# MINUTES OF THE MEETING HIGHWAYS & TRANSPORTATION COMMITTEE 50TH LEGISLATIVE SESSION HOUSE OF REPRESENTATIVES

January 20, 1987

Rep. John Harp, Chairman, called this meeting to order at 1:00 p.m. in Room 317 of the Capitol, Helena.

## ROLL CALL

All committee members were present as was Mary McCue. researcher for the committee from the Legislative Council.

Bills to be heard were HB 161, HB 168, HB 92, SJR 5.

#### HOUSE BILL 161

Rep. Al Meyers, House District 53, Lake County, sponsor of HB 161 explained this bill relates to a problem a constituent has. It is an act providing that neither the Department of Highways nor a local authority may restrict the operation of vehicles carrying perishable agricultural seeds on a public highway if certain conditions are met; and amends 61-10-128. MCA. The bill provides that neither the DOH or a local authority may restrict the operation of vehicles carrying perishable agricultural seeds on a public highway if certain conditions are met. Farmers are having very trying times and this group of potato farmers have a perishable product that has to be marketed in a very short period of time. Potatoes can turn from a \$7/100# asset into a \$15/100# liability in a two or three week period. The industry amounts to about an \$8 million industry, and will be adversely affected if the potato growers cannot market them at the proper time.

Trucks are specially designed for ease of handling potatoes and designed to be sanitized to haul seed potatoes to prevent diseases. The purpose is not to grossly overload trucks, but just to get on the freeway and get to market. Sometimes trucks will damage the roads. As a County Commissioner if a hole is tound, it should be fixed quickly. More damage will be imposed on people than on the roads. Roads are to move people and products to market.

## PROPONENTS

LEROY LAKE, a farmer from Ronan, Lake County, operates a certified seed and grain cleaning plant, and a plant tissue laboratory, a green house complex and certified seed potato

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farm. He has been farming in the same place for over 50 years. He is Chairman of the Montana Potato Improvement Association. Potatoes used to be shipped by railroad cars in bags and operated by brokers. This allowed marketing to begin in early February and continue into late May. Shipments were in bulk. They raised the shipping rates, so the growers started shipping by truck. Planting requires shipment to areas for planting in about a 30-day period - March 20 to April 20 - which coincides with road restrictions and causes problems with haulers. They have asked for relief from everyone involved, including the government, but no progress was made with the GVW people at that time. He had a meeting with Mr. Munro who was sympathetic but could not change the law. They asked for an 8% increase in weight limits, but were refused. The seed potato growers asked Rep. Meyers to sponsor legislation allowing trucks to haul up to their legal license weights. This proposal has remained intact with the unanimous approval of the entire state potato growers membership. He urged passage of HB 161.

LARRY MUELLER, Polson, raises potatoes, grain, hay and cattle. He is losing potato sales and market because they can't deliver the potatoes to market at the time of year when there are needed. See his testimony, EXHIBIT #1.

ART MANGELS, farmer from Polson, has farmed in that area for 65 years. He read a letter from Dennis Devries, President of the Polson Chamber of Commerce, supporting HB 161. EXHIBIT #2. Potatoes are a very perishable product. If a crop is not moved within 12 hours of request, they lose a sale. Other areas are becoming very strong competition because of the freight situation. If a truck is stopped in transit, the potatoes can freeze.

HERB KEONIG. Kalispell, has raised certified potatoes on his farm for over 50 years. He supports HB 161. See his testimony and a map showing roads on which they would like to have the restrictions raised. EXHIBITS #3 and #3A.

ALLEN ROGERS owns two businesses in Montana, one in Polson and one in Kalispell. He is also the Polson Ag Committee Chairman. He is very interested in HB 161. They have a fairly stable community there, but it wouldn't take much to knock it over the edge. The spuds that bring in the revenue is a big help. Montana is in dire need of businesses and money. He behooves the committee not to send it away to Oregon or to Canada or to any other place. They need the business in Lake County and all of Montana. He does a lot of business with the potato growers, and would hate to lose that business as would all of the other business people in that area. Five million

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dollars worth of business generates thirty-five million - that's a healthy chunk out of a small area like the Polson, Ronan, Kalispell areas. He would like to see the committee support HB 161.

JOHN VENHUIZEN, Manhattan, read a statement signed by nine persons in favor of HB 161. EXHIBIT #4.

AL SKOGEN, Vice President of the Ronan State Bank, representing the Ronan Chamber of Commerce, read a short letter (EXHIBIT #5) supporting HB 161. He also read a letter from Mr. Olson, Ronan State Bank, asking to go on record as being in support of providing some relief for the spring weight limit restrictions as they affect the seed potato growers of Lake County. EXHIBIT #5A. He hopes some compromise can be worked out to try to protect these roadways and also facilitate the transportation of the seed potato crops. Lake County Commissioners are also supportive of some weight limits to provide relief to potato growers. They feel they can adequately accomplish this without causing damage to roadways they are responsible for maintaining. He hoped for favorable consideration of HB 161.

LEROY LAKE, owner and operator of a potato farm in Ronan, left two letters from trucking firms supporting HB 161. The same amount of potatoes in weight has to be moved out of this area. With a lower limit on weight they have to make more trips, so what is more damaging to the roadway, more trips or a little relief on the weight restriction? See EXHIBITS #6 and #7.

DAN CALLAHAN, owner of a diversified farm in the St. Ignatius area supports HB 161. A letter, EXHIBIT #8, from the Lake County Commissioners urges passage of HB 161.

MIKE SUN. Potato Specialist with Montana State University, represented the University and the Montana Seed Growers. They support HB 161. See EXHIBIT #9. One of the major costs of seed potato marketing is transportation. Anything the legislature can do to help will be appreciated and be better for Montana. He personally supports anything that will benefit the growers. Previous grants for research have helped seed growers to develop the highest quality of potatoes which are shipped nationwide. The high cost of transportation is a drawback to further marketing. This industry needs some kind of help in regulation of transportation. EXHIBIT #9.

WAYNE MAUGHAN, Ronan, is a member of the Montana Potato Growers Association. He operates about 650 acres of diversified farming, and speaks for many of the farm families HIGHWAYS & TRANSPORTATION COMMITTEE January 10, 1987 - Page 4

working for this industry. They pay \$56,000 in wages on their farm. He grows 74 acres of potatoes and has 20 employees. If that 74 acres is divided into the 7,300 acres on which seed potatoes are grown, you can see the number of employees in this industry. Including farm families employee numbers probably approach 2,000 families that depend on the potato industry.

They asked themselves why they should be given a special privilege that is not accorded other truckers on Montana highways. They use the highways seriously for about one month. Their impact is at the time of year when load restrictions are placed on some highways. They cannot avoid this. They think they would impact them less during that short period of time if they were allowed to proceed to the legal state weight limit at a reduced speed. The other truckers use them the majority of the year. Idaho has addressed that problem and their laws permit intrastate legal load seed potato trucks to proceed on most of their secondary and highway roads when weight restrictions are in effect for most truck traffic. The criteria is a reduction in speed, and the growers think that is a viable solution. They are not interested in breaking up the highways, but they do have a difficult problem. Their buyers tell them unless some remedy is forthcoming, they will purchase their seed potatoes some other place. He urges passage of HB 161

REP. FRANCIS KOEHNKE, District #32, understands this problem because he used to be a potato grower. He has been in the potato business all his life, and still is, in marketing. The proponents have told the truth and have not exaggerated. This is a multimillion industry. If they lose it, they will lose it to other states and Canada. It is a business they can't get back because they then aren't considered a reliable supplier. Even if it is lost for one year, it is very tough to get back. We should keep the businesses we already have. It is very labor intensive. Many growers have labor expenses of over \$100,000. It is known all over the nation that Montana raises the best seed potatoes in the nation. It should be kept in Montana one way or another.

DAVE TOROL, grower from Lake County has been in this business 7 years. He raises 40-60 acres of potatoes. His labor and fertilizer bill runs around \$80-100,000 per year. Jobs could be lost at the University if this business is lost.

NICK SCHUTTER, Manhattan, farms 3,500 acres with 800 acres in potatoes each year. Competition from the other states and Canada is becoming very strong due to freight. They strongly ask the committee to consider this, and urge passage of HB 161.

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There were over 30 other proponents who did not have time to testify. See the Visitors' Register.

#### OPPONENTS

GARY WICKS, Director of the Montana Department of Highways (DOH), opposes HB 161. They appreciate the problem addressed by this bill. They have been dealing with the seed potato issue from the Flathead every year since he has been the DOH Director, and it went on long before that. The problem is that the shipping of seed potatoes takes place coincidentally with the breakup of the roads in that are. The DOH is forced to put those restrictions on to try to prevent the breakup of the roads and minimize the costs of repairing and maintaining them. An 80,000# truck at 34,000# on tandem axles applies 425# per square inch. The DOH has been putting on 400# down to 350# per square inch restrictions, and that reduces their gross load from 80,000# to 76,000E in the 400# per square inch case and down to 66,000# in the case of the 350# per square inch restriction. In the last 13 years the restrictions have been on for about four months - February to May in 1985 from March to May, in 1986 from Feb. 18 to June. Restrictions carry through the time period the seed growers have to get their seed potateoes to market. They have had meetings and have done their best o try to minimize the exercise of authority to protect the road. Current law requires imposition of restrictions only if the DOH believes the highway would be seriously damaged or destroyed. They take that responsibility seriously to protect the investment that the people of the State have made in constructing and maintaining those highways. In the case of seed potatoes, they have had meetings to try to make the burden as small as possible. They would go out and weigh trucks with portable scales at a convenient point, and if overloaded, allowed them to go back, unload and get legal. He doesn't think HB 161 is the answer to the problem.

The damage comes from overweight vehicles whether those trucks are hauling logs, concrete, or whatever. If they make an exception for agricultural seed potatoes, then they will face the same requests for all the commodities that go over 93 and some of the other roads in the Flathead. He thinks the answer to the problem is better all-weather roads. The present budget and the RTF make it much more difficult to repair 93 and 35. The real answer is the building of roads that will carry traffic at all times. The RTF program has made some substantial improvements over the past several years on highways 93 and 35 as far as the surface goes. As a result of those impprovements they may be able to take the approach of trying to reduce speeds on some of the roads that

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have not been built better. State and counties have to have authority to put on restrictions because of the investment that Montanans have made. It is an authority they think is necessary to take care of this kind of situation.

## QUESTIONS (OR DISCUSSION) FROM THE COMMITTEE

Rep. Swysgood asked the number of miles of highway involved that come under the frost restrictions. Rep. Meyer answered not very many. Extensive road improvements were done on 93 that took care of a lot of the problem. Highways 200, 93 and 2 are involved. Highway 2 is in good enough condition to support this trucking. In the Manhattan area 10-15 miles is restricted by the county, and on 288 and 347 which are secondary roads.

Rep. Glaser asked if the DOH planned to remedy this problem. Mr. Wicks said he would look at it and be sure that it has a reasonable chance of protecting Montana roads. He wants to run this through the engineering people and make sure that it is adequate to take care of this problem that is up there. He won't say they are going to do something unless it has a chance of success. Their decision should be made in a couple of weeks as to what they are going to do.

Rep. Kadas asked Dan Kimm if only 10-15 miles are involved in the Manhattan area. They live about 90 miles from West Yellowstone; 191 goes into Idaho and a lot of their potatoes go into Idaho which is about 90 miles. Basically, all growers are within 10 miles of the freeway either at Manhattan or Belgrade. Those going to Washington or Oregon travel on 90.

Rep. Kadas asked what reduced speeds are being talked about. Mr. Wicks said they were talking about 35 mph. He didn't think when they had a lot of highway in pretty bad shape that would work. That request has been made several times before. To control the speeds over large sections of highway wasn't feasible. Now that a lot of the road has been repaved with RTF money, and the sections that are not improved are small, they think it is possible they can control the speed which is one of the main things they are looking at in terms of deciding what they might do this spring. If speed can't be controlled, then that is not acceptable for protecting the roads.

Rep. Kadas asked Don Lake if an 8% increase over current weight restrictions would cover his needs. Mr. Lake said it would; 8% would amount to the same thing they are asking for in HB 161. Rep. Kadas reminded that HB 161 doesn't provide for any limit, it takes all limits off for all products and provides for legal licensed weights.

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Rep. Fritz asked if the DOH has authority to lower speed limits. Mr. Wicks said they do have for weight restriction purposes. Counties have the same authority.

Rep. Roth asked about daily road repair when this happens. Rep. Meyers said when he was a county commissioner he found when a hole became visible and some material was put in it and it was checked daily, the damage was really minimized. The county commissioners paid for that maintenance on county roads. The state would pay for that repair on state roads.

Rep. Swysgood asked how many miles of 293 and 200 come under the frost limit these people are involved with. Mr. Wicks answered up until this year they put weight restrictions on a lot of highway 93 - 120 miles, from Kalispell to Missoula; on highway 35 they put it all around the lake; and on some sections of 200 and 28. Even though there are sections of the road that don't have a breakup problem, they have been putting a restriction on the whole road because it is easier to administer. Don Gruel, head of the state maintenance division, is the person deciding when restrictions will be put on what sections of the roads.

Rep. Swysgood asked the cost of repairing the roads after restrictions were lifted. Don Gruel has given Mr. Wicks the cost figure of about \$20,000 to repair some of the limited road damage. He differs with Rep. Meyers in that they don't think the solution to some of those frost boils is simply throwing material in the hole since you have to do it repeatedly and the problem is still not solved. The purpose of the weight restriction is to minimize damage so when the frost is out, you can go back and repair it with minimal cost. Mr. Gruel said \$20,000 repair cost per mile is caused by pretty extensive damage. It varies.

Rep. Harp remarked that some of the problem roads were built in the 1930s and 1940s and don't have enough base to provide for heavy traffic.

Rep. Stang asked if the group would be willing to back an increase in diesel fuel taxes to go into the RTF to help repair those roads so those restrictions could be lifted. Mr. Lake was not prepared to answer that question. Mike Koenig answered they would like to be competitive with other states on the fuel tax as well as on weight and speed limits. Agriculture has to be competitive with surrounding states. Montana has the highest fuel taxes now and that will hurt just that much more.

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Rep. campbell asked how the weight per square inch is figured. Mr. Gruel answered that the legal limits on a 10" tire is about 425# per square inch on a tandem axle. It would be 4,000# less with a 400# limit. It is figured on the tire width. They begin the limits at 400# and reduce it from there if they see more damage resulting.

Rep. Mercer was concerned about what Idaho is doing. He asked Mr. Wicks if he had done any investigating about what Idaho has done and what their laws are. Mr. Wicks believed they had looked at it last year. He didn't think they were concerned about getting those products to market and so that is the reason the DOH has been working to bring good highways to Montana. It is just a different way of solving a problem.

Jesse Munro, head of the GVW Division, said the results they got from Idaho last year were that they were just putting into effect some of these speed restrictions. The DOH is a member of a six-state uniformity group that has been looking into like problems, but haven't gone into real detail on any actual potato restrictions. They have looked into log hauling, etc. Speed restrictions in Idaho are fairly new for them also. He will look into their results. Rep. Mercer requested that Mr. Wicks supply him with the name of someone in Idaho who has a similar position, so he could ask about what they are doing. Mr. Wicks agreed to do that.

Mr. Harper thought the choice in front of this committee with regard to HB 161 is to try to judge the cost-effectiveness of allowing Mr. Wicks to go the speed control route or of trying to pass this bill which seems to almost raise constitutional problems. Mr. Wicks indicated that he was examining these speed control possibilities and that seems like the only way to go to give these people some immediate relief. Speed controls over a small segment of the highways would work as an alternative to weight restrictions since quite a bit of the roads have been improved. They will look at this and have a more definite answer in a couple of weeks. If HB 161 is passed the DOH will have no more authority to use that or any other alternative to protect the highways. If there are better ways of protecting the highways that allow the seed potato growers to move their products, they will take that. There is no reason to impose restrictions on the seed potato growers that are unnecessary. They are in the business of trying to help people solve problems. For the legislature to solve the problem by eliminating their authority to control weight, when they see the highways being damaged, would be the wrong step to take.

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Rep. Swysgood suggested the DOH do a study during the upcoming season with a reduced speed limit and see what the impact is. Mr. Wicks said if they decide to try the alternative of reduced speed limits, their objective would be to look at it over a year or two's time, to see if it works. If it does, it could be used on a larger scale as the roads are improved; but if it doesn't work, they want the authority to go back and use the weight restriction if that becomes necessary. They will know in a couple of weeks what they plan to do. If they use speed reduction, they would like to take that through a couple of seasons and see if that works and really does effectively control damage to the road. If speed restrictions work, there is no reason why the DOH wouldn't take that approach.

Rep. Thomas remarked this is a wide open bill that doesn't restrict to just perishable agricultural seed potato products. It is a wide open agriculture bill, not just to that specific group.

Rep. Meyers closed. These people have been praying for relief on this problem for more than two decades. They are in a real difficult situation. He was pleased to hear Mr. Wicks suggest the right solution to this problem is to have these roads constructed adequately. He hoped the committee would pass this bill so they would have a constant reminder that this is a priority situation. In Western Montana some roads should have been prioritized long ago, but they haven't been.

## HOUSE BILL 92

Rep. Bob Gilbert, House District #22, sponsored HB 92 which is an act requiring fenders, splash aprons, or flaps on pole trailers; and amends 61-9-407, MCA. This act was introduced at the request of the Department of Justice. Pole trailers throw rocks just as bad as other trailers, but pole trailers had not been included in the law requiring mud flaps, and HB 92 would include them.

#### PROPONENTS

LIEUTENANT STEVE BARER, Highway Patrolman, said for some reason pole trailers had been inadvertently eliminated from this section of law with regard to splash aprons and mud flaps on vehicles. These particular vehicles are used to haul logging products. This bill is requested from the Missoula area. Although it is not a great problem, it is a continuing one and he urged support of HB 92. It will alleviate a problem they currently have and will still provide protection for highway users. EXHIBIT #12.

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REP. OLTDE SMITH, Kalispell, said fortunately, most of the log truckers were totally unaware that they weren't included in this law. It is a good bill. Log trailers throw just as many rocks without flaps on them as any other trailer. He supports the bill.

#### OPPONENTS - None

## QUESTIONS (OR DISCUSSIONS) FROM THE COMMITTEE - None

Rep. Gilbert closed saying this bill is not aimed specifically at the logging industry. Oil and utilities industries use pole trailers; and 95% of those using such trailers use flaps and are obeying the law.

## EXECUTIVE SESSION

## HOUSE BILL 92

Rep. Clyde Smith moved  $\underline{HB}$   $\underline{92}$   $\underline{DO}$   $\underline{PASS}$ . The motion was adopted unanimously.

The committee returned to hearing status.

## HOUSE BILL 168

Rep. Bob Gilbert, District #22, Sidney, sponsored HB 168 which is an act denying a gross vehicle weight farm vehicle special fee to a person who violates the law three times; amends 61-10-206 and 61-10-232, MCAS. Under current law farmers and ranchers may use a gross weight vehicle weight fee of 16% on farm motor trucks, trailers, and semitrailers owned and operated by farmers and ranchers transporting their own products. However, the current statutes prohibit these vehicles licensed under the 16% fee from hauling for commercial hire. The intent of HB 168 is to cure the abuse of the misuse of the 16% fee. As long ago as 15 years there were reports of people paying the 16% fee and hauling illegally. The problem is growing to where it is catching the attention of people in the state and in the GVW deparatment. However, it has seen pretty hard to understand how to catch the culprits. This spring, the Motor Vehicles Division in conjunction with the GVW began an audit program with the approval of the Directors of the DOH and DOR to look into these alleged abuses of the 16% fees.

The Motor Fuels Tax Division audited elevators and operators licenses for 16% GVW fees while performing their normal motor fuel tax audit. During one period of 2-1/2 months the auditors found at 13 elevators 75 operators licensed with 16%

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GVW fees. The operators also audited operators hauling livestock under 16% GVW fees. The audits revealed a substantial number of operators hauling grain and livestock to market commercially at 16% GVW fees when the 100% fee was required. Of the total operators audited, roughly 50% were found to be in violation of the law. In the last six months the GVW staff have written 35 citations for violations of this type.

There is quite a bit of monetary value in this. An 80,000# 5-axle grain truck currently pays \$158 at 16%; he would pay \$1168 hauling commercially. Each vehicle that hauls commercially under the 16% GVW fee costs the state about \$1010 in lost revenue that would go into the highway fund. A 5-axle livestock truck pays about \$158 at 16%; he would pay \$740.62 under the 100% GVW fee, so the state loses about \$582.62. That money is desperately needed to maintain highways. EXHIBIT #11. He handed out proposed amendments. EXHIBIT #11A. The way it was written originally, a person could have been convicted twice and forfeited bond any number of times and never had three convictions. It was a loophole inadvertently put into the bill. He urged this amendment be added to the bill.

## PROPONENTS

JACK MILHOUSE, Clancy, Montana, favors passage of HB 168 with the proposed amendment.

BEN HAVDAHL, representing the Montana Motor Carriers Association, supports HB 168 because of the reasons that have been outlined by Rep. Gilbert. Under the truck safety inspection requirements passed in the 1983 session there was a specific exemption for any vehicle registered at 16% GVW. Those farm trucks are not subject to safety inspections, nor do they fall under the commercial requirements for insurance. Anyone on the borderline can take advantage of registering a piece of equipment at 16%, be in the commercial trucking business, and receive a tremendous economic advantage by operating outside the standards of safety and not paying proper fees as outlined by Rep. Gilbert. He feels the enforcement of these particular provisions should be enhanced.

REP. CHARLES SWYSGOOD, House District #73, wanted to go on record as supporting this bill. He has been involved in the trucking industry for a number of years and just recently got out of it, and knows the magnitude of what this is. There are a lot of carriers in his area who make their living trucking in addition to ranching. They are completely separate

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entities. Some comply by buying 100% GVW licenses or proration plates. There are also a number of individuals who haul cattle who have violated the 100% GVW license. Those who buy at the 100% rate are at a distinct disadvantage to those who buy GVW licenses at the 16% rate. It is really an unfair advantage to those who make their living in the trucking industry to have to compete on this basis. This has been going on for quite awhile, and that is why he supports HB 92.

## OPPONENTS - None

## QUESTIONS (OR DISCUSSION) FROM THE COMMITTEE

Rep. Campbell asked over what period of time would three violations be chargeable? Would it be for the life of the individual, 3 years, 10 years? Rep. Gilbert guessed that three strikes and you are out. After three of these violations, you would no longer be eligible for the 16% GVW fee.

Rep. Swysgood remarked that it has always been a grey area as to when one neighbor is helping out another. Rep. Gilbert stated that current statutes allow you to haul for your neighbor as long as you are not making a profit on it.

Rep. Mercer asked Jesse Munro, GVW Division, if a lawyer in their division had drafted these bills. It seemed to him the bill tries to prohibit somebody from taking advantage of the special fee and HB 92 says the DOH can't accept it. The language is extremely convoluted. Mr. Munro advised all of their amendments are run through their attorneys before they are brought be fore the legislature.

Rep. Harper asked if there would be any problems with HB 92 in terms of recordkeeping, how many records will have to be amassed, and if they were set up to handle this kind of an operation? Mr. Munro answered they keep track of other things like the number of tickets and citations. This would require a very small computer program. If a violation came in, it would be recorded on the computer. They keep a daily tally on file.

In answer to Rep. Swysgood about proof of ownership of the products being hauled, Mr. Munro said it would be no different than now. They are supposed to be carrying a bill of lading with them now. The actual setup is no different than the requirements of present law.

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Rep. Thomas asked if this would apply currently to an individual who already has three such violations. Mr. Munro said they would have a tough time going back. This will take some coordination with the county treasurers because a lot of these farm and ranch vehicles are licensed in the county courthouse. This violation procedure would start if this bill is passed.

Rep. O'Connell thought the bill could not be retroactive.

Rep. Gilbert closed saying this bill has no intention of being retroactive, so it would start on the effective date of the bill. This bill is not unfair to one type of farmers or ranchers. It is fair to highway taxpayers who are using highways in Montana.

## HOUSE JOINT RESOLUTION 5

Rep. Ed Grady, House District #47, Helena, chief sponsor of HJR 5 which is a joint resolution of the Senate and the House of Representatives of the State of Montana urging Congress to take immediate action on the passage of the federal surface transportation program reauthorization act, explained as background information the 99th Congress failed to reauthorize the Federal Aid Surface Transportation Program before adjournment. The 1982 Act expired on September 30, 1986. Without restoration of the federal program, there will be no more federal aid highways after the current balances are permitted to shrink. Without reauthorization by March, the federal funds will not be available this construction season. Without new federal highway funds, and RTF funding is not restored, construction and related industries throughout Montana will face a crisis this summer. HJR 5 urges Congress to act quickly on passage of a reauthorization bill. Motor fuel taxes are still being collected but without reauthorization construction and related industries resulting from no new federal or state highway construction dollars will be damaging. Several contractors could be put out of business. It is estimated that over 1,000 private sector jobs would be lost by the delay of a reauthorization bill. We fall further and further behind in our efforts to improve our roads. The loss to the general fund because of the loss to personal income taxes paid by the workers, and the loss of the gross receipt taxes by the contractors will certainly not help other problems we face in this session. This loss is in addition to the RTF program. If Congress acts quickly to reauthorize the program some of the loss can be salvaged. Congress waits until summer or fall, this construction season is lost. He urged approval of HJR 5, and hoped all other states take quick action on this issue.

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## PROPONENTS

GARY WICKS, Director of the Department of Highways, supports HJR 5. The Surface Transportation Act that was passed in 1982 authorizing rederal highway funds expired on September 30, 1986, and no new authorization has been made available to us. Since that time, the Department is letting some contracts based on the portion of the balance they have been able to carry forward from previous years. Those are balances they had authorization for from Congress to spend the money. That balance will be eliminated in late spring and after that there will be no more highway construction program in Montana, especially with the limitation of the RTF. By this summer if Congress doesn't act, we are looking at a dramatic drop in highway construction. It will have dramatic effect on the improvements planned for Montana's highways this season. If we could get Congress to act - we should let our delegation know how much we are interested in this - it may help some. If we can avoid this and get quick action by March of this year on the part of Congress, we should be able to get the lettings back on track by May or June. The Resolution simply urges Congress to act and it also urged they act now. He supports HJR 5.

LARRY TOBIASON, President of the Montana Automobile Association, said presently there are three bills before Congress - one in the House and two in the Senate that address this particular issue. He urged to not only pass this Resolution, but to contact our Congressional delegation. There was a statewide campaign on January 7th that urged all Montanans to contact the Congressional delegation to urge passage of either of those bills. We have gone 112 days without any federal highway authorization funds. The markup on one particular house bill will be today or tomorrow. There is definitely a sense of urgency to let Congress know that we do want a new reauthorization of the Federal Highway Act passed. This will probably not reach the Senate until sometime in late February so we are fast approaching missing the construction season. We can't Build Montana without a good set of highways.

BILL OLSON. Secretary and Manager of the Montana Contractor's Association, gave the committee a handout. EXHIBIT #12. The handout exemplifies almost every item set out in the Resolution. It is extremely important that we get Congress to pass this bill because before we know it, the construction season will be half over and we won't have any highway authorization. He urged immediate action on passage of HJR 5.

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GARY BENNETT, representing the Montana Highway Users Association which is essentially an association of 30 associations, stated the Resolution as well as the testimony heard speak eloquently. They are wholeheartedly in favor of of HJR 5.

OPPONENTS - None

QUESTIONS (OR DISCUSSION) FROM THE COMMITTEE - None

Rep. Grady closed.

EXECUTIVE SESSION

## HOUSE JOINT RESOLUTION 5

Rep. Harper moved that <u>HJR 5 DO PASS</u>. He thought because of the low cost of asphalt and other advantages, it would be a good deal to include a couple of Whereases. Rep. Harp directed Reps. Harper and Mercer to work on such language. He wanted to pass this Resolution. He asked if it met with the committee's approval to add something about the RTF and asphalt costs? The committee had no problem with such a recommendation. He thought it was a good plan. The vote on the <u>HJR 5 DO PASS INCLUDING PROPOSED AMENDMENTS</u> motion passed unanimously. See the Standing Committee Report for the amendments that were added to HJR 5.

Gary Wicks asked how many people from the committee planned to visit the Highway Department on Thursday. They will be picking people up on the front steps at  $1:00~\rm p.m.$  and will return at  $3:00~\rm p.m.$ 

#### ADJOURNMENT

There being no further business to come before the committee, a motion to adjourn was made at 2:45 p.m.

REP. JOHN HARP, Chairman

## DAILY ROLL CALL

## HIGHWAYS & TRANSPORTATION COMMITTEE

## 50th LEGISLATIVE SESSION -- 1987

Date January 20,1917

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NAME	PRESENT	ABSENT	EXCUSED
Rep. John Harp, Chairman	1		
Rep. William Glaser, Vice Chairman	·		
Rep. Bud Campbell	V		
Rep. Harry Fritz	V		
Rep. Hal Harper	/		
Rep. Tom Jones	<b>L</b> ′		
Rep. Mike Kadas	<b>L</b>		
Rep. Roland Kennerly	V		
Rep. John Mercer	V		
Rep. Helen O'Connell	<b>L</b> /		
Rep. Bing Poff	V		
Rep. Rande Roth	v		
Rep. Clyde Smith	<i>'</i>		
Rep. Barry Stang	L.		
Rep. Charles Swysgood	<i>'</i>		
Rep. Fred Thamas			

## STANDING COMMITTEE REPORT

							Janu	ary	29	19
Mr. Spea	ıker: We, t	he committe	e on	BIGSWAYS	3 &	TRAJISPO	ORTATI	<u> </u>		
report		ļ.	JR S							
☑ do pas: ☐ do not ¡				oncurred in ot concurred in	า				nended ment of	intent attached
					Reg	. John	Harp			Chairman
		D AS POU		a (Trandpoi						
<u>;</u>	Follow.	ing: 19	87							
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				alt and co			ices n	s we	nake 1	righway

## STANDING COMMITTEE REPORT

·		January 2	19 27
Mr. Speaker: We, the o	committee on <u>IIGNAYS &amp; TRAN</u>	SPORTATION	
report	HOUSE BILL 92		
report ☑ do pass ☐ do not pass	☐ be concurred in ☐ be not concurred in	☐ as amend ☐ statement	ed of intent attached
	Rep. 3	John Harp	Chairman

lst Fhite color

100 A1 200 A1 200, 200 102/21 - 12/2-2010 your

My name is Larry Mueller, I live 5 miles Southwest of Polson, Montana. My main crop in potatoes, I also raise grain, hay, and cattle.

I am here to support the bill 161 because we are losing potato sales and market because we can't deliver the potatoes to market at the time of year when needed. Strong seed industries have developed in Idaho, Oregon, Washington and Canada. Montana's share of the Columbia Basin seed potato market dropped 11% last year, shipping from 41.3% in 1985 to 29.5% in 1986.

In Lake County and in Kalispell we grow 3554.25 ac in 1986, 3988.3 ac in 1985, 3464.15 ac in 1984, with gross sells of \$8 million per year. The \$\delta\_i^i\text{million dollars is said to stay in a community 7 times before it leaves so you can see the economic value the potato industry has in Western Montana.

When Montana puts a 400 pound per square inch load limit on secondary road a semi that can haul 80,000 pound on the interstate would have to drop to 74,000 pounds to be legal. That's 6,000 pounds lost of payload, so the trucker has to increase his rate to offset the 6,000 pounds.

All the other states will let the potato truckes by that time of year because they understand that they are hauling a perishable agricultural seed product. We are talking about a 400 pound per square inch on roads and with a increase of only

300 pounds per tire to haul at a full load that is legal on the interstates. In less than a 8% increase

If Montana doesn't do something, and I mean pass bill 161 we the potato industry, and Montana are going to lose a industry that pays 100% of all costs to be certified. A state that all other state use as a example for there seed program.

Sincerely yours,

Larry Mueller

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	The state of the s
Address HB 161 ¡Potato Industr	у
To Whom it may concern	
Everyone in the State of Montana is	
industry, especially industry that is already State. It may even take some concessions by eve of our existing businesses alive in this	ryone to keep some
industry of Montana produces in the are anually. That is 18,000,000 cash brought into t	a of \$18,000,000
and spent in the State of Montana. Lake County over one-third of the States total production	typically produces
This industry is important to the State of Mor	
is important to our County (Lake), to this area and this industry is important to the Comm	(Western Moritaria),
is important to our County (Lake), to this area and this industry is important to the Commonmunity.  I unge your support of this Bill HB 161 bot	(Western Montana), merece of the Polson h as a Ag banker
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WM. KOENIG & SONS
448 CHURCH DRIVE
KALISPELL MONTANA 59901
HERB (406) 755-8370 BOB (406) 755-8174
752-3370

POTATOES

Russet Burbank Elite Seed

Produced from our own Stem Cut & Line Selection Program

Ref: H.B. 161

Jan 19, 1987

Mr Charman & Members of the Committee:

For the record my name is Derli Koening.

My brother Boh & I farm north of Kalispell'

Our families are the 5th generation on our farm

where we have raised certified seed potatoes for

approx. 50 years.

Montona Certified potato seed growers have been faced with a real problem for many years. Our product has to be shipped to the buyers in the spring, which is the time of year when road restrictions are put in place. It is impossible to ship the patato seed earlier because shipping has to seed earlier because shipping has to coincide with the planting season of the area where the seed is to be planted.

Under the present regulations truckers are forced to scale down on their size of the loads, approximately 11% to 12% of the pay lo

LET US HELP YOU PUT A SMILE IN YOUR POTATO PRODUCTION!

This usually forces a higher fright rate on the seller, meaning the seed grower has to give a price break so that he can compete with other areas such as Oregon, Idaha, and Canada Montana is losing sales to these three areas because of more forvable stipping regulations. The Currency exchange rate in Canada isalea an important factor. In the Flathead valley alone the impact of load limit restrictions means that on one load of seed shipped to Pasco, WA. appointally 244 per. Cut or \$10500 back. For an average of 500 loads shipped each year there is a lose of over \$50,000 to be absorbed by the producer, trucker, or layer This factor discourages producers, trucker, and buyers and has worked to our disadvantage urken placing our sied. We there fore respectfully request revision in present regulations so that peristable agricultural seeds may move to market under favarable conditions as stated in H.B. 161.

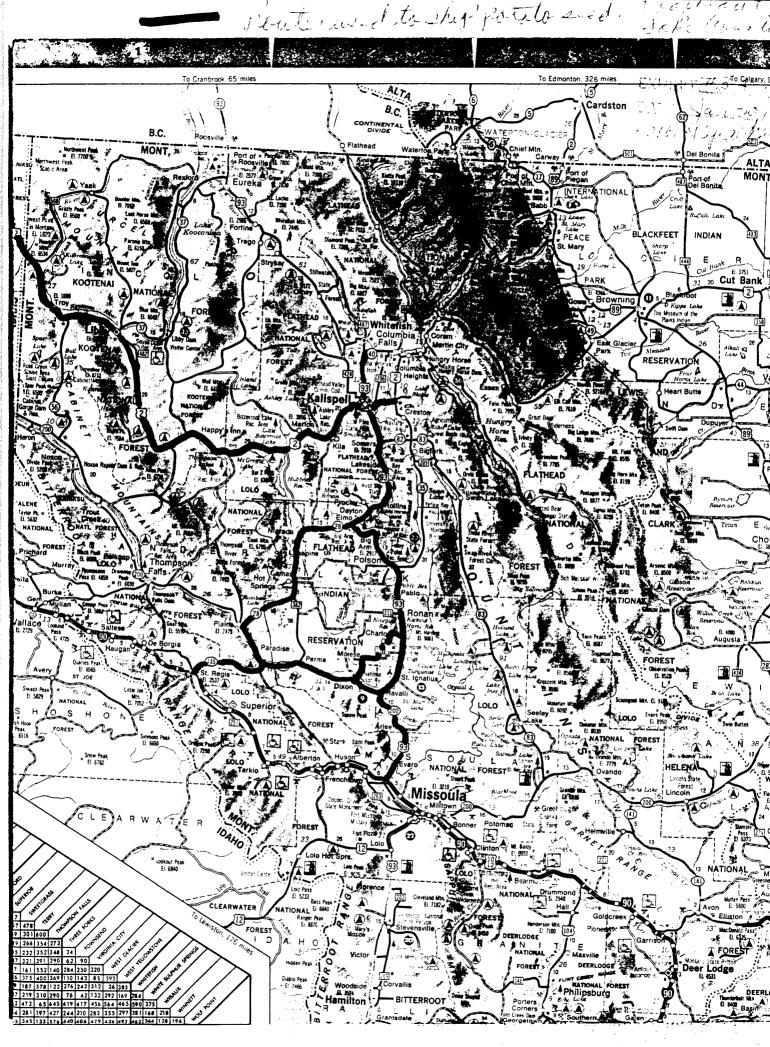
Attach ment - Road map.

Recites used to shippotator

see from Flockerd and Thank you.

Sake counties.

Derb Kooning



Members of the Legislature:

We the undersigned, want to encourage the passage of House Bill 161. We would like to explain our position on this bill.

Why do we have highways in the United States and in the state of Montana? Primarily to move goods to market or their place of consumption. The growth of our highway system is in direct correlation to the growth of the trucking industry. Along with this a major portion of highway tax dollars come from trucks through licensing and fuel taxes.

We have heard a lot in the past few years and especially the last few months about <u>Build Montana</u>. The seed potato industry is one of the strongest agricultural industries Montana has, not the largest by far, but a strong viable industry. Sales of potato seed this year will bring 10 to 15 million dollars into the state- money that comes from outside the state of Montana. This money will be spent locally- on supplies, repairs, taxes- both property and income, on machinery, on cars and trucks, on fuel and licenses, and perhaps most importantly on jobs. Approximately 120 Montanans and their families earn their living from seed potatoes and these people in turn provide about 600 more full or parttime jobs to other Montanans. I expect the state would bend over backwards to attract another industry of this magnitude to Montana.

As growers all we are asking for is a fair shake. Our entire industry hinges on competitive freight rates. The quality of Montana potato seed is great enough to compete with any other area, state, or province. However, as with almost everything produced in our state, we are a long ways from our markets. We need to be able to have trucks haul their full legal licensed weight. It is much more feasible for a trucker to slow down to 35 miles per hour and spend an extra hour if need be for the time he is on a state or county road than to haul a load for 600 miles that is 6000 pounds underweight. This will cost him about 150 dollars per load and consequently he will not haul out of Montana. As a result, we in Montana will lose our seed potato industry. We already see buyers going to other areas to buy seed because of the problems truckers have in this state.

As potato growers we do not like broken up roads better than anyone else. The state of Idaho was faced with the same (and more intense) problem. They found that speed limits worked far better to control road breakup than did weight limits. We ask this committee to consider these facts when judging the merits of this bill. We are all Montanans concerned about our state and its future. We wish to maintain the good that we have here and feel that this bill will help. There are other and better alternatives to control road breakup than using gross vehicle weight limits which are less than legally licensed limits. We urge passage of this bill and the use of alternate methods to control road breakup.

Jack Weiden am

Grop & mely Michin

Dear Weiderun

1 10 10 20, NE 164 - Jep. 16 1444

Ronan Chamber of Commerce P.O. Box 254
Ronan, MT 59864

January 20, 1987

State of Montana House of Representatives

Re: House Bill #161

Dear Legislators:

The Ronan Chamber of Commerce wishes to go on record in support of House Bill #161 in order to provide some relief of the weight limit restrictions which affect perishable produce such as seed potatoes produced in Lake County. This type of legislation can help bring some financial relief to our now depressed farm economy. We urge your support of this bill.

Sincerely.

Representative of the

Ronan Chamber of Commerce

AJS/11



## RODAN STATE BANK

January 20, 1987

State of Montana House of Representatives

Re: House Bill #161

Dear Legislators:

Ronan State Bank would like to be of record in support of a measure to provide some relief for the spring weight limit restrictions as they affect the seed potato growers in Lake County. As many of you know, seed potatoes is one of the larger cash crops of our area and it is unfortunate that the spring weight restrictions go into effect during the same time as the trucking of seed potatoes out of state.

We recognize the need for the weight restrictions to protect our primary and secondary roads but we do hope that some compromise may be worked out to protect those roadways and also to facilitate the transportation of the seed potato crops. It is unfortunate that the problems with soft road conditions in the spring coincide with shipping of this very perishable crop.

We understand that the Lake County Commissioners are also supporting some changes in weight limits to provide relief to the potato growers and they feel this can be adequately accomplished without causing damage to the roadways they are responsible for maintaining.

Thank you for your consideration in this matter.

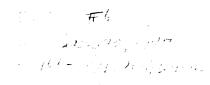
Sincerely,

Martin M. Olsson Vice-President

mmoon

MMO/11

## NORTHWEST POTATO TRUCKING DIV., INC. 1611 S. Sheppard Kennewick, WA 99337



January 8, 1987

To Whom It May Concern:

Each spring we ship approximately 400 loads of seed potatoes using 60 independent carriers in a  $2\frac{1}{2}$  month time period.

The bulk seed potato trucks used for movement of certified seed from Montana to Washington and Idaho is the same machinery used to move bulk commercial potatoes from the field to storage and from storage to processors during the balance of the year.

This specialized machinery is the only equipment suitable for this job.

Due to the limitation of Gross Vehicle Weights and the enforcement of these rules and regulations regarding these trucks, they were forced to light load during the 1986 season. This in turn forced the trucks to raise the rates. This added cost was passed on to the commercial potato growers.

The lowest bulk rate out of any seed producing area in Montana is \$1.60 per cwt. and runs to \$2.30 to \$2.50 per cwt. Freight rates from several seed producing areas in Oregon vary from \$.50 to \$.75 and up to \$1.50 per cwt. Freight rates from Idaho are \$1.25 to \$2.30 per cwt.

If Montana continues to restrict the loads to less than the legal capacity of these trucks, seed sales will be lost to other areas and Canada.

Thank you for considering the problems we are having with this.

Sincerely,

Dem McCall

President

# Erown Truck Brokerage

Montana: (406) 777-2221 Wats Line All Other States: 300-548-5051

Jan. 14, 1987

Gentleman:

I would very much like to see House Bill 161 that Rep. Al Myers has put on the docket, This is the bill concerning the weight limitations that we see on the highways in Western Montana just at the same time as the potatoes leave this area. It appears the people with the G.V.W. Dept. know when its time to ship these potatoes and tney are out in earnest to catch any truck that might be over the limit. The fact that the trucks can only haul a smaller amount of potatoes causes lots or problems in selling the potatoes, as the customers demand full loads, Western Montana is so short or anything that brings money to the area its beyond me why would bite the hand that feeds us. Western Montana needs to nurture the potatoe industry and not try to curb it. This product moves in early spring and only for about one month. Couldn't there be some type or arrangement made that a truck hauling seed potatoes from the area could have a exempt slip given to the driver to show to the G.V. W. people for this time. I have moved these potatoes myself for several years and it becomes a hassle to get a truck to haul a small load when they have to have so much a mile to make the trip pay. The trucking companies are in the business to make a living not to haul seed potatoes from Western Montana for a loss

Yours truly.

Douglas Strang

Stevensville, Montana 59870

P.O. Box 575

# LAKE COUNTY, MONTANA

#### COUNTY COMMISSIONERS

HAROLD FITZNER St. Ignatius MIKE W. HUTCHIN Polson DON PETERSON Polson

TREASURER MARJORIE D. KNAUS

CLERK AND RECORDER LORIN JACOBSON

> ASSESSOR LENORE A. ROAT



## POLSON, MONTANA 59860

Mailing Address:
Lake County Courthouse

Telephone: 406-883-6211

SHERIFF AND CORONER
JOE GELDRICH
CLERK OF COURT
KATHERINE E. PEDERSEN
SUPERINTENDENT OF SCHOOLS
GLENNADENE FERRELL
COUNTY ATTORNEY
JOHN R. FREDERICK
JUSTICE OF THE PEACE
CHARLES C. MEYER
COUNTY SURVEYOR

January 19, 1987

Members of the House Highways and Transportation Committee:

The Board of Lake County Commissioners would like to go on record supporting H.B. 161.

The seed potato industry is very vital to Lake County providing millions of dollars to our area economy as well as providing many desperately needed jobs.

Seed potatoes are a perishable commodity and must reach their final destination in the most expeditious and economical fashion.

We perceive H.B. 161 to be a reasonable solution to the long standing problem of reasonable access to the market place and urge your passage of this legislation.

BOARD OF LAKE COUNTY COMMISSIONERS

Don Peterson, Chairman

m b. 11 41 +

Mike W. Hutchin, Member

Ray Marbin, Member

Bul 13

My name is Mike Sun. I am a Potato Specialist with Montana State University.

I am representing the University upon the Montana seed grower's request. The University support any measure which will be profitable for agriculture. One of the major cost of seed marketing is transportation. Any Relief of transportation cost the state legistlature can offer will be helpful in maintaining the industry's profitability.

maintaining the industry's profitability. Since I take bout to general the the Dan Van, Deller Statem St I was good and the say my should Montana Sees pair, growing harry been acide to produce the North of Let makety field, So Mebria. I I polatore use in demand Polatore with Morrison soil promotion. Polatore with the Soil breed poldies to other star have been 15 will on dollar each year of the best from However, Horizonal of have, the house to instruction the expandice this two years, in hilling has seen uccing strong competition

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from Dept of Agriculture - Suspection & Service. The

TOTALS

\$1,315,758

399787

49436

\$2,962,330

323297

647

50195

\$66,144,604 7110348

14389

## POTATOES SHIPPED IN THE LAST 5 YEARS

			676-8134 Ro
	KALISPELL	PABLO	GALLATIN GALLATIN
YEAR	VALUE CWT LOAD #/LOAD	VALUE CWT LOADS #/LOAD	VALUE CWT LOADS #/LOAD
1982		\$3.678.000 459750 941 48849 SHIPPED MARCH 15 - MAY 10	
1983		\$5.352.703 551825 1130 48849 SHIPPED MARCH 10 - MAY 5	
1984		\$5,587,130 558713 1144 48849 SHIPPED FEBRUARY 25 - MAY 1	
1985		\$4,609,867 498364 1021 48811 SHIPPED MARCH 10 - MAY 10	
1986		\$3,386,782 360296 737 48887 SHIPPED MARCH 10 - MAY 5	\$5,363,941 570632 1126 50678 SHIPPED FEBRUARY 25 - MAY 10
TOTALS	\$9,338,560 1005875 2149 46800	\$22.614.482 2428948 4973 48849	\$27,864,122 3008325 6201 485
	DEER LODGE	DILLOM	STATE TOTALS
YEAR	VALUE CWT LOA #/LOAD	VALUE CWT LOADS #/LOAD	VALUE CWT LOADS #/LOAD
1982	\$563,280 70410 144 48849 SHIPPED APRIL 1 - MAY 15	\$738.096 92262 187 49377 SHIPPED MARCH 10 - NAY 10	\$11,412,408 1426551 2889 49377 SHIPPED FEBRUARY 25 - NAY 10
1983	\$752,478 77575 159 48849 SHIPPED MARCH 25 - MAY 15	\$794.673 81925 166 49377 SHIPPED MANRCH 10 - MAY 15	\$14.418.808 1486475 3010 49377 SHIPPED FEBRUARY 25 - MAY 15
1984		\$612.800 61280 124 49377 SHIPPED MARCH 5 - APRIL 15	
1985		\$545.195 58940 113 52159 SHIPPED NARCH 5 - NAY 10	SHIPPED MARCH 10 - MAY 15
1986		\$271.566 28890 57 50684 SHIPPED NARCH 5 - NAY 10	

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## Amendments to House Bill No. 168

#11 A 12 26 MY 22 No Bar 2010 N

Page 2, line 6 Following: "(2)" Strike: "THE"

Insert: "Neither the"

Following: "department" Insert: "nor any county"

Following: "may"
Strike: "not"

Page 2, line 8

Strike: "convicted three times of or who has forfeited bond three"

Insert: "either convicted or forfeited bond or a combination of both

equalling three"

from Elli

HB 92--Mud flaps on pole trailers

Sponsor: Rep. Bob Gilbert

6/-7-407 MCA

EXHIBIT #10

DATE OF ARCHITECT

HB 92 will require pole trailers, which are used primarily for transporting logs and other long irregular objects, be equipped with fenders, splash aprons, or flaps. This equipment addition was requested primarily by Highway Patrol Officers working within the Missoula District, an area which supports a great deal of logging activity.

Pole trailers are similar to many other vehicles, including trucks, buses, and semi-trailers, used upon the highway. They have the ability to deflect rocks, mud, or any other objects on the roadway from their wheels and toward other highway users. The required installation of fenders, splash aprons, or flaps on pole trailers would prevent this deflection and protect other drivers from this deflected material.

# State moving quickly to established

HELENA (AP) — Plans are in motion to set up Montana's new state lottery, which was mandated by voters last November.

Gov. Ted Schwinden has proposed creation of a Lottery Division in state government that would employ 45 people and have an \$8 million budget, while a lottery expert also has been hired as a consultant.

Schwinden also said he will appoint by the end of December a lettery director and a five-member commission to oversee the operation.

Voters, by a 69 percent margin, approved a lottery referendum this November. The referendum said the lottery should be operating by next July.

The state is "going 100 percent and 100 mph toward getting the thing up," said Jack Stevens, head of Montanans for a State Lottery.

Schwinden also has endorsed creation of some type of state gaming commission that would oversee legalized gambling in Montana, including the lottery, electronic poker

and horse racing.

"I think most people would concede there has been a slow but relatively steady expansion of gambling in the state," he suid.

Schwinden said combining administration of most forms of gambling in one agency would reduce regulation costs. But others disagree.

Stevens said the lottery should remain separate because it differs from horse racing and poker machines.

"It is really a unique promotion and should be run like a business," he said. "Poker and horse racing are more strictly regulatory."

And, the chairman of the state Board of Horse Racing said he would oppose any moves that would reduce the board's domain or authority.

"We need to know how that divi-

## Army Guard unit to visit Panama

HELENA (AP) — The Montana Army National Guard's 163d Public Affairs Detachment will conduct two weeks of annual training in Latin America beginning March 6, officials said.

"Their responsibility during their annual training will be to provide public affairs support to U.S. Southern Command in Panama," said Lt. Col. Dick Monney

# TRUST ABUSE



- You pay a user fee of 9 c ats a gallon of gasoline to the Highway Trust Fund for safe, uncongested highways.
- Why is your money swelling the Trust Fund while you are stalled in traffic?
- The 99th Congress did not pass badly needed Highway Legislation.
- When Congress reconvenes the Trust Fund will have accumulated \$10 billion of your money.
- You are not getting what you paid for.
- Congress should restore TRUST to the Highway Fund by passing Highway Legislation in January.

**MONTANA CONTRACTORS'** 

# IMPACT OF NO HIGHWAY REAUTHORIZATION

This Associated General Contractors of America report estimates the impact, on each state, being caused by lack of reauthorization for the federal-aid highway program.

The information inside includes funding being lost, funding left over, jobs at stake, the amount being paid into the federal Highway Trust Fund by each state's highway users, and recognized road and bridge rebuilding needs in each state. (See explanation, below, of information in each column.)

State highway officials can provide precise amounts for the funding categories where AGC of America has given estimates.

- Column 1—is an estimate of the amount of new federal-aid highway funds each state would have received for fiscal year 1987 had the 99th Congress reauthorized the Federal-Aid Highway Program. The numbers in this column are expressed in millions of dollars.
- Column 2—shows how many jobs in construction, supply and related industries would be generated in each state by the expenditure of the federal-aid funds contained in column 1. The employment figures in column 2 also reflect the fact that construction activity generates additional induced jobs in other industries as a result of a higher standard of living and additional wealth in the community.
- Column 3—shows how much each state had available (in millions), as of September 30, 1986, in unused highway funds carried over from prior years. These are the only federal funds that will be available to the states until the highway program is reauthorized.
- Column 4—is the total of columns 1 and 3. It reflects the total amount of federal-aid highway funds each state would have had on hand in fiscal year 1987 if the 99th Congress had reauthorized the Federal-Aid Highway Program.
- Column 5—reflects, on a percentage basis, the amount of federal-aid highway funds each state has available for use in 1987, compared to the amount it would have had if the 99th Congress had enacted highway legislation (column 3 as a percentage of column 4, rounded to the nearest percentage point).
- Column 6—is an estimate of the average amount the highway users in each state pay into the Highway Trust Fund, on a weekly basis (expressed in millions of dollars).
  - Column 7—is the total number of bridges in each state.
- Column 8—is the total number of deficient bridges in each state. Deficient bridges are considered to be either structurally deficient or functionally obsolete.
- Column 9—reflects, on a percentage basis, the number of bridges in each state considered to be structurally deficient or functionally obsolete (column 8 as a percentage of column 7, rounded to the nearest percentage point).
  - Column 10—is the total number of miles of major roads and highways in each state.
- Column 11—is an estimate of the number of miles of major roads and highways in each state in need of rehabilitation. These roads range from pavements with riding qualities noticeably inferior to those of new highways to pavements that have deteriorated to such an extent that they are in need of resurfacing or complete reconstruction.
- Column 12—reflects, on a percentage basis, the amount of each state's major roads and highways requiring rehabilitation (column 11 as a percentage of column 10, rounded to the nearest percentage point).

	FUNDING LOST	Joss	FUNDING LEFT OVER	IF PROGRAM REAUTHORIZED	RATIO OF FUNDS THAT AVAILABLE TO FUNDS AVAILABLE	
•	1	2	3	4	5	
Alabama	213.1m	12,935	104.1m	317.2m	33%	
Alaska	150.9	9,160	42.1	193.0	22%	é y
Arizona	134.5	8,164	99.0	233.5	42%	₹. <b>*9</b>
Arkansas	124.3	7,545	58.8	183.1	32%	
California	943.9	57,295	689.8	1,633.7	42%	
Colorado	176.9	10,738	91.0	267.9	34 %	
Connecticut	242.2	14,702	88.2	330.4	27%	
Delaware	48.2	2,926	50.7	98.9	51%	
Florida	452.0	27,436	273.3	725.3	38%	
Georgia	309.1	18,762	192.1	501.2	38%	
Hawaii	122.5	7,436	100.4	222.9	45%	
ldaho	82.0	4,977	39.5	121.5	33%	
Illinois	367.5	22,307	109.6	477.1	23%	
Indiana	249.6	15,151	101.9	351.5	29%	
lowa	164.4	9,979	74.3	238.7	31%	
Kansas	145.0	8,802	108.1	253.1	43%	
Kentucky	194.2	11,788	83.1	277.3	30%	
Louisiana	291.0	17,664	268.6	559.6	48%	
Maine	55.5	3,369	30.4	85.9	35%	
Maryland	254.7	15,460	152.3	407.0	37%	
Massachusetts	447.2	27,145	225.5	672.7	34%	
Michigan	292.2	17,737	103. <b>6</b>	395.8	26%	
Minnesota	215.0	13,051	137.4	352.4	39%	
Mississippi	121.0	7,345	76.7	197.7	39%	
Missouri	237.8	14,435	101.4	339.2	30%	*.99
Montana	104.9	6,367	61.5	166.4	37%	
Nebraska	103.6	6,289	41.0	144.6	28%	
Nevada	70.0	4,249	33.6	103.6	32%	
New Hampshire	54.1	3,284	53.8	107.9	50%	
New Jersey	321.8	19,533	223.1	544.9	41%	
New Mexico	102.0	6,191	30.3	132.3	23%	
New York	633.1	38,429	180.0	813.1	22%	
North Carolina	274.1	16,638	123.1	397.2	31%	
North Dakota	73.6	4,468	21.8	95.4	23%	
Ohio Oklahoma	413.4 182.6	25,093 11,084	309.8 140.3	723.2 322.9	43% 43%	
Orogon	132.3	8,031	87.1	219.4	40%	
Oregon Pennsylvania	479.7	29,118	361.9	841.6	43%	
Rhode Island	99.2	6,021	51.4	150.6	34%	
South Carolina	152.5	9,257	144.1	296.6	49%	
South Dakota	79.8	4,844	44.5	124.3	36%	
Tennessee	233.5	14,174	101.1	334.6	30%	
Texas	797.8	40,427	350.6	1,148.4	31%	
Utah	127.7	7,751	63.2	190.9	33%	
Vermont	52.0	3,156	47.4	99.4	48%	, agr - s
Virginia	263.4	15,988	135.3	398.7	34%	(y
Washington	243.8	14,799	173.8	417.6	42%	_
West Virginia	• 98.3	5,967	83.2	181.5	46%	
Wisconsin	183.2	11,120	97.0	280.2	35%	
Wyoming	80.1	4,862	31.7	111.8	28%	

	TO TRUST FUND EACH WEEK 6	TOTAL BRIDGES 7	DEFICIENT SRIDGES 8	PERCENT DEFICIENT 9	MAJOR ROAD MILES 10	DEFICIENT MILES 11	PERCENT DEFICIENT 12
	4.899rn	15,338	7,237	47%	29,098	11,491	39%
	.761	818	112	14%	5,303	1,974	37%
	3.582	5,230	394	8%	14,635	6,290	43%
	3.230	13,137	6,321	48%	27,863	18,174	65%
	26.032	22,269	5,737	26%	56,835	32,507	57%
	3.510	7,222	2,769	38%	27,491	11,137	40%
	3.084	3,762	2,356	63%	6,891	3,426	50%
	.784	728	147	20%	1,692	1,220	72%
	11.981	10,015	2,621	26%	26,490	16,590	63%
	8.056	14,181	6,506	46%	36,219	5,879	16%
	.672	1,041	288	28%	1,549	1,276	82%
	1.116	3,716	1,072	29%	12,971	5,156	40%
	10.906	25,142	7,879	31%	36,187	17,934	50%
	6.638	17,617	8,747	50%	31,197	17,006	55%
	3.230	26,052	12,594	48%	41,932	15,772	38%
	3.227	25,745	13,506	52%	42,991	14,178	33%
	4.515	12,471	6,885	55%	23,057	20,427	88%
	5.574	14,062	6,485	46%	18,197	10,889	60%
	1.332	2,601	755	29%	8,626	6,117	71%
	4.619	4,387	1,484	34%	8,961	4,135	46%
	5.320	4,861	1,624	33%	12,797	6,003	47%
	8.064	10,525	3,221	31%	40,938	21,884	53%
	4.881	12,908	3,968	31%	41,959	24,711	59%
	3.243	16,726	9,222	55%	22,941	17,322	76%
·	6.459	23,796	15,221	64%	35,361	29,297	82%
	1.249	4,891	3,054	62%	2 <b>3,271</b>	8,428	36%
	1.978	16,094	9,319	58%	29,848	6,103	20%
	1.270	1,027	178	17%	8,081	5,153	64%
	.927	2,540	1,135	45%	4,586	4,069	88%
	8.136	5,875	2,043	35%	10,676	5,073	47%
	2.020	3,432	627	18%	12,655	9,324	74%
	12.145	17,440	11,098	64%	36,323	16,016	44%
	7.467	15,802	9,414	60%	31,472	13,760	43%
	1.010	5,418	2,906	54%	25,115	5,585	22%
	11.420	28,977	6,187	21%	34,687	26,263	76%
	4.979	22,822	12,219	54%	34,605	13,515	39%
	3.393	6,562	1,221	19%	25,795	13,445	52%
	11.428	22,082	7,839	35%	35,348	28,725	81%
	.807	699	146	21%	1,742	1,120	64%
	4.071	8,883	1,848	21%	20,953	9,633	46%
	.971	7,051	3,406	48%	25,502	9,518	37%
	6.233	18,347	9,015	49%	26,247	19,307	74%
	22.052	43,747	16,313	37%	86,092	64,643	75%
	1.794	2,429	383	16%	11,997	6,132	51%
g .	.582	2,655	1,174	44%	4,677	2,413	52%
	5.862	12,510	4,082	33%	22,518	13,485	60%
	4.746	6,798	1,782	26%	23,414	8,118	35%
	2.025	6,659	3,869	58%	12,280	10,687	87%
	5.156	12,888	6, <b>229</b>	48%	31,374	19,915	63%
	1.062	2,838	643	23%	14,802	5,299	36%

## VISITORS' REGISTER

Arghways & Transportet COMMITTEE

BILL NO. <u>HB 161</u>	DATE	1/20/87	
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PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

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Frank Talamay	Fet 1 Box 87 Policy Mont	1	
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