Ave. Trade-In				at 3 1/2 % of Ave. Trade-In	
1964	Chevrolet Impala	150	175	517	20.00	20.00	726	583	20.00	20.00
	Dodge w/100 4wd	235	278	749	20	20	1153	846	20	20
	Ford LTD 4 door	150	175	617	20	20	726	583	20	20
	GMC 3/4 ton Truck	150	175	517	20	20	726	583	20	20
	Datsun 4-door Sedan	150	175	517	20	20	726	583	20	20
1968	Chevrolet Impala	250	2113	853	20	20	1198	941	20	20
	Dodge w/100 4wd	425	1855	4421	20	20	1997	1604	20	20
	Ford LTD 4-door	250	1113	853	20	20	1198	963	20	20
	GMC 3/4 ton Truck	325	1416	4085	20	20	1525	1525	20	20
	Datsun 4-door Sedan	300	1315	1608	20	20	1416	1138	20	20
1972	Chevrolet Impala	250	3305	2533	20	20	3558	2858	20	20
	Dodge w/100 4wd	150	5497	4212	20	20	6196	4929	20	20
	Ford Ltd 4-door	675	2768	4274	20	20	3195	2567	20	20
	GMC 3/4 ton Truck	1000	4484	3360	20	20	4420	3792	20	20
	Datsun 4-door Sedan	950	4182	3205	20	20	4502	3617	20	20
1974	Chevrolet Impala	1325	51801	8445	27.75	27.75	5244	5017	27.75	27.75
	Dodge w/100 4wd	2325	10185	7805	58.63	58.63	10964	8808	58.63	58.63
	Ford LTD 4-door	1225	5312	4709	26.25	26.25	5772	4638	26.25	26.25
	GMC 3/4 ton Truck	1775	7791	5770	42.88	42.88	8286	6738	42.88	42.88
	Datsun 4-door Sedan	1700	7453	5711	39.38	39.38	8022	6446	39.38	39.38
1978	Chevrolet Impala	3800	16661	12766	109.38	109.38	17935	14408	109.38	109.38
	Dodge w/100 4wd	41400	19219	14782	126.00	126.00	20766	16684	126.00	126.00
	Ford Ltd 4-door	3175	13929	16673	89.25	89.25	14994	12046	89.25	89.25
	GMC 3/4 ton Truck	3525	15447	11836	98.00	98.00	16128	13358	98.00	98.00
	Datsun 4-door Sedan	3675	16121	12353	102.38	102.38	17354	13942	102.38	102.38
1980	Chevrolet Impala	5775	25328	19408	175.00	175.00	27265	21904	175.00	175.00
	Dodge w/100 4wd	5925	25969	19899	176.25	176.25	27955	22459	176.25	176.25
	Ford LTD 4-door	5875	25767	19744	170.63	170.63	27337	22384	170.63	170.63
	GMC 3/4 ton Truck	6375	26357	19064	159.25	159.25	26128	21288	159.25	159.25
	Datsun 4-door Sedan	5050	22158	16979	147.00	147.00	23852	19163	147.00	147.00
850										
1675										
750										
1225										
11125										
3125										
3600										
2550										
2800										
2925										
5000										
5050										
5075										
7550										
4200										

STANDING COMMITTEE REPORT

April 3

81

19.....

PRESIDENT:

MR.

TAXATION

We, your committee on

House

415

having had under consideration Bill No.

Sivertsen (Towe)

House

415,

Respectfully report as follows: That Bill No.

third reading copy, be amended as follows:

1. Title, line 5.

Following: "THAT"

Insert: "A PORTION OF THE"

Following: "GAIN"

Strike: "OR"

2. Title, line 6.

Following: line 5

Strike: "LOSS"

3. Title, line 10

Following: "15-30-111"

Strike: ", "

~~XXXXXX~~
~~DO PASS~~

(CONTINUED)

4. Title, line 11.
Following: line 10
Strike: "15-30-121,"
Insert: "AND"
Following: "15-31-113,"
Strike: "AND 15-31-114,"

5. Page 3, line 16 through page 4, line 22
Strike: Section 2 in its entirety
Re-number: subsequent sections

6. Page 5, line 5.
Following: "(ii)"
Insert: "the portion of"

7. Page 5, line 7.
Following: "331"
Strike: "or"
Insert: "through"

8. Page 5, lines 9 and 10.
Following: "renumbered)"
Strike: "if the liquidated corporation has any stockholder"
Insert: "attributable to stockholders"

9. Page 5, line 13.
Following: "the"
Strike: "stockholder"
Insert: "stockholders"

10. Page 5, line 16.
Following: "331"
Strike: "or"
Insert: "through"

11. Page 6, line 7 through page 11, line 23
Strike: Section 4 in its entirety
Re-number: subsequent section

And, as so amended,

BE CONCURRED IN

SENATE COMMITTEE TAXATION

Date Apr 3, 1981 Senate Bill No. 344 Time _____

NAME	YES	NO
SEN. McCALLUM (Vice-Chairman)	<i>absent</i>	
SEN. BOB BROWN	✓	
SEN. STEVE BROWN	✓	
SEN. CRIPPEN	✓	
SEN. ECK	✓	
SEN. ELLIOTT	✓	
SEN. HAGER	✓	
SEN. HEALY	✓	
SEN. MANLEY		✓
SEN. NORMAN	<i>left early</i>	
SEN. OCHSNER	✓	
SEN. SEVERSON	✓	
SEN. TOWE	✓	
SEN. GOODOVER (CHAIRMAN)	✓	

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Betty Dean
Secretary
Motion: J. T. H.

Pat M. Goodover
Chairman

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

SENATE COMMITTEE TAXATION

Date Apr 3, 1981 Senate Bill No. 344 Time 9:40 a.m.

NAME	YES	NO
SEN. McCALLUM (Vice-Chairman)	<i>Absent</i>	
SEN. BOB BROWN	✓	✓
SEN. STEVE BROWN	✓	
SEN. CRIPPEN		✓
SEN. ECK	✓	
SEN. ELLIOTT		✓
SEN. HAGER		✓
SEN. HEALY		✓
SEN. MANLEY		✓
SEN. NORMAN	✓	
SEN. OCHSNER	✓	
SEN. SEVERSON		✓
SEN. TOWE	✓	
SEN. GOODOVER (CHAIRMAN)		✓

5 - 8

Betty Dean
Secretary
Motion: No person

Pat M. Goodover
Chairman

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

STANDING COMMITTEE REPORT

April 3

81

19.....

PRESIDENT:

MR.

TAXATION

We, your committee on

House 654

having had under consideration Bill No.

Menahan (B. Brown)

House 654

Respectfully report as follows: That Bill No.

third reading copy, be amended as follows:

1. Page 11, line 5.

Following: line 4

Insert: "Section 14. Limitation. Nothing contained in this act or in Title 60, Chapter 11, shall permit or authorize the purchase or acquisition in any manner of railroad track, road beds, associated facilities, railroad equipment or railroad rolling stock by the state of Montana. Nothing contained in this act or in Title 60, Chapter 11, shall authorize the state of Montana to do any more or any less than a municipality or county is authorized to do in connection with the issuance of industrial development revenue bonds under Title 90, Chapter 5, Part 1, MCA.

Section 15. Coordination instruction. If the 47th legislature passes a bill creating a department of commerce and that bill is approved, then the definition of "department" contained in 60-11-1102(2) and 60-11-1202(2) shall be changed to read "means the department of commerce". "

Renumber: subsequent section.

And, as so amended

~~DO NOT~~

BE CONCURRED IN