

THE MINUTES OF THE MEETING OF THE TAXATION COMMITTEE
November 21, 1981

The meeting of the Taxation Committee was called to order by CHAIRMAN NORDTVEDT at 11:15 a.m. on Saturday, November 21, 1981 in room 437 of the Capitol Building, Helena, Montana.

ALL MEMBERS WERE PRESENT BUT REPRESENTATIVE HARP.

HOUSE BILL NO. 11 was reviewed by Chairman Nordtvedt. This bill will appropriate 1/4 of the coal severance tax collecting from the period January 1, 1982 to June 30, 1983 to the highway trust account. The first thing necessary is to add an effective date to the technical amendments, (HOUSE BILL 11 is shown as EXHIBIT 1; the technical amendments, EXHIBIT 2.), thus, January 1, 1982 the coal tax revenue could be put into the highway reconstruction trust account. There should also be a fiscal note attached, (EXHIBIT 3). A description of Proposed Legislation, Assumptions, Fiscal Impact and Comment was indicated in a handout (EXHIBIT 4) to the committee.

REPRESENTATIVE NORDTVEDT MOVED a DO PASS on HOUSE BILL 11.

REPRESENTATIVE SIVERTSEN MOVED the Technical Amendments to House Bill 11. QUESTION was called. MOTION PASSED UNANIMOUSLY.

The motion was back to the motion of Do Pass on House Bill 11 as amended.

REPRESENTATIVE SIVERTSEN MOVED to AMEND HOUSE BILL 11 with the amendments presented in EXHIBIT 5.

REPRESENTATIVE SIVERTSEN discussed the intent of these amendments stating that he agreed with the bill but some of the problems must be addressed in that the cities and counties must get some up-front money as well. The purpose of the amendments would be to establish in the title of the bill, on line 5, rather than going to the 1/4, which would be scratched, to insert 29%. He stated that he believed they need to appropriate \$40 million, and it is his intention that \$15 million of that would go to cities and counties out of the reconstruction trust accounts, and that would be split 50/50 with the cities and counties. This will leave \$25 million for the construction of highways.

DISCUSSION by the committee:

REPRESENTATIVE ROTH stated her support for off-system roads.

The division and distribution of the money to the cities and counties was questioned. Bob Pyfer, legal council, told the

committee that is what Section 15-70-101(1)(a) explains.

REPRESENTATIVE SIVERTSEN contended that if they got \$25 million it would provide the up front money that is needed for the remainder of this biennium.

REPRESENTATIVE WILLIAMS referred to the fiscal note vs. the amendment.

Another question was what the coal Oversight Committee might have and if this would eliminate in portion they might have as far as their allocating. REPRESENTATIVE SIVERTSEN said that it would not. He also stated that the Oversight Committee passed a resolution as being opposed to any types of runs on the coal tax.

REPRESENTATIVE SWITZER asked if Representative Sivertsen had proposed a formula for high population and few roads. REPRESENTATIVE SIVERTSEN stated they hadn't.

Farm to market roads were questioned. REPRESENTATIVE HURWITZ asked what amount of money will remain to go into the trust fund from the amount allocated to the coal trust. REPRESENTATIVE SIVERTSEN stated that it would take about 4% more or about \$40 million more. REPRESENTATIVE HURWITZ confirmed that this would leave only \$14 million going into the trust fund. It was asked how much was going into the trust fund. It was answered that the balance as of FY 1981 was \$74,214,000 and projected a balance for 1982 and 1983 at the end of FY 1983 there would be \$175,703,000 in the trust.

REPRESENTATIVE ASAY remarked that the concern of the people is that the coal fund is established for a purpose and it should be left at that. He stated his opposition to the Bill.

REPRESENTATIVE SIVERTSEN stated that when a problem indicates top priority it is better to use this money rather than let it sit in the account.

It was asked what is going to happen to the interest money when this amount is taken out.

REPRESENTATIVE NORDTVEDT said that with this bill the money will not be spent immediately, but with the amendment the money will go out quite readily. There will be an impact.

REPRESENTATIVE NORDTVEDT stated that he objected to the amendments. He does not believe in spending money toward local roads until the people in the areas tax themselves for their own local roads as local government has been given a 2% local option tax.

QUESTION WAS CALLED. ROLL CALL VOTE WAS TAKEN ON THE SIVERTSEN AMENDMENTS.

REP. NORDTVEDT	NO	REP. VINGER	YES
REP. SIVERTSEN	YES	REP. BRAND	NO
REP. ASAY	NO	REP. DOZIER	NO
REP. BERTELSEN	NO	REP. HARRINGTON	NO
REP. BURNETT	NO	REP. NEUMAN	YES
REP. DELVIN	NO	REP. OBERG	NO
REP. HARP	-	REP. WILLIAMS	NO
REP. ROTH	YES	REP. ZABROCKI	NO
REP. SWITZER	YES	REP. HART	NO
REP. UNDERDAL	NO		

MOTION FAILED.

HOUSE BILL NO. 11 opened for discussion. REPRESENTATIVE BERTELSEN spoke strongly against using the coal fund that was designated to the future youth, and he stated that, "we are not the future and should not invade this trust fund, especially in this session without adequate publicity and response from people of Montana", he also said that it should be put up to the vote of the people.

REPRESENTATIVE DEVLIN said that if we do not set this up the money will still be there and does not think the road will deteriorate before the next legislature.

REPRESENTATIVE HART stated that none in her area has any idea of this and they should turn this over to the oversight committee and let them do their study because maybe the time is not right at this time.

REPRESENTATIVE SIVERTSEN said he does not think it is unappropriate for this committee to make the decision. That this type of expenditure is a one time expenditure and is for the future.

REPRESENTATIVE ASAY said that it was never stated that this fund would not be touched.

REPRESENTATIVE BERTELSEN said that a lot of money goes into the highway department but he has not seen a big improvement. The fact is we have too many roads to maintain.

REPRESENTATIVE NORDTVEDT closed by saying that when the fund was set up we were in different times, but now it is a "rainy day" and we cannot have the luxury of a trust fund when a problem arises. That fund belongs to the people of Montana. He said he does not believe the coal trust fund money will be spent before the next regular session. With this money presented to the highway, Mr. Wicks cannot slow up programs as predicted would be necessary without funds.

QUESTION WAS CALLED.

ROLL CALL VOTE WAS TAKEN on a Do Pass Vote for H.B. 11.

REP. NORDTVEDT	YES	REP. VINGER	YES
REP. SIVERTSEN	YES	REP. BRAND	NO
REP. ASAY	YES	REP. DOZIER	YES
REP. BERTELSEN	NO	REP. HARRINGTON	NO
REP. BURNETT	NO	REP. NEUMAN	NO
REP. DEVLIN	YES	REP. OBERG	NO
REP. HARP	-	REP. WILLIAMS	YES
REP. ROTH	YES	REP. ZABROCKI	YES
REP. SWITZER	YES	REP. HART	NO
REP. UNDERDAL	YES		

MOTION PASSED.

HOUSE BILL 16 was presented by REPRESENTATIVE BARDANOUE. who asked if they wanted to put this referendum before the people. He stated that if the committee did not know the highways are bad, he could not convince them now.

PROPOSERS for House Bill 16 (EXHIBIT 6) were called.

MIKE MILLS, Environmental Information Center, spoke in support of the Bill. He stated that the people that use the roads should take care of them with the fuel tax.

REPRESENTATIVE FABREGA stated that he is in full support of this bill.

The chair was turned over to Vice Chairman Sivertsen and REPRESENTATIVE NORDTVEDT spoke as a proponent stating that this bill needs some changes and amendments and if those could be obtained he would be willing to get the views on the part of the people. The amendments requested would be to let the people and not the trucking industry decide whether GVW fees would be a proper part of the funding of the highway program and also bring to the people whether they want the coal trust fund worked into a package too.

Control of the chair was relinquished to the Chairman.

REPRESENTATIVE BERTELSEN also spoke in support of House Bill 16. He stated that those most vocal are not necessarily the popularity. He also questioned the legality of changing the bill.

REPRESENTATIVE NEUMAN stated that he is in favor of letting the people make the choice.

REPRESENTATIVE WILLIAMS spoke as a proponent in favor of the referendum but felt it a mistake to work in the amendments.

NO OTHER PROPONENTS, OPPONENTS WERE CALLED.

REPRESENTATIVE DEVLIN spoke as an opponent and said that his people do not believe in government by initiative.

REPRESENTATIVE SIVERTSEN stated the only way he can support this bill is to accept Representative Nordtvedt's amendments so some alternative decisions can be left up to the people.

REPRESENTATIVE OBERG stated that he believes in the initiative process but not in deferring judgments.

REPRESENTATIVE SWITZER stated that any tampering with the bill would cause a cry from the people and they should be the ones to decide whether to support the gas tax or not.

REPRESENTATIVE UNDERDAL stated they are not far away from the Legislative Session. He said that there is an overpass that was built by the highway department in the middle of nowhere that goes no place, and the people did not want it.

REPRESENTATIVE KROPP, District 5, stated that he served on the highway subcommittee. This is an in-depth study and it will be fall before they are through studying all the aspects. He felt this bill was premature.

REPRESENTATIVE UNDERDAL closed by stating that he is impressed with the difficulties they are faced with in the Legislature and somewhat agrees with the opponents as well as the proponents, but, there are miles and miles of highways that should be taken care of. He said it is possible, he may have some legal problems. He also stated, "this bill did not come from the governor's office".

QUESTIONS were asked by the committee.

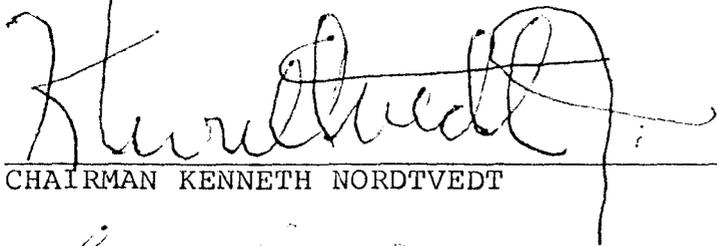
REPRESENTATIVE NORDTVEDT said that his intent was to devise a specific amendment, striking the issue of the coal tax from the referendum, because he said he thought that the people could only give the legislature an advisory statement that they wish them to vote by 3/4 to use some of the coal tax; but, that he would make specific amendment to the wording that would include GVW fees increased by the same as the gas tax would come out to be, and would ask for time to prepare those amendments before executive action.

In reference to whether propane was in the bill, it was answered that it is included under 'other volatile liquids'.

Representative Nordtvedt explained, that they would still ask for a gasoline and diesel fuel tax increase, but whatever percent you send to the people by referendum we also ask the people to increase the GVW fees by the same amount.

REPRESENTATIVE SIVERTSEN said unless this referendum is properly put to the people and they know what the alternatives are it will not be that meaningful. It has already been answered in part, 'that people support better highways and roads in the state of Montana'. The question is how to go about it, and whether or how this referendum should be presented to the people... with or without the amendment.

The meeting adjourned at 3:30 p.m.



CHAIRMAN KENNETH NORDTVEDT



Leona Williams, Secretary

HOUSE BILL NO. 11 *Special Session 1*
 INTRODUCED BY *Richard Manning*
Cal Gardner
 A BILL FOR AN ACT ENTITLED: "AN ACT TO APPROPRIATE FUNDS FOR THE COAL SEVERANCE TAX COLLECTED BETWEEN JANUARY 1, 1982, AND JUNE 30, 1983, TO THE HIGHWAY RECONSTRUCTION TRUST ACCOUNT WHICH IS ONE-HALF OF THE TAX THAT WOULD HAVE BEEN DEPOSITED TO THE COAL SEVERANCE TAX TRUST FUND; AND TO APPROPRIATE \$2,500,000 OF THE HIGHWAY EARMARKED REVENUE FUND TO CITIES AND COUNTIES FOR CONSTRUCTION AND RECONSTRUCTION OF ROADS AND STREETS."

1 funds on reconstruction projects to straighten, widen, or
 2 make major improvements to the base of the highway or make
 3 major improvements in grades or curves. The funds may not be
 4 expended for routine repairs.
 5 (3) The department of highways shall expend the funds
 6 on projects throughout the state according to need and not
 7 on the basis of 60-3-203.
 8 Section 3. Biennial appropriation -- counties --
 9 cities and towns. (1) There is appropriated from the highway
 10 earmarked revenue fund \$2,500,000 for the biennium ending
 11 June 30, 1983, for the construction, reconstruction,
 12 maintenance, and repair of rural roads and city or town
 13 streets and alleys.
 14 (2) The sum of \$1,136,000 shall be divided among the
 15 various counties in the manner provided for in
 16 15-70-101(1)(a).
 17 (3) The sum of \$1,364,000 shall be divided among the
 18 incorporated cities and towns in the manner provided for in
 19 15-70-101(1)(b).
 20 Section 4. Three-fourths vote required. This act
 21 appropriates money from the principal of the coal severance
 22 tax trust fund and, as required by Article IX, section 5, of
 23 the Montana Constitution, it must pass by a three-fourths
 24 vote of the members of each house of the legislature.

13 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MONTANA:
 14 Section 1. Appropriation. There is appropriated from
 15 the coal severance tax bond subfund (17-5-703) of the coal
 16 severance tax trust fund (Article IX, section 5, Montana
 17 Constitution) an amount equal to 25% of the coal severance
 18 tax collected between January 1, 1982, and June 30, 1983, to
 19 the highway reconstruction trust fund account.
 20 Section 2. Expenditure of appropriated funds. (1) The
 21 funds appropriated by section 1 to the highway
 22 reconstruction trust fund account shall be expended by the
 23 department of highways for the reconstruction of highways on
 24 the primary and secondary systems.
 25 (2) The department of highways shall expend these

-End-

EXHIBIT 1

PROPOSED AMENDMENTS TO HB 11

1. Title, line 9.
Following: "FUND;"
Strike: "AND"
2. Title, line 11.
Following: "STREETS"
Insert: "; AND PROVIDING
AN IMMEDIATE EFFECTIVE
DATE"
3. Page 2.
Following: line 24
Insert: "Section 5, Effective date. This
act is effective on passage and approval."

DESCRIPTION OF PROPOSED LEGISLATION

An act to appropriate 1/4 of the coal severance tax collected between January 1, 1982 and June 30, 1983, to the Highway Reconstruction Trust Account; and to appropriate \$2,500,000 of the Highway Earmarked Revenue Fund to cities and counties for construction and reconstruction of roads and streets.

ASSUMPTIONS

It is assumed the Department of Highways will receive their portion of the coal severance tax immediately upon distribution. However, it is also assumed that the Department of Highways will only obligate these monies in the 1983 biennium; thereby delaying disbursement of funds until the 1985 biennium. Based on these assumptions, the state general fund will not realize any loss in revenues until the fiscal year 1984-85 biennium. This loss is estimated to be \$3.077 million.

FISCAL IMPACT

	<u>FY 82</u> (Million \$)	<u>FY 83</u> (Million \$)
General Fund Interest Earnings		
Under Current Law	\$10.582	\$17.253
Under Proposed Law	10.582	17.253
Estimated Decrease	(0.000)	(0.000)
Permanent Coal Tax Trust Fund		
Under Current Law	\$45.962	\$54.018
Under Proposed Law	34.814	27.009
Estimated Decrease	(11.148)	(27.009)

COMMENT

The Department of Highways would receive a total of \$38.157 million in the 1983 biennium under this proposal. The state general fund would lose approximately \$3.077 million in interest earnings in the 1985 biennium based on the above assumptions.

Representative Sivertsen

Amendments to HB 11

Page 1, line 5.

Strike: "one-fourth"

Insert: "twenty-nine percent"

Page 1, line 7.

Strike: "one-half"

Insert: "fifty-eight percent"

Page 1, line 9.

Strike: "2,500,000 of the highway"

Insert: "15,000,000 from the highway reconstruction trust account"

Page 1, line 10.

Strike: "earmarked revenue"

Page 1, line 17.

Strike: "25%"

Insert: "29%"

Page 2, line 10.

Strike: "earmarked revenue fund \$2,500,000"

Insert: "reconstruction trust account \$15,000,000"

Page 2, line 14.

Strike: "1,136,000"

Insert: "\$7,500,000"

Page 2, line 17.

Strike: "\$1,364,000"

Insert: "\$7,500,000"

November 21, 1981

THESE ARE GOOD FACTS TO SUPPORT HOUSE BILL 11.

WITH OUR HIGHWAYS IN NEED OF MUCH REPAIRS AND WITH MUCH UNEMPLOYMENT AND WORSENING ECONOMY, IT WILL SAVE US FROM HAVING BREAD LINES. IT WILL PREVENT PEOPLE FROM GOING ON WELFARE. IT WILL PREVENT MANY FROM GOING TO PRISON. IT WILL CREATE MUCH NEEDED JOBS FOR A REAL CAUSE AND NOT JUST FOR CREATING JOBS TO WASTE MONEY.

MUCH OF THIS MONEY WILL COME BACK IN TAXES. IT WILL DEFINITELY IMPROVE OUR ECONOMY, ALL WITHOUT TAXING OURSELVES.

IT HAS BEEN MENTIONED THAT WE WILL LOSE INTEREST ON THE COAL TRUST FUND. WELL, ASK YOURSELVES -- DON'T WE LOSE MUCH INTEREST NOW FOR OTHER PURPOSES. SO THIS IS NOT A BASIS FOR AN EXCUSE.

NOW LET'S LOOK AT WHAT IT WILL DO TO SOLVE UNEMPLOYMENT, AND THE JOBS IT WILL CREATE, AND HOW THE HIGHWAYS WILL BE KEPT UP, AND THAT WE WILL BE ABLE TO SEE AND USE FOREVER.

LABOR ON HIGHWAY PROJECTS WILL AVERAGE 40% TOTAL COST.

\$33 MILLION YIELDS \$13.2 MILLION IN WAGES.

\$13.2 MILLION IN WAGES YIELDS 1.32 MILLION MANHOURS AT \$10.00 PER HOUR.

WORK SEASON AVERAGES 8 TO 9 MONTHS. 8 MONTH SEASON IS 1372 HOURS. 9 MONTH SEASON IS 1560 HOURS.

\$33 MILLION DOLLAR PROGRAM WILL PROVIDE:

8 MONTH SEASON - 962 JOBS

9 MONTH SEASON - 846 JOBS

Paul G. Pistoria

PAUL G. PISTORIA

State Representative

	DO PASS		MOTION		Date: No:	Date: No:	Date: No:	Date: No:
	Date: 11/21 No: HB-11	NO	DO PASS	Date: 11/21 No: HB-11				
NORDIVEDI, KENNETH-Chr.	Sivertsen Amend	NO	YES					
SIVERTSEN Robert		YES	YES					
ASAY, Tom		NO	YES					
BERTELSEN, Verner L.		NO	NO					
BURNETT, James H.		NO	NO					
DEVLIN, Gerry		NO	YES					
HARP, John G.		----	----					
ROTH, Audrey G.		YES	YES					
SWITZER, L. Dean		YES	YES					
UNDERDAL, Melvin		NO	YES					
VINGER, Orren C.		YES	YES					
BRAND, Joe		NO	NO					
DOZIER, Robert		NO	YES					
HARRINGTON, Dan W.		NO	NO					
NEUMAN, Ted		YES	NO					
OBERG, Danny		NO	NO					
WILLIAMS, Melvin		NO	YES					
ZABROCKI, Carl J.		NO	YES					
HART, Marjorie		NO	NO					

HOUSE BILL NO. 16
Barbara
Special Session

1 **NEW_SECTION** Section 2. Duties of the department. The
2 department shall administer the highway reconstruction
3 program to initiate, plan, design, construct, and
4 reconstruct projects on the primary and secondary highway
5 systems. The department shall select such projects from
6 throughout the state according to need, and the funds
7 expended for these projects are not subject to the
8 provisions of 60-3-203.

9 **NEW_SECTION** Section 3. Highway reconstruction
10 program -- funding. (1) For the purpose of funding the
11 highway reconstruction program created in [section 1], 6
12 cents per gallon of the special fuel tax collected under
13 15-70-321 and 5 cents per gallon of the gasoline license tax
14 collected under 15-70-204 are allocated to the highway
15 reconstruction program.

16 (2) In addition, all funds in the highway earmarked
17 revenue account not needed by the department for general
18 operations, maintenance, or matching federal aid may be used
19 by the department in the reconstruction program.

20 **NEW_SECTION** Section 4. Use of funds allocated to
21 highway reconstruction program. The funds allocated to the
22 highway reconstruction program under [section 3] may only be
23 used to initiate, plan, design, construct, and reconstruct
24 projects on the primary and secondary highway systems.

25 Section 5. Section 15-70-204, MCA, is amended to read:

1 INTRODUCED BY
2 A BILL FOR AN ACT ENTITLED: "AN ACT TO CREATE A PERMANENT
3 HIGHWAY RECONSTRUCTION PROGRAM; TO INCREASE THE GASOLINE
4 LICENSE TAX BY 5 CENTS PER GALLON AND TO INCREASE THE TAX ON
5 DIESEL FUEL AND OTHER VOLATILE LIQUIDS BY 6 CENTS PER GALLON
6 TO FUND THE RECONSTRUCTION PROGRAM; TO MAKE PERMANENT THE
7 TEMPORARY 1 CENT PER GALLON FUEL TAX INCREASES PROVIDED BY
8 CHAPTER 632, LAWS OF 1979; REPEALING SECTIONS 2 AND 3 OF
9 CHAPTER 632, LAWS OF 1979; AMENDING SECTIONS 15-70-204,
10 15-70-321, AND 60-3-203, MCA; AND PROVIDING THAT THE
11 PROPOSED ACT BE SUBMITTED TO THE ELECTORS OF THE STATE OF
12 MONTANA."

13 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MONTANA:
14 **NEW_SECTION** Section 1. Highway reconstruction
15 program -- creation -- purpose. There is a permanent highway
16 reconstruction program. This program is created in
17 recognition that the highways located on the primary and
18 secondary systems of Montana are deteriorating at such a
19 rate that existing programs will be unable to construct and
20 reconstruct them to safe and acceptable standards and that
21 the prospects of increased federal assistance to solve this
22 problem are unlikely.

1 "15-70-204. Gasoline license tax -- rate. (1) Every
2 distributor shall pay to the department of revenue a license
3 tax for the privilege of engaging in and carrying on
4 business in this state in an amount equal to 1 cent for each
5 gallon of aviation gasoline, which shall be allocated to the
6 department of commerce as provided by 67-1-301, as amended,
7 and 6 14 cents for each gallon of all other gasoline
8 distributed by him within the state and upon which the
9 gasoline license tax has not been paid by any other
10 distributor.
11 (2) Gasoline exported or sold for export out of the
12 state shall not be included in the measure of the
13 distributor's license tax.
14 (3) Gasohol shall be subject to gasoline license taxes
15 in accordance with the following schedule:
16 (a) beginning April 1, 1979, gasohol shall be taxed at
17 the rate of 2 cents per gallon;
18 (b) beginning April 1, 1985, gasohol shall be taxed at
19 the rate of 4 cents per gallon;
20 (c) beginning April 1, 1987, gasohol shall be taxed at
21 the rate of 6 cents per gallon.
22 (4) If at any time the gasoline license tax is lower
23 than the current applicable tax on gasohol, the lower tax
24 rate shall be adopted for gasohol."

25 Section 6. Section 15-70-321, MCA, is amended to read:

1 "15-70-321. Tax on diesel fuel and volatile liquids.
2 The department shall, under the provisions of rules issued
3 by it, collect or cause to be collected from the owners or
4 operators of motor vehicles a tax in an amount equal to 10
5 17 cents for each gallon of diesel fuel or other volatile
6 liquid, except liquid petroleum gas, of less than 46 degrees
7 A.P.I. (American petroleum institute) gravity test when
8 actually sold or used to produce motor power to propel motor
9 vehicles upon the public highways or streets within the
10 state or used in motor vehicles, motorized equipment, and
11 the internal combustion of any and all engines, including
12 stationary engines, used in connection with any and all work
13 performed under any and all contracts pertaining to the
14 construction, reconstruction, or improvement of any highway
15 or street and their appurtenances awarded by any and all
16 public agencies, including federal, state, county,
17 municipal, or other political subdivisions."
18 Section 7. Section 60-3-203, MCA, is amended to read:
19 "60-3-203. Districts for apportionment of department
20 funds. ~~It Except as provided in Sections 1 through 41, all~~
21 money available to the department for highway construction
22 purposes shall be apportioned among these financial
23 districts, each composed of the counties named:
24 District 1. Lincoln, Flathead, Lake;
25 District 2. Glacier, Toole, Liberty, Hill, Blaine;

1 District 3. Phillips, Valley, Daniels, Sheridan,
 2 Roosevelt;
 3 District 4. McCone, Richland, Dawson, Prairie,
 4 Mibaux;
 5 District 5. Fergus, Garfield, Petroleum;
 6 District 6. Pondera, Teton, Chouteau, Cascade, Judith
 7 Basin;
 8 District 7. Lewis and Clark, Jefferson, Broadwater;
 9 District 8. Sanders, Mineral, Missoula, Ravalli,
 10 Granite, Powell;
 11 District 9. Beaverhead, Deer Lodge, Silver Bow,
 12 Madison;
 13 District 10. Park, Gallatin, Sweet Grass, Meagher,
 14 Wheatland;
 15 District 11. Golden Valley, Musselshell, Stillwater,
 16 Yellowstone, Carbon, Big Horn, Treasure;
 17 District 12. Rosebud, Custer, Fallon, Powder River,
 18 Carter.
 19 Section 8. Codification instruction. Sections 1
 20 through 4 are intended to be codified as an integral part of
 21 Title 60, Chapter 3, part 2 and the provisions of Title 60
 22 apply to sections 1 through 4.
 23 Section 9. Repealer. Sections 2 and 3, Chapter 632,
 24 Laws of 1979, are repealed.
 25 Section 10. Effective date. Sections 1 through 9 are

1 effective January 1, 1983.
 2 Section 11. Submission to electorate. The question of
 3 whether this act becomes effective shall be submitted to the
 4 electors of the state of Montana at the general election to
 5 be held in November, 1982, by printing on the ballot the
 6 full title of this act and the following:
 7 FOR raising the gasoline license tax and the tax on
 8 diesel fuel and volatile liquids.
 9 AGAINST raising the gasoline license tax and the tax
 10 on diesel fuel and volatile liquids.

-End-

PROPOSITION 13

1 _____ BILL NO. _____

2 INTRODUCED BY _____

3

4 A BILL FOR AN ACT ENTITLED: "AN ACT TO PROVIDE THAT A
5 COUNTY MAY LEVY NO MORE THAN 8 MILLS OF THE 13.5 MILL COUNTY
6 POOR FUND FOR ASSISTANCE TO THE NEEDY; AMENDING SECTION
7 53-2-321, MCA; PROVIDING AN EFFECTIVE DATE."

8

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

10 Section 1. Section 53-2-321, MCA, is amended to read:

11 "53-2-321. County authorized to care for indigent and
12 levy taxes therefor. The board of county commissioners has
13 jurisdiction and power under such limitations and
14 restrictions as are prescribed by law to provide for the
15 care and maintenance of the indigent sick, except as
16 otherwise provided in other parts of this title, or the
17 otherwise dependent poor of the county; erect and maintain
18 hospitals therefor or otherwise provide for the same; and
19 for said purposes to levy and collect annually a tax on
20 property not exceeding 13 1/2 mills, ~~which levy of which not~~
21 ~~more than 8 mills may be levied to provide assistance to the~~
22 ~~needy under Title 53, chapter 3,~~ shall be made at the time
23 other tax levies are made on property, as provided by law."

24 Section 2. Effective date. This act is effective
25 ~~January 1, 1982.~~

July

WITNESS STATEMENT

Name MIKE MALES Date 21 NOV 1981
Address HELENA Support ?
Representing FEDERAL INFORMATION CENTER Oppose ?
Which Bill ? H.R. 16 - BROADBAND Amend ?

Comments:

- VOTE IN SENATE QUITE CLOSE, 26-24 AGAINST
5¢ ^{MOTOR} FUELS TAX
- ONLY ARGUMENTS: PEOPLE DON'T LIKE PDOT. REFERENDUM
WILL SOLVE THAT ARGUMENT
- ONLY BILL THAT CURRENT DRIVERS WHO CAUSED
DETERIORATION OF ROADS SHOULD PAY FOR ROADS
IMPROVEMENTS THEN MOTOR FUELS TAX. ALL
OTHER STATES FUND THEIR HIGHWAYS THEN
FUELS TAX, & MT IS EITHER FORTUNATE
OR UNFORTUNATE IN THAT WE'VE GOT MORE HIGHWAY
MILES / PERSON THAN ANY OTHER STATE

Please leave prepared statement with the committee secretary.

