

MINUTES OF THE MEETING
HIGHWAYS AND TRANSPORTATION COMMITTEE
MONTANA STATE
HOUSE OF REPRESENTATIVES

January 29, 1985

The meeting of the Highways and Transportation Committee was called to order by Chairman Harp on January 29, 1985, at 3 p.m. in Room 420 of the State Capitol.

ROLL CALL: All members of the Committee were present.

CONSIDERATION OF HOUSE BILL 89: Representative Bob Gilbert, District 22, sponsor of the bill, asked Mr. Tom Gomez, Legislative Researcher, to explain the proposed amendments to the bill, (the purpose of which is to modify the requirement of displaying a special fuel user's permit for Montana-based proportionally registered motor carriers). Mr. Gomez told committee members the amendment simply reworded the language of the bill to provide clarity, but is substantially the same as the original draft of the bill (Exhibit 1).

Representative Gilbert said even though enforcement authorities may know a company has a fuel permit number, a \$100 fine can be imposed for each violation, if the number is not carried in each vehicle. He explained the bill would allow the fuel permit number to be printed on the motor vehicle registration (Exhibit 2).

PROPOSERS: Mr. Ben Havdal, Montana Motor Carriers Association, stated his support of House Bill 89 and told the Committee his organization petitioned the Department of Revenue's Motor Fuels Tax Division to allow fuel tax numbers to be printed on motor vehicle registrations, but were advised by the Department's legal counsel present statutes would not allow such action.

Mr. Don Copley, Administrator, Gross Vehicle Weight Division, Department of Highways, indicated departmental support of the bill.

There were no other proponents and no opponents of the bill.

QUESTIONS: There were no questions from the Committee and Representative Gilbert closed without comment.

DISPOSITION OF HOUSE BILL 89: Representative Peterson made a motion that House Bill 89 DO PASS. The motion was seconded by Representative Smith and given unanimous approval of the Committee.

CONSIDERATION OF HOUSE BILL 55: Representative Bob Gilbert, District 22, sponsor of the bill, read from a prepared statement in support of the bill (Exhibit 4), which would allow triple saddle-mount hauling of tractor trucks. He said units in use right now are 75 feet in length, as allowed by statute, while triple saddle-mount lengths would be limited to 68 or 69 feet (Exhibit 5).

PROPOSERS: Mr. Ben Havdal, Montana Motor Carriers Association, said the primary purpose of the bill is to allow triple saddle-mount hauling of tractors, not other commodities.

Mr. Don Copley, Administrator, Gross Vehicle Weight Division, Department of Highways stated his support of the bill.

There were no other proponents and no opponents of the bill.

QUESTIONS: Representative Smith asked which axle the tractors being hauled would be mounted over. Representative Gilbert replied the pivot point is maintained on the third axle, "which is far safer than double trailers".

Representative Keyser stated the statute pertaining to the length of tractor-trailers was not intended to allow 75 feet lengths and recommended the Committee keep saddle-mount hauling of tractors at two.

Representative Zabrocki said he thought three pivot points would be more dangerous than two. Representative Gilbert replied he "did not recall anything coming loose to date".

Mr. Copley stated Department of Highways records show between 100 and 150 permits are issued each year for triple saddle-mount hauling; primarily involving two companies, Dallas-Mavis Forward Company and Kenosha Auto Transport.

Representative Harbin asked if issuance of permits caused problems for the Department. Mr. Copley replied it does not and that the major portion of travel with such permits is on interstate highways. Chairman Harp commented that the permits designate travel from one given point to another.

Representative Campbell asked if brakes were hooked up on those tractors being hauled. Mr. Copley replied both brakes and lights are required.

In closing, Representative Gilbert stated triple saddle-mount hauling involves safer moves and would eliminate the need for a permit. Mr. Copley explained each permit is \$10.

CONSIDERATION OF HOUSE BILL 35: Representative Gene Ernst, District 29, sponsor of the bill, told the Committee it was requested by farmer/ranchers and automobile dealers in his district. He explained major manufacturers are no longer putting heavy duty transmissions and rear ends in 3/4 ton vehicles, and such equipment is only available in one ton units. Representative Ernst stated the bill would

allow one ton vehicles to become part of the fee system, as under the present law, licensing costs for a new one ton vehicle are between \$300 and \$400, versus approximately \$105 as proposed in the bill (Exhibit 6).

Representative Ernst told the Committee he questioned the Fiscal Note containing figures presented by the Office of Budget and Program Planning, but would stand by the bill as presented.

PROPOSERS: Mr. Larry Majerus, Administrator, Motor Vehicles Division, Department of Justice, advised committee members he has received correspondence from such vehicle purchasers with regard to this problem and that he, too, was surprised by the estimated revenue in the Fiscal Note.

Mr. Tom Harrison, Montana Auto Dealers Association, said his association supports the bill, as it proposes a fair system for persons owning one ton vehicles who use them for recreational purposes, as well as farming or ranching.

There were no other proponents of the bill and no opponents.

QUESTIONS: Representative Keyser asked if the difference between taxable valuation of such vehicles and the amount counties would lose in tax revenue had been reflected in the Fiscal Note. Representative Ernst replied it would be reflected in the proposed taxable valuation and could affect bonding procedures, but should have little effect on fees.

Representative Keyser asked if the Committee could get the impact on taxable valuation. Chairman Harp asked the Committee's Legislative Researcher, Tom Gomez, to look into the matter, and said he doubted there would be any heavy fiscal impact to the counties.

Representative Peterson asked Mr. Harrison if the Montana Auto Dealers Association had petitioned or protested to companies who have stopped making heavy duty 3/4 ton transmissions and rear ends. Mr. Harrison replied he "heard that two of the major automobile companies plan to quit making one ton vehicles next year".

In closing, Representative Ernst told committee members a one ton vehicle looks like a 3/4 ton but has a heavier transmission, rear end and springs.

CONSIDERATION OF HOUSE BILL 185: Representative Paul Pistoria, District 36, sponsor, stated House Bill 185 would require the Department of Highways to install signs near vo-tech centers for

identification purposes. Representative Pistoria provided committee members with copies of a letter to him from Mr. Gary Wicks, Director, Department of Highways, (Exhibit 7), pertaining to the issue.

Representative Pistoria explained the vo-tech center in Great Falls would install the signs if the Department of Highways would make them. He provided a letter from the School for the Deaf and Blind, pertaining to its new sign (Exhibit 8), and a copy of a picture showing the sign being erected (Exhibit 9).

PROPOSERS: Representative O'Connell stated her concurrence with Representative Pistoria's thought that a sign is needed to designate the location of the Great Falls vo-tech center.

OPPOSERS: Mr. Gary Wicks, Director, Department of Highways, told the Committee he did not wish to oppose the bill, but the signing priorities of the Department are (1) to warn drivers of hazard; (2) regulate traffic; (3) to guide motorists. He said the Department used the Manual for Uniform Traffic Control Devices and has a sign committee which hears requests for signs.

Mr. Wicks commented the School for the Deaf and Blind is a state institution, thus allowing the Department to provide a sign for the School. He commented that vo-tech centers are not state institutions and can put up signs on their own, as long as they meet signing requirements and are maintained by the centers.

Mr. Don Harriott, Administrator, Engineering Division, Department of Highways, said that from an engineering point of view, too many signs confuse motorists, and as part of universal signing policy, the Department attempts to erect those signs which motorists need most, (for example, directional signs for hospitals).

QUESTIONS: Representative Peterson asked who sets state signing policy. Mr. Harriott replied the Department of Highways sets standards in the State in accord with the Manual on Uniform Traffic Control Devices. Representative Peterson continued, asking if vo-tech centers were addressed in the Manual. Mr. Harriott replied they were not.

Representative Campbell commented that other states have signs for Shell, Arco, etc., and asked why Montana does not. Mr. Harriott replied, "participating businesses pay for advertising space on signs indicating the availability of services in certain categories which motorists need (gas, food) and such signs are usually placed near interchanges".

Representative Campbell asked if the Department makes highway signs. Mr. Harriott replied the Department does have a sign shop. Mr. Wicks commented the Department makes signs for maintenance and construction, while contractors are responsible for other signs. He stated Montana has looked at the sign system used by Washington State; but since all advertising is done by bids, national chains can outbid small business owners, creating an unfair situation.

In closing, Representative Pistoria stated the signs would not cost more than \$200 or \$300; that he believes the Department of Highways offered excuses and that if the Department made the signs, the center would still erect them.

DISPOSITION OF HOUSE BILL 57: Representative Glaser commented the bill appears to be simple and precise in its purpose and made a motion that House Bill 57 DO PASS. The motion was seconded by Representative Smith and given unanimous approval of the Committee.

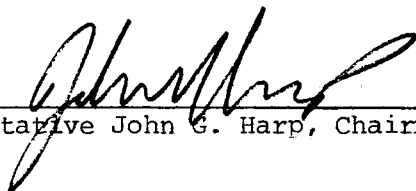
DISCUSSION OF COMMITTEE JOINT RESOLUTION: Chairman Harp informed committee members of a proposed resolution requested by the Montana Association of Highway Users (Exhibit 10).

Mr. Gary Wicks told the Committee the Resolution represents about \$27 million which will remain unavailable to Montana until Congress passes its revenue cost estimates, (which were to have been passed in September, 1983). He said Montana has been able to keep up its interstate construction schedule only because of the bonding program and if Congress does not release these funds by late Spring of 1985, the Department will have problems.

Mr. Wicks commented the more populous states are constantly trying to modify the Surface Transportation Assistance Act to put more interest on vehicles rather than miles, which the rural states are fighting. He stressed this matter needs to be addressed in the committee resolution, as a proposed congressional amendment would give the State of Texas additional dollars and create other delays in funding.

Chairman Harp advised the Committee that copies of the proposed resolution would be provided and the Committee would discuss the matter in depth at the next meeting.

There being no further business before the Committee, the meeting was adjourned at 4:45 p.m.


Representative John G. Harp, Chairman

DAILY ROLL CALL

HOUSE HIGHWAYS AND TRANSPORTATION COMMITTEE

49th Legislative Session

Date 1-29, 1985

Name	Present	Absent	Excused
Harp	✓		
Abrams	✓		
Campbell	✓		
Compton	✓		
Glazer	✓		
Harbin	✓		
Howe	✓		
Kennerly	✓		
Koyser	✓		
Koehnke	✓		
O'Connell	✓		
Peterson	✓		
Smith	✓		
Zabrocki	✓		

VISITOR'S REGISTER

HOUSE Highways & Transp.

COMMITTEE

BILL HB 89

DATE Jan. 29, 1985

SPONSOR Gilbert

[illegible]

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

WHEN TESTIFYING PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Jan. 29, 1985
Exhibit 1

FACT SHEET

HOUSE BILL NO. 89

This bill is proposed to allow the Department of Highways to include the special fuel use permit number of an operator on the vehicle registration card issued to a Montana based vehicle which is licensed under the provisions of proportional registration. This form of licensing applies to interstate fleets of vehicles and fees are figured on the percentage of travel in each state.

The Department of Revenue and Highways are supportive of this change and in fact have previously tried to work out a method to do this administratively but found the present fuel law would not allow them to do so.

The Department of Highways advises that they presently have the capability to handle this proposal at no additional cost.

The net effect would be to eliminate a piece of paper that is now required to be carried in vehicles licensed under proportional registration. In addition, not having the Xerox copy of the fuel permit in the truck is subject to a \$100 fine. Also, the change would be in accord with work presently underway among the states to include all registrations and fuel licenses on the registration card issued by the base state for vehicles licensed in this manner. Administrative costs to the state would not increase and could decrease slightly.

Exhibit 1a
Jan. 29, 1985

January 29, 1985

Proposed Amendments to House Bill 89.

1. Page 2, line 24 through line 4, page 3
Following: line 23
Strike: subsection (5) in its entirety

Insert: "(5) A special fuel user need not display the original or reproduced copy of the special fuel user's permit as required by subsection (2) if:

(a) the motor vehicle operated by him is a vehicle that is part of a motor vehicle fleet based in Montana that is proportionally registered under the provisions of 61-3-711 through 61-3-733;

(b) he obtains a registration card issued by the department of highways indicating the special fuel user's permit number; and

(c) the registration card indicating the special fuel user's permit number is carried in the vehicle and is available for inspection."

HB 89
Exhibit 2
Jan 29, 1985

The original or a reproduction must be carried in vehicle. It is the responsibility of the user to reproduce clear and legible copies.

STATE OF MONTANA DEPT. OF REVENUE
Motor Fuels Tax Division
P.O. Box 5895
Helena, Montana 59604-5895

When special fuel user's operation is discontinued permit must be returned

use license number for reference purposes

Special Fuel License No.

Unit no. to be entered on each copy

SPECIAL FUEL USER'S PERMIT

COPY

Date issued		
Mo.	Day	Yr.

1985

THIS PERMIT EXPIRES DECEMBER 31, 1985

MF-50

CERTIFICATE OF REGISTRATION FOR APPORTIONED FLEETS - MONTANA

1 STATE OF MONTANA DEPARTMENT OF HIGHWAYS G.V.W. DIVISION BOX 4639 HELENA, MONTANA				61-3-722 MCA MONT. PR. LICENSE NO. P 2336	
YEAR 74	MAKE PBT	MODEL	STYLE TRACTOR	EQUIP. NO. 106	FUEL PERMIT NUMBER
IDENTIFYING NO. 60279P			TITLE NO.		STATE OF LICENSE MT
G.V.W. THRU 46,000		TYPE OF FUEL DIESEL	ISSUE DATE JAN 18, 1985		ACCT. NO. MT0355901 9
SP. PR VOID		RR-LP VOID	VALIDATING STICKER		EXPIRATION DATE MAR 31, 1985
CLASS 100%	RECEIPT NO.	PRORATED G.V.W. FEES 87.77	PRORATED REG. FEES 7.25	COUNTY TAX 113.32	

SNOWY MOUNTAIN TRANSPORT, INC.
YELLOWSTONE VALLY BX 1132
MILES CITY MT 59301
ERWIN FREY LESSOR

210.34

G.V.W. FORM 63A 8-82

TO BE CARRIED IN VEHICLE - SEE REVERSE SIDE

OTHER IRP JURISDICTIONS

AR 80000	AZ 80000	CA 80000	CO 80000	IA 80000
ID 80000	IL 80000	KS 80000	KY 80000	LA 80000
MI 80000	MN 80000	MO 80000	ND 80000	NE 80000
OK 80000	OR 46000	SD 80000	TN 80000	TX 80000
UT 80000	WI 80000	WY 80000	** *****	

DEPARTMENT OF REVENUE

14B 89
Exhibit 3
Jan 29, 1985



TED SCHWINDEN, GOVERNOR

MITCHELL BUILDING

STATE OF MONTANA

HELENA, MONTANA 59620

MEMORANDUM

REV/L&ED 84-05

TO: Norris Nichols, Administrator
Motor Fuel Tax Division

FROM: *M.H.H.* Michael G. Garrity, Tax Counsel
Legal Bureau

DATE: February 17, 1984

SUBJECT: Special Motor Fuel User Permits

You have requested the legal opinion of the Legal Bureau on the following issue:

Whether a Montana special fuel user may substantiate the purchase of a Montana Special Fuel User's Permit by showing a certificate of registration for apportioned fleets (cab cards) which identifies the fuel permit number?

For the following reasons and grounds, I conclude a special fuel user must substantiate the purchase of a Special Fuel User's Permit by showing the original or a reproduced copy of the permit. The possession of a certificate of registration for apportioned fleets (cab card) identifying the fuel permit number is not sufficient proof.

DISCUSSION

Your request for legal opinion is precipitated by the inquiries of representatives of the Montana Motor Carriers Association, Inc., hereinafter referred to as Montana Motor Carriers. Montana Motor Carriers request authorization for Department of Highways to print a Special Fuel Users Permit number on Certificates of Registration for apportioned fleets (cab cards), thus avoiding the necessity to make and carry copies of Special Fuel User Permits in each truck. Section 1570-302(2), MCA, specifically provides:

Every special fuel user shall obtain annually from the department, prior to the use of such special fuel for the propulsion of a motor vehicle or vehicles in this state, a special fuel user's permit and shall at all times display the original or a reproduced copy

of the permit in each such vehicle or vehicles operated by him upon the highways as herein defined which shall be exhibited for inspection on request of any checking station officer, Montana highway patrol officer, authorized employee of the department, or any other law enforcement officer. The special fuel user shall be responsible for reproducing clear and legible copies of the permit.

While the above-cited statutory provisions do not operate to defeat the Montana Motor Carriers request to print a special fuel user permit number on the certificate of registration for apportioned fleets (cab cards), such a certificate would not satisfy the statutory requirement found in §15-70-302(2), MCA. The plain and clear meaning of §15-70-302(2), MCA, requires a special fuel user to carry the actual special fuel user permit or a copy of the special fuel user permit in each vehicle operated by the special fuel user upon Montana highways.

CONCLUSION

While the printing of a special fuel user's permit number on a certificate of registration for apportioned fleets (cab cards) is an available practice, such a certificate does not satisfy the statutory requirements of §15-70-302(2), MCA, for purposes of substantiating the purchase of a Montana Special Fuel User's Permit.

MGG/ca

VISITOR'S REGISTER

HOUSE House Highways & Transp. COMMITTEE

BILL HB 55

DATE Jan 29, 1985

SPONSOR Gilbert

[illegible]

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

WHEN TESTIFYING PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Exhibit 4
Jan 29, 1985

FACT SHEET

HOUSE BILL NO. 55

During the 1983 Legislative Session several changes were made in subsection (2) of Section 61-10-104, (line 16, page 1) to accommodate changes in the federal law as a result of passage of the Surface Transportation Assistance Act of 1982.

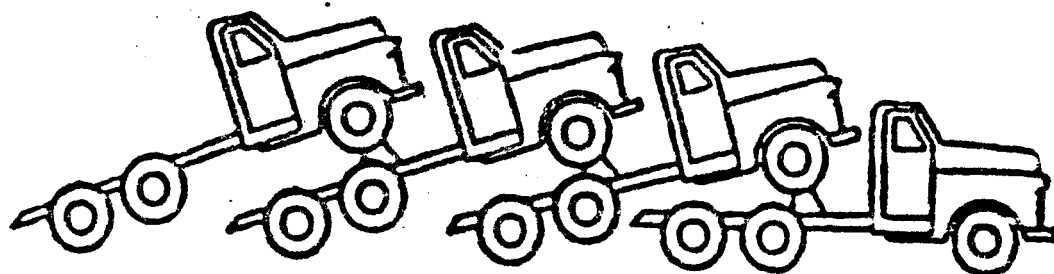
As a result of the changes, two years ago a 75 foot length limit was established for vehicle combinations with trailer lengths other than specified in subsection (2) of Section 61-10-104.

The length limits in subsection (3) and (4) were not addressed two years ago and this bill is being offered to establish a uniform length limit in the state of 75 feet. The movement of three vehicles attached to a towing vehicle by the saddlemount method has been allowed for the past several years by issuance of a special permit from the Department of Highways. This change would eliminate the necessity of a special permit and the Department indicates there would be a very minimal loss of revenue.

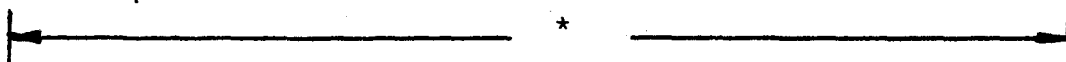
The change to sub-section (4) is again to make the length limit consistent throughout the statute.

DRC:sk:jm:4JJ

Exhib. 45
Jan 29, 1985
HB55



TRIPLE SADDLEMOUNT



*MAXIMUM LENGTH 68-69 FEET
CONVENTIONAL TRACTORS WITH SLEEPERS

VISITOR'S REGISTER

HOUSE Highways & Transp.

COMMITTEE

BILL HB 35

DATE Jan. 29, 1985

SPONSOR Ernst

[illegible]

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

WHEN TESTIFYING PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

January 29, 1985

Exhibit 6
Jan 29, 1985

BILL SUMMARY
(HB 35)

Prepared by Tom Gomez, Legislative Council.

House Bill 35 generally revises the laws relating to light vehicles to include trucks having a rated capacity up to 1 ton or less, excluding such trucks from property taxation and providing for imposition of a fee in lieu of taxes.

If enacted, House Bill 35 would amend a number of different state statutes, as outlined below:

Sections 1 and 2 amend the laws providing for issuance of special license plates to disabled veterans by allowing plates to be issued for trucks up to 1 ton GVW-rated capacity.

Sections 3 through 6 redefine class nine property subject to taxation and assessment under Title 15, exempting from taxation trucks having a rated capacity of 1 ton or less.

Section 7 makes trucks 1 ton or less that are part of an interstate motor vehicle fleet subject to the light vehicle license fee imposed under 61-3-532.

Sections 8 and 9 provide an exception to the laws requiring taxation of motor vehicles brought into the state by exempting trucks with a capacity of 1 ton or less.

Section 10 removes trucks 1 ton or less from the provisions for computation of a property tax on motor vehicles.

Section 11 includes trucks having rated capacity of 1 ton or less in the definition of a "light vehicle", thus making such trucks subject to a fee in lieu of property taxes.

Section 12 amends the mail application procedure for motor vehicle registration to include trucks with a capacity of 1 ton or less.

VISITOR'S REGISTER

HOUSE Highways & Transp. COMMITTEE

BILL HB 185

DATE Jan. 29, 1985

SPONSOR Pistoria[illegible]

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

WHEN TESTIFYING PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

DEPARTMENT OF HIGHWAYS

HB185
Exhibit 7
Jan. 29, 1984



TED SCHWINDEN, GOVERNOR

2701 PROSPECT

STATE OF MONTANA

HELENA, MONTANA 59620

March 19, 1984

Deaf and Blind School
Vo-Tech School

Recd - Wed - Mar. 21, 1984

Honorable Paul Pistoria
House of Representatives
2421 Central Avenue
Great Falls, MT 59401

Dear Paul:

Your request for signing for the Deaf and Blind School and the Great Falls Vo-Tech has been investigated.

Signs for the Deaf and Blind School will be placed at 10th Avenue South and 38th Street. However, we cannot place signs for this facility on the Interstate. Due to the limited number of signs permitted by the Federal Highway Administration, we have to make some hard choices. *NEW IS ON 10th Ave South, so we know*

The Vo-Tech School was reviewed previously and in complying with our statewide policy, signing was denied. Our reasoning is that vo-tech schools would rate poorly as a destination when compared to other facilities such as high schools. High schools are not signed either. *The Vo-Tech Center is not a Hi-School.*

Our sign shop has a fairly heavy schedule for the next few months, so we won't be able to complete the installation until late spring.

If I can provide any further information, please let me know.

Sincerely,

Gary
Gary J. Wicks
Director of Highways

GJW:GAJ:cg:4AA

cc: Tom Barnard
S. C. Kologi

Vo-Tech - It wasn't out, hardly any amount, & it is funded partly by the State.
I even talked to them with on several occasions, if they made the signs - we would install the Vo-Tech signs early. Delays - no cost to state. But, that's all I can do - no D. P.

SCHOOL FOR THE DEAF AND THE BLIND

HB 185
Exhibit 8
Jan 29, 1985



STATE OF MONTANA

3911 CENTRAL AVENUE

GREAT FALLS, MONTANA 59401

(406) 453-1401

TED SCHWINDEN, GOVERNOR

Rec'd - used - mar. 28, 1984

March 27, 1984

Representative Paul Pistoria
2421 Central Avenue
Great Falls, Mt. 59401

Dear Paul:

I am sorry you were not given due credit during dedication of our new campus Paul, because your efforts were indeed most positive and deserving. Thank you!!

The letter from Mr. Wicks is most welcome. Paul, when the sign is ready for placement at 10th Avenue South and 38th Street, I do so hope we have lead time to get you and the media together to celebrate this event.

Please keep me posted and again, Thank you for your continued positive support of our school.

Sincerely,

A handwritten signature in cursive script, appearing to read "Bob", written over a horizontal line.

ROBERT J. DEMING, SUPERINTENDENT

RJD/jc

Exhibit 9
HB 185
Jan. 29, 1985



School sign

A Highway Department crew installs one of two signs for the Montana School for the Deaf and the Blind at the corner of Tenth Avenue South and Thirty-eighth Street. The signs were put up at the request of state Rep. Paul Pistoria. (Tribune Photo by Stuart S. White)

Jan 29, 1985
Exhibit 10
Committee Resolution

R E S O L U T I O N

WHEREAS, the United States Congress failed to act on the 1984 Interstate Cost Estimate, thereby delaying some new interstate construction in forty three states, including Montana, and

WHEREAS, \$7.5 billion of interstate construction monies are being held within the Federal Highway Trust Fund, rather than being invested in the national interstate system, and

WHEREAS, \$26.4 million to be used on completion of the interstate gaps in Montana has been withheld due to the lack of Congressional passage of the 1984 Interstate Cost Estimate, and

WHEREAS, continued delay of monies for interstate construction in Montana will adversely affect the economy of this state, and

WHEREAS, the failure to receive these interstate funds in Montana will result in the loss of construction and service jobs within this state, and

WHEREAS, early construction of the remaining interstate segments in Montana will result in improved highway safety benefits to reduce traffic accidents, injuries, and fatalities among Montana motorists,

NOW THEREFORE BE IT RESOLVED, that the Legislature of the State of Montana respectfully requests the United States Congress to act immediately in the passage of a two year unencumbered Interstate Cost Estimate, and

BE IT FURTHER RESOLVED, that this resolution be transmitted to all members of the United States Congress for their consideration.

STANDING COMMITTEE REPORT

January 29

1935

MR. SPEAKER:

We, your committee on HOUSE HIGHWAYS AND TRANSPORTATION

having had under consideration HOUSE BILL Bill No. 57

FIRST reading copy (WHITE)
color

TO REMOVE THE DRIVER CONTROL REQUIREMENT FROM TRUCK LEASING
AGREEMENTS; AMENDING SECTION 69-12-611, MCA.

Respectfully report as follows: That HOUSE BILL Bill No. 57

DO PASS

STANDING COMMITTEE REPORT

January 29

1955

MR. SPEAKER:

We, your committee on HOUSE HIGHWAYS AND TRANSPORTATION

having had under consideration HOUSE BILL Bill No. 29

FIRST reading copy (WHITE)
color

TO MODIFY THE REQUIREMENT OF DISPLAYING A SPECIAL FUEL USER'S
PERMIT FOR MONTANA-BASED PROPORTIONALLY REGISTERED MOTOR CARRIERS;
AMENDING SECTIONS 61-3-302 AND 61-3-311, MCA.

Respectfully report as follows: That HOUSE BILL Bill No. 29
as amended as follows:

1. Page 2, line 21 through line 4, page 2
Following: line 23
Strike: subsection (5) in its entirety
Insert: "(5) A special fuel user need not display the original
or reproduced copy of the special fuel user's permit as required
by subsection (2) if:

(a) the motor vehicle operated by him is a vehicle that
is part of a motor vehicle fleet based in Montana that is
proportionally registered under the provisions of 61-3-711
through 61-3-723;

(b) he obtains a registration card issued by the
department of highways indicating the special fuel user's permit
number; and

(c) the registration card indicating the special fuel
user's permit number is carried in the vehicle and is available
for inspection."

AND AS AMENDED

DO PASS