

MINUTES

MONTANA HOUSE OF REPRESENTATIVES
51st LEGISLATURE - REGULAR SESSION

COMMITTEE ON HIGHWAYS AND TRANSPORTATION

Call to Order: By Chairman Stang, on January 17, 1989, at
3:00 p.m.

ROLL CALL

Members Present: All with exception of:

Members Excused: Rep. Harrington

Members Absent: None

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

Announcements/Discussion: None

HEARING ON HOUSE BILL 110

Presentation and Opening Statement by Sponsor: Rep.

Eudaily, District 16, stated he introduced the bill to prohibit the employees of the Dept. of Highways and Peace Officers from stopping recreational vehicles for Gross Vehicle Weight inspections. Rep. Eudaily asked that GVW give an exception to recreational vehicles in the state and those passing through the state should not be subject to GVW regulation if we intend to promote tourism in Montana. Rep. Eudaily stated that the GVW officers have enough to do without the added burden of stopping and weighing Recreational Vehicles. (See Exhibit 1)

List of Testifying Proponents and What Group They Represent:

Gene Pidgeon, Helena, MT. Good Sams
Jess Munro, Dept. of Highways

List of Testifying Opponents and What Group They Represent:

None

Testimony:

Gene Pidgeon read a letter from Donald Tuttle, Mt. State

Director of Good Sams. He stated that there are 4,500 active members in the state of Montana that fully support HB 110, and it is an added burden to the officers to be stopping and weighing RV's.

Jess Munro stated that he is neither a proponent nor an opponent on this bill, but wanted to clarify where the Dept. of Highways stands on this. He stated that they do not have a problem with the bill, and it would make their job a lot easier if this bill passed. Mr. Munro commented that it is virtually impossible to overload an RV. Mr. Munro did propose two items: 1) To be able to stop RV's being used commercially, and 2) To add some amendments to the bill regarding commercial use.

Questions From Committee Members: Rep. Bachini asked Mr. Munro for a definition of an motor home being used for commercial use? Mr. Munro stated that there are a few people that will load their motor homes with commercial items and use it as their means of business and commercial enterprise.

Rep. Bachini asked Mr. Munro how many commercial motor homes are there on Montana roads? Mr. Munro stated that there are very few.

Rep. Aafedt asked Mr. Munro if it is almost impossible to overload a motor home how would you know it is for commercial or leisure use? Mr. Munro stated that is why the Dept. of Highways is not taking a stand. He stated that the only way they knew it was for commercial would be the logo on the side.

Chairman Stang questioned Rep. Eudaily if motor homes that are being transported from one state to another fall under this bill? Rep. Eudaily stated that it includes all Recreational Vehicles in the state.

Mr. Munro stated that under this bill, all motor homes would be exempt from having to purchase trip permits. Mr. Munro stated they could have several amendments to the bill on motor homes being transported.

Closing by Sponsor: Rep. Eudaily closed by stating he did not want to create any extra work, but would like for the Recreational Vehicle people be exempt from having to stop at weigh stations.

Presentation and Opening Statement by Sponsor: Rep. Knapp, District 27, stated that this bill is a request from the County Treasurer's office that the initial fee on personal license plates to be raised from \$20 to \$50 and the money be divided; 50 percent to the Motor Vehicle Div. and 50 percent to the County Treasurer's office. Rep. Knapp noted that it takes the County Treasurer's office about 30 to 40 minutes to look on the microfiche to see if that personal name is already being used. He stated that it is a loss of dollars and cents at the county level and a time loss to people to have to wait while the office is checking out the name and having to go through the long process in applying. (See Exhibit 3).

List of Testifying Proponents and What Group They Represent:

Cort Harrington, Mt. County Treasurers's Association
Francis Koehnke, Townsend
Duane Tooley, Motor Vehicle Div.
Gordon Morris, MACO

List of Testifying Opponents and What Group They Represent:

None

Testimony:

Cort Harrington stated it was at their request that Rep. Knapp introduce this bill because of the work in the past for which the County Treasurer has not been compensated for. Mr. Harrington stated that this bill makes it come in line with I-105. He stated that it would increase the annual renewal fee to \$5 if they already have the personalized licensed plates, those wanting to purchase them for the first time would pay \$50.

Duane Tooley stated he was more on the neutral side, but if the fee were raised, he felt that less people would purchase them. The registrar's bureau informed him they would lose about 1/3 of the people.

Gordon Morris wanted to go on record in support of HB 119.

Questions From Committee Members: Rep. Roth asked Mr. Harrington at what point will the taxpayer expect to get some service of what he is paying and at what point is Legislature going to try and fund all these government services from this position to be on the same level with other states. Mr. Harrington replied

that the emphasis should be applied to user fees because everyone does not have a motor vehicle and the County Treasurer's office will have to wait and see if this funding will be adequate.

Rep. Patterson asked Mr. Harrington what is the process of purchasing a regular license compared to the process of a personalized plate? Mr. Harrington turned it over to Martha McGee, County Treasurer. Ms. McGee stated that if the personalized plates have expired they will have reactivate it through the registrar's office of Deer Lodge to research their records. She stated that the process takes three times longer between Deer Lodge and the County Treasurer's office. The county does not recover any money from any of these fees but is turned over to the registrar's office at Deer Lodge and the Dept. of Justice. Mr. Harrington stated that this bill would change that distribution.

Rep. Clark asked Mr. Harrington if his association projected a decrease in the number of applicants? Mr. Harrington replied that the dept. estimated around 12,000 people have made application for personalized plates, and the office has figured it would drop down to around 8,000 if the raise goes into effect.

Rep. Owens wanted to know what happens on the prison level, the makers of the plates? Mr. Tooley responded that there would not be any change.

Rep. Nelson to Rep. Knapp that if the Committee dropped the fee down from \$50 to \$40, would he find it acceptable? Rep. Knapp replied that the people he has talked stated it would be acceptable to them.

Rep. Bachini asked Mr. Tooley what would be the initial final cost to the state and county? He replied that the Registrars Bureau figures about 1/2 hour per individual per hour and the cost would be around \$20.

Rep. Aafedt asked Rep. Knapp who receives the \$20 that applies at this time? Rep. Knapp stated that the Motor Vehicle Div. and nothing is reimbursed to the county level.

Closing by Sponsor: Rep. Knapp closed by stating that personalized plates are a luxury which requires specialized services and are paid for by local tax dollars and local time. He stated that nothing is generated at this time at the county level.

HEARING ON HB 131

Presentation and Opening Statement by Sponsor: Rep.

Steppler, District 21, HB 131 is an act to reduce the Seat Belt Law from \$20 to \$10. The purpose of this bill to lower the rate because a few people felt was too excessive. Rep. Steppler stated that this bill is not to repeal the SBL. Rep. Steppler stated that non-use of seat belts have comparable results as those of accident victims. Rep. Steppler felt that the non-use fine should be comparable as with other laws, e.g., fines on off road vehicles for not wearing helmets, etc.. (See Exhibit 2).

List of Testifying Proponents and What Group They Represent:

Francis Koehnke, Townsend

List of Testifying Opponents and What Group They Represent:

Steve Apgar, Helena
Fred Patten, American Assoc. Retired Persons
Owen Warren, American Assoc. Retired Persons
Larry Tobiason, AAA of Montana
Barb Boohen, Mt. Nurses Assoc.
Peter Funk, Dept. of Justice
Jim Manion, Helena
Ben Havdahl, Mt. Motor Carriers Assoc.
Gordon Morris, MACO
Ervin Hedegaard, Whitehall, MT
Tom Leonard, Helena
Mona Jamison, Helena
M. Nelson, Helena
Lori House, Helena
James Ahrens, Helena
Mike Style, Helena
John Delano, Helena

Testimony:

Mike Halligan stated the affective use rate was a small sanction to let people out there know that there is a small penalty for not wearing seat belts and to leave it where it is.

Jim Manion, Exec. Vice President of Triple A, stated that on a state wide poll to help pin point people's attitudes, he stated that it showed that a majority of the people strongly supported the SB Law. The poll also showed that if the Law was on the books, Montanans wanted it

to be a stronger law, and only 12 percent felt it was too strongly enforced. He stated that there was no dissatisfaction with the \$20 fine and only 1 percent felt it was too high. 71 percent felt that it significantly saved lives and 64 percent wore seat belts because it is the law.

Mona Jamison stated that the citizens that went to the polls on Nov. 8, rejected the repeal of the Seat Belt Law.

Ervin Hedegaard told his story about his daughter and son-in-law who were passengers in the back seat of a car and were not wearing seat belts. The car crashed and the couple in the front seat were wearing belts and walked away. Mr. Hedegaard's daughter and son-in-law died. (See Exhibit 4).

Robert Shepherd, M.D., stated that he is against HB 131. He stated that the bill that is before the Committee today will allow the people to break the law because they could afford the \$10 rather than the \$20.

Al Goke, Highway Administrator of the Traffic Safety Div.
(See Exhibit 5)
Strongly opposed HB 131.

Peter Funk strongly opposed the amount of the decrease compared to that of other states. He stated that the Dept. is opposed to anything with the potential impact of lessening compliance with that statute because it is extremely important in saving lives.

Mickey Nelson, Co. Coroner, strongly opposed HB 131. He stated that if anything he would like to change it to a tougher law then it already is.

Tom Leonard, Driver Ed. Teacher, in opposition to HB 131. He stated that the main topic in the driver's ed class is safety, and seat belts are the biggest safety issue they teach.

Larry Tobiason, Mt Auto. Assoc., stated that since the law went into effect, the death rate has dropped to the lowest it has ever been in 30 years in Montana.

John Delano, appearing on behalf of Medical Assoc. against HB 131.

Lori House, Jr. at Helena High, is concerned that her fellow students would not take heed if the fine was dropped to \$10. She stated that they would think that their parents would hand the money over easier then if were

\$20.

Barb Booher stated that the nurses association is opposed to the bill because they are in the business of saving lives.

Jim Ahren stated that the affect of car accidents and the taking of lives, affects the future of the people involved because of not being buckled up.

Fred Patten in opposition of HB 131. He stated that if anything the fine should be raised.

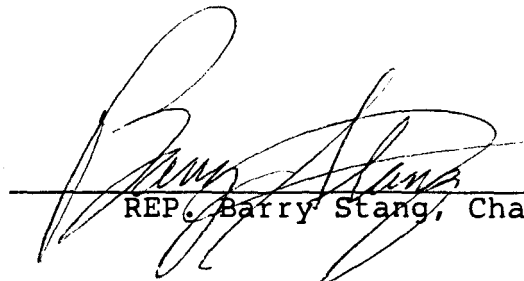
Chuck Butler, Blue Cross/Shield stated that the rehabilitation of Medicare on accident victims is very costly. He strongly opposed HB 131

Questions From Committee Members: None

Closing by Sponsor: Rep. Steppler closed stating his intent was never to repeal the Seat Belt Law. The intent was to make the fine comparable to fines of equal offenses. Rep. Steppler noted that 40 percent of the people in Montana voted against the Seat Belt Law because of the excessive fine. Rep. Steppler stated that the need is to teach the children good judgment of the seat belt and it should not be in response to fear of a \$20 fine.

ADJOURNMENT

Adjournment At: 4:00 p.m.



REP. Barry Stang, Chairman

BS/cj

1406.min

DAILY ROLL CALL

HIGHWAYS AND TRANSPORTATION COMMITTEE

51st LEGISLATIVE SESSION -- 1989

Date January 17, 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 20, 1989

Page 1 of 1

Mr. Speaker: We, the committee on Highways and Transportation report that HOUSE BILL 110 (first reading copy -- white) do pass as amended .

Signed: _____
Barry Stang, Chairman

And, that such amendments read:

1. Page 2, line 18.

Following: "61-1-132"

Insert: "that are not new or used recreational vehicles traveling into or through Montana for delivery to a distributor or a dealer"

STANDING COMMITTEE REPORT

January 20, 1989

Page 1 of 1

Mr. Speaker: We, the committee on Highways and Transportation
report that HOUSE BILL 131 (first reading copy -- white) do
NOT pass .

Signed: _____
Barry Stang, Chairman



The World's Largest and Fastest Growing RV Owners Organization
International Headquarters: P.O. Box 500, Agoura, California 91301 (818) 991-4980

Donald R. Tuttle
Montana State Director
251 Sheafman Creek Rd.
Victor, MT 59875
(406) 961-3171

EXHIBIT 1

DATE Jan 17, 1989

HB 110

January 14, 1989

Representative Ralph Eudaily
House of Representatives
Helena, Montana

Dear Mr. Eudaily,

The Montana Good Sams is a recreational vehicle organization with 4,500 members in the State of Montana.

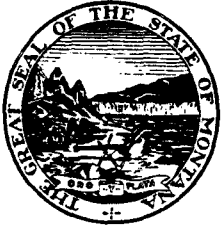
We fully support your efforts in the passage of HB-110 concerning the stopping and weighing of recreational vehicles.

We feel there is no need of adding this burden to the officers manning the weigh stations. I am not aware of any state that is currently weighing recreational vehicles.

We will certainly support this bill.

Sincerely,

Donald R. Tuttle
Donald R. Tuttle
Montana State Director



The Big Sky Country EXHIBIT 2
DATE Jan 17, 1989
HB. 931

MONTANA HOUSE OF REPRESENTATIVES

January 17, 1989

State	Initial	Annual
Washington	\$30	\$20
Wyoming	30	30
Oregon		
Utah	30	5
South Dakota	75	10
North Dakota		
Nevada	25	15
Colorado	35	25
California	35	25
Arizona	25	10
Montana	20	5

Centennial Plates \$22.89

RK/eb

JANUARY 17, 1989

EXHIBIT 3

DATE Jan 17, 1989

HB 131

TESTIMONY

YOU HAVE BEFORE YOU HB 131 - AN ACT TO REDUCE THE PENALTY AND BOND FOR SEAT BELT VIOLATIONS FROM \$20 TO \$10.

THE PURPOSE FOR SUBMITTING THIS BILL IS IN ANSWER TO COMPLAINTS FROM SOME CONSTITUENTS WHO FEEL THE FINE FOR NON-USE OF SEATBELTS IS TOO EXCESSIVE.

I WOULD LIKE TO MAKE IT CLEAR - THIS BILL DOES NOT ADVOCATE REPEAL OF THE SEAT BELT LAW - ONLY REDUCTION OF THE FINE TO MAKE IT FAIR.

THE FINE IS TOO EXCESSIVE, WHEN COMPARED TO MCA 16-8-718, WHICH IS THE PENALTY FOR VIOLATION OF THE FUEL CONSERVATION SPEED LIMIT - CONSTITUTING A \$5 FINE.

THE \$20 FINE IS ALSO EXCESSIVE WHEN IT IS COMPARED TO THE FINE OF \$5 ASSESSED BY MCA 61-9-518, FOR THE VIOLATION OF MCA 61-9-417, WHICH IS THE LAW REQUIRING HEAD GEAR FOR MINORS (UNDER 18 YRS.) WHO OPERATE OR ARE PASSENGERS ON A MOTORCYCLE OR A QUAD-RICYCLE.

THOSE ACCIDENTS INVOLVING SPEED OR NON-USE OF A HELMET FOR A MINOR OR NON-USE OF SEAT BELTS WOULD HAVE COMPARABLE RESULTS FOR THE ACCIDENT VICTIMS.

BECAUSE OF THIS I BELIEVE THE FINE FOR NON-USE OF SEAT BELTS SHOULD BE COMPARABLE AS WELL.

THIS IS WHY I HAVE INTRODUCED HB 131, AND WHY I WOULD ASK THIS COMMITTEE TO LOOK FAVORABLY UPON THIS BILL.

Don Stepler
DON STEPLER, REPRESENTATIVE

Ex #4

1/17/89

HB 131

EXHIBIT 4

DATE Jan 17, 1989

HB 131

"IS THERE ANYTHING WE CAN DO?"

During this past week, many wonderful people have asked us this question. After much thought, Judi and I have concluded that each of you could do one thing that would be appreciated above all else. We ask that each of you make a commitment today to always fasten your seat belts while in a moving vehicle, and make sure that all the passengers are "buckled up" before the car moves.

We love you and want to save you and your loved ones the heartache we have experienced. Please do this one thing for us.

Love,
Erin & Judi
The Hedegaard Family

EXHIBIT 5
DATE 1-07-89
HB 131

STATE OF MONTANA
SEAT BELT USAGE RATES

	<u>INTERSTATE</u>	<u>PRIMARY</u>	<u>CITY</u>	<u>OTHER</u> (Secondary & County)	<u>ALL ROADS</u>
September 1984	24.7%	20.7%	8.4%	8.4%	16.8%
September 1985	30.6%	25.8%	9.7%	12.2%	21.7%
September 1986	43.4%	33.9%	14.8%	17.1%	29.5%
June 1987	49.5%	37.0%	17.5%	20.6%	33.3%
October 1987	60.0%	51.0%	30.4%	33.4%	46.0%
January 1988	71.0%	63.4%	38.8%	42.5%	56.6%
April 1988	75.8%	61.4%	40.4%	45.2%	58.5%
July 1988	78.5%	66.5%	44.6%	45.5%	61.3%
October 1988	78.0%	67.6%	41.1%	49.2%	61.4%

Prepared by the
Highway Traffic Safety Division
of the Department of Justice

5
DATE 1-07-89
HIS 131

303 N. ROBERTS



(406) 444-3412

HELENA, MONTANA 59620

<u>STATE</u>	<u>FINE</u>	<u>AVERAGE USAGE</u>	<u>ENFORCEMENT</u>
Montana	\$ 20	61%	Secondary
Washington	\$ 20	58%	Secondary
Washington D.C.	\$ 15	42% (Urban only)	Secondary
Colorado	\$ 10	47%	Secondary
Pennsylvania	\$ 10	38%	Secondary
Wisconsin	\$ 10	48%	Secondary
Utah	\$ 10	29%	Secondary
Idaho	\$ 5	28%	Secondary
Minnesota	Warning \$ 10	32% 45% (Effective May 1, 1988)	Secondary

ESTIMATED MONTANA BENEFITS OF A SAFETY BELT USE LAW

A. If Law Covers All Passengers (Front & Rear Seats) in All Cars & Trucks

<u>Anticipated Usage Rate</u>	<u>Lives Saved</u>	<u>Injuries Prevented</u>	<u>Dollars Saved</u>
100%	87	1400	\$70 Million
80%	70	1120	\$56 Million
50%	44	700	\$35 Million
40%	35	560	\$28 Million
Current Level	26	420	\$21 Million



EXHIBIT 6
DATE Jan 17, 1989
HB 131

1988-1989
MONTANA STATE LEGISLATIVE COMMITTEE

CHAIRMAN
Mrs. Molly L. Munro
4022 6th Avenue South
Great Falls, MT 59405
(406) 727-5604

SECRETARY
Mr. John C. Bower
1405 West Story Street
Bozeman, MT 59715
(406) 587-7535

TO: House Committee, Highways and Transportation

FROM: Fred Patten, American Association of Retired Persons

RE: Opposition to House Bill No. 131, "An Act to Reduce the Penalty and Bond for Seat Belt Violations from \$20.00 to \$10.00 and amending Section 61-13-104 M.C.A."

The American Association of Retired Persons is in opposition to Bill No. 131. We feel that the law as it is now written should be allowed to continue.

The length of time that the law has been in effect has not provided any reason for the \$20.00 violation to be changed.

TESTIMONY OF THE MONTANA SAFETY BELT COALITION AGAINST HB 131

BY
JIM MANION, PRESIDENT

EXHIBIT 7
DATE Jan 17
HB 131

WHAT I'D LIKE TO TALK ABOUT TODAY REVOLVES AROUND SOME OF THE EFFORTS THAT WERE MADE TO KEEP MONTANAS SAFETY BELT LAW ON THE BOOKS DURING THE LAST GENERAL ELECTION, AND HOW THE FINE WAS A PART OF ALL THAT.

ONE OF THE INTERESTING THINGS THAT TOOK PLACE EARLY ON WAS THE COMMISSIONING OF A STATEWIDE POLL THAT WOULD HELP PIN POINT MONTANANS ATTITUDE ABOUT THE SAFETY BELT LAW. THE POLL WAS DONE BY A MONTANAN THAT WORKS FOR A NATIONALLY KNOWN POLLING FIRM.

THE POLL SHOWED A LOT OF THINGS, BUT ONE OF THE THINGS IT SHOWED WAS THAT MONTANA SUPPORTED THE SAFETY BELT LAW - THE POLL SAID 60% - 40% - ELECTION SAID 58% - 42%.

THE POLL ALSO SHOWED THAT IF THE LAW IS ON THE BOOKS, MONTANANS WANTED IT TO BE A STRONG LAW IN FACT, ONLY 12% SAID THE LAW IS BEING ENFORCED TOO STRICTLY.

THERE WAS NO DISSATISFACTION WITH THE FINE. THE POLL SHOWED THE \$20.00 FINE WAS NOT AN ISSUE WITH THE LAW - ONLY 1% EVEN THOUGHT OF THE FINE WHEN ASKED ABOUT THE LAW.

-71% OF MONTANA CITIZENS THINK THAT SAFETY BELTS ARE SAVING A SIGNIFICANT NUMBER OF LIVES.

64% WEAR IT MORE OFTEN BECAUSE OF THE LAW.

. WE THINK THE FINE IS A VITAL PART OF THE LAW.

. OVER THE PAST 20 YEARS, MILLIONS OF DOLLARS HAVE BEEN SPENT TO EDUCATE PEOPLE TO BUCKLE UP. IT TOOK THE LAW JUST ONE YEAR TO MORE THAN DOUBLE THE NUMBER OF PEOPLE IN MONTANA WHO BUCKLE UP.

SOME OTHER FACTS:

. AN UNRESTRAINED OCCUPANT IS FIVE TIMES MORE LIKELY TO BE KILLED IN A CAR CRASH THAN AN OCCUPANT WHO IS BUCKLED UP.

. IF AN OCCUPANT IS NOT WEARING A SAFETY BELT DURING A CRASH, OCCUPANTS OTHER THAN THAT INDIVIDUAL WILL BE AFFECTED. IN A CRASH WITH MORE THAN ONE OCCUPANT IN A VEHICLE, A FULL 22% OF THE INJURIES ARE CAUSED BY COLLISIONS OF THE UNBUCKLED OCCUPANTS.

. $\frac{1}{2}$ OF ALL SOCIAL SECURITY CHECKS GO TO TWO GROUPS : THOSE WHO HAVE SURVIVED A CRASH BUT ARE NOW DEPENDENT AND THEIR DEPENDENTS: AND THE DEPENDENTS OF THOSE WHO DIDN'T SURVIVE A CRASH. WHEN SOCIETY PICKS UP THAT KIND OF TAB, SOCIETY HAS THE RIGHT TO PASS STRONG LAWS THAT WILL DECREASE THE BILL.

. IT HAS BEEN ESTIMATED THAT OUR CURRENT 60% USE RATE, MONTANA TAXPAYERS ARE SAVING \$42 MILLION ANNUALLY IN MEDICAL COSTS, WORKERS COMPENSATION, AND LOSS OF FUTURE EARNINGS. WEAKENING OF OUR SAFETY BELT LAW, BY LOWERING THE FINE WILL RESULT IN MORE TAXPAYER DOLLARS GOING TO PAY THESE INCREASED ECONOMIC COSTS.

. THE SEAT BELT LAW AFFECTS MONTANAN'S EVERY DAY LIFE ON TWO LEVELS. ON A PERSONAL LEVEL, USING A SEAT BELT TAKES LESS THAN 10 SECONDS OF YOUR TIME: WEARING THAT BELT INCREASES YOUR ODDS OF ESCAPING SERIOUS INJURY OR LIVING THROUGH A CRASH BY 50%. THAT'S ODDS WE CAN ALL LIVE WITH! IT' A LAW WE CAN ALL LIVE WITH.

ON THE SOCIAL LEVEL, THE TREMENDOUS COST TO ALL OF US IN TERMS OF REAL TAX DOLLARS/ECONOMIC LOSS RUNS AROUND \$411,000 EACH DAY OR 150 MILLION PER YEAR.

WHAT HAS ALL OF THIS GOT TO DO WITH THE FINE?:

- THE PEOPLE GAVE THE LAW A STRONG VOTE OF CONFIDENCE, KNOWING WHAT THE FINE WAS.

-THE LAW IS WORKING AS IT IS.

-WE NEED TO DO EVEN MORE WORK TO HELP INCREASE THE USAGE LEVEL. THIS WILL LEAD TO AN EVEN GREATER SAVINGS OF LIVES AND DOLLARS. LOWERING THE FINE FLIES RIGHT IN THE FACE OF THOSE EFFORTS.

DURING THE CAMPAIGN THE THEME WAS "THE LAW WORKS, LET'S KEEP IT", AND THE PEOPLE OF MONTANA BELIEVED IN THAT AND SAID SO AT THE POLLS. NOW IT APPEARS THE THEME NEEDS TO BE, "THE LAW WORKS, DON'T MESS WITH IT." WE HOPE THAT YOU WILL FOLLOW THE LEAD OF THE PEOPLE OF MONTANA AND EMBRACE THAT THEME AS WELL.

VISITORS' REGISTER

Highway Transportation COMMITTEE

BILL NO. 110, 119, 131

DATE Jan 17, 1989

SPONSOR _____

NAME (please print)	RESIDENCE	SUPPORT	OPPOSE
<i>Bob Harrington</i>	<i>County Treasurer</i>	<i>HB 119</i>	
STEVE APGAR	418 BUTLER HELENA		131
<i>John Smith</i>	<i>Highways</i>	<i>Mont HB 110</i>	
<i>Fred Walker</i>	<i>American Assoc. Petrol. Res.</i>		131
<i>Dwain Warren</i>	" " "		131
LARRY TORLASON	AAR MONT		131
<i>Paul Boehm</i>	<i>MT Nurses Assoc.</i>		131
Peter Funk	Dept. of Justice		131
GENE PIGION	Helena MT Good Samaritans	HB 110	
<i>Jim Mowbray</i>	<i>Helena</i>		1/2 131
<i>Francis Johnson</i>	<i>Townsend</i>	<i>HB 119</i>	
" "	" "	<i>HB 131</i>	
<i>Roger Knapp</i>	<i>Representative</i>	<i>HB 119</i>	
ANN PRUNSKIE	MAPP		
<i>Dane Foley</i>	<i>Motor Vehicle Div.</i>	<i>HB 119</i>	
<i>Bernardine</i>	<i>MT Motor Vehicle Div.</i>		<i>HB 131</i> ✓
<i>Dwain Morris</i>	<i>MACO</i>	<i>HB 119</i>	<i>HB 131</i>
<i>Eva L. Hodegaard</i>	<i>Box 333, Whitehall, MT</i>		<i>HB 131</i>
TOM LEONARD	775 MIDDLEMAN HELENA		131

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

VISITORS' REGISTER

Highways and Transportation COMMITTEE

BILL NO. 110, 119, 131

DATE January 17, 1989

SPONSOR _____

[illegible]

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.