

MINUTES OF THE MEETING
HIGHWAYS AND TRANSPORTATION COMMITTEE
MONTANA STATE SENATE

March 12, 1985

The fifteenth meeting of the Highways and Transportation was called to order at 12:30 p.m. on March 12, 1985 by Chairman Lawrence G. Stimatz in Room 410 of the Capitol Building.

ROLL CALL: All members were present.

There were visitor's in attendance. (SEE ATTACHMENT)

CONSIDERATION OF HOUSE BILL 86: Representative Koehnke, House District 32, was the sponsor of this bill. He stated that HB 86, if enacted, would make the passing of any school bus stopped with its red light flashing for the purpose of receiving or discharging school children, an offense of reckless driving. Representative Koehnke explained the bill further, gave some examples of penalties, proposed some amendments to the bill, and presented some signs that should be posted for warning. The general summary of this bill is attached as EXHIBIT 1C.

PROPOSERS: Representative Koehnke, house district 32, spoke in support of HB 86. (SEE EXHIBIT 2)

Marianne Bagley, representing herself and her husband, Jim Bagley, spoke in support of HB 86. (SEE EXHIBIT 3)

Chip Erdmann, representing the Montana School Board Association, spoke in support of HB 86. He stated that this bill dealt with the same area as Senator Yellowtail's bill, SB 396, which looked at the proof of the offense, whereas here they were looking at the penalties. He felt it was clear that very serious consequences could come about from violating this law dealing with passing a school bus. He felt it was time that the penalty should be brought up to match the severity of the offense.

Colonel Landon, Chief of the Montana Highway Patrol, spoke in support of HB 86. He stated that it is not just the law that will prevent these type of accidents from occurring; the location of the school bus stops must be worked with, and the cooperation of all the bus drivers must be present. He also stated that the record on fatalities has not been too bad in the last couple of years. He said the Highway Patrol felt comfortable with the bill as amended because it gave the officers discretion, which they need to have to make sure the proper charges are filed in any one circumstance.

OPPOSERS: There were no opponents to HB 86.

Questions from the committee were called for.

Senator Bengtson asked Representative Koehnke if the amendments were in the bill? Representative Koehnke replied that they were.

March 12, 1985

Representative Koehnke closed by stating that he agreed with Colonel Landon that we all must work together.

The hearing was closed on HB 86.

CONSIDERATION OF HOUSE BILL 57: Representative Gilbert, House District 22, was the sponsor of this bill. This bill was an act to remove the requirement from truck leasing agreements. He stated that the problem was that there had been some interpretation by himself and the Workmen's Compensation Department, as to whether a leased driver is an employee or an independent contractor. The stated feelings were that if you could control the driver of that leased vehicle then perhaps it could be construed that he is an employee, and if that was the fact, then workmen's comp must be provided for that person. He also stated that those people that were in the business of leasing trucks, maintain that the driver of a leased truck is an independent contractor. The general summary of this bill is attached as EXHIBIT 1A.

PROPOSERS: Representative Gilbert, house district 22, spoke in support of HB 57.

Ben Havdahl, representing the Montana Motor Carriers Association, spoke in support of HB 57. He stated that the problem was that both the owner/operator, regulated carrier, intend their relationship to be an independent contractor relationship by virtue of the lease agreement that is signed. However, by the statute in Montana, there are certain things that have to be written in that contract, mainly the element of control of the equipment and the driver. He went on to say that on an interstate basis, there are similar requirements in the rules put out by the Interstate Commerce Commission. In their written lease agreement requirement rules, the ICC amended their's to exclude control of the driver. Therefore, what the Montana Motor Carrier Association attempted to do with this bill was to ask legislation to conform their statute to the ICC rules.

Wayne Budt, representing the Public Service Commission, spoke in support of HB 57. He stated that the PSC was concerned, when they are enforcing the Motor Carrier Regulation, with who controls the vehicle, not who controls the driver.

OPPOSERS: There were no opposers to HB 57.

Questions from the committee were called for. There were none.

The hearing was closed on HB 57.

CONSIDERATION OF HOUSE BILL 65: Representative Zabrocki, House District 26, was the sponsor of this bill. He stated that it was a simple, but important bill. The bill was an act requiring nighttime joggers and other recreationists on public roads to wear reflective material and providing a penalty for violation. The general summary of this bill is attached as EXHIBIT 1B.

PROPOSERS: Representative Zabrocki, house district 26, spoke in support of HB 65.

Les Graham, representing himself, on his own time, spoke in support of HB 65. He stated that he was a jogger, but he was there to protect himself as a driver because he had experienced some instances where he had almost hit a runner because he did not see him. He had some reflective wrist/ankle bands and a reflective vest that he had showed as examples of what could be worn while out on the public roads at night. He noted that they were inexpensive and could save a life.

Colonel Landon, Chief of the Montana Highway Patrol, spoke in support of HB 65. He stated that they have not had any real problems with pedestrian accidents in Montana. In 1983 there was a total of 10 people killed, and in 1984 there was a total of 26 killed. He also stated that the concept of this bill was good and they felt it would protect the pedestrians as well as the drivers.

John Delano, representing himself, spoke in support of HB 65. He stated that he didn't feel that safety should have to be legislated, but he almost hit a jogger and decided something should be done. He suggested that bicycle riders be included in the bill.

OPPOSERS: There were no opposers to HB 65.

Questions from the committee were called for.

Senator Tveit asked Representative Zabrocki if this bill addressed school children that wait for buses along the road during the dark hours? Representative Zabrocki replied that what he had in mind was "recreationists", so anyone using the highways or roadways in Montana for recreation would be protected. He did not want it to be expanded to make every child wear reflectorized material. He wanted this bill passed so it would be strictly for recreationists "on foot".

Senator Tveit asked Representative Zabrocki if he felt this was a good materialistic bill the way it was written? Representative Zabrocki replied that he did.

Senator Bengston asked if you could buy the wrist/ankle bands in strips or rolls? Les Graham replied that you could buy any type of reflective material and sew it on any existing garments.

Senator Bengston asked if this was very expensive? Les Graham replied that it was not.

Senator Bengston stated that on page 2, line 2, it could be changed to say "visible" rather than "ELSEWHERE".

Representative Zabrocki commented by saying that wherever you put the material, it would reflect back on the lights, and if you put the material on the wrists or ankles it would be visible. He

stated that he would not object to any changes as long as the bill passed.

Senator Weeding asked Colonel Landon if there was a requirement now that bicycles have reflective material displayed? Colonel Landon replied that the law requires that bicycles have reflectors in the rear, and if they are driven after the hours of darkness they must have a light on the front.

Senator Shaw asked Colonel Landon if he was aware of this being a big problem? Colonel Landon replied that around the metropolitan areas of the state, they get more complaints than others. He felt that as the population increased it would become an increasing problem.

Senator Hager stated that he nearly hit two people who were walking, and he thought if people would just use a little common sense and wear light colors it would help.

Senator Lybeck asked Representative Zabrocki if he would amend this bill to include bicyclists? Representative Zabrocki replied that he would not because a bicycle is a vehicle and he wanted people to be the only issue in the bill.

Senator Tveit asked Representative Zabrocki if hikers were included? Representative Zabrocki replied that hikers have a definite destination, and would not be out exercising or doing simple recreation.

Senator Shaw pointed out that Les Graham showed them wrist/ankle bands that were not 2 inches, as stated in the bill, and they were purchased.

Senator Bengston stated that this would cause a lot of problems with retailers if they had a lot of inventory of the reflective material that was not 2 inches wide.

Representative Zabrocki commented that the main point of this bill was to save lives.

Senator Bengston addressed Representative Zabrocki by stating that saving lives of people was not the issue she was getting at, she was thinking of the retailers who carry the reflective material. If they have an inventory of these already manufactured wrist bands, not being 2 inches in width, that material might be hard to sell because the bill requires the material to be 2 inches wide.

Representative Zabrocki stated that he would not mind if the committee did something with the "2 inches" mentioned in the bill.

Senator Williams stated that he felt this was a good bill and it would focus attention on the problem.

Representative Zabrocki closed by stating that his bill would make people, using the public roads and highways in the State of Montana,

wear reflective material while doing recreational activities. It will save the lives of many people and make this world a better place to live.

The hearing was closed on HB 65.

CONSIDERATION OF HOUSE BILL 89: Representative Gilbert, House District 22, was the sponsor of this bill. He stated that this bill was designed to modify the requirement of displaying a special fuel users permit for Montana based proportionally registered motor carriers. At the present time, according to present law, motor carriers must take a photo copy of their fuel permit to carry in their trucks. (SEE EXHIBIT 4) He stated that the truck drivers tend to lose these copies, and then the Highway Patrol, GVW, and the PSC people give the drivers a citation. Therefore, what he proposed under the bill, was to allow the fuel permit number to be entered on the certificate of registration, (SEE EXHIBIT 4, BOTTOM PORTION) which already has a space for that number. It would be required for the Department of Highways to insert the fuel permit number on the registration card so when the drivers get stopped, the registration and the fuel permit number can be looked at by the Highway Patrol, GVW, or PSC. It also lessens the chance of more people losing the permits. He stated that the bill would not cost any money and the Department of Highways have the capabilities to handle this. The general summary if this bill is attached as EXHIBIT 1D.

PROPOSERS: Representative Gilbert, House District 22, spoke in support of HB 89.

Ben Havdahl, representing the Montana Motor Carriers Association, spoke in support of HB 89.

Don Copley, representing the Department of Highways, spoke in support of HB 89. He felt that this was an added service that the Highway Department would be able to offer.

OPPOSERS: There were no opponents to HB 89.

Questions from the committee were called for.

Senator Shaw asked what the reason was for the fuel permit? Norris Nichols, Administrator of Motor Fuel Tax Division, replied that the State of Montana must know who is licensed with the Montana Motor Carriers in order to collect the fuel tax.

Senator Bengston asked Mr. Norris if she bought a special fuel permit and then bought her diesel in North Dakota, would she report that to him? Mr. Norris replied that she must report all the fuel purchased anywhere, through the miles traveled log, but you only report the fuel purchased in Montana to him.

Senator Bengston asked Mr. Norris if he collected taxes on fuel bought out-of-state? Mr. Norris replied that they collect from the person, which would be the user, from the report. He stated that

March 12, 1985

was the purpose of the report, to list all the miles and all the gallons of fuel purchased. They were interested in the miles traveled in Montana in which the fuel tax was paid on, but only in Montana.

Senator Bengston asked if they did not collect diesel fuel taxes at the pump? Representative Gilbert replied that if they buy their fuel at the pump, they are charged the state and federal taxes at the pump. However, if you buy the fuel by the bulk, you pay the bulk dealer his rate immediately upon receiving the fuel, then you pay state taxes on a quarterly basis, and federal taxes at the end of each month.

The hearing was closed on HB 89.

EXECUTIVE ACTION was called to order.

DISPOSITION OF HOUSE BILL 86: Senator Bengston moved HB 86 BE CONCURRED IN. The motion carried and passed unanimously. Senator Bengston carried this bill on the floor.

DISPOSITION OF HOUSE BILL 57: Senator Farrell moved HB 57 BE CONCURRED IN. The motion carried and passed unanimously. Senator Farrell carried this bill on the floor.

DISPOSITION OF HOUSE BILL 65: Senator Bengston proposed some amendments to HB 65. (SEE EXHIBIT 5)

Senator Bengston moved the amendments to HB 65 be ADOPTED. The motion carried and passed with Senator Williams and Senator Shaw voting NO.

Senator Weeding moved HB 65 BE CONCURRED IN AS AMENDED. The motion carried and passed with Senator Shaw and Senator Daniels voting NO. Senator Weeding carried this bill on the floor.

DISPOSITION OF HOUSE BILL 89: Senator Farrell moved HB 89 BE CONCURRED IN. The motion carried and passed unanimously. Senator Farrell carried this bill on the floor.


ANNOUNCEMENTS:

The meeting set for Thursday, March 14, 1985 was changed from 12:30 to 1 p.m.

The committee will not meet on Saturday, March 16, 1985.

ADJOURNMENT:

The meeting was adjourned at 1:40 p.m.


LAWRENCE G. STIMATZ
Chairman

ROLL CALL

HIGHWAY AND TRANSPORT COMMITTEE

48th LEGISLATIVE SESSION -- 1985

Date 3-12-85

SENATE
SEAT
#

NAME	PRESENT	ABSENT	EXCUSED
#7 SENATOR STIMATZ	X		
XXX SENATOR MANNING			
#27 SENATOR BENGTON	X		
#8 SENATOR DANIELS	X		
#32 SENATOR FARRELL	X		
#42 SENATOR HAGER	X		
#48 SENATOR LYBECK	X		
#23 SENATOR SHAW	X		
#3 SENATOR TVEIT	X		
#39 SENATOR WILLIAMS	X		
#26 SENATOR WEEDING	X		

Each day attach to minutes.

3-12-85

COMMITTEE ON Highways and Transportation

VISITORS' REGISTER

[illegible]

(Please leave prepared statement with Secretary)

SENATE COMMITTEE ON HIGHWAYS AND TRANSPORTATION

TUESDAY, MARCH 12, 1985

- 1A HB 57, introduced by Representative Gilbert, removes the requirement for driver control from truck leasing agreements.
- 1B HB 65, introduced by Representative Zabrocki, requires a night time jogger or recreationist, on the public roads, to display reflective material at least 2 inches wide on each wrist and ankle or elsewhere on the person, and provides for a fine of \$5 to \$25 upon conviction.
- 1C HB 86, introduced by Representative Koehnke, defines reckless driving as the operation of a vehicle with willful or wanton disregard of safety while passing a school bus that is stopped or displaying a flashing red signal. (Dictionary defines "wanton" as "reckless or arrogantly ignoring justice" or "senseless, unprovoked, unjustifiable, or deliberately malicious". Definition of "willful" as "deliberate or intentional".)
- 1D HB 89, introduced by Representative Gilbert, modifies the requirements for display of a special fuel user's permit for Montana-based proportionably-registered motor carriers.

IN SUPPORT OF HOUSE BILL 86

By Rep. Francis Koehnke

House Bill 86, if enacted, would make the passing of any school bus stopped with its red lights flashing for the purpose of receiving or discharging school children an offense of reckless driving.

Under the current Montana law, passing a school bus on red flashing lights is a regular traffic violation with a fine of not less than \$10 or more than \$100 or not more than 10 days in jail, plus 2-points on the driver's habitual traffic offender record.

On the other hand, the penalty for reckless driving is a fine of not less than \$25 or more than \$300 or not more than 90 days in jail, plus 5-points on the driver's record.

Yes, the offense of reckless driving is a very serious offense! And so is hitting a small child getting on or off a school bus! Many school children who ride the bus are only 5, 6, and 7 years old. Many have not been around the normal city traffic since they live in rural areas.

We get tough with drunk driving and rightfully so. We also get tough with fish and game violators, property offenses, motorboat and snowmobile operators, tax protester's, and almost every other kind of offense.

For example, here are a few penalties for these non-personal offenses:

22-3-442 Removing historic artifacts...a fine of not more than \$1000 or 6 months in jail or both.

15-70-303 Fail to carry special fuel permit in truck...a fine of not less than \$100 or more than \$2000 or 6 months or both

Offered by Rep. Francis Koehnke, Bill Sponsor

AMEND HOUSE BILL 86 AS FOLLOWS:

1. Page 1, line 20.

Following: "(c)"

Strike: "passes,"

Insert: "operates any vehicle in willful or wanton disregard
for the safety of persons or property while passing,"

2. Page 1, line 23.

Following: "described in"

Strike: "61-8-351(4)."

Insert: "61-8-351(5)."

3. Page 2, line 15.

Following: "proceed."

Insert: "(2)"

Renumber: Subsequent subsections.

4. Page 2, line 16.

Following: "vehicle"

Strike: "must"

Insert: "shall"

The purpose of amendment No. 1 is to make the bill do what was originally intended, but never got drafted right. This would give the police officer the same authority in issuing tickets as he has in all other reckless driving cases. Thus, to get reckless driving for passing school bus on red, the driver must make either a "willful or wanton disregard for safety" and not just a minor failure to obey the law.

Amendment No's. 2 and 3 would codify the amber flashing light violation as an independent subsection for clarity and easy reference.

Amendment No. 3 makes the law most clear in regard to slowing and being prepared to stop by striking the word "must" and inserting the command word "shall", which has more force under the law.

23-2-632

Unlawful operation of snowmobile on street...a fine of not less than \$15 or more than \$500.

23-2-522

Discharge of waste from boat(littering on water).. a fine of not less than \$15 or more than \$500 or 6 months in jail or both.

75-10-212

Dumping garbage(littering on land)... a fine of not more than \$100 or 30 days in jail or both.

87-2-103

Fishing without a license...a fine of not less than \$50 or more than \$500 or 6 month in jail or both.

87-1-102

Unlawful possession of a deer...a fine of not less than \$200 or more than \$1000, or 6 months in jail or both.

I believe it is time we get tough in this State with driver's who willfully disregard the safety of children around school buses. I am not advocating a general increase in all traffic fines -- in fact I think that the fish and game fines are much too high.

I am advocating the inclusion of a willful passing a school bus stopped on a roadway with its red lights flashing to be an offense of reckless driving. Every state in the union has a school bus law that prohibits passing on red. Montana is one of only a few that require amber warning lights. There is no reason for a motorist not to stop, except out of laziness or a willful desire to disregard the law.

In 1983, there were 58 accidents involving school buses with 1 fatality and 20 injuries. In the first 8 months of 1984 (Jan-Aug), there were 34 accidents with 1 fatality as reported by the Motor Vehicle Division.

The number of school bus red light violations in 1983 were 250, and in the first 10 months in 1984, a total of 168 were reported.

If this bill could save the life of just one child in the next few years, it will be worth it. The match between a 1-ton automobile and a 50-pound kid is just not fair odds for the kid. We have a chance to do something about this real child abuse problem today with House

HB86



Exhib:
2-5-8
HMSB

Schools Open

Watch for Children

STOP
DO NOT PASS
SCHOOL BUS
ON RED

**IT COULD BE FELONY HOMICIDE IF
A CHILD IS HIT AND KILLED!**

It is a criminal misdemeanor to unlawfully pass from either direction any school bus with its red lights flashing. Orange lights mean caution, slow down, and be prepared to stop!

Failure to stop on red could mean a \$100 fine and/or 10 days in jail.

A Public Safety Message Compliments of

YOUR STATE REPRESENTATIVE

FRANCIS KOEHNKE

Paid by Rep. Francis Koehnke, Kathryn W. Ragan, Treasurer, Townsend, MT 59644-0692

Phone 266-3602

Townsend Star Print - Townsend, MT

HIGHWAYS AND TRANSPORTATION

TESTIMONY ON HB 86

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE, MY NAME IS MARIANNE BAGLEY AND I AM HERE TO SPEAK IN BEHALF OF MY HUSBAND JIM BAGLEY AND MYSELF. WE RESIDE IN BROADWATER COUNTY.

IN MAY OF 1980, OUR DAUGHTER TERESA BAGLEY WAS RUN DOWN BY AN AUTOMOBILE AS SHE WAS DEPARTING THE SCHOOL BUS FOR HOME. THE SCHOOL BUS DRIVER HAD TAKEN ALL PRECAUTIONS THAT HE COULD. THE SCHOOL BUS WARNING LIGHTS WERE ON AND THE CHILDREN, TWO IN ADDITION TO OUR DAUGHTER, WERE ALLOWED TO DEPART THE BUS. THE TRAFFIC HAD STOPPED FROM THE REAR AND IT WAS ASSUMED THAT THE ONCOMING TRAFFIC WOULD SLOW AND STOP. BUT THIS WAS NOT THE CASE. THE LEADING ONCOMING CAR WAS TRAVELING APPROXIMATELY 60 MILES AN HOUR HEADING SOUTH DOWN THE WINSTON FLATS ON A CLEAR, BRIGHT SPRING DAY, WITH EXCELLENT VISIBILITY. THE DRIVER NOT ONLY DID NOT STOP BUT DIDN'T EVEN ATTEMPT TO SLOW DOWN. OUR DAUGHTER, DUE TO VERY IMPAIRED EYESIGHT, DID NOT SEE THE ONCOMING CAR WHEREAS THE OTHER TWO CHILDREN WERE ABLE TO JUMP BACK AND AVOID BEING HIT. SHE WAS NEARLY OFF THE ROADWAY WHEN SHE WAS HIT BY THE CAR. UPON IMPACT SHE WAS THROWN OVER THE CAR AND ^{LANDED} ~~HIT~~ ON THE SHOULDER OF THE HIGHWAY. SHE SUFFERED A BROKEN LEG IN THE GROWTH PLATE OF THE LOWER KNEE. SHE ALSO SUFFERED A SPLIT PELVIS, MULTIPLE FACIAL FRACTURES AND EXTENSIVE FACIAL AND BODY LACERATIONS AND ABRASIONS. IF OUR DAUGHTER HAD HAD NORMAL EYESIGHT SHE PROBABLY COULD HAVE BEEN ABLE TO AVOID THE ACCIDENT. HOWEVER, IT IS PRESUMPTUOUS FOR ANY LICENSED DRIVER OF A MOTOR VEHICLE TO ASSUME CHILDREN OR ANYONE ELSE SHOULD GET OUT OF THEIR WAY SO THAT THEY CAN OPERATE THEIR VEHICLE IN A TOTALLY CARELESS AND NEGLIGENT MANNER. WHEN

AT THE HOSPITAL IMMEDIATELY FOLLOWING THE ACCIDENT, THE DRIVER OF THE CAR, A SISTER FROM A BILLINGS CATHOLIC CHURCH, MADE THE STATEMENT THAT SHE HAD DONE EVERYTHING POSSIBLE TO AVOID THE ACCIDENT, AND THAT SHE DID NOT HAVE TO STOP WHEN APPROACHING A SCHOOL BUS FROM THE FRONT.

WE FEEL THAT THERE IS A TOTAL NEGLIGENCE ON EVERYONE'S PART WHEN THE DRIVING PUBLIC IS SO UNINFORMED OF THE LAWS THAT PEOPLE OPERATE THEIR VEHICLES IN SUCH A MANNER AS TO JEOPARDIZE OUR CHILDREN WHEN LOADING AND UNLOADING FROM A BUS OR WHEN SIMPLY ON THE STREETS AND HIGHWAYS. ALSO, WE FEEL THAT THE STATE IS NEGLIGENT IN ITS RESPONSIBILITY OF PROTECTING OUR CHILDREN WITH THE EXISTING LAWS PERTAINING TO SCHOOL BUS PASSING VIOLATIONS. THE DRIVER WHO HIT OUR DAUGHTER RECEIVED A \$50.00 FINE FOR FAILURE TO STOP AT A RED LIGHT. THIS IS A PRETTY PATHETIC PENALTY FOR SOMEONE WHO OPERATES A VEHICLE IN A CARELESS, NEGLIGENT MANNER WITH NO REGARD FOR THE SAFETY OR LIFE OF OUR CHILDREN.

OUR DAUGHTER MADE A MIRACULOUS RECOVER. SHE DID NOT GROW ANY MORE (SHE WAS 13 AND IN A HIGH GROWTH PERIOD) AFTER THE ACCIDENT. IF SHE HAD GROWN, SHE WOULD HAVE HAD A SHORT AND POSSIBLY DEFORMED LOWER LEG DUE TO THE FRACTURE THROUGH THE GROWTH PLATE. SHE WAS IN A WHEEL CHAIR AND/OR ON CRUTCHES FOR NEARLY 5 MONTHS AND WAS IN A FULL LEG CAST FOR 4 MONTHS. ALL IN ALL, IT IS A HIGH PRICE FOR A CHILD TO PAY BECAUSE THE STATE OF MONTANA DOES NOT HAVE ADEQUATE LAWS OR PENALTIES TO PROTECT THEM. MAKE THE LAWS AND PENALTIES TOUGH ENOUGH AND VIOLATORS WILL BECOME MUCH FEWER.

WE URGE YOU THE COMMITTEE TO PROVIDE HB 86 WITH A DO PASS RECOMMENDATION. THANK YOU.

Special fuel permit, Xerox copy now required in each vehicle

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

use license number for
reference purposes

Special Fuel License No.

Unit no. to be entered
on each copy

STATE OF MONTANA DEPT. OF REVENUE
Motor Fuels Tax Division
P.O. Box 6885
Helena, Montana 59604-6885

SPECIAL FUEL USER'S PERMIT

COPY

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

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 VALLEY 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	** *****	

1. Page 2, line 1.

Following: line 25, page 1

Strike: "NO LESS THAN 2 INCHES IN WIDTH"

Following: "OR"

Insert: "visibly displayed"

STANDING COMMITTEE REPORT

MARCH 12

19 85

MR. PRESIDENT

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

having had under consideration **HOUSE BILL** No. **86**

third reading copy (**blue**)
color

(SENATOR BENGSTON)

MAKING PASSING SCHOOL BUS RECKLESS DRIVING

Respectfully report as follows: That **HOUSE BILL** No. **86**

BE CONCURRED IN

~~XXXXXXXX~~

~~XXXXXXXXXX~~

LAWRENCE G. STIMATE

Chairman.

STANDING COMMITTEE REPORT

MARCH 12

19. 85

MR. PRESIDENT

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

having had under consideration **HOUSE BILL** No. **57**

third reading copy (**blue**)
color

(SENATOR FARRELL)

REMOVE DRIVER CONTROL REQUIREMENT FROM TRUCK LEASING AGREEMENTS

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

BE CONCURRED IN

~~XXXXXXXX~~

~~XXXXXXXXXX~~

LAWRENCE G. STIMATE

Chairman.

STANDING COMMITTEE REPORT

MARCH 12

19. 85

MR. PRESIDENT

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

having had under consideration **HOUSE BILL** No. **65**

third reading copy (blue)
color

(SENATOR WEEDING)

REFLECTIVE GARMENTS REQUIRED FOR NOCTURNAL JOGGERS ON PUBLIC ROADS

Respectfully report as follows: That **HOUSE BILL** No. **65**

be amended as follows:

1. Page 2, line 1.
Following: line 25, page 1
Strike: "NO LESS THAN 2 INCHES IN WIDTE"
Following: "OR"
Insert: "visibly displayed"

AND AS AMENDED
BE CONCURRED IN

~~XXXXXXXX~~

~~XXXXXXXXXX~~

Chairman.

STANDING COMMITTEE REPORT

MARCH 12

1985

MR. PRESIDENT

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

having had under consideration **HOUSE BILL** No. **89**

third reading copy (blue)
color

(SENATOR FARRELL)

**MODIFY DISPLAY OF SPECIAL FUEL PERMIT BY MONTANA BASED PROPORTIONAL
CARRIER**

Respectfully report as follows: That **HOUSE BILL** No. **89**

BE CONCURRED IN

~~XXXXXXXX~~

~~XXXXXXXXXX~~

LAWRENCE G. STIMATZ

Chairman.