

MINUTES

MONTANA HOUSE OF REPRESENTATIVES 51st LEGISLATURE - REGULAR SESSION

COMMITTEE ON HIGHWAYS AND TRANSPORTATION

Call to Order: By Chairman Stang, on January 5, 1989, at
2:30 p.m. in Room 317.

ROLL CALL

Members Present: All

Members Excused: None

Members Absent: None

Staff Present: Paul Verdon, Legislative Council
Claudia Johnson, secretary

Announcements/Discussion: The tour of the Dept. of Highways
Building will be Tuesday, January 10, 1989 at 3:00 p.m.

HEARING ON HOUSE JOINT RESOLUTION 2

Presentation and Opening Statement by Sponsor: Rep. Mary
Lou Peterson, District 1, requested the United States
Port of Entry to be open 24 hours a day, same as
British Columbia. The U.S. side is only open from 8:00
a.m. to midnight while B.C. is open around the clock.
There are enforcement problems of illegally crossings
because of this. The Port of Entry on Highway 93 is
the only one in Montana.

List of Testifying Proponents and What Group They Represent:

Bonnie Tippy, Montana Innkeepers Assoc. Exec. Dir.

List of Testifying Opponents and What Group They Represent:

None

Testimony:

Ms. Tippy indicated it is in the best interest of Montana to
provide this service. Tourism and bed tax monies are
lost if the Canadians have to wait at the border or go
to the next border to enter.

Questions From Committee Members: Rep. Aafedt asked Rep.

Peterson if Montana paid for the Port of Entry, if not, why is it being voted on? Peterson responded that it was more of a formal request to the Federal Government employees: Border Patrol, Customs and Immigration officers.

Closing by Sponsor: Rep. Peterson stated the opening would be beneficial for BC and Mt. economically and socially, tourism and bed tax monies. Rep. Peterson said this was just a formal request to Naturalization and Immigration Service.

DISPOSITION OF HJR 2

Discussion: See above

Amendments and Votes: None

Recommendation and Vote: Rep. O'Connell moved to pass HJR 2. Rep. Roth called the question. The motion CARRIED unanimously to D0 PASS.

HEARING ON HOUSE BILL 25

Presentation and Opening Statement by Sponsor: Rep. O'Keefe, District 45, stated under current statutes it is a law for slow moving traffic to move over. (See attached amendment). Montana does not have this posted or publicized anywhere requiring slow traffic to move over. The cost for posting these signs are minimal. (See attached fiscal note). (See Exhibit 1).

List of Testifying Proponents and What Group They Represent:

John Wilson, Tour Director, Dept. of Commerce
Don Gruel, Administrative Maintenance, Department of
Highways

List of Testifying Opponents and What Group They Represent:

None

Testimony:

Mr. Wilson stated this is a good public relations bill. With tourism on the rise, there will be more Winnebagos in the state and this bill would solve the safety problem.

Questions From Committee Members: Rep. Westlake asked Rep. O'Keefe what affect it would have on the increase of liability responsibility and insurance on slow moving

agriculture equipment. Rep. O'Keefe said there are separate statutes governed for moving agriculture equipment on highways. Rep. O'Keefe did not think it would affect the farm owner/operators.

Chairman Stang asked someone from the highway dept. for some input on the cost affect? Mr. Gruel replied that a fiscal note was made on this for \$5,340.91 for each year and FY 1990, and \$534.00 for 1991. Mr. Gruel did not feel the state would be at further liability with this bill. With the prior Slow moving Law in effect the funds would cover this.

Rep. Clark stated there are no designated turn out signs in Mt. and indicated the state does not enforce the Slow Moving Law because of no turn outs.

Don Gruel indicated that the problem is not on the interstate, but with the narrow primary roads and no turn out signs and lack of money.

Closing by Sponsor: Rep. O'Keefe stated that there is a necessity for this bill because the roads are narrow, windy, and scenic and makes for slow travel. With no signs, the tourists, and most of Montanans do not know there is a Slow Moving Law.

HEARING ON HOUSE BILL 56

Presentation and Opening Statement by Sponsor: Rep. Whalen, District 93, and co-sponsor Leo Giacometto, District 24, established the need for welcome and departing signs for the state of Montana. Many of the highways do not have signs indicating that the people are leaving or entering into Mt. The program has been started, but due to vandalism the signs have been destroyed. (See Exhibit 2).

List of Testifying Proponents and What Group They Represent:
None

List of Testifying Opponents and What Group They Represent:

Vern Setter, Inn Keepers Association
Bonnie Tippy, Executive Dir. for Chamber of Commerce
Don Gruel, Administrative Maintenance, Highway Dept.
Don Ingels, Chamber of Commerce

Testimony:

Don Ingels stated that the travel industry is generally

satisfied with the bed tax implemented last session, but was against funding rates. (See Exhibit 3).

Don Gruel commented if the funding for HB 56 was to come out of the Dept. of Highways, they would oppose it.

Discussion followed.

Questions From Committee Members: Rep. Bachini asked Mr. Gruel if there was a budget for the signs from 1987 Legislature? Mr. Gruel replied that there are Federal Aid funds.

Rep. Clark asked Mr. Gruel what would be the cost of the signs that have been stolen? Mr. Gruel replied they cost \$850.00 per sign.

Chairman Stang asked John Wilson from Dept. of Commerce for a synopsis for the bed tax distribution. Mr. Wilson quoted, 1 percent for Historical Society for road side signs, 2½ Percent for the University System for research, 2 percent to the Dept. of Revenue for actual cost of the collection for the tax, 25 percent to 6 tourism regions to divide, and 75 percent to Dept. of Commerce for economic development for tourism in Mt.

Rep. Davis wanted an accountability of money allocated from 1987 Legislature for signs. Mr. Gruel replied there was money appropriated for mountain range signs, but not border signs.

Rep. Steppler asked Rep. Whalen if there is a budget for the signs? Rep. Whalen replied that there is, and it is approximately \$120,000 from bed tax fund.

Rep. Aafedt asked Mr. Gruel about the gate signs he has proposed for the borders being too close to the right-of-way? Mr. Gruel stated they have to be 30' off of the roadway and still be in compliance. He did not see any problem with it.

Closing by Sponsor: Rep. Whalen stated that Representatives and Senators should not have to bring bills in for Legislature to decide how to spend money for signs to identify rivers, mountains, historical sites, etc., if tourist representatives do not want input. Rep. Whalen stated it would be beneficial for Mt. to have these signs to welcome and say good-bye to our departing visitors or tourists.

Presentation and Opening Statement by Sponsor: Rep.

Swysgood, District 73, stated that HB 8 is a request for an expiration date of July 1, 1989, be removed from Senate Bill 187. He stated that the operation of triple trailers in Mt. is beneficial and good for our economy.

List of Testifying Proponents and What Group They Represent:

Ben Havdahl, Vice President, Montana Carriers Assoc.
Jess Munro, State Highway Dept.
Don Ingels, Chamber of Commerce
Max Neely, Consolidated Freight Lines

List of Testifying Opponents and What Group They Represent:

None

Testimony:

Ben Havdahl stated that triple trailers operate in 13 states, 4 provinces, and 4 more states are considering triple trailers now. Triple trailers have been involved in only 5 accidents in the state, and those were only minor with the other vehicles being the ones at fault. Mr. Havdahl stated that their safety record excels very high. (See Exhibit 4).

Jess Munro indicated that triple trailers are restricted to a 2 mile radius from the freeway exit to their terminal for gas/food, etc. Mr. Munro stated that triples or combination trailer drivers have to take a 200 mile road test annually and carry a certified card that is updated every year.

Questions From Committee Members: Rep. Harrington asked Mr. Munro if triples are causing a problem with bridges? Mr. Munro replied that triple trailers are easier on freeways and bridges because of the pounds per square inch and the number of axles distributes the weight more proportionately.

Chairman Stang asked Mr. Havdahl if the drivers are being sent out from terminal knowing the weather is going to be bad or is already bad? Mr. Havdahl stated that he knew of no one being sent out like that or left sitting with trailer off exit ramp.

Mr. Munro commented that the G.V.W. officers are reporting trailers being dropped off in designated places and not

along the freeway if they run into inclement weather.

Max Neely commented that the driver is responsible for dropping his trailer if there is inclement weather, but will still receive pay for it.

Rep. Bachini asked Mr. Munro where the weather report came from? Mr. Munro stated that the drivers and dispatchers receive the same weather report that the other travelers receive by dialing the 800 number.

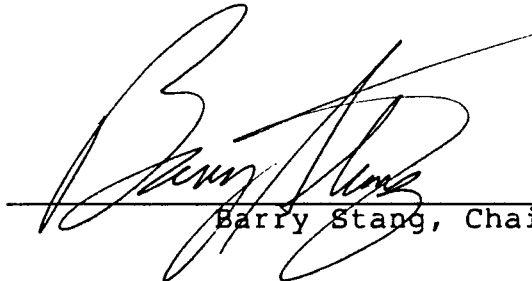
Rep. Zook wanted to know safety record of triples. Mr. Munro replied that the national record is; .05 per million miles accident rate for triples, 1.2 for double trailers, 1.8 for tractor/trailers, and 2. for cars.

Closing by Sponsor: Rep. Swysgood closed by stating that the shipping companies and the public have benefited from the triple trailers, e.g., lower rates. Companies are abiding by the rules and regulations and have a good safety record. Rep. Swysgood stated that it is to Montana's benefit to repeal the termination section and keep the triple trailers on the freeways.

There being no further business the Committee was adjourned.

ADJOURNMENT

Adjournment At: 5:00 p.m.


Barry Stang, Chairman

BS/cj

0406.MIN

DAILY ROLL CALL

HIGHWAYS AND TRANSPORTATION COMMITTEE

51st LEGISLATIVE SESSION -- 1989

Date January 5, 1989

NAME	PRESENT	ABSENT	EXCUSED
Chairman Stang, Barry "Spook"	✓		
Vice Chairman Linda Nelson	✓		
Rep. Bachini, Bob	✓		
Rep. Davis, Ervin	✓		
Rep. Harrington, Dan	✓		
Rep. O'Connell, Helen	✓		
Rep. Steppler, Don	✓		
Rep. Westlake, Vernon	✓		
Rep. Aafedt, Ole	✓		
Rep. Campbell, Bud	✓		
Rep. Clark, Robert	✓		
Rep. Owens, Lum	✓		
Rep. Patterson, John	✓		
Rep. Roth, Rande	✓		
Rep. Zook, Tom	✓		

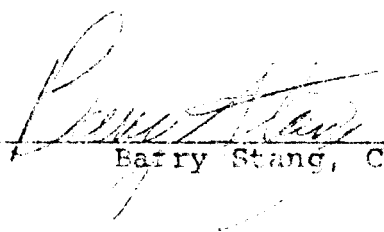
STANDING COMMITTEE REPORT

January 6, 1989

Page 1 of 1

Mr. Speaker: We, the committee on Highways and Transportation
report that House Joint Resolution 02 (first reading copy --
white) do pass .

Signed: _____


Barry Stang, Chairman

DATE 1-05-89

HB 25



Glacier Country

Glacier Country Regional Tourism Commission
Seven Northwest Montana Counties United to Attract Visitors

MARK O'KEEFE

I support House Bill 25 for several reasons. Being in the tourism business I am well aware of the traveler passing through our area. The roads are narrow, winding, and hilly along with being scenic. This makes for slow travel. The ~~the~~ visitor has no idea Montana has a minimum speed limit law, nor do all Montanans. We need to get the word out. This is not only for convenience sake but for safety reasons. When there are back-ups and slow travel people attempt risky passings on dangerous roads.

Glacier National Park recognized this problem years ago and put up signs for slow vehicles to pull-over. The vast majority ^{now} do. Education is the key to making any law successful. House Bill 25 would do that for Montana's minimum speed limit law.

Randy Canyon, TRS.
Glacier Country Board of Directors

H.B. 56

testimony

EXHIBIT 2
DATE 1-05-89
HB 56

Co-sponsored Whalen - Giacomatto

60's - had good signs - substantial

now - signs tin on a post
problems - stolen

- vandalized w/ gunshots

- too small

- no character

Proposal - re-establish on Primary Highways
60's style signs

Advantages:

- give people warm feel for
Montana

- something people can stop
at & take photo of family
in front of,

fiscal impact \$120,000 - 1 time expenditure

Response to opposition

- Travel & Promotion in reality doesn't want
legislative input into how Motel tax
funds spent.

- These sign bills wouldn't be necessary
if hiway Dept. doing its job.

- This is Montana's Centennial - we need
these signs now - not a study committee

STATE	PROJECT NUMBER	SHEET NO.
MONTANA	F-0008 (12)	5/1

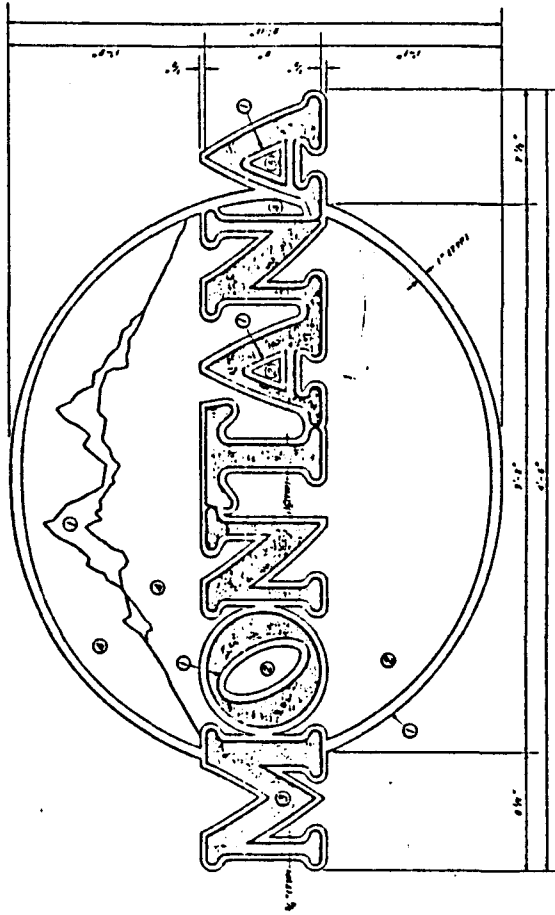
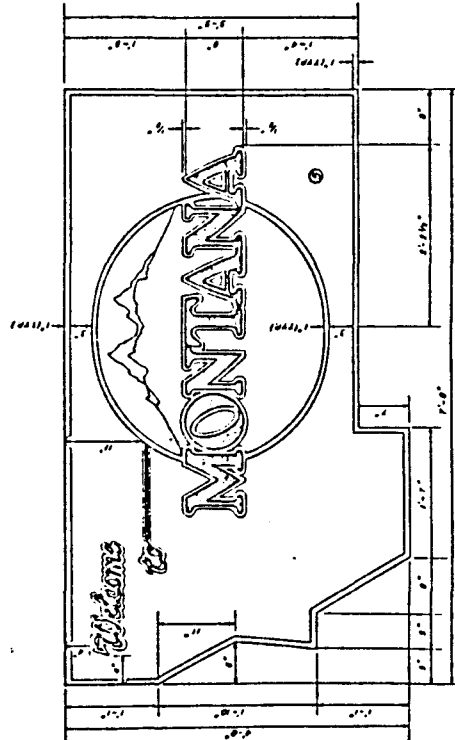
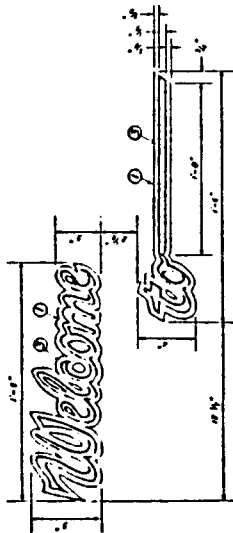


EXHIBIT 2
 DATE 1-05-89
 HB 56

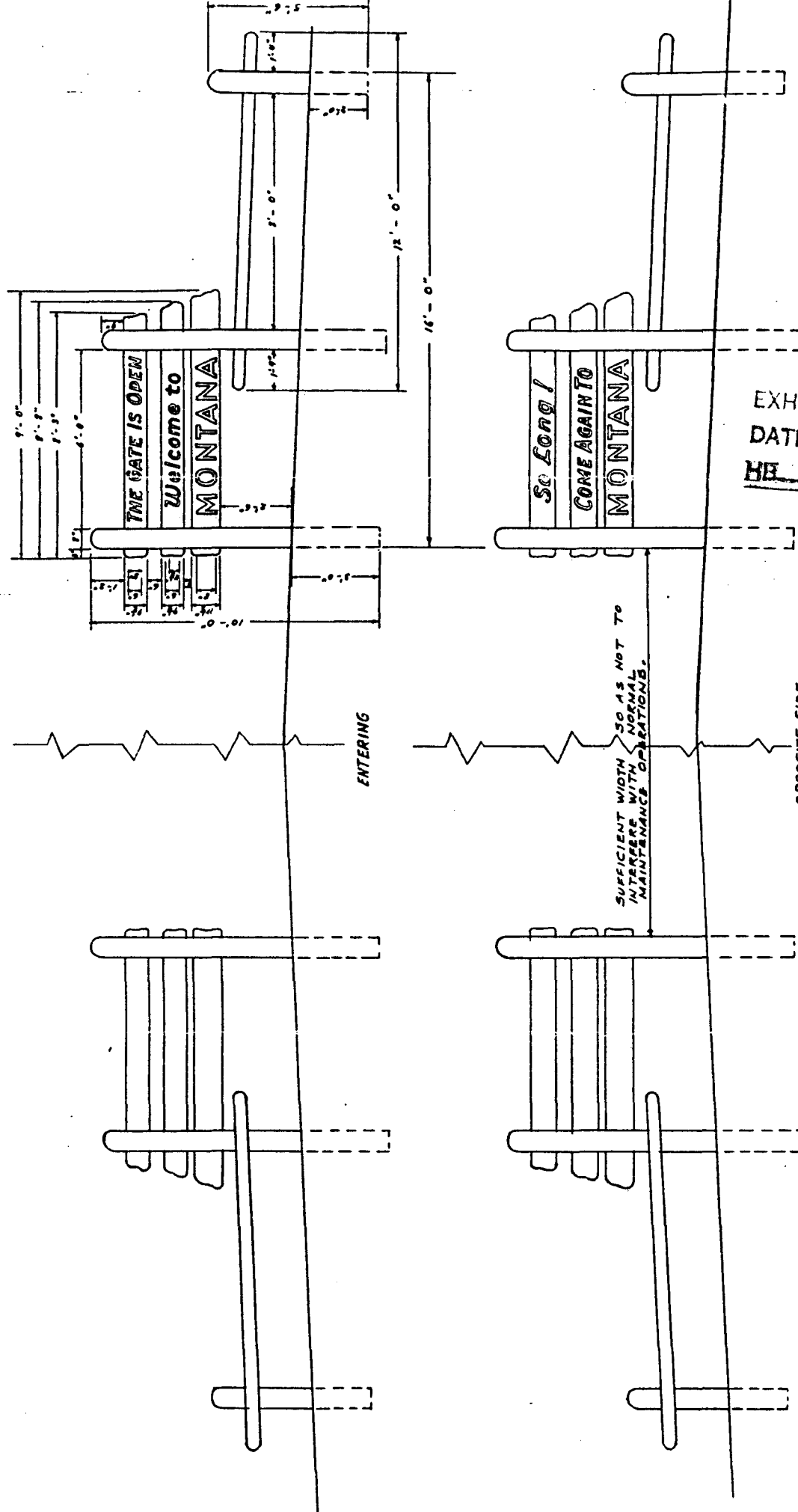
PS 2.

COLOR INDEX
 WHITE
 YELLOW (DARK TO LIGHT)
 RED
 BLUE (DARK TO LIGHT)
 BLUE

F-0008 (12)
 WELCOME TO MONTANA SIGNING
 VARIOUS LOCATIONS
 STATEWIDE SIGNING
 NO SCALE
 PRIMARY & SECONDARY



DATE	BY	CHECKED	APPROVED



*POSTS AND RAILS STAINED DARK BROWN
LETTERING ROUTED AND PAINTED WHITE*

EXHIBIT #2
DATE 1-05-89
HE 54

pg. 3

STATE ENTRANCE MARKERS

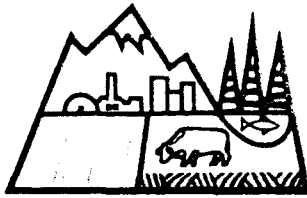


EXHIBIT #3
DATE 1-05-89
HE 56

MONTANA CHAMBER OF COMMERCE

1000 N. PARKWAY

P. O. BOX 1730

• HELENA, MONTANA 59624

• PHONE 442-2405

Testimony
of the Montana Chamber of Commerce
by Don Ingels, Director of Publications & Research
on House Bill 56
Before the House Committee on Highways & Transportation
January 5, 1989

Chairman Stang and Members of the Committee:

In this presentation of opposition to House Bill 56, introduced by Representative Timothy Whalen (Billings) the Montana Chamber of Commerce does not wish to be on record as opposing the welcoming and exit signs proposed in the bill.

Our concern is reflected in the results of a survey conducted at a series of Legislative Countdown meetings held in communities around the state. The meetings were co-hosted by local chambers and the State Chamber. Business people and legislative candidates were invited.

Participants were invited to complete a questionnaire on issues, one of which concerned the issue before your committee today. The question (with the response in parenthesis) was as follows:

The travel industry is generally satisfied with the bed tax implemented last session. In your opinion, should the tax rate be: A - increased, (5) B- decreased (3) C- left as is and protected from any efforts to divert the revenue for other purposes, (168) D- other (11).

If House Bill 56 is construed to mean a diversion of promotion funds, this survey result would indicate overwhelming opposition among those surveyed.

Thank you for this opportunity to express our concerns regarding House Bill 56 and the diversion of funds from the tourist promotion monies collected from the "bed tax".

EXHIBIT. # 4
DATE 1-05-89
HB 8

COPY OF STATEMENT BY MMCA

ON TRIPLES BILL RENEWAL

1989 SESSION

by BEN HAVDAHL, Executive Vice President, MMCA

Mr. Chairman and members of the committee...for the record, my name is Ben Havdahl and I'm the Executive Vice President of the Montana Motor Carriers Association. I would like to go on record on behalf of MMCA in support of HB8. As has been pointed out by Representative Swysgood, HB8 removes the expiration date of July 1, 1989 from Chapter 474, Laws of 1987 and is effective on passage and approval. Chapter 474 or SB187 passed last session granted authority to the Montana Department of Highways to issue permits for the operation exclusively on the Interstate Highway, of longer combination vehicles including a truck tractor with three 28 1/2 foot trailers, or the so called "triples" combination. The bill contained the expiration date of July 1, 1989 to enable the Legislature to review the performance over a two year period of time.

Several carriers of general commodity freight have been operating triples in and through Montana since July 1, 1987. Many of them are represented here today, and although they do not intend to individually testify, they have indicated they will be happy to answer any questions that the committee may have. We intend to present a single composite statement incorporating the results of the operations of triples by these carriers over the past eighteen months. This approach will be more enlightening for the committee, we feel, and will avoid repetition. Seven of the carriers representing the largest users of triple combinations responded to an MMCA questionnaire that is the basis of the composite statement.

EX-107 4
DATE 1-05-89
HB 8

TRIPLES STATEMENT

Page 2

Hopefully upon hearing the testimony and answering any questions, this committee will support HB8 granting the authority to continue triples operation on a permanent basis in the State.

I would like to point out for the benefit of the committee that by making triples operation permanent, they can only operate under special permits issued at the discretion of the Montana Department of Highways and that the permits can be revoked for failure to operate triples in compliance with the law and prescribed rules and regulations.

Some thirteen carriers applied for permits to operate triples combinations in and through Montana since July 1, 1987, they are: ANR Freight System; Consolidated Freightways; Edson Express; Northwest Transport Service, Inc.,; Electran Transport; Little Montana Transportation; Midwest Motor Express, Inc.,; PIE Nationwide; Roadway Express; Transystems, Inc.,; United Parcel Service; United Truck Lines, Inc.,; and Yellow Freight Systems.

For the eighteen month period ending December 15, 1988, 3,352 term and/or trip permits were issued to these carriers by the GVW Division of the Montana Department of Highways. In addition, some 1,837 restricted route permits were also issued. The total revenue paid the Department for the permits for triples was \$355,990. That's a substantial sum when compared to the estimated revenue stated in the fiscal note to SB187, noting the impact to the highway revenue fund to be an increase of \$42,413 in FY 1988 and \$43,413 in FY 1989. It's more than a

TRIPLES STATEMENT

Page 3

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DATE 1-05-89
HE 8

four hundred percent increase over the estimated revenue in the fiscal note, and we still have six months in FY 1989.

The seven carriers responding to the survey traveled 10.7 million miles in Montana with triples combinations over the 18 months and carried an estimated 418,000 tons or 836,000,000 pounds of freight. For those of you that may find it difficult to relate to these big numbers as I do, 10,700,000 miles is equivalent to 23 round trips to the moon....or 1,929 round trips from Los Angeles to New York....or closer to home, it's 7,589 round trips from Ekalaka to Eureka, Montana, a distance of 705 miles....I'm not sure why anybody would want to make 7,589 round trips from Ekalaka to Eureka, but there it is....

Several of the carriers operated on a limited basis during the winter months under prescribed rules for winter operation set down by the Department and experienced little or no difficulties during that period.

There were a total of five mishaps involving minor damage to triples combinations during the 18 month period. Four of the mishaps involved the triples combination and another vehicle or vehicles and one involved only the triples unit. In three instances the triples combinations were stopped and parked and were struck by other vehicles. Two occurred on icy roads, one on dry pavement. One mishap involved a vehicle striking the third trailer in a local intersection in Missoula and the striking vehicle driver was cited. One of the mishaps involved the turning over of the third trailer when the driver attempted to avoid a collision

EXHIBIT 4
DATE 1-05-89
HB 8

TRIPLES STATEMENT

Page 4

with several deer.

None of the mishaps were reportable accidents under the rules for reporting by the Federal Bureau of Motor Carrier Safety. Damages did not equal the \$4,400 aggregate amount required for reporting in any of the mishaps. There were no personal injuries to any individuals involved in any of these mishaps. Four could be classified as "fender benders", and one as a "fender and front end bender".

The use of triple trailer combinations during this period did result in substantial fuel savings when compared to the fuel necessary to haul the same tonnage in "doubles" combinations. Fuel savings ranged from a high of 37.5% to 21.6% by these carriers.

The response to the question, "did use of triples displace any drivers causing layoffs or reduction?", resulted in none as stated by six carriers. In fact two of the six indicated they increased the number of drivers over the past 18 months. One carrier did experience initial layoffs but since has rehired all the drivers.

Five of the seven carriers indicated that substantial savings in freight charges were afforded shippers as a direct result of using triple trailers. The extra capacity resulted in larger discounts to shippers of large volume of freight and carriers used this fact as a sales tool to generate more business in these cases.

TRIPLES STATEMENT

Page 5

EXHIBIT 4
DATE 1-05-89
HB 8

In summary the triples record of operation in the "real economic world" in Montana over the last 18 months has been extremely positive and economically beneficial to shippers, carriers and the State of Montana.

In the area of employment, use of triples has been very beneficial. One of the carriers testifying on SB187 last session noted at the time that his company had 9 employees in Montana with a payroll of \$250,000. Today, the same carrier indicated they have 25 Montana employees with payroll of over \$723,000 as a direct result of triples operation and continued expansion in Montana.

The record of five minor mishaps, non reportable accidents, in 10,651,828 miles of operation is outstanding. This safety record is unexcelled by any other longer combination vehicle operating in Montana. We feel the record of triples operation for the past 18 months is an excellent one and would respectfully urge a do pass recommendation for HB8.

We thank you for this opportunity to present this composite statement of experience for the past 18 months by those combinations. I'm sure if you have any questions, we'll be happy to answer them. Thank you.

MEMO ON HB8 Prepared by Ben Havdahl, Montana Motor Carriers Association, Inc.

HB8 removes the expiration date of July 1, 1989 from Chapter 474, Section 8 and makes Chapter 474 (SB 187 passed in 1987) a permanent statute.

Pertinent Provisions of SB 187 Passed by the 1987 Legislature

--SB 187, a bill passed by the 1987 legislature to allow three 28 1/4 ft semi trailers to be pulled by one truck tractor when granted a special permit by the Department of Highways.

--This combination is limited only to four-lane-divided Federal Interstate Highways, with access to terminals.

--Highway Department Rules and Regulations, adopted July 6, 1987, preclude the operation during periods when adverse weather or other safety considerations make operations inadvisable.

--Highway Department Regulations and provisions of the permit include the regulation of general operation, equipment standards, driver qualification, speed control (set by the statute at 55 mph), weight, load sequence, accidents, and insurance.

--Triples have the best safety record of all truck combinations operating under permit on four lane highways, in 12 states (13 including Montana) and four Canadian Provinces.

--Carriers operating millions of miles testified on triple operations safety record as follows:

--Yellow Freight System, Inc., accident frequency 40% lower than entire fleet.

--Consolidated Freightways, accident frequency 76% lower than entire fleet.

--ANR Freight Systems, Inc., 5 accidents or 1.23 per million miles.

--Edson Express, Inc., triples operated four states for five years, zero accidents.

--United Parcel Service, zero accidents.

--Montana is currently surrounded by 12 states and 4 Canadian provinces that allow triples.

--Some 259 Montana shippers from all over the state have written letters supporting SB 187.

--Anticipated revenue from permits was \$85,826 (\$42,413 in FY 1988 and \$43,413 in FY 1989)

--SB 187 contained an amendment to allow the operation for two years (authority expires July 1 1989) to enable the Legislature to review the performance of this combination in Montana.

SEE OVER

REVIEW OF TRIPLES COMBINATION PERFORMANCE IN MONTANA JULY 1, 1987 TO DECEMBER 31, 1988

--In summary, the triples record of operation in Montana over the past 18 months has been extremely positive and economically beneficial to shippers, carriers and the State of Montana.

--13 carriers applied for permits to operate triples in and through Montana since July 1, 1987 (seven of the carriers held extensive operations).

--3,352 term and/or trip permits and 1,837 restricted route permits were issued to triples carriers.

--Total permit fee revenue paid to the state was \$355,990 (estimated revenue was \$85,826 1987 fiscal note).

--Seven carriers operated triples 10.7 million miles in Montana and carried an estimated 418,000 tons (836 million pounds) of freight.

--Seven carriers operated on a limited basis during the winter months under rules and regulations with no difficulties.

--There were no accidents, meeting the requirements for reporting under Federal Bureau of Motor Carrier Safety regulations (damages must be at least 4,400 or involve personal injury) safety record unexcelled by any other vehicle combination.

--five mishaps involving triples and other vehicles were reported, three while triples were parked; one, involved a vehicle striking the third trailer at a local intersection; and one overturned the third trailer in attempting to miss several deer.

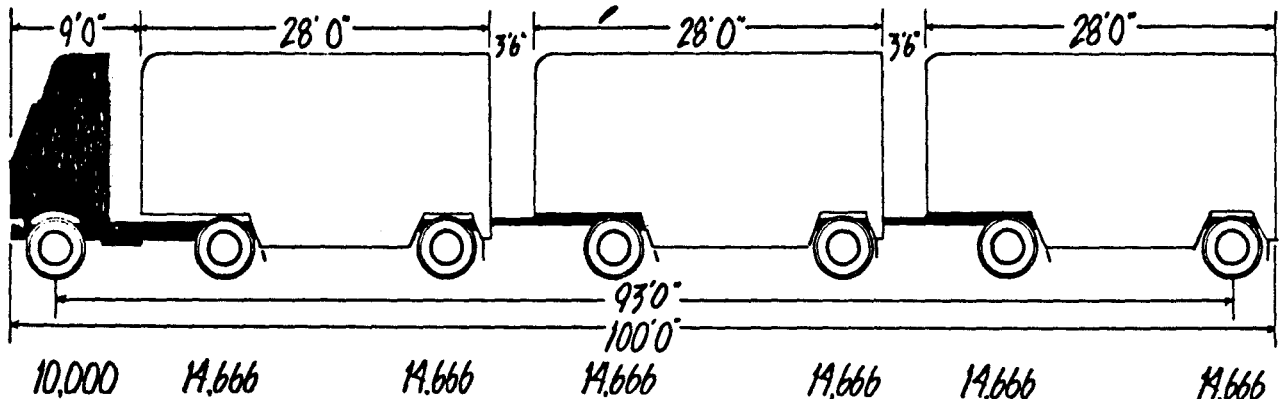
--Use of triples resulted in fuel savings ranging from 21.6% to 37.5% when compared to doubles.

--No drivers were displaced, and in some instances were increased, one carrier increased employees from 9 to 25 with payroll of \$723,000.

--Five of the carriers indicated substantial savings in freight charges afforded to shippers as a direct result of triples.

Ben G. Havdahl, Executive Vice President
Montana Motor Carriers Association, Inc.
P.O. Box 1714, 501 N. Sanders
Helena, MT 59624
(406) 442-6600

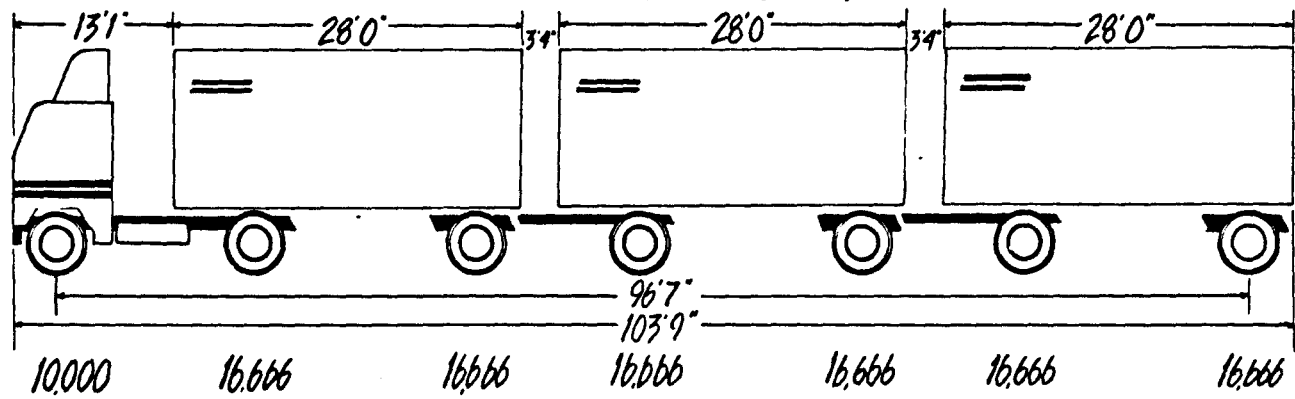
UNITED PARCEL COMBINATION EXAMPLE



UNITED PARCEL DECLARED GROSS WEIGHT - 98,000 lbs.
 TOTAL ALLOWABLE GROSS WEIGHT - 114,250 lbs.

ANNUAL GROSS WEIGHT FEES - 98,000 lbs.	\$1,230.80
TERM RESTRICTED ROUTE PERMIT	100.00
TERM SPECIAL OVERLENGTH PERMIT	200.00
	\$2,608.00

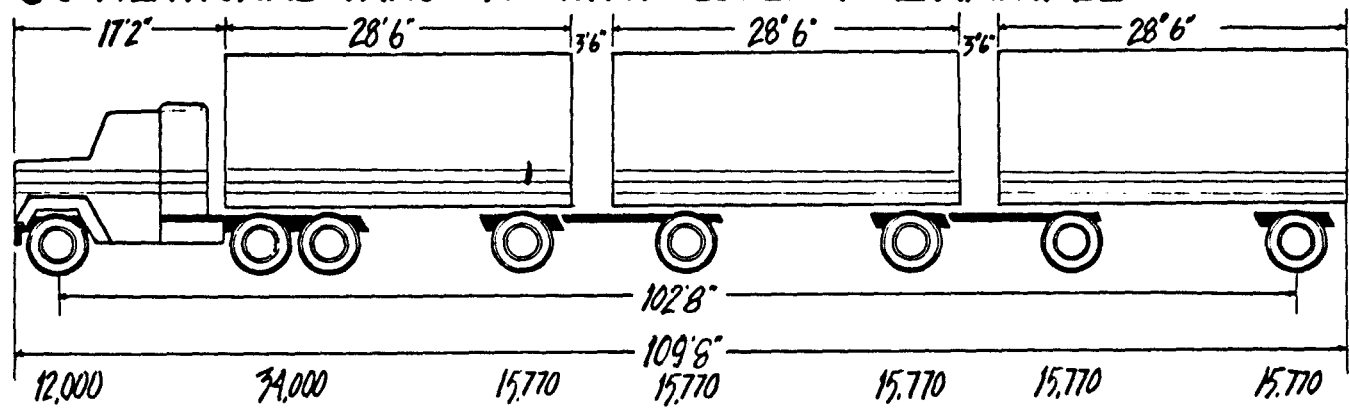
CONSOLIDATED FREIGHTWAYS EXAMPLE



CF DECLARED GROSS WEIGHT - 110,000 lbs.
 TOTAL ALLOWABLE GROSS WEIGHT - 116,580 lbs.

ANNUAL GROSS WEIGHT FEES - 110,000 lbs.	\$2,701.00
TERM RESTRICTED ROUTE PERMIT	100.00
TERM SPECIAL OVERWEIGHT PERMIT	200.00
	\$3,001.00

CONVENTIONAL TRACTOR WITH SLEEPER EXAMPLE



TOTAL ALLOWABLE GROSS WEIGHT - 124,850 lbs.

ANNUAL GROSS WEIGHT FEES - 120,000 lbs.	\$3,225.00
TERM RESTRICTED ROUTE PERMIT	100.00
TERM SPECIAL OVERWEIGHT PERMIT	200.00
	\$3,525.00

VISITORS' REGISTER

HIGHWAYS AND TRANSPORTATION COMMITTEEBILL NO. HJR 2, HB 8, HB 25, HB 56 DATE Jan. 05, 1989SPONSOR HJR 2/Peterson, HB 08/Swysgood, HB 25/O'Keefe, HB 56/Whalen
PLEASE SPECIFY HB #

NAME (please print)	RESIDENCE	SUPPORT	OPPOSE
VERN SITTER	612 TAMARACK HLN		X
JESSE MUNRO	Highways	X(HB8)	
DON GUEL	Highways	HB25 & HB56	
Larry Gork	4101 Audubon Way Billings	X(HB.8)	
Ben Hawkins	Helena MT	X HB8	
John Rice	Butte MT	X HB8	
Melvin Green	Great Falls MT	HB 8	
Don Ingels	Helena (MT Chairman of Commerce)	HB8	HB56
JEROME KADISH	HELENA	HB8	
Mary Lee Peterson	HD 1	HJR 2	
Mark Rife	HD 45	HB 25	
Mark Rife	Billings MT	HB 8	
Kern Boyer	Butte MT	HB 8	
Allen Whalen	Butte MT	HB 8	
Curt Lanning	Missoula	HB 8	
Jack Bruch	Bozeman, MT	HB 8	
James Tapp	MT Insurance	HB56	X
"	"	HB 25	X

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

ROLL CALL VOTE

Highways and Transportation

COMMITTEE

DATE Jan. 5, 1989

BILL NO. HJR 02

NUMBER

NAME	AYE	NAY
Rep. Bachini, Bob	✓	
Rep. Davis, Ervin	✓	
Rep. Harrington, Dan	✓	
Rep. O'Connell, Helen	✓	
Rep. Stepler, Don	✓	
Rep. Westlake, Vernon	✓	
Rep. Aafedt, Ole	✓	
Rep. Campbell, Bud	✓	
Rep. Clark, Robert	✓	
Rep. Owens, Lum	✓	
Rep. Patterson, John	✓	
Rep. Roth, Rande	✓	
Rep. Zook, Tom	✓	
Chairman Stang, Barry "Spook"	✓	
Vice Chairman Linda Nelson	✓	

TALLY

Claudia Johnson
Secretary

Barry Stang
Chairman

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MOTION: Rep. O'Connell made 1st motion to accept HJR 2, Rep.

Roth 2nd the motion, Committee Members voted unanimously for

DO PASS

*The motion is to have the Port of Entry
on the Canadian & U.S. Border open
24 hrs. a day.*

ROLL CALL VOTE

Highways and Transportation COMMITTEE
 DATE January 5, 1989 BILL NO. HB 25 NUMBER

NAME	AYE	NAY
Rep. Bachini, Bob	✓	
Rep. Davis, Ervin	✓	
Rep. Harrington, Dan	✓	
Rep. O'Connell, Helen	✓	
Rep. Steppler, Don	✓	
Rep. Westlake, Vernon	✓	
Rep. Aafedt, Ole	✓	
Rep. Campbell, Bud		✓
Rep. Clark, Robert	✓	
Rep. Owens, Lum	✓	
Rep. Patterson, John	✓	
Rep. Roth, Rande	✓	
Rep. Zook, Tom	✓	
Chairman Stang, Barry "Spook"	✓	
Vice Chairman Linda Nelson	✓	

TALLY

Claudia Johnson
 Secretary

Barry Stang
 Chairman

MOTION: Rep. Bachini moved as amended, Rep. Roth 2nd, all committee members in favor with exception of Rep. Campbell who voted nay. DO PASS

The motion is to make designated turnouts and have turnout signs posted for slow moving traffic