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

February 12, 1985

The meeting of the Highways and Transportation Committee was called to order by Chairman Harp on February 12, 1985, at 3 p.m. in Room 420 of the State Capitol.

ROLL CALL: All members of the Committee were present except Representatives Abrams and Harbin, who were excused.

CONSIDERATION OF HOUSE BILL 254: Representative Gerry Devlin, District 25, sponsor, said House Bill 254 was drafted at the urging of a Terry, Montana, bartender. He stated the bill would require a profile instead of a full face photograph on a Montana driver's license for all persons under the age of 19.

Representative Devlin told the Committee he included language in the event the legal drinking age is raised to 21 (Exhibit 1 and that he realized it would take several years to fully implement the measures outlined in the bill.

PROPONENTS: Representative Bob Pavlovich, District 70, stated he was representing the Silver Bow Tavern Owners Association, who supported the bill. He said tavern owners often have problmes in reading birth dates on driver's licenses and the profile photograph would be an immediate indicator of legal age. The tavern owner could then check the date of birth when he or she felt it to be necessary, according to Representative Pavlovich.

Mr. Larry Majerus, Administrator, Motor Vehicles Division, Department of Justice, stated he was neither a proponent nor an opponent of the bill, but had samples of Wyoming driver's licenses, which use profile photographs. He said his only objection is that identification may be reduced by utilizing profile instead of full face photographs and that it would take up to 4 years to implement, because of driver's license renewal cycles.

. There were no opponents of the bill.

QUESTIONS: Representative Zabrocki asked if tavern owners would check birthdates if the holder of the driver's license had turned 19 or 21. Representative Devlin replied they would and closed without further comment.

<u>DISPOSITION OF HOUSE BILL 254</u>: Representative Glaser made a motion that House Bill 254 <u>DO PASS</u>. The motion was given unanimous committee approval.

CONSIDERATION OF HOUSE BILL 697: Representative Kurt Krueger, District 69, stated his bill would simply prohibit the use of slag and mining by-products for sanding and snow removal purposes on highways, in the interest of public health. He said the procedure is presently being used in Powell, Anaconda and Deer Lodge Counties, but the Department of Highways recently agreed to discontinue use of slag in Granite County.

PROPONENTS: Mr. George Ochenski, representing the Enviornmental Information Center, stated slag contains cadmium, zinc, mercury, lead, arsenic and copper, all of which are hazardous to human health in large quantities (Exhibit 2). He said the Air Quality Bureau of the Department of Health and Environmental Sciences had requested that loose material not be used for this purpose (Exhibit 3).

Mr. Don Willems, Administrator, Environmental Sciences Division, Department of Health and Environmental Sciences, stated his support of the bill and read from a prepared statement concerning protection of human health and the environment.

OPPONENTS: Mr. Ray Silver, Rightway Asphalt and Construction, Butte, stated the large slag pile near Anaconda has been a nuisance for some time, in addition to being a health hazard. He explained he is concerned that the bill addresses "any slag" and does not spell out exactly which materials may be used and which are prohibited.

Representative Carl Zabrocki, District 26, stated ash ponds at Colstrip are blended with oil to patch area roads, a process which seems to work well. He said he believes the language in the bill needs to be "cleaned up".

Representative Bud Campbell, District 48, stated cement and gravel plant "friction coating" chips should be excluded from the bill, since it would be prevented from use for highways.

QUESTIONS: Representative Glaser asked Mr. Bill Olson, Secretary-Manager, Montana Contractors Association, to explain roller-compacted concrete which contains slag and is used in Washington State, saying he was concerned it would be prohibited by the bill. Mr. Olson replied he was uncertain if the bill would apply in this instance.

Representative O'Connell asked Representative Krueger if the bill could be amended. Representative Krueger suggested "road maintenance" be stricken and "or sanding" be inserted, as a solution to committee objections.

Representative Peterson commented the title would also need to be amended.

Mr. Gary Wicks, Director, Department of Highways, stated he was concerned with the language in the bill, but believed the proposed amendment would work. He commented the Department uses slag from a sugar factory in the Billings area, but uses no slag in other areas of the State, and asked if the Committee would consider adding "when it's use has been found to be a health hazard by the Department of Health and Environmental Sciences".

QUESTIONS: Representative Zabrocki asked Mr. Wicks if he were familiar with the "fly ash" in Colstrip. Mr. Wicks replied it is used as a binder for asphalt and aggregate, and in some cases, works very well.

In closing, Representative Krueger stated he would prepare the proposed amendments to address committee concerns.

Chairman Harp asked Representative Krueger to provide the amendments by Thursday, February 14, 1985, and have them reviewed by the Department of Health and Environmental Sciences and the Department of Highways, prior to that date.

Mr. Tom Gomez, Legislative Researcher, stated "road maintenance" under Title 60, means the preservation of the entire highway and removal of "road maintenance" from the bill may be appropriate given the concerns of the Committee (road maintenance includes surface, shoulders and structures).

CONSIDERATION OF HOUSE BILL 530: Representative Clyde Smith, District 5, sponsor, stated he received a request from Mr. Gary Wicks, Director, Department of Highways, in November, 1984, pertaining to legislation for retractable axles.

Representative Smith said he met with representatives of the trucking industry to form language for the bill, which would establish a fine for leaving retractable axles up when a vehicle is overweight. He said leaving an axle up creates a problem when roads are icy, as the majority of weight is over the retractable axle, when a trailer is overweight.

PROPONENTS: Mr. Ben Havdal, Montana Motor Carriers Association, stated his organization supports the bill as it is Motor Carrier policy to go by statutory weight allowances of 20,000 lbs. maximum on a single axle, and 30,000 lbs. maximum on a tandem axle.

Mr. Havdal told committee members the amount of weight which may be carried on a combination trailer is determined by the spread in axle distance and the number of axles. He explained the retractable axle control is usually on the inside of the cab and can be raised or lowered at will.

According to Mr. Havdal, the maximum weight for 5 axles is 80,000 lbs. He said 3 axles can carry 40,000 lbs. and 6 axles can carry an increase of 8,000 lbs., or a maximum of 88,000 lbs. He explained, "anytime a driver lifts the third axle when carrying this amount of weight, he exceeds the weight limit".

Mr. Havdal stated he foresees a problem in controlling retractable axles. He commented that North Dakota requires the control to be on the outside of the vehicle and that this issue should be addressed by the Montana Legislature.

Mr. Keith Olson, Executive Director, Montana Logging Association, stated the 500 logging contractors he represents support House Bill 530.

Mr. Bill Olson, Secretary-Manager, Montana Contractors Association, told the Committee his organization has a problem in getting teamsters to use the retractable axle and if "operators" is left in the language he sees no problem with House Bill 530.

There were no opponents of the bill and Representative Smith closed without additional comment.

DISPOSITION OF HOUSE BILL 530: Representative O'Connell made a motion that House Bill 530 DO PASS. The motion was given unanimous approval of the Committee.

CONSIDERATION OF HOUSE BILL 365: Representative Bud Campbell, District 48, sponsor, stated House Bill 365 was drafted at the request of the Motor Vehicle Division, Department of Justice. Representative Campbell read from a short prepared statement in support of the bill, which would change the method of making and keeping reports of stolen and recovered vehicles.

Representative Campbell explained language in the Statutes has been out of date since 1975 and the bill would simply make it current.

PROPONENTS: Mr. Larry Majerus, Administrator, Motor Vehicle Division, Department of Justice, told the Committee law enforcement personnel automatically update this information now, but the statute needs to be amended accordingly.

There were no other proponents and no opponents of the bill. There were no questions from the Committee.

DISPOSITION OF HOUSE BILL 365: Representative O'Connell made a motion that House Bill 365 DO PASS. The motion was given unanimous approval of the Committee.

DISPOSITION OF HOUSE BILL 65: Representative Zabrocki made a motion that the proposed amendments be approved (Exhibit 4). The motion was seconded by Representative Smith and given unanimous committee approval.

Representative Keyser made a motion that House Bill 65 <u>DO PASS AS</u>
AMENDED. The motion was given unanimous approval by committee members.

DISPOSITION OF HOUSE BILL 126: Mr. Tom Gomez, Legislative Researcher, advised the Committee, the special speed limit provided for in section 61-8-312, MCA, contains a penalty which seems to apply. He said Senate Bill 108 repeals the speed limit for trucks and repeals the conservation speed limit. However, if Senate Bill 108 does not pass, he said truckers would be subject to the penalties under House Bill 126 and the penalties prescribed for violation of section 61-8-312, MCA.

Representative Keyser made a motion that House Bill 126 <u>DO NOT PASS</u>. Representative Peterson made a substitute motion that House Bill 126 be Tabled. The motion to Table was given unanimous approval of the Committee.

DISPOSITION OF HOUSE BILL 491: Mr. Larry Majerus, Administrator, Motor Vehicle Division, Department of Justice, explained the proposed amendments to House Bill 491 and said page 1, line 18, should say "licensed" instead of "license". He advised committee members "graveyards" would remain under the jurisdiction of the Department of Health and Environmental Sciences, as they are presently (Exhibit 5). Mr. Majerus stated dealers preferred to change the term "junk vehicle" to "salvage vehicle".

Representative Campbell made a motion that the proposed amendments be approved by the Committee.

Mr. Tom Gomez, Legislative Researcher, explained that the Committee might want to insert "shall" instead of "must" on page 2, line 18 of the bill.

Representative Campbell added to his motion that the Committee include page 5 of Chapter 10, Title 64, in the bill and so amend the title.

Chairman Harp asked if all committee members understood the amendments as proposed.

The motion made by Representative Campbell was unanimously approved by the Committee.

Representative O'Connell made a motion that House Bill 491 DO PASS AS AMENDED. Representative Campbell seconded the motion, which was given unanimous committee approval.

DISCUSSION OF HOUSE BILL 19: Chairman Harp advised committee members the bill could be used as a bargaining chip if it were passed out of committee. He stated Representative Addy's gas tax bill is actually a general fund bill, foundation program bill and block grant bill, funded by a gas tax.

Chairman Harp told committee members they would be excused by the Speaker at 3:30 p.m. on Saturday, February 16, 1985, for the hearing of House Bill 383, sponsored by Representative Nathe, and explained the bill could put an additional \$20 million into highways. He said Burlington Northern would oppose the bill and that Legislative Researcher, Tom Gomez, would provide committee members with technical notes on the matter, prior to the hearing.

<u>DISPOSITION OF HOUSE BILL 225</u>: Representative Campbell made a motion that House Bill 225 DO PASS.

Chairman Harp reminded committee members there is a need to address how far back applicable taxes and fees will go.

Representative Keyser made a substitute motion that the Committee amend page 3, line 3, to read "for the current and previous year". He said he believes the situation would be abused if taxes and fees were required only for the current year and then withdrew his motion.

Representative Glaser told committee members he, too, was afraid people would abuse the situation if the bill were to pass.

Representative Campbell withdrew his motion and committee members agreed to take action on the bill subsequent to receiving requested amendments from Representative Menahan, sponsor of the bill.

There being no further business before the Committee, the meeting was adjourned at 4:30 p.m.

Representative John G. Harp, Chairman

DAILY ROLL CALL

HOUSE HIGHWAYS AND TRANSPORTATION COMMITTEE

49th Legislative Session

Date 2-/2, 1985

Name	Present	Absent	Excused
Harp			
Abrams			ϵ
Campbell			
Compton			
Glazer			
Harbin			E
Howe			
Kennerly			
K e yser	\ \		
Koehnke	\ \ \		
O'Connell	\ \ \		
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Smith	\ \ \ \ \ \		
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VISITORS' REGISTER

House Highways & Transp COMMITTEE HB 254 DATE Feb

BILL NO. HB 254	DATE <u>Feb 13</u>	,1985	·
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NAME (please print)	RESIDENCE	SUPPORT	OPPOSE
GERRY DEVLIN	HD 25	~	
SERRY DEVLIN	HO 70	~	

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.



The Big Sky Country

MONTANA HOUSE OF REPRESENTATIVES

February 11, 1985

I, Robert Pavlovich, as Secretary of the Silver Bow County Tavern Owner's Association, and on behalf of all tavern owners, support House Bill 254.

Currently, it is difficult for bartenders to recognize minors as printed birthdates are hard to read, and one must do mental mathematics while trying to serve customers. The new profile photograph system will undoubtedly make it much easier for the tavern owner or employee to recognize those who are prohibited from purchasing alcohol. I urge you to support House Bill 254. Thank you.

P Robert J. Pavlovich

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VISITOR'S REGISTER

	HOUSE Highways & TI	COMMITTEE
BILL	HB 697	DATE Feb 12.1985
SPONSOR	Krueger	

NAME	RESIDENCE	REPRESENTING	SUP- PORT	OP- POSE
Don Willems		State Dept. it Health 1ES	~	
Hal Robbins	1119 Haux, Helena	4	_	
1260. OCHENSKY		ENY, INF. CENTER		
May Jelien	Butte	Rete Was asphal		_
JIM Blenken	ship Butte	Comst Co		
Don GRUER	Helene	DEPT Highways		
REP VANLUVICH	ND 70	BUTH		V
Dianne Donnelly	Miles City	Mont Assocof Counties		
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WHEN TESTIFYING PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

WITNESS STATEMENT

NAME	GEE	o. Oc	HENSK	4		BILL	NO. 697
ADDRESS	FE) Bo/	1184		·	DATE	2/12
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The Montana Environmental Information Center Action Fund

February 12, 1985

P.O. Box 1184, Helena, Montana 59624

Mr. Chairman and members of the Committee, for the record, my name is George Ochenski and I represent the Montana Environmental Information Center. I stand as a strong proponent of HB 697 for the following reasons:

- 1. As a long-time resident of Anaconda-Deer Lodge County I have a personal familiarity with the effects of using slag as a road-sanding material. Unlike natural sand, slag is the end product of intense heat, pressure, and chemical treatment. It has sharp, jagged edges and cuts like glass. Moreover, its chemical composition is known to contain high concentrations of cadmium, zinc, mercury, lead, arsenic, and copper. attached letters from the Air and Water Quality Bureaus, the EPA, and the Center for Disease Control all recommend that slag not be used for road-sanding purposes because of potential health reasons.
- Because of its configuration, slag causes an economic impact on public establishments as it quickly cuts commercial rugs to ribbons.
- 3. Besides leaching into the waters of the state, slag can also be ingested by children in the course of winter play, breathed into the lungs by people exercising outdoors during the Printed on 100% recycled papersummer.

2-12-85 Exhibit 2 p. 2 HB697

The State Highway Dept. has voluntarily suspended the use of this material, however, counties throughout the state can use it as they see fit.

I strongly urge this committee to pass this small but important piece of legislation to control the indiscriminate use of mining/smelting byproducts on the public roads of the State of Montana.

Thank you.

2-12-85 HB 697

DEPARTMENT OF HEALTH AND ENVIRONMENTAL SCIENCES



TED SCHWINDEN, GOVERNOR

COGSWELL BUILDING

STATE OF MONTANA:

HELENA, MONTANA 59620

April 5, 1983

Mr. Dan Worsdell City-County Manager 800 South Main County Courthouse Anaconda, Montana 59711

Re: Road Sanding

Dear Mr. Worsdell:

The recently completed Georgetown Lake "Clean Lakes" project included an assessment of the effects of using smelting slag from the Anaconda Company reduction works for sanding roads in Deer Lodge County. Data generated from that effort and from samples previously analyzed indicates serious potential environmental impacts from the use of this material including road sanding.

Our information indicates that the slag contains high concentrations of cadmium, zinc, mercury, lead and other substances which pose a threat to tish and aquatic life. I have also enclosed a copy of a memo from the Public Health Service which verifies this concern.

In view of this data, we recommend that the slag not be used to sand roads within one-quarter mile of Georgetown Lake or 100 yards of bridges in the county. Since this may defeat the purpose of the sanding program, consideration might be given to use of an alternate source of sanding material.

We are hopeful that this potential environmental threat can be mitigated. Thank you for your cooperation.

Very truly yours,

Steven L. Pilcher, Chief Water Quality Bureau

water Quartity Dureau

Environmental Sciences Division

SLP:mg

Enclosure

Noturn to George Ochensky

Public Health Service And All Centers for Disease Control 3

Memorandum

Date

'March 1, 1983

RECEIVED

From

Chief, Superfund Implementation Group

TICEIVE

Subject

Anaconda Smelter Waste Site Anaconda, Montana

WPERFURD SECTION

To

Edward J. Skowronski Public Health Advisor EPA Region VII/VIII

At your request, the data you submitted on the above site has been reviewed by a committee of the Center for Environmental Health, Centers for Disease Control. I hope that the comments will be useful to you.

CONCLUSION

Although the plant is no longer operational, there are some serious health concerns, primarily the lack of security and apparent open public access to the site. The committee felt strongly that attempts should be made to limit or eliminate this access. Further, it was suggested that the waste slag not be used for other commercial purposes (such as spreading on icy roads) and that the land may also be unsuitable for agriculture, livestock or even timber cutting. The committee also felt that hydrogeologic data should be examined to determine whether heavy metal contaminants are entering local or downstream drinking water supplies and perhaps some data gathered to determine if there is a possibility of food chain contamination from this site.

LABORATORY ISSUES

Before proceeding to a detailed discussion of the specific health issues presented by this site, the committee felt that some comments should be directed to the laboratory aspects of the data:

As cited in the information submitted by Northern Testing Laboratory, EPA-recommended procedures were used in sampling and analysis. It is not clear from the Northern data which analytical method was used--presumably atomic absorption, either flame or flameless was employed based on detection limits listed. Unfortunately, Appendix A-3 was missing from our copies of the "Working Paper" to verify this assumption. Sampling protocols seem adequate; however, we share the concern that: a) "natural" or background levels of metals in off-site water were not included for comparison, and b) that some doubt exists as to the validity of pilot well samples due to either vertical migration of water within an unsealed pilot well or contamination from steel wall casings. Were organic analyses done on this survey? This might be of interest, especially in the PVC-encased wells.

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DEPARTMENT OF HEALTH AND ENVIRONMENTAL SCIENCES 3 6
48697



TED SCHWINDEN, GOVERNOR

COGSWELL BUILDING

<u>STATE</u> OF MONTANA

HELENA, MONTANA 59620

April 4, 1983

George M. Ochenski Southern Cross Anaconda, MT 59711

Dear Mr. Ochenski:

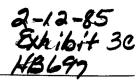
In answer to your letter of March 8, 1983, much testing of soil samples has been done recently in the Anaconda area in conjunction with the EPA Superfund project to clean up the Anaconda Company smelter site. The Air Quality Bureau did testing on soil samples taken near the smelter in November of 1982. EPA also collected samples and had test data submitted to the Center for Disease Control (CDC) in Atlanta for their review and comment. That comment was received in this office in March of this year. Also testing for adverse health effects was done by EPA and CDC in 1975 and by the Air Quality Bureau in 1979-81. I have enclosed a copy of the 1981 final report of the Montana Air Pollution Study for your information.

Laboratory analysis of the slag and most soil samples near the smelter shows elevated levels of heavy metals such as arsenic, cadmium, lead, zinc and copper. Over the years there has been considerable data collected to show that arsenic, lead and cadmium in particular are highly toxic and can be linked to specific adverse health effects. Young children are especially affected by arsenic and lead.

In addition to its metal content, the smelter slag has a relatively high percentage of silicate material (similar to glass). Usually this type of substance will have a sharp, jagged particulate configuration. This configuration is very irritating and tends to rupture tissues when breathed into the lungs. The slag would naturally have a small percentage of respirable sized particles (the size that can be breathed deep into the lungs). A larger portion of respirable particles would be generated by the crushing action of road traffic.

Because of health dangers, CDC has specifically suggested that the slag not be used for commercial purposes such as winter road sanding. This Bureau is taking the same position and will be contacting the Montana State Highway Department and Anaconda city officials with our recommendations. Unless air quality standards are being violated, we have no regulations to mandate a change in policy for local use of the slag; however, we hope the data on health concerns will be convincing.

United States Environmental Protection Agency Region 8, Montana Office Federal Building 301 S. Park, Drawer 10096 Helena, Montana 59626





FEB 1 7 1984

Ref: 8M0

Mr. George Ochenski Chairman, Anaconda Citizens Advisory Council Southern Cross Anaconda, Montana 59711

Dear Mr. Ochenski:

Enclosed is a report prepared by a committee of the Center for Disease Control (CDC) which addresses health issues relating to the use of slag from the Anaconda Smelter. The report suggests that slag from the site not be used for commercial purposes such as sanding of icy roads. Available information indicates that the slag contains arsenic, lead, chromium and cadmium that could be leached into water or entrained in the air under certain conditions. There are currently no state or federal laws or regulations prohibiting the use of slag for road sanding. Nevertheless, common sense suggests use of an alternate material if possible.

Because of this information, I have discussed the possibility of not using this material as road sand with Tim Gallagher of the Governor's Office. You may wish to pursue this matter further with Mr. Gallagher.

If you have questions or if we can provide additional assistance, please contact me or Doug Skie (449-5414).

Sincerely yours,

John F. Wardell, Director

Montana Office

Encloure

VISITOR'S REGISTER

HOUSE Highways & Transp COMMITTEE

BILL H	ouse Bill 530	DATE Feb. 12, 1995
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NAME	RESIDENCE	REPRESENTING	SUP- PORT	OP- POSE
Don Copley	Helena Helena	Dept. of Highways Mont. Motor Oam	Х	
Bentordani	Helena	Mout, Motor Och	1	
HEITH CLSON	MT. Loquing Assn.	MT. KALISPELL	X	
Bill Olson	Helena	Mt. Contractors	X	
Gary Wicks	Helena	MBIH	X	
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IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR LONGER FORM.

WHEN TESTIFYING PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

VISITORS' REGISTER

House Highways & Transponmittee

BILL NO	9365	DATE Feb.	12,1985	<u> </u>
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IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR WITNESS STATEMENT FORM.

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Exhibit4 2-12-85 HB65

HOUSE BILL 65

Propose Amendments:

February 12, 1985

1. Title, line 6

Following: "REFLECTIVE"
Strike: "GARMENTS"
Insert: "MATERIAL"

2. Page 1, line 12

Following: "reflective"

Strike: "garments"
Insert: "material"

3. Page 1, lines 23 through 25

Folloiwng: "wear"

Strike: remainder of line 23 through "trim" on line 25 Insert: "reflective material no less than 2 inches in width on each wrist and ankle or elsewhere on his person"

AMENDMENTS TO HOUSE BILL 491

Amend House Bill 491, as introduced, as follows:

Page 1:

Line 19:

Strike: "title"
Insert: "ownership"

Line 20, following "sale":

Insert: ", a notorized bill of sale from the former owner,"

Line 24:

Strike entire line

Page 2:

Line 4, following "of":

Strike: "motor and chassis"

Insert: "vehicle"

Line 13:

Strike: "monthly"
Insert: "quarterly"

Line 15:

Strike: "month"
Insert: "quarter"

Line 16, following "and":
Insert: "the complete"

Line 17:

Strike: "title"
Insert: "ownership"

Line 18:

Strike: "during the month"

Line 18, following "each list.":

Insert: "The division shall receipt the certificate of ownership if requested by the licensed facility and such receipt shall serve as an instrument for reclaiming the certificate of ownership should the

vehicle be rebuilt."

Following line 18:

Insert: "(3) A motor vehicle graveyard shall submit to the department the records, documents, and other information concerning junk vehicles received by it which are required by rules of the department."

Line 20, following "of the":

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STATE PUB. CO. Helena, Mont.

Representative John G. Harp, Chairman.

	February 12	19.35
IR. SPEAKER		
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STATE PUB. CO. Helena, Mont.

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COMMITTEE SECRETARY

STATE PUB. CO. Helena, Mont.

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STATE PUB. CO. Helena, Mont.

Chairman.

February 12	19 <u></u>
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Amendments (continued)

- 4. Page 1, line 24 Strike: subsection (c) in its entirety Renumber: subsections
- 7. Page 2, line 4 Following: "of" Strike: "motor and chassis" Insert: "the vehicle"
- 7. Page 2. line 15
 Following: "the"
 Strike: sonth"
 Insert: "junting"
- Page 2. line 15 Following: "and" Insert: "the complete"
- 9. Rage 3, line 17
 Following: "cortificate of"
 Strike: "title"
 Insert: "ownership"
- 19. Page 3, line 13 Pollowing: line 17

Strike: 'doring the south'
Following: "each list:'

Insert: The division shall issue a receipt of the certificate of ownerhip if requested by the licensed facility and such receipt may serve as an instrument for reclaiming the certificate of ownership if the vehicle is rebuilt.

- (3) A motor vehicle graveyerd shall submit to the department the records, documents, and other information concerning junk vehicles received by it that are required by rules of the department.
- 11. Page 2, line 20
 Pollowing: "of the"
 Insert: "Topartment of health and environmental sciences of the"

AND AS AMENDED
DO PASS

We, your committee on BOUSE RIGHTA aving had under consideration reading copy (color)	YS AND TRAMSPORTA:		
We, your committee on ROUSE REGERA	usd Bill		No. 530
We, your committee on	usd Bill		No. 530
We, your committee on	usd Bill		No. 530
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AN ACT CLARIPTING APPLICATION OF OVERRE			
PROVIDING AN ADDITIONAL PENALTY OF \$100		se a reveacta	ratz
TALE IS A VEHICLE IS SO EQUIPPED AND IS	CVENDELGET		
espectfully report as follows: That	e hill	Rill	539 No
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) PASS			
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COMMITTEE SECRETARY

STATE PUB. CO. Helena, Mont.

Chairman.

PROXY VOTE

Date 2-12-85

Representative	Abrams	· .	Distr	ict	
having been exc	used from this meet	ing of the I	House Hi	ghways and	
Transportation	Committee, hereby	leaves proxy	vote for	r:	
House Bill(s):		Aye	No	Abstain	***********
				·	
				·	
		·			-
		,			
Senate Bill(s):	·	Ave	No	Abstain	
			-		
					
Other instructi	ons:				
Nubert	Obiams				
Penrecentative	Signature	Pan Joh	n G. Har	rn. Chairman	

PROXY VOTE

				<u> </u>
Representative _	Harbin		Distric	t
having been exc	used from this meeting	of the H	ouse High	ways and
Transportation (Committee, hereby leav	es proxy	vote for:	
House Bill(s):	126	Aye	No_X	_Abstain
-				
_				
_				
Senate Bill(s):		Aye	No	_Abstain
_				
_				
_				
Other instruction	ons:			
Ale				
Representative S	Signature	Rep. Joh	n G. Harp	, Chairman