

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

February 17, 1987

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

ROLL CALL

All committee members were present except Rep. Kennerly who was excused. Mary McCue, researcher from the Legislative Council was present.

Bills to be heard were HB 656, HB 528, HB 607, HB 580, and HB 650.

HOUSE BILL 656

Rep. Edward Grady, House District #47, sponsored HB 656 which is an act including fertilizer haulers among those eligible to pay gross vehicle weight fees of 55% of schedules; amends 61-10-205, MCA; and provides a delayed effective date. This bill lowers the price to haulers of fertilizer to 55% of the fees provided in Schedule I and Schedule II as provided in 61-10-201 and 202. These are for the trucks that actually spread the fertilizer in the fields. They are on the highways a small percentage of the time and are used in the spring and fall seasons for a short period of time.

PROPOSERS

PAM LANGLEY is a registered lobbyist for the Montana Agricultural-Business Association, which represents fertilizer and chemical dealers from large companies like ConAgra to the single-person crop dusting operation to elevators which also sell chemicals and fertilizers to the small independent fertilizer dealer. They ask through HB 656 that their highway use be looked at, then their GVW fees set accordingly. This bill does not include fertilizer whole-salers or fertilizer plants. The burden of proving eligibility for the 55% GVW fee is on the fertilizer dealer. See her testimony, EXHIBIT #1.

GIB GOODMAN, owner and operator of Agri Feeds in Helena with his two sons, and have been in business 15 years operating a small fertilizer, feed and seed business. He supports HB 656

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primarily because of the uniqueness of their business in the use of these trucks. They think it is a fair bill. The maximum distance they operate is within a 40 mile radius out of Helena, the majority of it is within 20 miles. The majority of the time these trucks are used is in the field. Fertilizer trucks are used a maximum of 75 days on the road. This is one of their fixed costs, and any help from the legislature in reducing those costs would be most helpful, therefore he urged support on HB 656.

JOE WIDHALM, manager of the Power Farmers Elevator Company, supports HB 656 because it does deal in fairness and relates to the use they do put on the roads. He supports what has been said and asked for support.

JOHN CIRALLI, works for Cenex Services in Great Falls, and is also on the Board of Directors for Montana Ag Business Association. He strongly supports HB 656 because he feels it is a marketable way to assess the GVW fees for a lot of the small to medium-sized fertilizer dealers in Montana.

TERRY MURPHY, President of Montana Farmers Union, wished to add a word of support for HB 656 as a matter of equity.

OPPONENTS - None

GARY WICKS, Director of the Montana Department of Highways, opposes HB 656, but he will leave most of his testimony for the next bill.

QUESTIONS (OR DISCUSSION) FROM THE COMMITTEE

Rep. Kadas asked what the process regarding the one month payment is. How cumbersome is that? Mr. Wicks answered they don't think it is cumbersome. In 1982 the Governors Transportation Advisory Council looked into the whole issue of not being able to get reduced fees for reduced usage. Their recommendation was instead of reducing the 100% GVW fee down that the highway department go to a monthly fee basis. That is how they have addressed the problem. The bill they had in the 1983 legislature addressed the problem of only using roads for a certain number of months out of the year.

Jesse Munro, Administrator of the GVW Division, said they do allow the monthly GVW people to go to the county courthouses and pay it locally. They have a monthly billing system where they send out a bill, and they can pay by mailing a check.

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Rep. Kadas asked Mr. Goodman the same question. He thought the primary point on the month by month purchase of the bill in the fertilizer business, although it is highly seasonal, there is still a tremendous variation of times that you actually go out onto the jobs. For instance, they might have two jobs in December on hayfields, might have 20 jobs in March, 10 jobs in April, so the monthly fee system wouldn't work for them. They would end up paying more than for a year just because of the nature of the business. Weather has an effect, moisture affects condition of the fields. This is a more equitable bill and easier for them to manage if it were just reduced a little down to the 55%. The problem is that they might have to go in and buy a 100% GVW to do a 20-acre field.

Rep. Grady closed saying the monthly deal has been an alternative, but as brought out in the comments, it just doesn't work in this business where they are dealing with the weather and may buy a whole month and may be able to spread only two days out of that month. This is the only alternative we can go to to relieve the cost to these people and they in turn will move it on to the agriculture people who buy fertilizer and reduce their costs of buying fertilizer. We are not talking about a great amount of money here and it just sounds in all fairness to be in the same class as the cement people.

HOUSE BILL 528

Rep. Paul Rapp-Svrcek, House District #51, Thompson Falls, chief sponsor of HB 528 which is an act reducing to 55% of GVW fees charged dump trucks; amends 61-10-205, MCA; and provides a delayed effective date. This is at the request of a constituent of his who has an excavating business who is concerned about the way his dump trucks are taxed. Presently, dump trucks are at 100% and as explained to him they are on the road a maximum of nine months a year. They are running empty half the time. They feel the rate is excessive for the amount of use they put on the roads. Cement trucks and similar vehicles are taxed at 55%. Logging trucks are taxed at 75% and farm trucks at 16%, and those types of vehicles use the highways more than dump trucks do. He has no problem with paying the monthly fees, it is the rate with which he has a complaint. He wants the rate to be brought in line with what he thinks is more equitable use of his truck line. He agrees with him. He has no argument with the fiscal note, but it is a matter of equity.

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PROPOSERS - NoneOPPOSERS

BEN HAVDAHL, Montana Motor Carriers Association which is a part of the Montana Highway Users Conference, and they have taken the position on this bill opposing it because of the \$571,000 loss to the highway fund. This legislature has just raised vehicle taxes and gas taxes on vehicles to raise some \$15 million per year for a bonding program to pay for the primary highway system. The new revenue was needed in addition to all existing highway funds, and they agree the DOH could not stand a revenue loss of over \$500,000 which is equivalent to a one-half cent in diesel taxes. He can't disagree with the empty miles a dump truck travels. The Montana Motor Carriers also has a number of motor carriers that travel with the same problem that are paying the 100% GVW fees. Auto carriers never have anything to haul back, the petroleum bulk carriers, dry bulk cement carriers, and specialized hopper trailers, livestock haulers, and other specialized carriers hauling heavy equipment to job sites, wood chip haulers all are one-way carriers. They would support this bill if all those carriers were included in the 55% fee as a matter of equity.

The Senate has passed SB 44 by a hefty vote and that will place all trucks one and one-half tons and heavier and all trailers into class 8 property tax from class 10. The taxable value of class 10 is 16%, class 8 is 11%, and that is a 30% reduction in property taxes on equipment and assuming that the legislature and House passes that legislation, the effects of that will be a reduction on a truck property tax by about the equivalent effect on a dump truck in this bill. It would be about, depending on the property tax, \$1000 to \$1200. It would be somewhere between \$300 and \$360 in the reduction in property taxes. Based on the fiscal note it shows that 100% of the dump truck fees at \$668.75 and 55% of that would be \$367.81, a difference of \$300.94 which is about what SB 44 would do in relief to these trucks as well as all trucks.

GARY WICKS, Director of the Department of Highways, opposes HB 528 and HB 656. The primary reason is the fiscal impact on the highway program and the availability of funds for maintenance and construction activities. HB 656 would lose \$49,000 and HB 528 would lose \$571,000 per year. Some other bills are in the legislature that have a significant impact on the highway program. SB 224 has passed the Senate and will

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cost the DOH \$360,000. The appropriations committee has already allocated \$400,000 per year for the communications bureau within the highway patrol. HB 136, the gas tax increase that has just been passed, is yet to be signed by the Governor. Now there is the process of taking that money away. If that continues and more money is taken away from the highway account, somebody will be back here in 1989 or 1991 asking for more money. He is real concerned about what will happen to the highway department when they work their way through these small bills and you see the cumulative impact.

The second point is annual fees. The Transportation Advisory Committee the Governor set up in 1982 and the Legislative Committee addressed the problem of the fact that some trucks only use the highways for certain periods of the year and the monthly fee takes care of that problem very well.

The third point is that there has been no GVW increases enacted by the legislature since 1969. He thinks the legislature hasn't taken the position that they should increase these rates. That should be worth considering when deliberating these bills.

GARY BENNETT, represents the Montana Highway Users Federation, whose board of directors includes the Montana Motor Carriers, State Chamber, Logging Association, Automobile Dealers, Farmers Union, Stockgrowers, Mountain Bell, AAA, Montana Taxpayers Association, Montana Petroleum Association, Montana Farm Bureau. The MHUF adamantly oppose legislation for diversion of highway funds that we are looking at in HB 528. If you add up the cumulative impact of all of those little bills, you are talking about some very serious money. If you persist along these lines with these special interest bills, it isn't very long until we have a lot of dump trucks full of seed potatoes, but we don't have any roads to run them on!

QUESTIONS (OR DISCUSSION) FROM THE COMMITTEE

Rep. Thomas noticed these two bills give concrete trucks a discount, why are we doing that? Mr. Wicks didn't know the reason why specific trucks have gotten discounts. Obviously they persuaded the legislature that there was a reason for doing it. As was mentioned before, farm vehicles are at 16%, others are at reduced rates. He wasn't there at that time. That can only go on so long before there aren't any GVW fees which right now bring in about \$22 million to the highway fund.

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Rep. Mercer asked the justification for treating people differently? Some people apparently haul loads full time, and this person in with this bill only hauls loads part of the time. What about those other people who haul loads part of the time? Rep. Rapp-Svrcek said the question is the nature of the hauling that is being done. Dump trucks are affected by their nature, they can haul only one way, and they are affected by the weather because they can only work part of the year. Rep. Mercer asked what about water trucks, chip trucks? Rep. Rapp-Svrcek answered when he first looked into this whole issue, he went over to the GVW and was advised the GVW fees hadn't been looked at in a comprehensive manner since either 1956 or 1959, so perhaps it is time to start looking at all the vehicles that by the nature of their work only haul one way, and perhaps set them at a certain rate and so on.

Rep. Harp asked if Rep. Rapp-Svrcek would be opposed to amending HB 528 to include farm vehicles, readymix, logging trucks and lowboys all at 100%, then everybody would be equal and we wouldn't have the present disparity in our GVW rate schedules? Rep. Rapp-Svrcek didn't think moving those up to 100% would be an equitable way to go about it. There could be some merit to lowering some of those to the 55% rate. Rep. Harp said if the legislature were to lower all of the semitrailers and trucks in Montana to 55%, and they are presently paying 100%, we could reduce the highway funding by maybe as much as \$10 million.

Rep. Roth wondered why a dump truck could not run all year. Rep. Rapp-Svrcek said the gentleman he has been working with indicates that it is very difficult to haul gravel that is frozen solid. Just the nature of the business and the things they haul. They don't work in the winter.

Rep. Harper asked if Mr. Bennett's opposition on HB 656 is the same as on HB 528. Mr. Bennett said their position is the same.

Rep. Rapp-Svrcek closed saying it is a matter of fairness.

HOUSE BILL 607

Rep. Nancy Keenan, House District #66, chief sponsor of HB 607, presented the committee with a map showing highway sign proposals. This bill is an act appropriating money to the Department of Commerce for a statewide inventory of and a comprehensive plan for a system of highway signs; and

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provides effective and termination dates. These signs would direct or control traffic, provide tourist information, explain historic significance of points along the highway, point out recreational sites, call attention to scenic attractions, or provide other information intended to enhance the experiences of visitors to Montana. She is asking for a comprehensive plan. If you are a person coming into Montana, our signage is so poor they don't know where they are going or what is available. First, an inventory will be taken and a plan developed. Until just recently there were no signs on the edges of the state. The signs that are in place are incomplete and vague.

PROPONENTS

SHEILA PENDLETON, Vice President of the Pintler Scenic Route, said they presented this plan to the Governor a month or so ago. She indicated on the map how the present signage is not adequate and is lacking in good directional presentation of the various sites that would be of interest to visitors. None of the many interesting and useful places in Montana are listed on signs along the highways. For the sake of tourism and the state something is needed along the highways to get people off the interstate highways. Montana has a lot to offer but nobody is really using it.

JIM SUELWORTH, Phillipsburg, President of the Pintler Scenic Route, is a newcomer to Montana and is very well aware that the lack of signage is almost universal in Montana. He feels we are inviting tourists into the state, but are not showing them where to go, are not keeping them in this area and are sending them to Spokane and Twin Falls. In Kalispell it is the same way. Eastern Montana is sending them to Canada and North Dakota. He feels this signage could be a real asset in 1989 for the Centennial and work should be done on it. As a committee they have started working with the Forest Service and have given them proposed signage. they are very interested, and they are looking into establishing new signage in the area and have asked for their continued interest. If we are going to invite these tourists here, let's keep them here and not send them out of state.

BLANCHE POOL, belongs to the Pintler Scenic Route committee and is also Chairman of the Heritage Involvement Committee of Anaconda. This committee is trying to encourage tourism which is also the goal of the state. As a business person she questions many of the tourists who come into her business about what they have seen and what they utilize in the Pintler

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area. All they did was drive down a beautiful road. Probably not too many will come back. People are not being given the information to be able to enjoy these places. Businesses have a sign and Montana needs some tourist signs to tell people what there is.

FELIX DOWN, Georgetown Lake, has a lodge across the lake. If they get signs to get people in, he still needs a sign to get them to the other side of the lake. The Denton's Point sign does not indicate where his lodge is. Signs need to be more informational.

BOB ARCHIBALD, Montana Historical Society, appeared in support of HB 607. His comments are specifically addressed to historic sites, archeological sites, etc. Montana did its historical marker program back in the 1930s and it was a model for the nation at that time. It is now some 50 years old and encompasses some 130-140 signs or so, scattered around the state. Perhaps more in the western part of the state than the eastern; many are now located on secondary roads. They were constructed before the interstate system went through. Over the last couple of years together with the highway department, an inventory of those has been made and a renovation of some of them. That model 1930 program is sadly out of date given the change in the road system and given the public's enhanced increased interest in historic sites, markers, museums as points of interest. Recent studies conducted nationwide have indicated that the availability or attraction of historic sites is one of the top or the primary two or three factors that a family or potential vacationer considers when deciding what destination to head for. He would suggest that that information points to the fact that historic sites are a primary factor in attracting tourists. This inventory as proposed in HB 607 is a first step. We do much to encourage and attract tourists to our state but we need to do more to direct tourists to the things they come to Montana to see. That includes historic sites, such things as the Bob Marshall Wilderness Area which is the largest wilderness area in the U.S. (but there is no marker to explain how that happened and the significance of it), and other natural features. He encouraged favorable consideration of HB 607. It would encourage Montanans but perhaps mostly tourists to explore our state and to spend more time here.

OPPONENTS - None

QUESTIONS (OR DISCUSSION) FROM THE COMMITTEE

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Rep. Roth asked if the sponsor would object to an amendment to be certain that no private enterprise or commercial activity takes place with these signs? Rep. Keenan did not think that was necessary because all she was asking for was an inventory, and secondarily a long-term plan. Rep. Roth wants to avoid getting into a situation that would pit one business against another. She does not want to put specific names on Montana's highways. She wants the signs to say what recreational and other interesting opportunities are available in certain areas.

Rep. Stang asked if the inventory will take into consideration all the road signs? Rep. Keenan said her inventory plan is to take into consideration all the historical, recreational, etc., highway signs.

Rep. Swysgood remarked what she planned to do with \$35,000 is quite extensive. Rep. Keenan said the highway department already knows pretty well what is out there. There is some inventory of what historic signs are out there. We know we need more, and at the point we know what is out there, then we ask communities to say what do you think needs to be out there? Then the plan is developed. Rep. Swysgood thinks it is a good plan.

Rep. Harper thought there is another bill in that provides for a highway sign allowing advertising from a private business, and it is sort of a combined effort. Do you see that as dovetailing with your bill? He doesn't see the two as mutually exclusive. If we could get any help on highway signs, and any help on purchasing these signs it would be fine. She imagined they would dovetail, but it would be a policy decision. The plan would make the policy decision of what would be allowed on the signs.

Rep. Thomas thought this is a great idea. We know the appropriation could be in some trouble, otherwise it would slip right through. Do we have any control with the county road departments? Could we ask each of the county road departments to do this for their own county? That would be breaking down the requests to 56 units and asking those departments to provide us with the same inventory in their county? He thought his county could accomplish that without any expenditure because that is probably where it will run into trouble. Mr. Wicks was not aware of any authority they have to mandate counties to do the work contemplated in the bill.

Rep. Campbell asked if the signs in the rest areas are historical signs? Mr. Wicks said they allow local areas to

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put up signs at any of the rest areas explaining anything they want in terms of what the attractiveness of that area is. The local people are responsible for putting up the signs and maintaining them. It is the one flexibility the DOH has to allow a community to get some word out to tourists.

Rep. Harp asked about line 17, page 2, you mention that the Department of Commerce shall deliver its complete inventory of existing highway signs. The DOH is basically going through all of their inventory on signs on the interstate and upgrading them. They are going through a bid letting on this. He thought the DOH would be the natural catalyst for that inventory because that is who is maintaining them right now. Rep. Keenan didn't disagree with that but she feels that the tourism department in Commerce is going to be a little bit more sensitive to signage rather than getting from point to point. That is why she is intent about Commerce in working with highways.

Rep. Keenan closed saying she has available the highway project Idaho is doing and that is where they got started on doing this for Montana. A lot of attention is being focused on tourism this session. You have to get those people off that interstate, and you have to tell them all the things that are available. She is asking for a reasonable plan, but it does cost some money. She would be glad to spend time with any committee members in detail on this.

HOUSE BILL 580

Rep. Charles Swysgood, House District #73, chief sponsor of HB 580, explained this is an act allowing a flashing amber light on a mail delivery vehicle. This is in safety's name. Right now some mail delivery vehicles have amber lights on them, but there is no statute that gives them the authority to do this or the postal authority to grant them permission. That is what HB 580 does.

PROPOSER'S

JOHN WALSH, Montana Rural Carriers, Belgrade, President of the District #3 Carriers Union, and Chairman of the Missouri Headwaters Rural Employee Involvement Team, and a state committee member, supports HB 580 wholeheartedly. See his testimony, EXHIBIT #2. He handed the committee some letters from other rural carriers, EXHIBITS #3; and he turned in a couple of petitions, EXHIBITS #4.

He put a flashing light on his vehicle and he immediately noticed more attention was paid to it. It has greater

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visibility, and makes for greater safety to all concerned. Everybody he represents urges passage of HB 580.

DALLAS MIKES, President of the Rural Carriers of Rural Route #1 in Helena, and Past President of Montana Rural Carriers, explained and demonstrated a sign commonly used in most all states. This operates from a two-way switch. It had both a red and amber light. The present light is illegal in Montana. That is why he urges passage of HB 580.

TOM HEYES, Safety Specialist for Western Montana for the Postal Service, said very often mail carriers are half off and half on the road servicing boxes. They feel they have been lucky in avoiding fatalities both to the general driving public and to their employees in the last number of years. They strongly urge passage of HB 580. See his letter, EXHIBIT #5.

OPPONENTS - None

QUESTIONS (OR DISCUSSION) FROM THE COMMITTEE

Rep. Thomas asked if this would only apply to the amber light. The red ones are OK, but this allows the orange amber color? Mr. Heyes was not sure as to the position of the amber lights, but this is easily rectified by ordering amber on both sides.

Rep. O'Connell said this addresses rural mail delivery. Can these be used in the city also? Rep. Swysgood thought in the city vehicles they are probably under the control of the U.S. Postal Service to a great degree and that would have to come under their federal laws. This just gives them a tool to allow this if they get permission from their district headquarters. Mr. Heyes answered that on behalf of the rural carriers, they asked to purchase lights to be put on the carriers vehicles. They wrote and asked if they could do it and were told no. They are willing to purchase the lights. They want to do it selectively, they do not want to do it to blanket the areas. There are a lot of areas that are extremely dangerous. It is not such a problem in the city areas, however there are some that are a problem. The bill gives them the flexibility to do it in selected dangerous areas.

Rep. Swysgood advised that comes under existing statutes which relate to emergency vehicles, police and fire trucks, etc. under the department of justice, and this will

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just become a part of that. This is just a new section in that law. Rep. Harp asked if the department of justice had any problem with this. Rep. Swysgood advised they didn't say anything. Rep. Smith thought there might be a problem with a red light, but not an amber one.

Rep. Swysgood closed. In the name of safety this bill addresses the problem they have in the rural areas and gives the postal service the flexibility to either do this or not. He expected it to leave the committee with a Do Pass.

HOUSE BILL 650

Rep. Roth, House District #90, sponsored HB 650 which is an act defining motorbike; prohibiting the use of motorbikes within one mile of the city limits of an incorporated city or town; and providing an immediate effective date. This bill addresses a serious problem within the city for kids riding loud obnoxious dirt bikes. Presently you can't do anything about it. The police can not do anything about it, and it goes on and on in his area. It is a serious problem and needs to be addressed.

PROPONENTS

EDWARD M. FOLEY is not a lobbyist, does not represent commercial interests. He is from Butte representing himself, his family, and some families in his neighborhood whose names are on EXHIBIT #6. He agrees with Rep. Roth. His neighborhood is an island with vacant lots on the east and west, and long unused mining property on the south. They are a magnet for all the recreational vehicles that drive in Rep. Roth's bill. The only time they have peace and quiet is in the winter. From March to November their environment goes downhill. This is an activity that is usually engaged in by 13-15 year old people.

The noise level is terrible. He uses a pair of ear mufflers to study or correct classroom papers. They have called the police for years. They can do nothing on private property. They have no avenue to take as far as this problem goes. Scientists and medical people have pointed out to them the detrimental effects of constant noise. Most of them have lived in that area for about 25 years, are taxpayers and are very irritated that they are constantly harrassed by this constant noise and interruption to their environment. It lowers the quality of life and their environment. He thinks this problem exists in many areas and this bill can help because it will give the police the power to do something about it. He asks support for HB 650.

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OPPONENTS - None

QUESTIONS (OR DISCUSSION) FROM THE COMMITTEE

Rep. Fritz asked if there are already laws that prohibit motorbikes from operating within the city? Rep. Roth said Yes in some cases, but they are still not able to enforce them if it is on private property. Mr. Foley said his property is within the city limits.

Rep. Harp questioned if this bill would stop people from using motorbikes that are unlicensed that are being used on private property? Rep. Roth said it gives the police the power to do that. Rep. Harp asked what is the constitutional question to that? Rep. Mercer thought it would be like a zoning thing.

Rep. Smith is assuming that they are ridden on the streets to get there. How do they get those unlicensed motorbikes? Rep. Roth answered they ride them on the streets, but the police can't catch them, and they can't catch them when they get on the lots. In order to catch them on the street, a cop would have to be there waiting for them. If a cop is there waiting for them, they just get off and walk and push the bike over to the lot and start up. It is a problem. Rep. Jones said snowcats in the winter are a problem for them.

Rep. Harper reminded there is a 'catch all' provision which covers the concept of nuisance, but Mr. Foley has no doubt covered that. He has no idea of how to get a handle on these kids that are terrorizing you. He wondered if the entire problem could be addressed by narrowing the concept of nuisance to the point where you could protect your own sanity. Rep. Roth said the off-trail people are aware of this and one of the reasons they are not in here in force, is that this does not deal with anything out in the hills. This just deals with people in neighborhoods in the cities and that is the purpose of this. It is just giving the police the power to handle it.

Rep. Swysgood said within one mile of the city limits in his area they have a lot of irrigating and the irrigators ride these bikes and a lot of these places are within a mile of the city limits, will this prohibit them from using a motorbike? Rep. Roth said you would not have a problem with that because you aren't going to get complaints on them. Rep. Swysgood wished he could be that sure because once a law, it is a law.

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Rep. Campbell didn't think you could give police the power to arrest like that outside the city limits. Rep. Roth thought the sheriff would be in charge unless they were in pursuit. This will allow the sheriff's department to handle that. It doesn't restrict it to the police.

Rep. Glaser asked if noise restricters had been considered, and Rep. Roth said Yes, but they don't use them. Rep. Glaser suggested an amendment in section 2 requiring noise suppressors. Mr. Heyes advised as far as a noise suppression goes, there has to be a definition of the decibel level.

Rep. Roth closed.

EXECUTIVE SESSION

HOUSE BILLS 656 and 528

Rep. Jones moved both bills BE TABLED. Reps. Swysgood, Glaser, Campbell voted no; Rep. Jones abstained; the other committee members voted to TABLE both bills. Motion carried.

HOUSE BILL 607

Rep. Kadas moved DO PASS. Rep. Harper moved an amendment to this bill, see EXHIBIT #7. Rep. Thomas would like to have this bill get through without an appropriation. Should look at ways to get this done without spending state money. Local entities should be urged to help with this inventory. The amendments were approved unanimously.

Rep. Kadas moved HB 607 DO PASS AS AMENDED. Motion carried unanimously with those present. Rep. Roth was absent at the moment.

HOUSE BILL 580

Rep. Swysgood moved HB 580 DO PASS. Motion passed unanimously.

HOUSE BILL 650

Rep. Kadas moved HB 650 Do Pass. Rep. Thomas moved to amend the bill on page 1, line 18 to exempt agricultural use from compliance in the bill. EXHIBIT #8. Amendment was adopted unanimously. Rep. Kadas moved HB 650 DO PASS AS AMENDED. Reps. Harp, Stang, Jones, Swysgood, Harper and Mercer voted No; Reps. Kennerly and Poff were excused; all others voted Yes. Motion HB 650 DO PASS AS AMENDED was adopted.

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HOUSE BILL 291

Rep. Roth moved HB 291 DO PASS. Rep. Harp said the amendments were ready including the surcharge and the 65 mile per hour language because of the possible federal change. Rep. Roth moved the proposed amendments. See the amendments on the standing committee report. After considerable discussion these amendments were adopted unanimously.

Rep. Stang suggested making it \$10 instead of \$7, with the other \$3 going to the department of justice to reinstate the drivers license exam stations in the state. Rep. Roth moved the amendment to the amendment. Adoption of the amendment to the amendment failed with Reps. Harper and Stang voting Yes. Mary McCue stated the surcharge is to fund the procedure in the other bills. It replaces the \$15 with \$2, so the total is \$7; and the purpose of the surcharge is to fund the procedure in the other bill 61-3-535 reregistration and reminder notice; then it amends the 55 mile an hour statute.

Rep. Harper suggested an amendment saying any change in a higher speed limit by the federal government would be allowed in Montana and could be argued on the floor and let it go through and be discussed. This could be done by reference to federal regs. This amendment was adopted unanimously.

The motion HB 291 DO PASS AS AMENDED was adopted with Reps. Stang, Poff, Swysgood, Campbell voting No. All others voted Yes; the motion was adopted.

HOUSE BILL 385

Rep. Kadas moved HB 385 DO PASS. He then moved adoption of amendments 1, 2 and 3 without subsection (4), on EXHIBIT #9. Motion carried with Reps. Harp, Swysgood, and Campbell voting No. Rep. Harp moved subsection (4) be adopted. Motion failed.

Rep. Kadas motion HB 385 DO PASS AS AMENDED carried with Reps. Harp, Campbell, Swysgood, and Glaser voting No.

HOUSE BILL 376

Rep. Roth moved HB 376 DO PASS. Rep. Harper moved amendments EXHIBIT #10 be adopted and they were. Rep. Roth then moved HB 376 DO PASS AS AMENDED. Motion carried with Reps. Kadas, Jones, Campbell, Swysgood and Harp voting No.

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HOUSE BILL 76

Rep. Campbell moved HB 76 DO PASS. Rep. Harper made a substitute motion that HB 76 BE TABLED. The substitute motion carried with Reps. Harp, Thomas, Campbell, and Mercer voting No.

ADJOURNMENT

The committee adjourned at 3:00 p.m.

John Harp

REP. JOHN HARP, Chairman

DAILY ROLL CALL

HIGHWAYS & TRANSPORTATION COMMITTEE

50th LEGISLATIVE SESSION -- 1987

Date February 17, 1967

[illegible]

STANDING COMMITTEE REPORT

February 17 19 37

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

report HOUSE BILL 627

☒ do pass
☐ do not pass

☐ be concurred in
☐ be not concurred in

☒ as amended
☐ statement of intent attached

REP. JOHN HARP

Chairman

FUNDS FOR HIGHWAY SIGNS INVENTORY AND COMPREHENSIVE PLAN

Be Amended As Follows:

1. Page 1, lines 13 and 14.
Following: "of" on line 13
Strike: "House Bill No. 84, if House Bill No. 84 is"
Insert: "a bill"
2. Page 1, lines 14 and 15.
Following: "legislature"
Strike: ", including"
Insert: "that includes"
3. Page 1, line 18.
Following: "if"
Strike: "House Bill No. 84"
Insert: "a bill as referred to in subsection (1)"

First

White

reading copy ()
color

STANDING COMMITTEE REPORT

February 17 19 87

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

report HOUSE BILL 580

☒ do pass
☐ do not pass

☐ be concurred in
☐ be not concurred in

☐ as amended
☐ statement of intent attached

REP. JOHN HARP

Chairman

MS
First

reading copy (**White**)
color

STANDING COMMITTEE REPORT

February 17 19 87

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

report HOUSE BILL 650

☒ do pass
☐ do not pass

☐ be concurred in
☐ be not concurred in

☒ as amended
☐ statement of intent attached

REP. JOHN KARP

Chairman

DEFINING MOTORBIKE AND PROHIBITING OPERATION WITHIN 1/2 MILE OF CITY LIMITS

Be Amended as Follows:

1. Title, line 6.

Following: "TOWN;"

Insert: "PROVIDING AN EXEMPTION FOR AGRICULTURAL USE;"

2. Page 1, line 18.

Following: "town."

Insert: "This prohibition does not apply to a person
operating a motorbike for an agricultural purpose."

First reading copy (White)
color

STANDING COMMITTEE REPORT

February 17 1937

Mr. Speaker: We, the committee on HIGHWAYS & TRANSPORTATION
report HOUSE BILL 291

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

REP. JOHN HARP

Chairman

1. Title, line 6.

Strike: "\$15"

Insert: "\$2"

2. Title, line 9.

Following: "SURCHARGE;"

Strike: "AND"

Insert: "PROVIDING A CONTINGENT INCREASE IN THE FUEL
CONSERVATION SPEED LIMIT;"

3. Title, line 9.

Following: "AMENDING"

Strike: "SECTION"

Insert: "SECTIONS 61-3-304 AND"

Following: "MCA"

Insert: "; AND PROVIDING A CONTINGENT EFFECTIVE DATE"

4. Page 1, line 19.

Strike: "\$15"

Insert: "\$2"

5. Page 1, line 21.

Strike: "\$20"

Insert: "\$7"

6. Page 2, line 2.

Strike: "\$15"

Insert: "\$2"

7. Page 2, line 6.

Following: "fund"

Insert: "for the purpose of funding the light vehicle mail
reregistration and reminder notice procedure of 61-3-535.
Any excess remaining in the account at the end of the fiscal
year must be remitted to the general fund"

First

White

reading copy (color)

8. Page 2, line 13.

Following: line 12

Insert: "Section 2. Section 61-8-304, MCA, is amended to read:

"61-8-304. Fuel conservation speed limit -- exception to the basic rule. (1) In order to insure conservation of a resource, the speed limit for vehicles traveling a federal-aid interstate highway is 65 miles an hour and the speed limit for vehicles traveling on any other * public highway of this state is 55 miles an hour, except as provided under 61-8-309.

(2) A speed limit imposed pursuant to this section is an exception to the requirements of 61-8-303 and 61-8-312, and a speed in excess of the speed limit established pursuant to this section is unlawful notwithstanding any provision of 61-8-303 and 61-8-312.

NEW SECTION. Section 3. Effective date. Section 2 and this section are effective if and when the federal law that requires a speed limit as a condition to the state's eligibility to receive federal highway funds is amended to permit a speed limit of 65 miles an hour on rural federal-aid interstate highways. If the federal law is amended in this manner, section 2 and this section become effective on the date the governor by proclamation certifies that the speed limit of 65 miles an hour for rural interstate highways is allowed."

hb291amd:ee

STANDING COMMITTEE REPORT

February 17 19 87

Mr. Speaker: We, the committee on HIGHWAYS & TRANSPORTATION
report HOUSE BILL 376

☒ do pass
☐ do not pass

☐ be concurred in
☐ be not concurred in

☒ as amended
☐ statement of intent attached

REP. JOHN HARP

Chairman

MAINTENANCE OF PAVED ROADS BETWEEN COUNTY SEATS BY HIGHWAY DEPARTMENT

Be Amended As Follows:

1. Title, lines 5 and 6.

Strike: "ALL PAVED ROADS CONNECTING COUNTY SEATS"

Insert: "FEDERAL-AID SECONDARY ROUTE 223 CONNECTING
CHESTER AND FORT BENTON"

2. Page 1, lines 15 and 16.

Following: "(2)" on line 15

Strike: remainder of subsection (2) in its entirety

Insert: "federal-aid secondary route 223 from a point on
U.S. highway 87 at Fort Benton north to a point on
U.S. highway 2 at Chester."

First reading copy (White)
color

HB 656

TESTIMONY FOR HOUSE HIGHWAYS AND TRANSPORTATION COMMITTEE

Feb. 17, 1987

Pam Langley, Montana Agricultural Business Association

For the record, my name is Pam Langley and I am the registered lobbyist for the Montana Agricultural Business Association. The association represents fertilizer and chemical dealers from large companies like ConAgra to the single-person crop dusting operation to elevators which also sell chemicals and fertilizers to the small independent fertilizer dealer.

The fertilizer industry in Montana is relatively new. I grew up on a farm in the Triangle area of northcentral Montana. My father never used fertilizer on his wheat and barley crops. And, its only been within the last 10 years that my brother, who is operating our family farm, has begun using fertilizer. Our family farm was not an exception.

With no other avenue in law for GVW fees available for the fertilizer industry, these fertilizer trucks automatically had to be placed at 100% GVW fees. Today, House Bill 656 asks you to look at our highway use and then set our GVW fees in line with that use.

While this bill sets our GVW fees the same as cement trucks, our use of the highways is actually less than that of cement trucks.

We operate empty one way--on the return trip--just like cement trucks. But, that is where the similarity ends.

Fertilizer trucks are used only during the fall and spring planting seasons. The number of months they are used varies--some dealers say they use their fertilizer trucks only two months out of the year; other dealers use their fertilizer trucks as many as five months of the year. This is definitely less than what cement trucks are used--even in our shortest of Montana summers.

Beyond that criteria--empty half way and only used part of the year--the majority of the fertilizer trucks and trailers in this bill are fertilizer spreader trucks. The spreader trucks are used just for what the name implies--to spread fertilizer on fields. They operate off the road--that is, in the farmers fields--about 80 per cent of the time. Tender trucks are used to transport fertilizer to refill spreader trucks.

Some other important facts about HB 656:

°It is true that at the present time we can either pay GVW fees on a quarterly or monthly basis. Both present problems. The quarterly system does no good because the quarters begin during both the spring and fall planting season--meaning the fertilizer dealer must pay all four quarters. The monthly system is a real hassle for the small fertilizer dealer, but not for the large company. The small dealer doesn't have the manpower to handle the paperwork to pay monthly. And, the months he needs to pay are the same months he needs to be in the field delivering fertilizer.

°HB 656 limits those eligible for the 55% fee to fertilizer dealers who are licensed by the Department of Agriculture. It does not include fertilizer wholesalers or fertilizer plants. The fertilizer dealer must show his valid fertilizer dealer license when he applies for the 55% GVW fee. No additional bureaucracy is required--the burden of proving eligibility for the 55% GVW fee is on the fertilizer dealer. And, we think that is where it belongs. This provision also prevents someone from claiming to be a fertilizer dealer when he or she is not. It also eliminates anyone who is operating without a proper license from being eligible for the 55% GVW fee.

°If this committee would like to further tighten up the eligibility for the 55% fee, you could amend the bill to provide

that tender trucks must be 50,000 lbs and under in weight. This would definitely prevent someone from obtaining a fertilizer dealer license and using it to haul fertilizer commercially from plant to dealer or state to state under the 55% fee. At 50,000 lbs. and under, it is not economically feasible. We also would not object to eliminating "tender trailers" as they also could be abused. We have a few dealers who use tender trailers to haul fertilizer to fields, but they are in the minority.

°The roughly \$49,000 fiscal impact of this bill is minimal in relation to the total amount collected for GVW fees in the Highway Department budget. The \$2,600 county revenue decrease would be about \$47 per county per year which is minimal--and would be accompanied by less work for the counties because these fees would be paid only once a year instead of several times under the monthly system. If you amend the bill, the fiscal impact would be even less.

In summary, we probably are paying too much GVW fees at 55% for the reasons I have outlined. But, we can live with 55%. What we are having a problem with is paying 100%, the same as over-the-road truckers pay. We are only asking for fairness in our GVW fees.
We ask you to look at our highway use and then set our GVW fees in line with that use.

March 17, 1977

530-Rep Charles
S. Good

Dear Committee members

The John Walsh a recent baron from Belgium
currently serve as President of District
#13 Barons Council, Chairman of Missouri
Humbleston Road C/E team, and a
State Committee member

H B 582 is supported wholeheartedly.

During my recent motorcade which
is 45 miles in length, I have had
many near accidents involving other
drivers. Two years ago I purchased
and installed an Amber warning light
for my motorcade. Immediately I noticed
an increased amount of public
awareness.

In point of fact many people
commented that they were more
aware of my presence with the
activation of the light.

Also having to deal in adverse
weather conditions makes one being
a high visibility factor of great
importance, not only for one's safety
but also that of the public.

Therefore on behalf of myself and everyone
I represent I urge you to ~~continue~~ recommend
immediate passage of H B 582.
Thank you John Walsh

2
Feb 17, 1987
588 - J. W. Thomas
J. W. Thomas

Stevensville, Mt. 59870
February 12, 1987

Mr. John Harp, Chairman
Highways and Transportation Committee
Capitol Bldg., Rm. 312A
Helena, Mt. 59620

Dear Sirs:

We, as rural mail carriers in Stevensville, Mt., would appreciate your support for HB 580 regarding allowing a flashing amber light on a mail delivery vehicle.

Please vote for this bill which would help protect us from having an accident as we deliver the mail. We feel that a flashing amber light on our vehicle would be an excellent warning device---thereby greatly adding to our safety.

Enclosed are fifteen copies of this letter. Please distribute them to the other members of your committee whose names are listed below.

Sincerely,

Shirley A. Nordahl
David L. Majors
Robert E. Adams

(Shirley A. Nordahl)
(David L. Majors)
(Robert E. Adams)

cc: William Glaser, VCh.
Bud Campbell
Harry Fritz
Hal Harper
Tom Jones
Mike Kadas
Roland Kennerly
John Mercer
Helen O'Connell
Bing Poff
Rande Roth
Clyde Smith
Barry Stang
Charles Swysgood
Fred Thomas

over 14 yrs of carrying a rural Rt. There has
been many close calls from cars & trucks following
to close. Having to big of a load on a hay hauler
or potatoe truck & they can't stop when there is another
car coming the other way. Same thing on the logging
trucks we have to wait every day. Yes I can be
seen alot easier in fog & a bigyard with lights
flashing on top of my car. Most of the time in
winter or spring conditions no matter how many
times you clean your headlights & taillights off.
they are covered back up ~~2~~ 2 miles down the
road. I sure hope we can keep these on top of
are car. It may save a life.

Durban L. Dale
RR #1 Carree
Manhattan Mt. 59741

Date Feb 17, 1967
By [unclear] Sample good

100-113
Feb 17, 1977
10512-Rep Charles
Longwood

Dear Sirs,

I have been a Rural Carrier in Bozeman for 5 years. It is my opinion that flashing lights would be a definite help in making the public aware of me as a hazard. People have told me that it is difficult to see me stopped on the side of the road if they are busy watching heavy traffic in the on coming lane. As some of my area is used by logging trucks, it is of major concern to me. To be hit by such a vehicle would be the end for me I'm sure. I use by emergency flashers but at times their effectiveness is hampered by snow or mud covering them, even when I stop and frequently check them. Also in foggy conditions, which we get in the winter, the lights would have greater visibility.

The other Rural Carriers in my office also agree that flashing lights would make their jobs much safer. Some of our carriers have already installed some sort of light just for that reason. We implore you to let us protect ourselves and others by letting us have these lights.

Thank You,

Joseph L. Brown

Unit # 2
Feb. 17, 1917
H.B. 540 - Hip Charles
May 29, 1900

Dear Sir:

As a rural carrier I travel
mostly dirt roads. During bad
weather the rear of my car
becomes covered with mud making
it impossible to see brake lights.
I have had several close accidents
because people have had a hard
time seeing me. Please
~~add~~ H.B. 540 it will help.

Thank you
David Stewart
Rural Carrier

EXHIBIT # 3
Feb 17, 1987
H-510-Rip Charles
Sedgwick

2/10/87

Dear Sir;

As a rural Caviar in
Halspell Mt. Rt. #7 there were
numerous occasions were safety
flashers would have made
my job safer. Specifically
I had a very close call
below a hill on West
Valley drive in Halspell.
Luckily I was seen by
the logging truck just
in time otherwise I
wouldn't be here to
request this Law Change.
It just makes sense that
the more visible you
are the safer you'll
be.

Thank You
Robert B. Ostrowski
R6 Boxman Mt.

100-117127
Linda Day
Sheridan, Montana 59749
February 11, 1987

Highway Transportation Committee
House Bill 580
Helena, Montana 59620

Dear Mr. Chairman and Committee Members:

I am a rural carrier from Sheridan, Montana. My job requires me to be on the highways three hundred and three days a year no matter what the conditions. The Postal Service provides us driver's training and defensive driving courses. They remind us of safety awareness almost daily. Yet, there are many factors over which we have no control.

Seldom does a month go by without a potential accident occurring. The most recent one was about two weeks ago during a snow storm and blizzard. As I was anticipating a stop for a mail box ahead, I started to brake and glanced in my rear-view mirror. I saw a tow truck a reasonable distance behind me. I then checked for oncoming traffic in case he decided to pass me. There was none. As I slowed down more, I looked again to see him still coming. He was obviously not going to slow down for me. By that time, he was close enough for me to observe that the car he was towing had slipped off-center and was following about four feet to the right. I always drive with my lights on and I had already signalled, so I put my hazard lights on. As he still didn't recognize the problem, I accelerated past the mail box to the first exit off the highway. Would he have been more apt to see me if I had had flashing, top-mounted lights on my car?

A friend of mine confessed that she almost hit the back of my substitute's car while driving down the highway. She just wasn't watching close enough and didn't see the signal or brake lights. Flashing lights would have gotten her attention sooner.

I feel that for my protection and the highway user's protection, rural carriers should be encouraged to use top-mounted, flashing lights.

Respectfully,

Linda L. Day

Linda L. Day

QUALITY OF WORK LIFE/EMPLOYEE INVOLVEMENT

USPS/NRLCA

Feb. 11, 1987

At the request of the Missouri Headwaters Rural EI Team, the MSC Safety Committee has initiated an amendment to the Montana State codes that will legalize auxiliary amber lights on Postal vehicles.

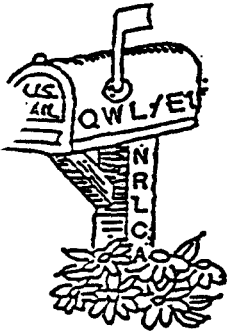
In Western Montana in the last 2 years, we have experienced 13 serious vehicle accidents. Visibility was a major factor in nine of these. If HB 580 is not passed, we are concerned that the potential for a fatality exists to both our employees and the general public.

We the under signed would like to add our support to HB 580.

Carolyn R Spence 9121 Bodger Canyon Rd.
 J. F. Nash 8522 Nash Rd.
 Susan J. Duncan 1533 Harper Rd.
 W. O. Packer 2440 Texas Way
 J. Fritz 1211 Cobb Hill Rd.
 E. E. Hensel 710 E Aspen
 J. M. M. 7550 So. 19th
 J. M. M. 82304 Manhattan
 J. M. M. 1395 Thomas Dr.
 James Brance 12895 Kelly Canyon Rd.
 Dean Quate Po Box 1598
 J. M. M. 2516 Tangah
 Tom Martello - 1608 W. KOCH D
 Kim Coughlin - Box 263, Belgrade
 James R. Bush 521 1/2 So GRAND Box.
 Gary Mack 402 N 15th Box
 Clarence Packer 316 West Boall BEM
 Michael C. 57.74 Seward DR to
 Dave Sansonetti 510 W. DICKERSON
 R. J. M. 123 W. Alderson
 Ruffin 11 Ching's Ln - Box
 Phil Symington 1000 N 17th 192 Box
 J. Hifford Box 613 Manhattan
 Robert C. 320 LINDLEY PL #2

QUALITY OF WORK LIFE/EMPLOYEE INVOLVEMENT

USPS/NRLCA



Feb. 11, 1987

At the request of the Missouri Headwaters Rural EI Team, the MSC Safety Committee has initiated an amendment to the Montana State codes that will legalize auxiliary amber lights on Postal vehicles.

In Western Montana in the last 2 years, we have experienced 13 serious vehicle accidents. Visibility was a major factor in nine of these. If HB 580 is not passed, we are concerned that the potential for a fatality exists to both our employees and the general public.

We the under signed would like to add our support to HB 580.

Kenneth S. Lewis - Postmaster - Belgrade mt

David L. Stewart Rural Carrier - Belgrade

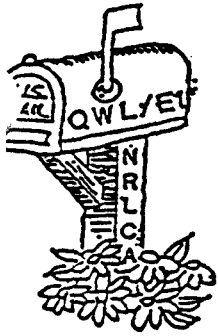
John H. Walsh Rural Carrier - Belgrade

Edward Mangus Rural Carrier - Belgrade

Nora E. Gray - Belgrade

Dallas Miller - Helena mt.

QUALITY OF WORK LIFE/EMPLOYEE INVOLVEMENT



USPS/NRLCA

Feb. 11, 1987

At the request of the Missouri Headwaters Rural EI Team, the MSC Safety Committee has initiated an amendment to the Montana State codes that will legalize auxiliary amber lights on Postal vehicles.

In Western Montana in the last 2 years, we have experienced 13 serious vehicle accidents. Visibility was a major factor in nine of these. If HB 580 is not passed, we are concerned that the potential for a fatality exists to both our employees and the general public.

We the under signed would like to add our support to HB 580.

Bill Kiden
Barbara F. Dale
Linda Olsen

Leonard C. Mally

2015 14th AVE EAST,
Box 822
Three Forks MT 59752

Bill C...
Box 1054
Three Forks, MT 59752

UNITED STATES POST OFFICE

MISSOULA, MT 59806

OUR REF: T.Heyes:ad

DATE: 2/17/87

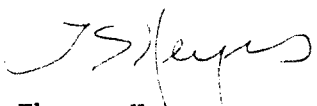
SUBJECT: HB 580

TO: Highways and Transportation Committee
House of Representatives
Montana State Legislature
Helena, MT 59601

The U. S. Postal Service has 159 rural routes in Montana; 82 of these are in Western Montana. Each of these carriers delivers mail to between 500 - 600 customers per day. Rural delivery areas are usually two-lane roads with minimum clearance for our vehicles to pull off the road to service mailboxes. Very often the carrier vehicle is still partially in a travel lane. Weather conditions such as valley fog, rain and drifting/blowing snow, create dangerous conditions for our carriers. Even with care, lights can become covered with dust, mud and snow further diminishing visibility.

In Western Montana in the last two years, we experienced 13 serious vehicle accidents; lack of visibility has been ruled a major factor in 9 of these accidents.

I am concerned that the potential for a fatality exists not only to our employees but also to the general driving public. The passage of House Bill 580 will give us the flexibility to identify those routes with the most dangerous situations, equip them with amber revolving lights, thus increasing visibility and limiting the potential of fatalities.


Thomas Heyes
Safety Specialist
U. S. Postal Service
1100 W. Kent
Missoula, MT 59801-9994

Home address: 2107 S. 13th West
Missoula, MT 59801-4929

#6
177-1910
1911 - New York State

The following individuals

support House Bill 650:

Mr. & Mrs. Edward M. Foley
650 So. Clark- Butte, Mt. 59701 782-6237

Mr. & Mrs. Willard Larsen
643 S. Clark- Butte, Mt. 59701 782-1426

Mr. & Mrs. Louis Fink
647 S. Clark- Butte, Mt. 59701 723-4169

Mr. Mrs. William Stalker
622 S. Clark- Butte, Mt. 782-6714

Amendments to HB 607
Introduced (white) copy

1. Page 1, lines 13 and 14.
Following: "of" on line 13
Strike: "House Bill No. 84, if House Bill No. 84 is"
Insert: "a bill"
2. Page 1, lines 14 and 15.
Following: "legislature"
Strike: ", including"
Insert: "that includes"
3. Page 1, line 18
Following: "if"
Strike: "House Bill No. 84"
Insert: "a bill as referred to in subsection (1)"

#1
Feb 17, 1987
650-Rep. R. R. R.
D. T. H.

Amendments to HB 650

1. Title, line 6.
Following: "TOWN;"
Insert: "PROVIDING AN EXEMPTION FOR AGRICULTURAL USE"
2. Page 1, line 18.
Following: "town."
Insert: "This prohibition does not apply to a person
operating a motorbike for an agricultural purpose."

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
reminder notice by mail to a light vehicle owner of the
requirement to reregister his vehicle with the county
treasurer.
(4) The department's duty to implement the mail
reregistration and reminder notice procedure is dependent
upon the availability of sufficient appropriations to fund
the procedure.
Renumber: subsequent subsection

#12
DATE Feb 13, 1957
HB 376 - Rep. Jones
for Rine

Amendments to HB 376
Introduced (white) copy

1. Title, lines 5 and 6.
Strike: "ALL PAVED ROADS CONNECTING COUNTY SEATS"
Insert: "FEDERAL AID SECONDARY ROUTE 223 CONNECTING
CHESTER AND FORT BENTON"

2. Page 1, lines 15 and 16.
Following: "(2)" on line 15
Strike: remainder of subsection (2) in its entirety
Insert: "federal aid secondary route 223 from a point on
on U.S. highway 87 at Fort Benton north to a point on
U.S. highway 2 at Chester."

VISITORS' REGISTER

COMMITTEE

BILL NO. 100

DATE _____

SPONSOR _____

[illegible]

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR WITNESS STATEMENT FOR
PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

VISITORS' REGISTER

COMMITTEE

BILL NO. 77-1035

DATE 10-1-68

SPONSOR _____

[illegible]

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.