

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

February 5, 1987

Representative John Harp, Chairman of the Highways & Transportation Committee, called the meeting to order at 1:00 p.m. in room 317 of the Capitol, Helena, MT.

ROLLCALL

All committee members were present, as was Mary McCue, the committee researcher.

Bills to be heard were HB 359, HB 376, and HB 385.

HOUSE BILL 359

Rep. Ed Grady, House District 47, sponsor of HB 359, said this bill takes care of a formerly federally funded program. It provides that \$54,000 of the fuel tax revenues appropriated for cities and counties be designated for the Montana Rural Technical Assistance Transportation Program; amends section 15-70-101, MCA; and provides an effective date of July 1, 1987.

The program has to have some share money put into it. It takes gas tax money, but doesn't affect the latest 3 and 3 cent proposed gas tax increase. HB 359 proposes to take \$54,000 out of the cities, towns and counties appropriation allotments to keep this program going.

PROPONENTS

ALAN JACKSON, Director of the Rural Technical Assistance Program (RTAP), Bozeman, explained this program is a resource center similar to the agricultural extension program. It provides information and technical advice to cities and counties about how to get the most for their transportation dollars. See exhibit #1. He urged consideration of the fact that safer, better roads and streets will not only help citizens but will have a favorable impact on business and the tourism industry.

ALEC HANSEN, representing the Montana League of Cities and towns, supports HB 359. The Rural Technical Assistance program provides a lot of benefit for the cities across Montana. Mr. Jackson has worked with our public works directors in putting together a program at our annual convention. We used to have this kind of a program and it

went away; they have brought it back. Everyone attending that convention felt they had learned something valuable. The types of services they do help the cities and counties to do a better job with the dollars they get in spending the gasoline tax and the tax dollars that go into the street and road departments.

Cities and counties are now in the insurance business and there is a tremendous amount of explosion in the operations on the thousands of miles of streets. Professor Jackson has a series of video tapes and signing and other safety aspects of the street department that are available, and we think that this is enormously helpful. This will reduce the amount of gas tax revenue going directly to the cities by \$27,000, but they think that is a very fair price to pay for the services that they receive from this program. Recommends the bill.

DICK NISBET, Director of Public Works, Helena, spoke in favor of the bill. The programs supply a great deal of training - they are not only for experts. They are very useful for maintenance activities for those who are unable to attend the conventions. They show the proper method of patching streets, or whatever. They have used these training programs in the City of Helena and many others in the state use the program and speak favorably about it. They provide bridge training also. It is a very responsible program that responds to the needs of the cities and counties. Urged support.

GARY WICKS, Director of the Montana Highway Department, supports HB 359. This program got started through federal funding using the resources of the department of highways (DOH) and the highway maintenance knowledge to try to get that information out to counties to help them do a better job of maintaining their road systems. We agreed to act as the passthrough agency for that money and did so when it was 100% federally funded, but they cut back to a 50% match fund. The DOH came up with the idea of taking the match money out of the state and local share of the highway earmarked fund. The money is to go to where it does the most good and \$54,000 is a small investment for the good that appears to be coming out of the program.

JIM ELLIS, Lewis & Clark County Road Supervisor, Helena, has realized a better relationship between the state and counties through the road supervisors training. They have sent some of his people to some of Professor Jackson's programs. It has helped them a lot. The programs make for good relationships.

BILL OLSON, Montana Contractors Association, supports HB 359 because the \$54,000 is still retained within the parameters of the use of gas tax funds. This money goes towards the training and education of the people who design and build the transportation system for cities and counties, and that it is putting the taxpayers money to the best use. Various entities have found that the contractor saves time and money. Fully supports this bill.

MARVIN KJEINJAN, County Road Supervisor, speaking on behalf of the Montana County Road Supervisors, said this program has grown with us and really increased our organization up to 30 counties now. Mr. Jackson's program has been mushrooming along with ours. He thinks some of the smaller counties that have not used this program are going to realize they need it. Encouraged support of HB 359.

MISSOULA COUNTY COMMISSIONERS wrote a letter to Rep. Harp supporting HB 359. Exhibit #2.

OPPONENTS - None

QUESTIONS (OR DISCUSSION) ON HOUSE BILL 359

Rep. Harper asked how long this program has been going? Mr. Jackson answered since January 1983. Do you have a list of the counties or cities that have used your services since that time? Mr. Jackson said he gave a gravel road maintaining course in 52 of the 56 counties. They didn't ask for it - I went out and gave it to them. The Road Supervisors Organization is a good parameter and 34 counties belong to that organization now, and all of those counties have used those programs.

Rep. Campbell asked if they lost their funding. Mr. Jackson answered not lost, but now the federal people require a 50% match which would require \$54,000 from HB 359 and \$8,500 from the university, and that comes up to \$62,500 which would be the 50% match for the \$125,000 a year program. The program is located at MSU in the civil engineering department.

Rep. Grady closed. It has been brought out how much the program is used and how much it is needed. It is a question of whether this money should go for a little more pavement or whether it is more valuable to provide training for keeping up with advanced technology in building and maintaining roads and streets. Hope the committee takes this into consideration.

EXECUTIVE SESSION

HOUSE BILL 359

Rep. Swysgood moved HB 359 DO PASS. Motion was unanimously adopted.

The committee reverted to hearing status.

HOUSE BILL 385

Rep. Mike Kadas, sponsored HB 385. It is an act requiring the department of justice to permit reregistration of light vehicles by mail and amends 61-3-535, MCA. This act clarifies that notices of reregistration shall be mailed to owners of light vehicles. The fiscal note shows a \$52,000 cost, so it isn't free.

PROPONENTS

SUSAN SPEERGEN, President of the MT County Treasurers Association, rose in support of HB 385. This goes back to the mail renewal reminder system that was curtailed just recently, and they feel very strongly that the department of justice be permitted to reimplement this procedure. By not having these cards it presents a very cumbersome procedure in their office to do mail renewal over the telephone. Basically that card that was sent out 99% of the time the fees were predetermined on the card, so the owner of the vehicle could very easily make out his check and remit it to their office and not have to stand in line or actually come into their office. It helps both those living in the cities and the rural people who would have to travel 70-80 miles. They cannot always give an accurate quote over the telephone. It is really a nuisance at this time. These notices have been sent out since 1970 and people have come to depend on them to renew their vehicles at the correct time. The efficiency of this program is seen through the fees that are calculated at the registrar's bureau. She would like to have the committee support HB 385 as they feel it is an important step in resurrection of these notices.

OPPONENTS - None

QUESTIONS (OR DISCUSSION) ON HOUSE BILL 385 Rep. Harper asked if \$104,000 is the cost over the biennium if the system stays the same? What happens if Sen. Ed Smith's bill passes? Rep. Kadas explained that Sen. Smith's bill worked into the fiscal note provides the revenue to cover this and the changes. Sending out of reregistration notices and figuring out what those fees are is a lot different and it costs money. If his bill passes we won't need the appropriation in this bill.

Larry Majeras explained the fiscal note, exhibit #3. The Governor's budget office recommended that \$52,000 be taken out of our budget. The actual cost of doing the whole thing which they did not recommend be taken away from us, actually the cost of mailers is \$99,000. The subcommittee included money for mailers in the subcommittee report. The only cost for this particular bill would be for writing rules which they had never written. Rep. Harp asked if the subcommittee put \$99,000 back where did they get the money? Mr. Majeras has submitted a bill in the Local Government Committee to increase the fees. When we get the information from the LFA in a report they are putting together now, showing what money at least they think they appropriated from that motor vehicle account, we will go through it and determine to what extent we would have to raise these fees to cover the cost of this program.

Rep. Mercer asked if that \$99,000 is an annual or biennial figure here? Mr. Majeras said that is an annual figure. It is about \$88,000 in mailing costs and the rest of it is for handling, printing, etc.

Mr. Majeras said his total budget is \$2,042,000 They wanted to show the difference without that \$52,000 in it and after it did have that amount in it. If you divide just the \$52,000 by the number of vehicles, it is .08 cents.

Rep. Swysgood asked how much besides the \$52,000 would be required to carry out this mailing program? Mr. Majeras said another \$48,000 would be required. Rep. Swysgood remarked that would make each notice cost \$.16. Mr. Majeras said it costs \$.14 to mail and about \$.02 for other costs.

Rep. Kadas asked if the cost of mailing in Senate Bill 200, Ed Smith's vehicle fee bill, is figured into the fiscal note there? Mr. Majeras said No, the cost identified for SB 200 was the cost of software changes that have to be made to allow us to assess a vehicle by a number so we could calculate the value, and did not include the cost of the mailers.

Rep. Harp asked if this bill would help at all as far as coupling with Rep. Miles bill with vehicle funding? SB 385 tells you that you will send out mailers, and you are saying you have no money to do that. Mr. Majeras thinks this bill does two things - it says we shall have a procedure for mailers and we will have to develop a procedure. If you go back in legislative history, that section was implemented in 1981 along with the governor's recommendation for the fee system. This bill also requires rules to be developed. Even if a bill is passed requiring him to do something, he is not going to do that unless he is funded. He thinks the

appropriations committee is the proper place to fund this program.

Rep. Kadas remarked that even if we passed this, even if we told you to adopt rules, to implement the mail registration procedure, you still might not do it? Mr. Majeras advised they had the choice between two things: they either quit issuing titles and filing liens or quit doing mailers. The law requires him to issue titles and file liens as well as other things. They are not doing all the things the law presently requires, they did not license auto dealers this year, they just extended their 1986 licenses; are not monitoring their activity or reviewing their reports; have suspended special licensing; suspended personalized plates for six months to allow his staff to work on titling which is considered their major function. That is also an economic function, if we don't issue titles, we are interfering with commerce, dealer business, individuals. Truckers and others depend very heavily on that title; they could not justify making any other decision.

Rep. Kadas closed saying it is important to get this on the House floor and talk about it. This is one of the ways that people are affected by state government. We save a lot of money by doing it this way if we look at all of state government rather than forcing people to go down and register their vehicle at the courthouse. It costs the counties a lot more money.

EXECUTIVE SESSION

HOUSE BILL 385

Rep. Thomas moved that HB 385 DO PASS.

Rep. Mercer suggested removing the words "adopting rules". How much trouble is it to adopt rules? Mr. Majeras replied it has already been argued internally to do this. It is not too much trouble.

Rep. Swysgood asked if the counties have the option to do this now? Mr. Majeras answered yes.

Rep. Harper believes the bureau could not refuse to relicense under present law 61-6-301 if they received a petition by mail. Mr. Majeras thought HB 385 referred to mailers. Apparently there are counties that continue to do the mailing of notices themselves. Rep. Harper asked if there had been any changes in the counties' procedure or assessment, they are going to be confused because how does the owner know how to send in the right amount of money? You are necessitating more pieces of mail or telephone calls if

people don't know how much to pay. Mr. Majeras told about different ways the counties are providing this service. He feels the notice by renewal cards is the most efficient way of reminding people when their vehicles have to be reregistered.

Rep. Mercer didn't think SB 385 mandated that mailers be sent out. If that is the intent it should be put in the bill. Mr. Majeras agreed that is not specifically required in this bill. He didn't know what the procedure would be unless we did it this way. This is the system they would prefer if they had the funds.

Rep. Harper didn't think it would hurt the department if they had sufficient funds to make available a form that would enable vehicle owners to figure out their own fees.

Rep. Harp appointed Reps. Harper, Mercer and Kadas to work on this bill with Mary McCue.

The executive session was closed and the hearing resumed.

HOUSE BILL 376

Rep. Loren Jenkins, House District 13, sponsor of HB 376, explained this is an act requiring the department of highways to maintain all paved roads connecting county seats; amends 60-2-203, MCA. This bill pertains especially to the highway between Fort Benton and Chester. The agreement between the highway department and the county when that section of road was paved, was that the state would take over the maintenance of the road after it was paved. When HB 376 was originally drafted it was for 159.4 miles. He didn't have accurate figures from a new fiscal note yet. He requested this bill be amended to tighten it down to his original intent. See exhibit #1. His intent was that a road will be paved between two county seats. These highways would have been paved before July 1, 1976 to comply with this bill. The premise that Choteau County and Liberty County were going under was from several letters from the State Highway Commission dated September 28, 1961, September 12, 1966, March 23, 1970, October 1974, June 22, 1979 and minutes of a June 26, 1979 meeting. All stating that the state would take over roads paved and maintained by the counties before July 1, 1976.

Talking approximately \$4,000. Although the state is short of money at the present time, this was a contract. If a bill to get this covered is not adopted, their other choice is to go to court - they have worked on this since 1973, 13 years. He feels the state does have an obligation to the counties to

take over the maintenance according to the agreement made between them.

PROPOSERS - None

OPPOSERS

GARY WICKS, Director of the Department of Highways, opposes HB 376. They have dealt with this problem specifically. The County Commissioners from the counties have been before the highway commission many times since 1976. When the DOH did their needs analysis for the primary system in 1983, and in the report submitted to the legislature, they identified the needs of the secondary system also. They understand these needs are very significant and these are one of the next major highway problems that is going to have to be addressed. The language in the bill is very vague, and even with the proposed amendments they believe it could cover a whole number of secondary roads that do connect county seats. They think there are five secondary roads that would qualify and meet the conditions of the law. These would end up costing the state about \$1.55 million in terms of initial cost for their equipment, the sand houses, the maintenance facilities they would need. Looking at an annual cost just to maintain it of about \$741,000 a year. That is their reading of HB 376 in the narrow sense of the law. Also within the definition of the law where they say the secondary, but not necessarily the shortest road between the county seats, are talking about a cost to the state highway program of \$5 million initially and \$1.2 million annually to maintain those roads. Talking about 310 miles of secondary highway. That is not Rep. Jenkins intent, but the way the bill is written it could be interpreted this way. A bill such as this was introduced before for a similar problem. The highway department doesn't object to maintaining these roads as long as the legislature provides the money to do it. The DOH does maintain some secondary roads. Would be looking at \$.02/gallon gas tax if you wanted to pick up that system.

The highway department was trying to develop the secondary road system in 1960 where the state would maintain the collector roads that fit into that system. In their 1986 budget they budgeted \$41.5 million for maintenance, and this year they have \$38.7 million. In 1981 they had 670 FTEs, the LFA is recommending in 1988 that be reduced to 629 FTEs. Have picked up from 18,000 miles of roads to approximately over 19,000 lane miles as the interstate is completed. Are still responsible for the frontage roads, and that is why that is figured into this. Have no way to upgrade the secondary system because the secondary aid system is run through the counties even though it is 75% federal and 25%

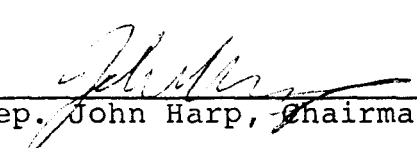
state. The determination of where the money is spent is at the county level. The only way to get money for these roads would be through the RTF funding, but that fund is already committed to upgrade the primary system between now and 1993. Unfortunately the highway department doesn't have the money to carry out their earlier promises. Lot of changes have been made in the budgeting area. 60-2-203 has been changed saying the department has a maintenance responsibility for public highways that we maintained as of July 1, 1976. It does not prevent the DOH from accepting new responsibility, it does keep them from getting rid of any responsibilities on the secondary roads that they currently maintain that properly should be maintained by the counties. After the law was passed in 1976 the highway department has consistently refused to accept maintenance on secondary highways because of the cost involved and the problem with the budget.

QUESTIONS FROM THE COMMITTEE - None

Rep. Jenkins closed thanking the committee for their patience. He is sure these roads are right, but with the 1976 amendment it will change the amount of miles we are talking about. The department still can take miles on. The letters were sent out from the state highway department to the commissioners after this road was built. The expense was in this road. The counties had maintained them. Since then it has been brought to the attention of the county commissioners that if they would do this it would be favorable for the state to assume it. They pulled money from other roads in their counties to maintain these roads to meet state specs to get the state to take over maintenance, so it is a question of fairness to these counties. Are we going to slide the expense down to these counties, or is the state going to take over maintenance as they originally agreed to do when the counties started building these roads? Hope you will give this a do pass. It will end up in appropriations, and maybe we can find the money there for the highway department.

Rep. Harp asked Mr. Wicks to give the committee updated maps showing the amendments.

ADJOURNMENT: There being no further business to come before the committee, the hearing was adjourned at 2:20 p.m.



Rep. John Harp, Chairman

STANDING COMMITTEE REPORT

February 5 19 37

Mr. Speaker: We, the committee on HIGHWAYS & TRANSPORTATION

report HOUSE BILL 359

do pass
 do not pass

be concurred in
 be not concurred in

as amended
 statement of intent attached

REP. JOHN HARP

Chairman

JH
1st

White

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STANDING COMMITTEE REPORT

February 17 19 37

Mr. Speaker: We, the committee on HIGHWAYS & TRANSPORTATION

report HOUSE BILL 385

do pass be concurred in as amended
 do not pass be not concurred in statement of intent attached

REP. JOHN HARP Chairman

REQUIRING MAIL REREGISTRATION OF LIGHT VEHICLES TO BE ALLOWED

Be Amended as Follows:

1. Title, line 6.
Following: "MAIL:"
Insert: "REQUIRING THE DEPARTMENT TO GIVE NOTICE BY MAIL TO A LIGHT VEHICLE OWNER OF THE NEED TO REREGISTER HIS VEHICLE;"
2. Page 1, line 10.
Following: "mail"
Insert: "-- reregistration notice by mail"
3. Page 1, following line 24.
Insert: "(3) The procedure implemented by the department to permit reregistration by mail shall provide for a written requirement to reregister his vehicle with the county treasurer."

Renumber: subsequent subsection

number notice by mail to a light vehicle owner

of the

First reading copy (White)
color

Written Testimony in Support of House Bill 359
by Alan Jackson, Director, Rural Technical
Assistance Program (RTAP) 2/5/87

71
2/5/87
209-1436

THE RURAL TECHNICAL ASSISTANCE PROGRAM, OR (RTAP), IS A RESOURCE CENTER SIMILAR TO THE AGRICULTURAL EXTENSION PROGRAM. IT PROVIDES INFORMATION AND TECHNICAL ADVICE TO CITIES AND COUNTIES ABOUT HOW TO GET THE MOST FOR THEIR TRANSPORTATION DOLLARS. TECHNOLOGY IN THE TRANSPORTATION FIELD IS CONSTANTLY ADVANCING AND THIS IS AN EFFORT TO KEEP LOCAL AGENCIES ABREAST OF THE TIMES.

WE PROVIDE INFORMATION, ADVICE, VIDEO TAPES, FREE RENTAL SERVICE, COMPUTA SOFTWARE, A QUARTERLY NEWSLETTER AND TRAINING.

FOR EXAMPLE, ONE PROBLEM IN THE COUNTIES ABOUT WHICH YOU WILL HEAR TESTIMONY TODAY IS FISCAL ACCOUNTABILITY IN THE ROAD DEPARTMENT. MANY COUNTY ROAD DEPARTMENTS HAVE MILLION DOLLAR INVENTORIES AND MILLION DOLLAR BUDGETS. YET FREQUENTLY THEY DON'T HAVE EQUIPMENT INVENTORIES, AND HAVE REAL PROBLEMS IN TRACKING WHERE THE MONEY IS GOING. I RECENTLY RECEIVED A CALL FROM MR. KIRK BARNETTE, EXTENSION AGENT, BIG HORN COUNTY, STATING THAT HIS COMMISSIONERS WANTED HIM TO LOOK INTO THE FREE SOFTWARE PROGRAM ~~TO COMPUTE ROAD DEPT.~~ OFFERED BY THE RTAP. THIS PROGRAM TRACKS LABOR, EQUIPMENT, AND MATERIALS BY ROAD DESIGNATION, BY ACTIVITY SUCH AS SNOW PLOWING, OR BY PROJECT NUMBER. IT ALSO PROVIDES TOTALS FOR BUDGETING PURPOSES.

WHEN WE GIVE THIS PROGRAM TO A COUNTY WE ENCOURAGE THEM TO HIRE AN MSU COMPUTER SCIENCE INTERN FOR TWO MONTHS TO INSTALL THE PROGRAM AND ENSURE COUNTY PERSONNEL KNOW HOW TO USE IT. WE WERE ABLE TO DO THIS IN GLACIER AND RAVALLI COUNTIES. AS A RESULT OF THIS EFFORT MORE COUNTIES ARE REQUESTING THIS SERVICE. TO DATE WE HAVE RICHLAND, TOOLE AND BIGHORN COUNTIES EXPRESSING INTEREST.

ANOTHER SERVICE WE PROVIDE IS INFORMATION AND ADVICE. COMMISSIONER JANACARO IS HERE TODAY TO GIVE TESTIMONY ABOUT HOW OUR PROGRAM HELPED JEFFERSON COUNTY WITH A BUDGET PROBLEM. SHE WILL ALSO COMMENT ON OUR RTAP TRAINING PROGRAM. MS. JANACARO RECENTLY ATTENDED A TRAINING COURSE IN GREAT FALLS ESPECIALLY DESIGNED FOR CITY, COUNTY AND STATE PERSONNEL TO FAMILIARIZE THEM WITH THE NATIONAL ASSOCIATION OF COUNTY ENGINEERS ACTION AND TRAINING GUIDES.

RICHARD NISBET, DIRECTOR OF PUBLIC WORKS, HELENA, IS HERE AND WILL ALSO TESTIFY ABOUT TRAINING. AT THE REQUEST OF THE PUBLIC WORKS DIRECTORS OF HELENA, BILLINGS, GREAT FALLS, AND MISSOULA I JUST COMPLETED TEACHING FOUR, TWO DAY SESSIONS OF THE AMERICAN PUBLIC WORKS ASSOCIATION CONSTRUCTION INSPECTION COURSE. IT WAS WELL ATTENDED AND IT WAS PARTICULARLY REWARDING TO SEE CITY, COUNTY, STATE, CONSULTANTS, AND CONTRACTOR PERSONNEL IN THE SAME CLASSROOM WORKING TOGETHER. DICK WILL ALSO SPEAK ABOUT ANOTHER RTAP EFFORT - TO BUILD ORGANIZATIONAL MEETING SUCH AS THE PUBLIC WORKS SUPERVISORS MEETING TO ENABLE PEOPLE IN PUBLIC WORKS TO EXCHANGE INFORMATION AND IDEAS ON A VARIETY OF PUBLIC WORKS TOPICS.

IN THIS REGARD WE HAVE TWO PAST PRESIDENTS OF THE MONTANA ASSOCIATION OF COUNTY ROAD SUPERVISORS, MARVIN KLEINJAN, ROAD SUPERVISOR, HULL COUNTY AND JIM ELLIS, ROAD SUPERVISOR, LEWIS AND CLARK COUNTY, WHO WILL SPEAK TO THE RTAP EFFORT TO BUILD THE ROAD SUPERVISORS ORGANIZATION AND ASSIST IN PROVIDING PROGRAMS FOR THEIR ANNUAL MEETINGS.

I CAN'T STRESS ENOUGH HOW IMPORTANT THE PUBLIC WORKS SUPERVISORS AND COUNTY ROAD SUPERVISORS ORGANIZATIONS ARE TO MONTANA. SUPERVISORS WHO ATTEND THESE MEETINGS CAN PERFORM THEIR WORK MORE EFFICIENTLY. NOT ONLY DO THESE SUPERVISORS LEARN BETTER WAYS OF DOING THINGS, THEY ARE ALSO MORE LIKELY TO RECOGNIZE WHEN LOCAL PROBLEMS REQUIRE OUTSIDE HELP, AND THEY KNOW WHERE TO OBTAIN IT.

WE ALSO HAVE REPRESENTATIVES HERE TODAY FROM THE LEAGUE OF CITIES AND TOWNS, THE ASSOCIATED GENERAL CONTRACTORS, THE MONTANA DEPARTMENT OF HIGHWAYS, AND MONTANA STATE UNIVERSITY. THEY WILL SPEAK IN SUPPORT OF CONTINUING THIS PROGRAM. FOR THE SIMPLE FACT IS, UNLESS WE CAN PASS THIS BILL THE PROGRAM WILL CEASE TO EXIST AND ALL THE BENEFIT IT PROVIDES TO THE ENTIRE STATE WILL COME TO A HALT.

IN THE DIFFICULT ECONOMIC TIMES THAT ARE FACING OUR STATE I URGE YOU TO CONSIDER THE FACT THAT SAFER, BETTER ROADS AND STREETS WILL NOT ONLY HELP OUR CITIZENS BUT WILL HAVE A FAVORABLE IMPACT ON BUSINESS AND THE TOURISM INDUSTRY.

RURAL TECHNICAL ASSISTANCE PROGRAM (RTAP)
TRANSPORTATION CENTER
FACT SHEET

RTAP:

The Montana Rural Technical Assistance Program was established in January 1983 to help local agencies in Montana improve their roads and bridges through the sharing of technical information and knowledge. By improving the dissemination of this information, the program is intended to promote efficient use of these agencies' scarce resources. It is one of 42 such programs established in states across the country. The RTAP Transportation Center is located in the Department of Civil and Agricultural Engineering at Montana State University.

NEED:

The recent economic problems that Montana is living with and enduring have a devastating effect on funds available for local transportation demands. There are simply too many miles of streets and roads for cities and counties to maintain. The total estimate of the dollars required to upgrade the local road network is \$8 billion according to the Final Report of the Governor's Task Force on Infrastructure. Add to this the potential liability caused by the loss of sovereign immunity, and the need for information on how to spend the transportation dollar wisely is readily apparent. Small towns and rural counties do not have and can not afford college trained engineers on their staffs, but they do need to recognize when local problems require outside help and where to obtain it. Because every community has an impact on how Montana is perceived RTAP is providing public works technology to both urban and rural areas.

SERVICES:

The Rural Technical Assistance Program staff provides these services:

- * Operate a technology transfer center which offers information and guidance on transportation matters to local agencies. The center ties together the expertise of the Montana Department of Highways, the Federal Highway Administration, other RTAP Centers nationwide, Montana State University and the private sector, including consultants and the contractors.

- * Publish a quarterly newsletter with articles on innovative ideas and details about educational programs to 127 municipalities and 56 counties in Montana.

- * Provide educational material in the form of video tapes, films, slide tape sets, microcomputer software and publications.

- * Conduct short courses, seminars, and workshops on various aspects of local transportation engineering such as maintaining gravel roads, culverts, and safety features for roads and streets.

* Collect public and commercial computer software appropriate for local transportation agencies and provide training in its use for local personnel.

* Serve as a catalyst in the development of the technical organizations that support the local transportation officials, including the Montana Association of County Road Supervisors, and the Montana Section of the American Public Works Association.

RESULTS:

Results achieved through efficient engineering practices more than pay for RTAP. Guidance to cities and counties has been given in many areas. Specific examples are: Chinook - street widening, West Yellowstone - consultant selection, Feton County - bridges, and to Liberty County - sewers. The newsletter has generated usage of magnetic cartilage, filter fabrics, lime, and computer software. Over 500 people have attended training and made use of the RTAP video tape library. Glacier and Ravalli Counties have computerized their road departments using free RTAP software to track labor, equipment and materials. Since RTAP began there has been increased membership in the Montana Association of County Road Supervisors. An annual meeting of Public Works Supervisors has been established. The RTAP efforts in these associations is most important because members not only have access to new ideas and better ways of doing things, they are also more likely to recognize when local problems require outside help and to know where to get that help.

LOCAL SUPPORT:

Letters from local agencies and resolutions from the Montana Association of County Officials and the Montana Association of County Road Supervisors in support of RTAP are available upon request. Monetary support of \$2,450 from 23 counties and 13 cities (representing 78% of Montana's population) has been received in the form of \$100 subscription fees for the newsletter and videotape service. Pledges of \$1000 have been received from the Association of General Contractors.

FUNDING:

RTAP has been fully funded by the Federal Highway Administration through the Montana Department of Highways at the rate of \$125,000.00 per year since January 1, 1983. Beginning January 1, 1987 matching funds (\$62,500) are required to continue the program. Montana State University is providing the match through June 30, 1987. A legislative bill is being proposed to fund the program on a permanent basis. The bill states that fifty-four thousand dollars (\$54,000) of the fourteen million dollars (\$14,000,000) fuel tax revenues appropriated for street and road repair for cities and counties shall be set aside for the purposes and functions of the Montana Rural Technical Assistance Program. Montana State University will contribute \$8,500 enabling us to obtain the maximum matching funds of \$62,500 from the Federal Highway Administration.

MISSOULA COUNTY

BOARD OF COUNTY COMMISSIONERS

• Missoula County Courthouse • Missoula, Montana 59802
(406) 721-5700

EXHIBIT # 2

BCC-87-063
February 2, 1987


Representative John Harp, Chairman
Highways and Transportation Committee
Montana House of Representatives
Capitol Station
Helena, MT 59620

Dear Chairman Harp:

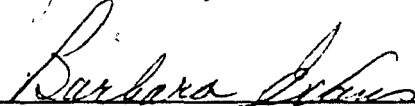
We are writing in support of HB-359, which would appropriate \$54,000 of fuel tax revenues to the Montana Rural Technical Assistance Program. We have reviewed this legislation with our County Surveyor, and we concur with his findings: that while HB-359 will cost Missoula County \$2,000, it is worth it. The RTAP provides a valuable service that our own Road Department uses, but more importantly, it provides a service that is absolutely vital to smaller counties which do not have large road departments and staff.

Sincerely,

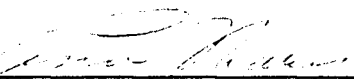
BOARD OF COUNTY COMMISSIONERS



Janet L. Stevens, Chairman



Barbara Evans, Commissioner



Ann Mary Dussault, Commissioner

BCC/HS/lm

cc: Missoula Legislators
Gordon Morris, Executive Director
MACo
Horace Brown, Missoula County Surveyor
Alan Jackson, Director
Rural Technical Assistance Program

STATE OF MONTANA - FISCAL NOTE
Form BD-15

In compliance with a written request, there is hereby submitted a Fiscal Note for HB385, as introduced.

DESCRIPTION OF PROPOSED LEGISLATION:

An act requiring the Department of Justice to permit re-registration of light vehicles by mail.

ASSUMPTIONS:

- 1. 635,000 re-registration notices will be mailed in FY88 and FY89; and it will take 800 man-hours to accomplish this task.

FISCAL IMPACT:

	FY88		FY89		Difference
	Current Law	Proposed Law	Current Law	Proposed Law	
State Special Revenue					
<u>Expenditures:</u>					
Personal Services	\$ 1,256,364	\$ 1,256,364	\$ 1,255,425	\$ 1,255,425	\$ 0
Operating Expenses	669,306	721,306	661,391	713,391	52,000
Equipment	64,703	64,703	32,330	32,330	0
TOTAL	\$ 1,990,373	\$ 2,042,373	\$ 1,949,146	\$ 2,001,146	\$ 52,000

David L. Hunter DATE 1/29/87

DAVID L. HUNTER, BUDGET DIRECTOR
Office of Budget and Program Planning

Mike Kadas
MIKE KADAS, PRIMARY SPONSOR

DATE 1-29-87

Fiscal Note for HB385, as introduced.

Amendment to House Bill 376, Introduced Bill

Page 1, Line 15 Following: "highway"
Strike: "or portions thereof"
Insert: "paved on or before July 1, 1976"

Page 1, Line 16
Following: "two"
Strike: "or more"

#1
2/2/67
376-Rep. [unclear]

VISITORS' REGISTER

Highway 29 Transportation COMMITTEE

BILL NO. H.R. 359 HB 376

DATE February 5, 1967

SPONSOR HS-375

NAME (please print)	RESIDENCE	SUPPORT	OPPOSE
Richard Nisbet - 359	City of Helena	✓	
Bill Olson - 359	MT Contractor	✓	
Jesse Ferguson - 385	MT Co Recreators Assoc	✓	
Jaime Tule - 359	Associated Teachers MS4		
Edell Tule - 359	" "		
C.R. Hanson 359	Revere's Blakes	✓	
Tom E. Hiss. 359	" "	✓	
ALAN JACKSON - 359	BOZEMAN	✓	
Gordon Morrison	MPCC 376	✓	
Gregory T. W. [unclear]	MT OIL 359	✓	
Gregory T. W. [unclear]	MT OIL 4376		X
Bill [unclear]	MLCT	✓	
Larry Mapen	Motor Vehicle Div 385	✓	

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.