

MINUTES OF THE MEETING OF THE HOUSE HIGHWAYS AND  
TRANSPORTATION COMMITTEE, FEBRUARY 15, 1983

The meeting was called to order by Chairman Abrams on Tuesday, February 15, 1983 at 12:30pm, in Room 129, State Capitol. All members of the Committee were present with the exception of Rep. Zabrocki, who was absent.

HEARINGS

HOUSE BILL 636. REP. RAY PECK, District 8, Hill County, told the Committee the bill was short, but important, adding \$1 million in federal funds would be expended for aeronautics in Montana over the next biennium and the bill primarily, carried concern for the safety of Montana citizens. He explained a flight plan would be required for any flight originating at a public airport, which could be accomplished via phone or radio equipment aboard the plane. He provided members with a Statement of Intent (exhibit) and told the Committee airplanes go down most often in bad weather which further endangers lives of searchers.

PROPOSERS

MR. STAN KALECZYK, Helena Attorney, told the Committee the bill required a flight plan to be filed for flights of 100 aeronautical miles or more, adding an employee of the State must file a flight plan (exhibit). He said the Montana Flying Farmers and Ranchers Association published an article whereby the organization would pay for the call to file a flight plan (exhibit).

MRS. NINA HARRISON-MYHRE, Helena, advised the Committee her brother and his family left Helena without filing a flight plan which resulted in a 12 hour delay in determining his plan, once it became evident he had not arrived at his destination. She said the emergency locator transmitter operates for only 36 hours and the search for the craft didn't begin for 48 hours because six out of 14 days were not flyable for the search.

MR. JOHN C. HARRISON, testified in support of the bill, and told the Committee such a situation could be prevented in the future through the bill. He said it doesn't take much time or effort to file a flight plan.

MR. ERIC MYHRE, Helena, urged the Committee to protect the passenger who is unaware of flight plan requirements.

OPPONENTS

There were no opponents of the bill.

IN CLOSING, Rep. Peck told the Committee the 100 mile limit was not sacred and could be amended upward. He advised committee members Mr. Harrison was a fairly new pilot with a new aircraft adding, the bill is not a cure-all.

QUESTIONS

REP. KEYSER asked if the State Aeronautics Administration would consider pulling a license or grounding a pilot rather than making it a misdemeanor to not file a flight plan. Justice Harrison replied it would be a viable approach to the problem but the importance lies in other lives risked to help when a plane is lost.

REP. SOLBERG asked Rep. Peck how many pilots presently do not file flight plans. Rep. Peck replied he didn't know, but estimated half of them do not file a plan.

REP. KOEHNKE asked if he included all flights in his estimate or only long distance. Rep. Peck said he was alluding to all flights.

The hearing was closed on House Bill 636.

HOUSE BILL 669. REP. CARL ZABROCKI, District 51, Miles City, told the Committee the bill simply required recordation of ownership of a mobile home the same as a motor vehicle. and required notification to the county treasurer of intent to sell the home, for taxation purposes.

PROPOSERS

MR. CHARLES GRAVELY, Montana County Assessors and Treasurers Association, told the Committee there is no record of title to a mobile home in the counties and such information is needed for taxation. He urged the Committee to support the bill.

OPPONENTS

MR. ED SHEEHY, JR., Montana Manufactured Housing, told the Committee the first few sections of the bill are not clear as to intent, and page 3, line 24, is existing statute. He said 61-3-303, MCA, provides that mobile homes in excess of 8'x32' need not apply for registration and a declaration

of intent for destination must be filed under present law when a mobile home is sold, adding mobile home dealers should be excepted from the bill.

REP. ZABROCKI, in closing, said the bill was necessary and asked for Committee support.

#### QUESTIONS

REP. STOBIE asked how the fee system affected mobile homes. Mr. Sheehy replied it only pertained to travel trailers.

REP. STOBIE asked if mobile homes were not already on county tax roles. Mr. Sheehy replied they should be but county treasurers say some aren't.

The hearing was closed on House Bill 669.

HOUSE BILL 698. REP. CHRIS STOBIE, District 23, Sanders County, testified as sponsor of the bill, which addresses how and where truck safety inspections are to be made. He told the Committee a problem arises when a truck is inspected far from home or a repair shop and a citation is issued, since current statutes require immediate repair. He said the bill would require inspection of Montana-based trucks at a repair station where the driver would be met by an inspector, adding proponents would offer additional amendments. He explained his concern with providing inspections and completing repairs at the least cost to the State and the owner.

#### PROPONENTS

COL. LANDON, Montana Highway Patrol, told the Committee approximately 120,000 intra-state trucks would be inspected, however, the Patrol does not have the time nor the manpower for terminal inspections, although the bill appears to be a good idea. He proposed an amendment wherein inspections would be made at scale houses, on a request basis and asked that new language on page 3, line 2 be stricken from the bill (exhibit).

MR. WAYNE BUDT, Montana Public Service Commission, stated his support of the bill, as recommended by Col. Landon, and said he agreed with the concept of terminal inspections. He told the Committee the Eastern States Alliance has quarterly stickers which could be accepted by Montana and that the PSC has the authority to do so if funds are available.

MR. BUDT expressed his concern with unknown costs and time to study the situation before another law is enacted and the Legislative Auditor's report the statute is not being complied with.

MR. BEN HAVDAL, Montana Motor Carriers Association, said he supported the concept, adding many problems would be eliminated if inspection would take place while the truck is in a terminal. He advised the Committee, the 1977 Legislature created a problem in attempting a budgetary solution to an earlier problem and he would rather study the situation further.

MR. KEITH OLSON, Montana Logging Association, Kalispell, asked why three different agencies perform these inspections and suggested they consolidate into one agency with one fund. He advised the Committee, 10% of Montana Logging Association members have only one truck and few resources, creating a problem when they are "red-tagged" away from home. He said the Association conducts its own inspections and supports the bill, but would rather it were more streamlined.

MR. GENE PHILLIPS, LHC Logging, Inc., Kalispell, told the Committee terminal inspections would be beneficial to the logging industry and truckers.

MR. JOHN BRAUNBECK, Montana Intermountain Oil Marketing and Liquid Propane Gas Association, stated his support of the bill.

#### OPPONENTS

There were no opponents of the bill.

IN CLOSING, Rep. Stobie suggested inspectors be created within the industry to relieve responsibility and manpower problems of the Montana Highway Patrol and other responsible agencies. He added there could be a problem for small operators in obtaining inspections and stickers and requested favorable committee consideration of the bill.

#### QUESTIONS

REP. KEYSER asked Rep. Stobie where funds would be obtained for the required FTE's. Rep. Stobie replied internal inspectors would resolve the problem and they would be tougher on themselves than a state agency, adding the stickers would have to be cleared with the Northwestern States Alliance.

REP. KEYSER asked if a truck must stop where it is "red-flagged". Mr. Havdal replied the Department of Transportation sets the rules and regulations.

REP. KEYSER asked Gerald Clay, U.S. Office of Public Safety, Department of Transportation, if his agency presently "red-flags" trucks. Mr. Clay replied four or five vehicles have been put out of service in 1983 through the efforts of the Montana Highway Patrol and GVW stations.

REP. STOBIE asked Mr. Clay what green tags purchased. Mr. Clay replied the tags were honored by his agency, however, a truck would be stopped if an obvious defect were spotted.

REP. STOBIE asked Mr. Havdal how he viewed the stickers. Mr. Havdal replied the sticker program was part of the interstate vehicle safety alliance, but a problem arises as the Department of Transportation does not issue or participate in the sticker program.

MR. BUDT, advised the Committee there is nothing to prevent an officer in Montana from stopping a vehicle with obvious defects.

COL. LANDON told the Committee the stickers ought to be defended as the program was initiated so trucks would be honored in other states and Canada as a time-saving device. He said civil inspections would not work under a civil all-safety inspection program since all states would have to change their rules, adding Montana should remain with the program it is in, since it's a good one.

REP. STOBIE asked if any active enforcement office could make inspections. Col. Landon replied the Patrol and GVW divisions began a training program last year for this purpose.

REP. STOBIE asked if certification were applied to qualify inspectors, to which Col. Landon replied the training was done by the Department of Transportation with no official certification issued. He said all member states use the same inspection forms.

REP. STOBIE asked Mr. Clay what he thought of certification. Mr. Clay responded that federal dollars from \$20 million to \$50 million would be available for training, of which Montana would receive a portion if it participated in the program.

The hearing was closed on House Bill 698.

HOUSE BILL 703. REP. GLENN SAUNDERS, District 72, Stillwater County, testified as chief sponsor of the bill which would establish a minimum height for bumpers on vehicles to promote safety and prevent property damage. He said he had no statistics on bumpers but thought the bill would serve a positive purpose.

PROPONENTS

COL. LANDON, Montana Highway Patrol, stated his support of the bill.

OPPONENTS

MR. PHIL ROMINE, Helena, said the bill applied to rear bumpers only and appears to be a Detroit relief act to replace bumpers by 1984. He told the Committee he did not know what the bill does and that it should apply to both front and rear bumpers and be supported by statistics, which should begin in Washington, D.C., with federal legislation. He asked what would happen to people with campers who have no rear bumpers and that the Committee give the bill an unfavorable recommendation.

MRS. JO BRUNNER, Women Involved in Farm Economics, also testified for the Montana Stock Growers, Montana Wool Growers and Montana Cowbells in opposition to the bill. She said it would restrict the use of four wheel drive vehicles to a farmer or rancher's own property and suggested the problems referred to may lie with improper driving practices.

IN CLOSING, Rep. Saunders said he had no intention of imposing restrictions on factory-installed bumpers, adding the bill was meant to address altered bumpers.

QUESTIONS

REP. SOLBERG asked if the manufacturer could comply with the requirements of the bill as 3/4 ton pickups are available without factory bumpers and higher or lower bumpers. He asked how an older vehicle would be handled since its bumpers would be higher. Rep. Saunders replied factory-installed bumpers would be exempt and the bill would only apply to "hot rods" or similarly altered vehicles.

REP. SOLBERG asked Rep. Saunders if he were trying to eliminate raised vehicles. Rep. Saunders replied they did cause problems.

REP. LYBECK asked how the bill would relate to wider, higher tires used by the timber industry. Rep. Saunders said they would not be affected.

The hearing was closed on House Bill 703.

EXECUTIVE SESSION

HOUSE BILL 636. REP. LYBECK moved the bill Do Pass and that the Statement of Intent be adopted. Rep. Hammond seconded the motion.

REP. STOBIE requested the bill he held until Thursday, February 17, to which Chairman Abrams agreed.

HOUSE BILL 669. REP. ZABROCKI moved the bill Do Pass. Rep. Keyser said he questioned the need for the bill. Rep. Stobie said the bill would only apply to private transfers which should already be on the books.

REP. STOBIE made a substitute motion that the bill be tabled. The motion was seconded by Rep. Shontz and approved by the Committee with all members voting aye, except Representatives O'Connell, Harp, Kennerly, Lybeck and Zabrocki.

HOUSE BILL 703. REP. O'CONNELL moved the bill Do Not Pass. The motion was seconded by Rep. Shontz and unanimously approved by the Committee.

HOUSE BILL 698. REP. SHONTZ moved the bill Do Not Pass and then withdrew his motion. He moved the Bill Do Pass with amendments proposed by the Montana Highway Patrol.

MR. GREG PETESCH, Legislative Council Attorney, said all of Section 2 of the bill should be stricken if language on page 3, line 2 were stricken.

REP. ZABROCKI made a substitute motion the bill Do Not Pass, since it was not funded, and then withdrew his motion.

REP. SHONTZ asked if language referring to non-law enforcement inspections could be inserted in the bill.



Highways Committee Minutes  
February 15, 1983  
Page 8

REP. SOLBERG moved the Committee approve the amendments proposed by the Patrol. The motion was unanimously approved.

REP. O'CONNELL moved the bill Do Pass as Amended. The motion was seconded by Rep. Shontz and approved with all members voting aye except Representatives Keyser and Hemstad, who voted no.

CHAIRMAN ABRAMS advised the Committee executive action would be taken on House Bills 17, 442 and 443 on February 17, 1983 and House Bill 776 would be heard that date.

The meeting was ajourned at 2:37pm.

  
REP. HUBERT ABRAMS, CHAIRMAN  


Joann T. Gibson, Secretary



## VISITORS' REGISTER

HOUSE

COMMITTEE

BILL

Date \_\_\_\_\_

SPONSOR

[illegible]

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

## VISITORS' REGISTER

HOUSE

COMMITTEE

BILL

Date \_\_\_\_\_

SPONSOR

[illegible]

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

## VISITORS' REGISTER

HOUSE

## Hwy & Trans

COMMITTEE

BILL

43 698

Date

2-15-13

SPONSOR

Stobie[illegible]

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

## VISITORS' REGISTER

HOUSE

# Highways

COMMITTEE

BILL

# 609

Date \_\_\_\_\_

275-83

SPONSOR

Thurs 14[illegible]

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

## VISITORS' REGISTER

HOUSE

## Highway

COMMITTEE

BILL

HR 703

Date \_\_\_\_\_

2-15-38

SPONSOR

[illegible]

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

WITNESS STATEMENT

Name Ed Sheehy Committee On Highways  
Address 2031 11th Ave Date 2/15/83  
Mont. Manufactured  
Representing Housing Assoc. Support \_\_\_\_\_  
Bill No. HB 669 Oppose ✓  
Amend \_\_\_\_\_

AFTER TESTIFYING, PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

1.

2.

3.

4.

Itemize the main argument or points of your testimony. This will assist the committee secretary with her minutes.

WITNESS STATEMENT

NAME

KEITH L. OLSON

BILL No.

HB 198

ADDRESS

Helena

DATE

2-15-82

WHOM DO YOU REPRESENT

MT. Logging Assn.

SUPPORT

✓

OPPOSE

AMEND

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

Most often asked question - Why 3 agencies <sup>Appropriations process?</sup>  
Suggest perhaps appropriate money & manpower to 1 agency  
40% of munks - 1 truck - few resources if red-tagged  
THUS, TERMINAL INSPECTIONS NECESSARY & BENEFICIAL  
Negotiate price on trip basis - lose trip - no pay day  
~~With 6 inspectors - question effectiveness of PSE~~  
For inspections - full time safety man -  
Process needs efficiency  
IF 3 AGENCIES / DEFINE AUTHORITY -

WITNESS STATEMENT

NAME Bill Romine BILL No. H.B. 703  
ADDRESS Helena DATE 2-15-83  
WHOM DO YOU REPRESENT self  
SUPPORT \_\_\_\_\_ OPPOSE X AMEND \_\_\_\_\_

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments: I do not understand the purpose of this bill. The bumper height only ~~applies~~ applies to rear bumpers. If it is a safety bill, it would seem to work only if two motor vehicles backed into each other. Except for pickups, the manufacturer supplies the bumper & its height. Since this bill applies to all vehicles, the cost to consumers would be severe. Many autos have bumpers which would not comply with this bill. As to pickups, the manufacturer does not supply bumpers. They are optional equipment. Some purchasers elect to not have bumpers on the rear because they use a camper on their truck.



## Bill Summaries

### House Highways and Transportation Committee

HB 636 requires a pilot carrying passengers from a flight originating at a Montana airport, which is to be flown under visual flight rules and is over 100 miles, to file a flight plan with the FAA. A penalty and rulemaking authority are also included.

HB 669 requires that records of ownership of mobile homes be filed in the same manner as motor vehicle titles. The bill also requires the filing of a notice of intent to transfer the title of a mobile home.

HB 698 limits the inspection for and enforcement of safety standards for motor carriers to the highway patrol. Inspection of vehicles based in Montana would have to be done at the place of business or domicile of the vehicle owner unless impractical.

HB 703 provides that an automobile or truck of 3/4 ton or less may not be operated on the public roads with a rear bumper of more than 19 inches above the road after December 31, 1983.

STATEMENT OF INTENT  
HB Bill No. 636 [LC 2227]

A statement of intent is required for this bill because it provides rulemaking authority to the Department of Commerce in section 1.

The Legislature intends that rules be made that provide a reasonable definition of origination of a flight. The purpose here is not to cover the flight that originates out-of-state and makes a short stop in Montana to pick up fuel with the intent of continuing directly on the journey. The Legislature also recognizes that rules may be required to conform enforcement to the manner in which the Federal Aviation Administration administers the flight plans filed with it. The Legislature intends that the Department should adopt any rules necessary in this regard.

2-17-83

- AMENDMENTS TO HB 698 -

Page 1, Line 15.  
Following: "has"  
Strike: "sole"  
Insert: "primary"

Page 1, Line 18.  
Following: "thereof"  
Insert: "at the request of the carrier."  
Strike: "must"  
Insert: "may"

Page 2, Line 2.  
Insert new paragraph after "apparent."  
(Nothing in this section shall prohibit  
the inspection of a motor vehicle as de-  
fined by 69-12-201(1)(f) at a safe location  
on a public road.)

Page 3, Line 2.  
Strike: ~~"Except as otherwise provided in 44-1-1005, the"~~

MONTANA FLYING FARMERS AND  
RANCHERS ASSOCIATION

NOVEMBER NEWSLETTER  
1982

JIM LEWIS, EDITOR

FROM THE PRESIDENT:

Hello Flying Farmers and Ranchers,

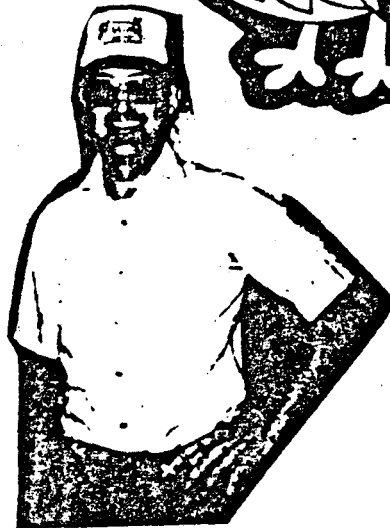
First off I would like to thank all those that participated in the fly-in at Stanford on October 30th. The weather was beautiful and we truly enjoyed ourselves. To follow up on some of the business we discussed, I have received word back from the MATE office in Billings and they assure us that a space will become available. The MATE show dates are February 17, 18 and 19. I have contacted a radio control flyer in Billings and he expressed interest in sharing the booth and is going to bring it up at their December meeting. He also gave me the name of an ultra-lite flyer whom I haven't contacted as yet.

On November 5, Sam Langhus, Woody Leininger, Tim and Grace Sanford with daughter and friend, Charlie, and my brother, Donny all met at the Fort Peck Marina and proceeded to try our luck at lake trout fishing. The weather was great, the boating was great and the fishing is best left to individual stories. The Sanford's flew back to Lewistown that night while Sam, Woody, Donny and I weren't about to give up that easy. The next day the lakers were even smarter than the previous day, but Sam and Woody did manage to take home four nice specimen.

The farming activity in Northeast Montana is winding up in short order. A few hardy souls are still applying Fargo or getting their last licks in at picking rocks. As for me, my mind has shifted into neutral in the farming area until next spring so house fixing, school activities, snow mobiling and, hopefully, flying on nice days can occupy my grey matter.

Sincerely,

Ken Bogar



FROM THE EDITOR:

I would like to encourage any of you whenever or wherever you fly to be sure to file a flight plan.

Any Montana registered pilot may telephone a Montana flight service station, collect, to open a flight plan, close a flight plan or receive weather information. Montana aeronautics will pay for the call. Flight service station attendants may ask for your current pilot registration number. Further details are in the Montana Flight Directory.

In the last week, New Mexico search officials have spent hours, risking the lives of other people, looking for a plane with adults and children aboard. The lost plane left Helena without a flight plan. PLEASE FILE A FLIGHT PLAN.

Have a most thankful Thanksgiving.

Jim Lewis

2-15-83  
HB 636

# WIFE Women Involved In Farm Economics



NAME JO BRUNNER BILL NO. HB 703  
ADDRESS 563 3rd ST. HELENA DATE February 15, 1983  
REPRESENT WOMEN INVOLVED IN FARM ECONOMICS  
SUPPORT                      OPPOSE X AMEND                     

## COMMENTS:

Mr. Chairman, members of the committee, my name is Jo Brunner and I am speaking today for the members of the Women Involved in Farm Economics organization.

Mr. Chairman, our members oppose this bill. Section 1, would restrict the use of our 4-wheel drive vehicles to our immediate property. Many of our members have 3/4 ton trucks that they use to haul their grain and their livestock to market, or to other fields. This would stop that immediately.

For farmers and ranchers, owning a 4wheel drive vehicle is not a status symbol. We do not pay that extra cost just to say we have a 4 wheel drive pickup.

4 Wheel drive vehicles are a very necessary part of our operations. We use them for feeding, to get to our pastures and fields not readily accessable with other vehicles. We fight the snow and the mud with them.

And 4 wheel drives have bumpers far off the ground. I know everytime I climb into the back or try to lift the hood.

We see no reason for a bill like this. We protest this action to curtail our necessary operations.

We would suggest that if there are problems with accidents due to higher bumpers, they might have to do more with improper driving practices than to the bumper itself.

We do not concur with this bill.

Mr. Chairman, I wish to include the Stockgrowers Association and the Cowbelles, and the Woolgrowers as opposing this bill.

*Jo Brunner*

Thank you.

EXCUSE

DATE 2/15/83

REPRESENTATIVE DAVE BROWN

IS EXCUSED FROM COMMITTEE HEARING.

REP. HUGH ABRAMS, CHAIRMAN  
HIGHWAYS AND TRANSPORTATION COMMITTEE

PROXY VOTE

Date 2/15/83

REPRESENTATIVE DAVE BROWN

BILL NO. \_\_\_\_\_

INSTRUCTIONS \_\_\_\_\_

HB-442 - AYE

HB-443 - AYE

HB-636 - no vote

HB-669 - AYE or with Zabacki

HB-698 - AYE or with Stobie

HB-703 - no vote

no votes  
on amendments

Dave Brown  
SIGNATURE

# STANDING COMMITTEE REPORT

FEBRUARY 15

19 83

MR. **SPEAKER:**

We, your committee on **HIGHWAYS AND TRANSPORTATION**

having had under consideration ..... **HOUSE** Bill No. **703**

**FIRST** reading copy ( **WHITE** )  
color

**A BILL FOR AN ACT ENTITLED: "AN ACT PROVIDING THAT REAR  
BUMPER HEIGHT OF PASSENGER VEHICLES AND PICKUPS BE NO MORE  
THAN 19 INCHES ABOVE THE ROAD SURFACE; AND PROVIDING A  
DELAYED EFFECTIVE DATE."**

Respectfully report as follows: That ..... **HOUSE** Bill No. **703**

**DO NOT PASS**

**~~OKKASX~~**

**REP. HUBERT ABRAMS**

Chairman.

STATE PUB. CO.  
Helena, Mont.

COMMITTEE SECRETARY

# STANDING COMMITTEE REPORT

FEBRUARY 15 19 83

MR. **SPEAKER:**

We, your committee on **HIGHWAYS AND TRANSPORTATION**

having had under consideration **HOUSE** Bill No. **698**

**FIRST** reading copy ( **WHITE** )  
color

**A BILL FOR AN ACT ENTITLED: "AN ACT MAKING THE HIGHWAY  
PATROL RESPONSIBLE FOR AND REVISING RULES FOR SAFETY  
INSPECTIONS OF TRUCKS BASED IN MONTANA; AMENDING SECTIONS  
44-1-1005 AND 69-12-203, MCA."**

Respectfully report as follows: That **HOUSE** Bill No. **698**

**Be amended as follows:**

1. Title, line 5  
Following: **"PATROL"**  
Insert: **"PRIMARY"**

2. Title, line 6  
Following: **"AMENDING"**  
Strike: **"SECTIONS"**  
Insert: **"SECTION"**

3. Title, line 7  
Following: **"44-1-1105"**  
Strike: **"AND 69-12-203"**

4. Page 1, line 15  
Strike: **"sala"**  
Insert: **"primary"**

**DO PASS**

(continued on page 2)

**REP. HUBERT ABRAMS**

Chairman.



STANDING COMMITTEE REPORT  
HIGHWAYS AND TRANSPORTATION COMMITTEE  
PAGE 2  
HB698

FEBRUARY 15 19 82

5. Page 1, line 18  
Following: "thereof"  
Insert: "at the request of the carrier"  
Strike: "must"  
Insert: "may"

6. Page 2, line 2  
Following: ". "  
Insert: "Nothing in this section shall prohibit the inspection  
of a motor vehicle as defined by 69-12-201 (1) (f) at a safe  
location on a public road."

7. Page 2, line 6 through line 11 on page 3  
Strike: Section 2 in its entirety

AND AS AMENDED

DO PASS

REP. HUBERT ABRAMS