

MINUTES OF THE MEETING
HIGHWAYS AND TRANSPORTATION COMMITTEE
MONTANA STATE SENATE

March 24, 1983

The meeting of the Senate Highways and Transportation Committee was called to order by Chairman Mark Etchart at 1:10 p.m., on March 24, 1983 in Room 410, State Capitol.

ROLL CALL: Roll was called with Senators Etchart, Elliott, Shaw, Tveit, Graham, Stimatz and Daniels present. Senator's Hager and Manning were excused.

HOUSE BILL NO. 698: Hearing commenced on House Bill No. 698, introduced by Representative Stobie, who told the committee this is an act making the Highway Patrol responsible for and revising rules for safety inspections of trucks based in Montana. The main reason for this bill is to ask that most of the safety inspections be done in the shop rather than on the highway. This bill will allow us to call the Highway Patrol and ask that they inspect our truck, while it is home at the shop. On the narrow roads in my area, it is difficult to pull off the road and have an inspection. If we can get the truck inspected in the shop, and put the little green sticker on the windshield, then we won't have to stop on the highway. Also, if a defect is found during the inspection, we are better able to fix it in the shop than out on the highway. Inspections could be made by the Highway Patrol, as well as the GVW people and the PSC. A lot of us who live out in the country are not able to get to a PSC inspection. These trucks have to be inspected quarterly. It will give the truckers the freedom from being stopped all the time.

Garfield Munson, representing the Highway Patrol told the committee he is here in Col. Landon's absence. He asked me to express regrets for not being here today. He asked me to express the support of the patrol for House Bill No. 698, with perhaps one small reservation. This will create some manpower problems at times. It is an added chore to handle, but we are ready to accept that chore.

There were no further proponents and no opponents.

Senator Graham asked how much time will it take the Highway Patrolman to do this duty.

Mr. Munson said he was not in a position to answer that.

Wayne Budt, representing the PSC, told the committee the figures that they have come up with are: There are 30,000 trucks based in Montana and they have to be inspected quarterly. The PSC is the lead agency for safety inspections. Fifty percent of the trucks we inspected were out of some type of service. If the trend continues, it will be about 40,000

Highways and Transportation

March 24, 1983

Page 2

trucks. So, I think you are looking at everybody. It will take some time, if there are a lot of trucks that request the Highway Patrol to do this. It takes 20 to 30 minutes a truck to inspect. We check such things as tires, brakes, lights, etc.

Senator Graham asked if the PSC has people who do nothing but inspect trucks.

Wayne Budt said they have six enforcement officers that do safety inspections. There is no one person designated full time to do safety inspections.

Senator Graham asked how much time do they spend at this job.

Wayne Budt said last year they spent probably 30% to 50% of their time on safety inspections, that's all six people.

Senator Graham asked if the GVW, Highway Patrol and PSC do safety inspections.

Wayne Budt, said yes, that is correct.

Senator Tveit asked if the Highway Patrol was going to take over the lead in safety inspections.

Wayne Budt said no. The PSC are the ones that are charged with doing the safety inspections. All this law says, if somebody wants an inspection done in their shop, they can call the Highway Patrol to get that done. We will assist them whenever we can. The Legislative Auditor took us to task for spending too much time on safety and not enough time on economics.

Representative Stobie said this green sticker that the PSC issues is important to truckers. I don't expect Wayne Budt to send someone all the way up to my remote area to inspect a truck. Having the green sticker will save me a lot of time. I would rather get my truck in shape, get it inspected and get that sticker on it, so I will not be stopped for safety inspections all along my traveling route. The PSC will have the primary duty to inspect the larger carriers, who have many trucks to inspect and out in the hinterlands, where I live, I can have the Highway Patrol or the GVW person inspect my truck. I am in a disadvantage because I live in the sticks.

Wayne Budt said this bill is a matter of manpower. We are all going to try to cooperate with each other in these inspections. If everyone wants it done quarterly, that's a lot of manpower. We are members of the Western Vehicle Alliance, and have adopted the same rules and regulations for safety and everyone honors the stickers. That sticker will mean it has been inspected within the last three months.

Highways and Transportation
March 24, 1983
Page 3

With that sticker, the chances of the trucker getting stopped for safety inspection's are slim, unless there is something visibly wrong.

Senator Tveit asked if this bill addresses "in addition to".

Wayne Budt said yes. We won't relax the safety enforcement at all in our division. We conduct ten or twelve safety locations around the state. All trucks have to pull into these stops.

Senator Tveit asked how much is done at the weigh station.

Don Copley, Department of Highways, said they do a visual inspection.

Senator Daniels asked if the Highway Patrol has the training to inspect trucks.

Wayne Budt said he thought it might take a refresher course to have them all start doing it which would consist of one day in the classroom and one day in the field. It's one of those things if you are not inspecting all the time, you forget it.

Senator Graham asked if the Highway Patrol inspects school bus.

Mr. Munson said yes, they do.


In closing Representative Stobie said he would appreciate the committee's favorable consideration of the bill. It will just make it a little smoother for those people in the industry and give them the people to get those green stickers on their trucks, as well as in the major cities.

There being no further discussion, hearing on House Bill No. 698 was closed.

ACTION ON HOUSE BILL NO. 698: Senator Tveit made the motion that House Bill No. 698 BE CONCURRED IN.

A roll call vote was taken. The motion passed with Senator Shaw voting no.

ADJOURN: There being no further business before the committee, the meeting was adjourned at 2:00 p.m.



Senator Mark Etchart
Chairman

ROLL CALL

SENATE HIGHWAYS AND TRANSPORTATION COMMITTEE

48 ~~XX~~th LEGISLATIVE SESSION -- ~~XXXX~~^{XX} 1983

Date 3/24/83

NAME	PRESENT	ABSENT	EXCUSED
Senator Mark Etchart, Chairman	✓		
Senator Hager, Vice Chairman			✓
Senator Elliott	✓		
Senator Shaw	✓		
Senator Tveit	✓		
Senator Graham	✓		
Senator D. Manning			✓
Senator Stimatz	✓		
Senator Daniels	✓		
Paul Verdon, Leg. Council			
Carol Doyle Frasier, Secretary			

Page 5

SENATE

Highways

COMMITTEE

BILL H. 698

VISITORS' REGISTER

DATE 3/22/83

Please note bill no.
(check one)

NAME

REPRESENTING

BILL #

SUPPORT

OPPOSE

Gar Munson

Highway Patrol

698

☒

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY

Page 6

SENATE COMMITTEE HIGHWAYS AND TRANSPORTATION

Date 3/24 1983 Bill No. HB698 Time _____

NAME	YES	NO
Senator Etchart, Chairman	✓	
Senator Hager, Vice Chairman		
Senator Elliott	✓	
Senator Shaw		✓
Senator Tveit	✓	
Senator Graham	✓	
Senator D. Manning		
Senator Stimatz	✓	
Senator Daniels	✓	

Carol Doyle Frasier
Secretary

Senator Mark Etchart
Chairman

Motion: Tveit made motion To Concur in HB698
motion carried = Tveit carries

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

STANDING COMMITTEE REPORT

Page 7

March 24

19 83

MR. President:

We, your committee on Highways and Transportation

having had under consideration House Bill Bill No. 698

Stobie (Tveit)

Respectfully report as follows: That House Bill Bill No. 698

BE CONCURRED IN

XXXXXX

D. R. W.