

MINUTES

MONTANA HOUSE OF REPRESENTATIVES 51st LEGISLATURE - REGULAR SESSION

COMMITTEE ON HIGHWAYS AND TRANSPORTATION

Call to Order: By Chairman Stang, on February 9, 1989, at 3:00 p.m.

ROLL CALL

Members Present: All

Members Excused: Dan Harrington

Members Absent: None

Staff Present: Paul Verdon, Researcher
Claudia Johnson, secretary

Announcements/Discussion: None

HEARING ON HOUSE BILL 595

Presentation and Opening Statement by Sponsor:

Rep. Russell, House District 99, opened by stating HB 595 is an act to require the Dept. of Highways to erect Indian Historical markers along primary and interstate highways. Rep. Russell stated that Montana's population is comprised of 5% native Americans. Rep. Russell stated on Montana's highways there are many special places of Indian historical significance that are not marked. Rep. Russell stated there are a few older elders in the tribes that remember the land marks, but they are getting old and the younger ones do not know where they are. Rep. Russell stated it is her purpose in this bill for the Dept. of Highways to consult with the tribes to determine the areas in the state that are of special significance to set up the markers. Rep. Russell stated this bill is good for the economy and people of Montana.

Testifying Proponents and Who They Represent:

Rep. Bob Gervais, HD 9
Bob Clark, Dir. of Mt. Historical Society
Gary Foster, Helena Indian Alliance
Bonnie Tippy, Mt. InnKeepers Assoc.
Jess Munro, Acting Dir. of the Dept. of Highways

Proponent Testimony:

Mr. Gervais wanted to go on record in support of HB 595. Rep.

Gervais read a telefax from the Blackfeet tribe. See Exhibit 1.

Mr. Clark stated that the Historical Society is neither a proponent nor an opponent of HB 595 nor do they have any authority in the placing of the signs. Mr. Clark stated the Historical Society does receive a small portion of the accommodation tax that is for historical signs, that money is earmarked for this biennium, but could use a small portion of the money for the signs.

Mr. Foster stated that they have clients in their Human Services clinics that are landless Indians, and have a great deal of difficulty with their identity as far as recognition and pride. Mr. Foster felt this bill would bring back the pride of these people and their kinship to the land.

Rep. Stepler wanted to go on record in support of HB 595.

Rep. Bachini wanted to go on record in support of HB 595.

Ms. Tippy stated on behalf of tours and promotion they are in support of this bill. Ms. Tippy stated the Mt. Historical Society receives \$45,000 per year from the Mt. bed tax in order to do historical markings.

Mr. Munro stated the dept. does not have a position on this bill, but do have several items for the Committee to consider: 1) To sit down with the Committee and Rep. Russell on funding, if the dept. has to fund this bill they would be an opponent because they do not want to fund it. 2) Mr. Munro stated the Highways Committee and the dept. are getting inundated with signs, and felt the decisions needed to be made on where the responsibility lies. Mr. Munro stated he has spoken with the Governor to consider establishing a tourist advisory committee sign committee in the Dept. of Commerce to review these types of requests and to provide funds to erect these signs from the bed tax. Mr. Munro stated the federal guidelines for signs state that information should only have three lines of legend and generally two lines of information and the third line is an access message, e.g., next right.

Testifying Opponents and Who They Represent:

None

Opponent Testimony:

None

Questions From Committee Members: Rep. Clark asked Rep. Russell what type of design of signs and would there be uniformity among the tribes with the design? Rep. Russell stated she would like to leave the design up to the tribes and the

Dept. of Highways to determine the design and content.

Closing by Sponsor: Rep. Russell hoped the Committee would look at this bill favorably and that the whole state of Montana would benefit from this with more understanding and awareness of Native Americans. Rep. Russell distributed a list of amendments, because the tribes are under different jurisdiction than the state of Montana, she stated the amendments would clarify the difference between state and federal jurisdiction and will require that the Dept. of Highways consult with the Indian Tribes.

Vice Chairman Linda Nelson asked Rep. Davis, Rep. Owens and Rep. Steppler if they would form a subcommittee to work on the amendments with Rep. Russell.

HEARING ON HOUSE BILL 572

Presentation and Opening Statement by Sponsor:

Rep. DeMars, House District 29, stated his bill is for an act to require employees of the Dept. of Highways authorized to weight and inspect motor vehicles to collect bill of lading from carriers of agricultural seed, and requires the officers to forward the bill of lading to the Dept. of Agriculture. It will require seed dealers to provide certain information on a bill of lading. Rep. DeMars stated that the spreading of noxious weeds is one of Montana's most serious problems facing agriculture. Rep. DeMars stated the most common way of spreading the noxious weeds is from the farmers seeding, and it is known of several companies shipping poor quality seeds into the state. Rep. DeMars stated the proposed amendment for HB 572 would help the problems of noxious weeds by notification of shipment of seeds so a dept. field inspector would be waiting at the farmer's door to inspect the seeds prior to planting. The amendments would require all seed dealers to have a bill of lading for each seed shipment. The amendments would also require information such as: 1) buyers; 2) sellers, and 3) destination be listed on the bill of lading.

Testifying Proponents and Who They Represent:

Peggy Haagland, Exec. Vice Pres. of Mt. Conservation Dist.

Proponent Testimony:

Ms. Haagland stated they mainly wanted to go on record in support of HB 572 to keep more noxious weeds from entering Montana. Ms. Haagland stated the Conservation districts are actively involved in the administration of the federal conservation reserve programs and stated that the state of Montana spends thousands of dollars a year trying to contain noxious weeds. See Exhibit 3.

Testifying Opponents and Who They Represent:

None

Opponent Testimony:

None

Testimony: Jess Munro, acting Dir. of Dept. of Highways, stated this bill does affect the dept. and they can comply with the provisions given by the rule making authority.

Questions From Committee Members: Rep. Clark asked Rep. DeMars if there was an effective date for the bill of lading to go into affect. Rep. DeMars stated as soon as they get the bill through because they wanted it for this spring season. Rep. DeMars stated there is a sunset time in this to end in 1991.

Closing by Sponsor: Rep. DeMars closed stating that Montana needs to get this under control to keep the noxious weeds from spreading anymore than what we already have.

HEARING ON HOUSE BILL 574

Presentation and Opening Statement by Sponsor:

Rep. Grady, House District 47, opened by presenting his bill for new license plates for the state of Montana. Rep. Grady distributed a handout that showed the loss of revenue to the County Treasurer's office that is in the millions from non registered of vehicles or new plates. Rep. Grady stated in California they have 1 million out of 20 million that are not registered and at \$70 dollar average for registering, amounts to \$70 million per year loss for Calif. as an example of what can happen in going so long without registering for a vehicle. Rep. Grady stated his bill saves money and that it essentially goes to one plate that will take effect in 1990 and extends the Centennial Plates until 1996. Rep. Grady stated that more states are going to one plate and the new cars that are coming out have only the one bracket in the back for the license plate. Rep. Grady also stated that it would be an option to going to non reflector plates. Rep. Grady stated there would be a 88% savings in costs of new license issuance, and elimination of the reflective sheeting would save about 48% of the cost, \$1,067,700. Eliminating the second plate would be a savings of 42% or \$911,439. By issuing only one plate and non reflective would be a cost of \$669,500.

Testifying Proponents and Who They Represent:

Bob Robinson, Motor Vehicle Div.
Martha McGee, Lewis and Clark County Treasurer

Proponent Testimony:

Ms. McGee stated her office is in support of HB 574. Ms. McGee stated there would be a cost savings in freight in regards of one plate instead of two, and also with the issuance of one tab instead of two. Ms McGee stated there would be a cost savings also because of the storing of the plates.

Mr. Robinson clarified the letter he had sent to Rep. Grady and that the license plates do cost \$1.08 to make at the prison. Mr. Robinson stated there are roughly 1.7 million total plates in the state and approximately 300,000 renewals on an annual basis and figure there are 50,000 to 60,000 vehicles that not registered. See Exhibit 4.

Testifying Opponents and Who They Represent:

Chuck O'Reilly, Sheriff of Lewis and Clark Co., Mt. Sheriffs and Peace Officer's Assoc. and Nat'l Assoc.
Mike Shaffer, Sheriff of Yellowstone Co.
Lt. Col. Bob Griffith, Montana Highways Patrol
Rep. Clark, MHP

Opponent Testimony:

Mr. O'Reilly stated the Mt. Sheriffs and National Peace Officer's Assoc. have lobbied long and hard to retain the two plate system. Mr. O'Reilly stated the National Sheriffs Assoc. reasons coincide with the Mt. Sheriff's Assoc. by having the two plates on a vehicle it facilitates the apprehension of criminals using the descriptive license plate data receive by citizens who are victims of crimes, e.g., what officers call as stop and rob at Circle K's, Mini Marts, etc. the robber will pull in nose first and that is where most of the information comes from in this type of a situation. Mr. O'Reilly stated the assists of enforcement of traffic law for the two plates apply for: 1) Speeding. 2) DUI enforcement. Mr. O'Reilly stated that reflector plates also play a great part in the apprehension of offenders. 3) Rapid identification of a offender or suspects at road blocks. 4) Many locations are such that the officers can only get a head on view for license plates. Mr. O'Reilly stated that with a million dollars savings to the state, at what expense to the criminal justice system of Montana is that savings going to be beneficial.

Mr. Shaffer stated for the record his statements are the same as Chuck O'Reilly, but also added that when the school buses are stopped with their lights flashing and a car speeds around them, the only way to identify them is by the front license plate. Mr. Shaffer stated that many bus drivers do call in those offenses and urged the Committee to vote

against this measure.

Lt. Col. Bob Griffith, Mt. Highway Patrol, speaking on behalf of the MHP on the road are against HB 574. Mr. Griffith stated that 1/2 of the violators they apprehend are done when meeting them using the front license plate.

Rep. Clark stated as a member of MHP the information from the front license plate is invaluable. Rep. Clark stated he was at a Highway Patrol convention in 1984 where they adopted a resolution nation wide to attempt to keep the two plates on all vehicles. Rep. Clark stated that the states that have one plate are working to have the two plates reinstated.

Questions From Committee Members: Rep. Aafedt asked Rep. Grady if the state goes to one plate how often would there be a million dollar savings? Rep. Grady stated that his idea with this bill is to have new plates issued every four years but the million dollar savings would be a one-time savings only.

Closing by Sponsor: Rep. Grady closed stating the counties are short of money, and this is the idea of the bill is to save money and get those people that aren't paying there fair share.

HEARING ON HOUSE BILL 523

Presentation and Opening Statement by Sponsor:

Rep. Nisbet, House District 35, opened stating this bill is a preventative measure by making it mandatory to wear a helmet when operating a motorcycle. Rep. Nisbet stated he has included in this bill that would require motorcycles and quadricycles to carry liability insurance. Rep. Nisbet distributed a handout that showed an example of an accident involving a motorcycle and did not have any insurance of any kind and the courts did not make him pay any kind of restitution for the damages. See Exhibit 5. Rep. Nisbet stated that under current law a motorcyclist under the age of 18 is required to wear a protective helmets. Rep. Nisbet stated that in a opinion poll most of the citizens and motorcycle owners were in favor of the helmet law and felt it did save lives. Rep. Nisbet stated because of the substantial burden placed on society for head injuries to unhelmeted motorcyclists, helmet use is a reasonable limitation which motorcyclists should accept as a condition for using their vehicles on public roads. Rep. Nisbet stated that documentation from scientific studies show that safety helmets are effective in reducing the incidents and severity of head injuries resulting from motorcycle accidents.

Testifying Proponents and Who They Represent:

Albert Goke, Dept. of Justice

Robert Ryan, Motorcycle Assoc.
Curt Hahn, Mt. Traffic Assoc.
Tom Dowling, Vehicle Motor Safety of Virginia
Jerry Loendorf, Mt. Medical Assoc.

Proponent Testimony:

Mr. Goke distributed a handout reflecting data on accidents in Montana from motorcycle accidents. Mr. Goke stated when the helmet law was enforced back in 1974-1976 the number of persons killed on registered motorcycles was down considerably from prior and recent records. See Exhibit 6.

Mr. Ryan stated he is a survivor, by that context meaning the parent or relative impacted with the suffering of motorcycle accident victims through no fault of their own. Mr. Ryan related an incident that involved his son who wasn't wearing a helmet and is now a nonproductive person probably for the rest of his life.

Mr. Hahn stated through the Driver's Education Program that protective head-gear does reduce death and injury in cycle accidents and that education needs to be supported by adequate law enforcement and urged support for HB 523.

Mr. Dowling wanted to go on record on behalf of the Arlington, Virginia Safety Council in support of HB 523.

Mr. Loendorf stated he was appearing on behalf of the Medical Assoc. in support of this bill. Mr. Loendorf stated this bill raises the concerns in regards to both liberty and responsibility and though state and federal have set reasonable limitations on our driving that set speed limits, and require that we drive on certain portions of the road, etc., and this is done for our safety.

Testifying Opponents and Who They Represent:

Dal Smilie, Secretary of the American Motorcycle Assoc.
Gordan Defendorf
Todd Westlie, Deputy State Coordinator and acting Treasurer for ABATE
Doug Woodahl, Motorcycle mechanic from Msla.
Dennis Miller, Secretary/Treasurer Helena Trail Bike Assoc.
Jeff Worhel, Helena
Patricia Wherley
Dale Gummer
Phil O'Kruke
Cindy Woodahl
Gene Feist
Janet Coleman
Tim Linderborg
Richard Sutton
Peggy Tipton

John Perkins
Tom Taylor
Richard Stein
James Buck
Steve Osborn
Roy Wherley

Opponent Testimony:

Mr. Smilie stated HB 523 has two different aspects, under Article 5, Sec. 11 of our Constitution, it is unconstitutional to have two different subjects under one bill: 1) Insurance, and 2) Helmet Law. Mr. Smilie stated the insurance needs some reforming because at this time there are 30 different types of motorcycles that are not eligible to be insured at this time and the number is growing larger. Mr. Smilie talked about motorcycle helmets in regards to preventing accidents, and stated they do not. Mr. Smilie stated a road riding community has proposed a self funded bill for training, HB 231 that has cleared the House of Representatives, and that training programs will help prevent most of those accidents. See Exhibit 7.

Mr. Defendorf addressed three issues in opposing HB 523: 1) Motorcycle education and training. 2) Social and public burden theory of medical and health care cost. 3) Helmets and limitations. Mr. Defendorf stated that a helmet law does not prevent an accident from occurring and healthcare costs represent a small fraction of national statistics.

Mr. Westlie stated the ABATE of Montana exists for a number of reasons, but primary purpose is for safe motorcycling through education for both new and experienced riders. See Exhibit 9.

Mr. Woodahl gave a synopsis of HB 523 on the insurance liability and the requiring of a helmet. Mr. Woodahl urged the Committee not to support this bill. See Exhibit 10.

Mr. Miller wanted to go on record in opposition to HB 523.

Jeff Worhel in opposition of HB 523.

Patricia Wherley is opposed to HB 523. Ms. Wherley gave a synopsis of HB 523. See Exhibit 11.

Dale Gummer is opposed to HB 523.

Phil O'Kruke is opposed to HB 523.

Cindy Woodahl stated that as a concerned citizen she is opposed to HB 523 and this bill will affect the farmers/ranchers.

Gene Feist in opposition of HB 523 because of imposed mandatory

law for insurance and helmets.

Janet Coleman in opposition of HB 523.

Tim Linderborg in opposition of HB 523.

Richard Sutton in opposition of HB 523.

Peggy Tipton stated she is speaking on behalf of the citizens of White Sulphur Springs, Mt., and they are opposed to HB 523.

John Perkins in opposition of HB 523.

Tom Taylor in opposition to HB 523.

Richard Stein in opposition to HB 523. See Exhibit 12.

James Buck in opposition to HB 523 and strongly urged the education for motorcycle riders.

Steve Osborn in opposition to HB 523.

Roy Wherley in opposition to HB 523.

Debra McIntosh in opposition to HB 523.

Bruce Rose in opposition to HB 523.

Ron Smith in opposition to HB 523.

Jill Smith in opposition to HB 523.

Mary Brown in opposition to HB 523.

Scott Pluninger in opposition to HB 523.

Mark Rodgers in opposition to HB 523.

John Dayem in opposition to HB 523.

Jim Tipton in opposition to HB 523.

Russ McDonald in opposition to HB 523.

Richard Alderson in opposition to HB 523.

Questions From Committee Members: Rep. Stang asked Mr. Buck regarding the motorcycle endorsement what kind of test does a person have to take and what is the process? Mr. Buck stated there is a course with pylons you have to maneuver.

Rep. Stang asked Mr. Buck if he insures his motorcycles, and what year are they, and wanted an estimate on the costs? Mr. Buck replied that he does insure his bikes. The one bike is 14 years old and is worth \$4,000, the premiums run about

\$250 per year.

Rep. Aafedt asked Mr. Buck if the \$250 covers both collision and life insurance? Mr. Buck stated that it is a liability and comprehensive policy.

Rep. Aafedt asked Rep. Nisbet if he owns or operated a motorcycle? Rep. Nisbet stated that he does not.

Rep. Patterson asked Rep. Nisbet if he thought the penalty that is included in this bill for not wearing helmets is fair? Rep. Nisbet stated that he would not have an objection to leaving the fine at \$5 as long as the operators wore their helmets.

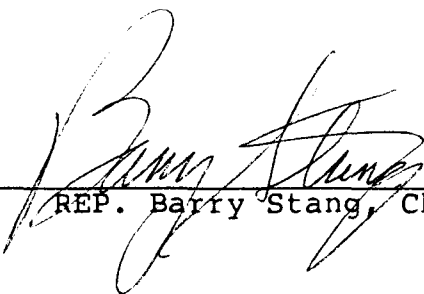
Rep. Patterson asked Mr. Woodahl if he knew of any helmets in the United States that have opening for the ears? Mr. Woodahl stated that the only openings the helmets have are for ventilation and they are \$300. He said that there are half helmets that police use with the leather straps that do not cover the ears.

Closing by Sponsor: Rep. Nisbet closed emphasizing the costs of motorcycle trauma. In 1987 \$150,000 was spent on motorcycle victims, \$126,000 from workman's compensation has been spent so far on one person in 1987. Rep. Nisbet stated in a recent report in the Medical Journal Assoc. a report was done on 125 trauma victims in Seattle, 56.3% costs of caring for these individual was paid by medicaid, 7.1% was covered by other state public funds. See Exhibit 14.

There being no further business the Committee was adjourned.

ADJOURNMENT

Adjournment At: 6:00 p.m.



REP. Barry Stang, Chairman

BS/cj

3406.min

DAILY ROLL CALL

HIGHWAYS AND TRANSPORTATION COMMITTEE

51st LEGISLATIVE SESSION -- 1989

Date February 9, 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	✓		

BLACKFEET NATION**P. O. BOX 850****BROWNING, MONTANA 59417****(406) 338-7179**

EXECUTIVE COMMITTEE

TRIBAL COUNCIL

49 48

TOM WHITFORD, SR., CHAIRMAN
 BERNARD ST. CODDARD, VICE-CHAIRMAN
 MARVIN WEATHERWAX, SECRETARY
 LELAND GROUND, TREASURER

EXHIBIT 1DATE Feb 9HB 595

TOM WHITFORD, SR.
 BERNARD ST. CODDARD
 MARVIN WEATHERWAX
 LELAND GROUND
 CHARLES DEROCHE
 ROGER SASSY RUNNING CRANE
 LLOYD H. CURLY REEVIS
 DARRYL GORDO HORN
 DONALD P. LITTLE DOG

T E L E F A XTO: Floyd "Bob" Gervais BRANCH: State House of RepresentativesATTN: _____ LOCATION: Helena, MtNUMBER OF PAGES (INCLUDING COVER SHEET): 2DATE TRANSMITTED: 2/8/89 TIME: 3:06TELEFAX TELEPHONE NUMBER: 1-444-4105FROM: Tom Whitford, Sr. BRANCH: Blackfeet TribeATTN: Chairman LOCATION: Browning, Mt.TELEFAX TELEPHONE NUMBER: 406-338-7530VERIFICATION NUMBER: 338-7130TRANSMITTER: Kathy

REMARKS: Page 2 of this exhibit is missing. (June 2, 1989)

EXHIBIT 2
DATE Jul 9, 1989
HE 572

TESTIMONY
HOUSE BILL 572
(NOTIFICATION OF AGRICULTURAL SEED SHIPMENTS)

It is widely known that the spread of noxious weeds is one of the most serious problems facing agriculture in Montana. There are numerous ways of spreading noxious weeds, however, one of the most damaging but preventable methods is when farmers inadvertently spread noxious weeds by planting agricultural seed which is contaminated with noxious weed seeds.

Montana's present Seed Law allows no tolerance for prohibited noxious weed seeds in agricultural seed. The problem has been in the monitoring and enforcement of this provision. There have been several situations where seed companies have mistakenly sent noxious weed contaminated agricultural seed into Montana. There have even been a couple of cases where unscrupulous seed companies knowingly shipped poor quality contaminated seed to unsuspecting Montana farmers. Unfortunately the department was not made aware of these particular cases until after the contaminated seed was already planted.

Presently there is no requirement that seed companies notify the department when making shipments into Montana, so the department has no means of knowing when or to whom seed

shipments are made. The department, therefore, most often does not have the opportunity to sample the seed before planting. Aggravating this situation is the fact that in the rush of spring planting, farmers often begin planting the seed very soon after receiving the shipment. By the time the department has determined that a contaminated shipment has been made, the seed is often already planted and the damage already done.

The proposed amendment in House Bill 572 would help prevent this problem. Upon notification of shipment of seeds the department's field inspectors could be "waiting at the farmers door" to sample the seed prior to planting, thus preventing the inadvertent planting of noxious weed seeds contained in the agricultural seed.

The specific amendments requested in House Bill 572 are:

(1) Page 2, lines 8 and 9 and page 4 lines 13 through 17: These amendments would require the Gross Vehicle Weight personnel of the Department of Highways to make copies of any bills of lading for seed shipments going through their weigh stations; and then forwarding the copies on to the Department of Agriculture.

(2) Page 6, line 21 through 25 and page 7, line 1 through 4;

This amendment to the Agricultural Seed Law would require all seed dealers to have a bill of lading for each seed shipment. The amendment specifies that certain information such as seller, buyer, and destination be listed in the bill of lading.

It is hoped that these amendments requiring notification of seed shipments will help in the fight against noxious weeds. The amendment will not significantly increase the workload or cost required of state government, or the public, but will greatly increase the effective enforcement of our noxious weed seed laws.

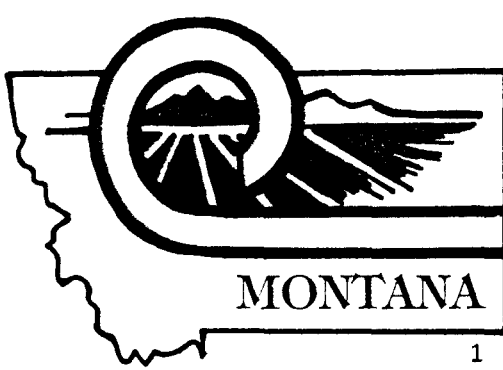


EXHIBIT 2
DATE Feb 9, 1989
HB 572

MONTANA

Association of Conservation Districts

1 South Montana
Helena, MT 59601

443-5711

Testimony to the Highways & Transportation Committee -- HB 572

For the Record, my name is Peggy Haaglund and I am Executive Vice President to the Montana Association of Conservation Districts.

MACD does support HB 572. The conservation districts are actively involved in the administration of the Federal Conservation Reserve Program. Under this program, thousands of acres of highly erodible land in Montana are being planted to permanent grasses and legumes. Thousands of acres across the United States are being planted to permanent cover.

The forest fire areas that were burned this past summer have been or will be reseeded.

This means that there is a shortage of grass and legume seed in Montana and it has been necessary for us to go out of state to obtain the seed that we need to plant all of these acres.

Weeds in Montana now are an enormous problem. Montanans spend millions of dollars for weed control each year, and they are fighting a losing battle.

With the planting of these acres of erodible and burned acres it is of importance that the quality of the seed planted be as weed free as humanly possible.

I urge you to support HB 572. This is one step in preventing new weeds from envading Montana.

STATE
OF
MONTANA

DEPARTMENT OF JUSTICE

MOTOR VEHICLE DIVISION

303 Roberts, Helena, Montana 59620 (406) 444-4536

EXHIBIT 4
DATE Feb 9, 1989
HB 574

January 25, 1989

Representative Ed Grady
Montana House of Representatives
Capitol Station
Helena, Montana 59620

Dear Representative Grady:

As you requested, I have compiled an estimate of the cost of producing a new general issue license plate for Montana vehicles. A new general issue plate will cost approximately \$2,159,830 for 2,032,000 plates for a per plate cost of \$1.08.

The estimates of plates are based upon the number of vehicles currently registered and licensed, one year's new issue and duplicate plates and anticipating that some currently unlicensed vehicles will be licensed.

The following charts lay out in more detail the calculation of the estimate.

Calendar 1988 Vehicle Registrations

<u>Vehicle Type</u>	<u># Registered</u>	<u># of Plates Per Vehicle</u>	<u>Total Plates (Full Size)</u>
Passenger Car	436,917	2	873,834
Truck	282,072	2	564,144
Trailer	110,614	1	110,614
Personalized	49,904	2	99,808
Motorcycle	24,710	1*	12,355
Amateur Radio	449	2	898
National Guard	1,437	2	2,874
Disabled Veteran	345	2	690
EX P.O.W.	137	2	274
handicapped	3,197	2	6,394
Military Reserve	577	2	1,154
Total	910,359		1,673,039

Normal annual new plates issued	300,000
Estimated unregistered vehicles licensed	58,961
Total Plates Required	2,032,000

* (1/2 size)

Representative Ed Grady
January 25, 1989
Page Two

Cost to Produce License Plates -- FY 90-91

Cost to produce 2,032,00 plates:

	<u>Cost</u>	<u>% of Total</u>
Personal Services:		
Current level (2FTE management and prisoner labor)	\$ 65,700	
Additional labor (management overtime + additional prisoner labor due to extra shifts)	<u>24,000</u>	
	\$ 89,700	4.1%
Materials:		
Aluminum - 2,032,000 plates @ 3.95 plates/pound = 514,430 lbs. @ \$1.70/lb	874,530	39.8%
"Scotchlite" - 2,032,000 plates @1,718 plates/roll = 1,183 rolls @ \$900/roll	1,064,700	48.5%
Other materials:		
Stripper	19,000	0.9%
Oil, gloves, tools, food, janitorial, maintenance and boxes	12,300	0.6%
Utilities (FY90 current level estimated @\$16K, assume 1.5 factor due to extra shifts)	24,000	1.1%
Equipment (includes some repair and maintenance)	10,000	0.5%
Shipping (2,032,000 plates @ \$5.00/100)	<u>101,600</u>	<u>4.5%</u>
	\$2,195,830	100.0%
Divided by number of plates	<u>/2,032,000</u>	
Estimated Cost Per Plate	\$ 1.08	

Representative Ed Grady
January 25, 1989
Page Three

As you can see more than 88% of the cost of a new license issue is in the cost of aluminum and reflective sheeting. Elimination of reflective sheeting would save about 48% of the cost (\$1,067,700) and eliminating one plate on the current two plate vehicles would save 42% (\$911,439) considering both the aluminum and reflective material. If only one plate per vehicle was issued and it was not reflective, the cost would be approximately \$669,500.

If I can provide additional information, please don't hesitate to call.

Sincerely,

A handwritten signature in dark ink, appearing to read 'RJR', is written over the typed name.

Robert J. Robinson
Administrator

RJR:ph

EXHIBIT 5
DATE Feb 9 1989
HB HB 553

FIELD ACCIDENT INFORMATION

DATE 9-22-87 TIME 1826 OFFICER LT Connors BADGE # 113
DRIVER'S NAME Ernest Hirschhorn PHONE 6-3845
ADDRESS 4109 N. Wilkeson #12 - Borden - NE (BRUNNEN)
DATE OF BIRTH 9-16-48 DRIVER'S LIC. # 516083018 D/L STATE MT CT 87
ALCOHOL AGE 19 SEX M INJURIES Yes VEH DAMAGE ESTIMATE 3000-
ACCIDENT LOCATION 4th & Grant CONT. CIRC: VISION ROAD NECF NECF
DRIVER WAS HEADED N/E ON: Grant AND INTENDED TO: Continue straight
VIOLATION Careless VEH. MAKE Honda MODEL M.C. YEAR 1983
VIN. # JH2PC1009DMCC339 LICENSE # 6-11442 STATE MT YEAR 1987
VEHICLE OWNER Justin Fonda ADDRESS 544 S. 22nd #31 - Bismarck
INSURANCE CO. (Cyanic) POLICY NUMBER
WITNESS NAME Refer Incident Report ADDRESS
PASSENGER NAME AGE ADDRESS
PASSENGER NAME AGE ADDRESS

"It is impossible to be
the cheapest and the best."
We Pride Ourselves
on QUALITY Body Repair.



INSURANCE COMPANY
INSURANCE AGENT

NAME [REDACTED] DATE 9-23-87

ADDRESS [REDACTED] PHONE 388-1889

MAKE	YEAR	MODEL	SERIAL NO.	MILEAGE	LICENSE NO.	STYLE NO.	DATE CODE
	77	620	DATSUM PU.				

DAMAGE REPORT AND REPAIR ORDER

PL.	RE-PAIR							
X		FRONT BUMPER			150.17	.6		
X		FRONT BUMPER BRACKETS			10.26	.4		
X		FRONT VALANCE			40.51	.6	.8	
X		L PARK ASSY			30.05	INC		
X		R PARK LENS			1.33	.2		
X		GRILLE			69.30	.6		
X		HOOD			124.50	1.0	3.5	
X		L FENDER			81.52	2.5	2.9	
X		WINDSHIELD			106.07	1.8		
X		WINDSHIELD GASKET			43.41	.2		
X		FT FRAME CORNER	4.0 @ 35				(SUBJECT COLUMN)	
X		RADIATOR SUPPORT				5.0	1.0	
X		L APRON PLATE				3.0	1.0	
X		L SIDE MARKER			15.15	INC		
X		AIM. & REPAIR L HEADLAMPS				.6		
X		RUBBER FT END				1.5		
					675.27	18.0	9.2	

[ROO HAGER]

- ☐ 2-Stage Painting
- ☐ Miscellaneous Bulbs
- ☐ Front End Alignment
- ☐ Wheel Balance
- ☐ Undercoat Panels
- ☐ Headlamp Adjustment & Repair
- ☐ Replace Sealed Beams

BODY & PAINT MATERIAL INCLUDES

Body Caulking	Masking Paper	Polishing Bonnets
Compound	Masking Tape	Primer
Body Color	Metal Conditioner	Rags
Adhering Disc Adhesives	Nuts & Bolts—Hardware	Retarder
Base Paper	Oxygen—Acetylene	Sand Paper
Fishscale Killer	Paint Sealer	Solder
Grease & Wax Remover	Plastic Body Fill	Solder Filler
Grinding Disc	Plastic Filler	Spot Putty

Task Rags
Thinner
Wax
Weatherstrip Adhesive
Welding Rods
Window Cleaner
AND MANY MORE

Parts	675.27
Body Labor	501.00
Paint Labor	257.60
Paint Materials	110.00
Body Materials	140.00
Waxing and Protective Coatings	
TOTAL	1686.87

This estimate is based on our inspection and does not cover additional parts or labor which may be required after the work has been started. After the work has started, worn or damaged parts which are not evident on first inspection may be discovered. Naturally this estimate cannot cover such contingencies. Parts prices subject to change without notice. This estimate is for immediate acceptance.

TO ORDER PARTS
AUTHORIZED BY



BOZEMAN FORD-LINCOLN

FORD DEALER FOR THE GALLATIN VALLEY

P. O. Box 1945 1800 West Main
BOZEMAN, MONTANA 59715

BODY AND FENDER REPAIRS • EXPERT REFINISHING

NAME [REDACTED]

DATE 10/2/87

ADDRESS [REDACTED]

INVOICE NO. _____

PHONE 10/76 DATE WANTED 2011

REGISTRATION NO. _____

HOURLY RATE _____

YEAR-MODEL-COLOR	MAKE OF CAR	BODY TYPE	LICENSE No.	SERIAL No.	MFG. PAINT NO.	MILEAGE
1977	DATSON	PICKUP				

REPAIR	REPLACE		SUBLET WORK	PARTS AND MATERIALS	LABOR	REFINISHING
X		FR. VANCE PANEL		40.57	.6	
X		FR. BUMPER (AA)		120.00	.6	
X		FR. BUMPER BRKTS		10.26	INC	
X		L. FR. PARK LAMP ASSEMBLY		30.05	—	
X		R. FR. PARK LAMP LENS		4.33	—	
X		GRILLE		69.30	.6	
X		L. FR. FENDER		81.52	2.5	
X		L. FR. SIDE MARKER		15.15	—	
X		WINDSHIELD		106.00	1.9	
X		W/S RUBBER		43.41	—	
X		RADIATOR SUPPORT			4.5	
X		L. FR. FENDER INNER			4.0	
X		UNIBODY & FRAME			4.0	AT 15.00
X		HOOD		124.50	1.0	140.00
		ALIGN FR. END	24.00			
		REFINISH AS NECESSARY			8.5	
		PAINT JUNT.				93.50
					24.1	
					674.80	
		TOWING				

SUBJECT TO INVOICE PRICE CHANGES SUB TOTALS 24.00 644.92 814.80 93.50

THIS ESTIMATE IS BASED ON OUR INSPECTION AND DOES NOT COVER ADDITIONAL PARTS OR LABOR WHICH MAY BE REQUIRED AFTER THE WORK HAS BEEN STARTED. AFTER THE WORK HAS STARTED, WORN OR DAMAGED PARTS WHICH ARE NOT EVIDENT ON FIRST INSPECTION MAY BE DISCOVERED. NATURALLY THIS ESTIMATE CANNOT COVER SUCH CONTINGENCIES. PARTS PRICES SUBJECT TO CHANGE WITHOUT NOTICE. THIS ESTIMATE IS FOR IMMEDIATE ACCEPTANCE.

TOTAL
SALES TAX
GRAND TOTAL

THIS WORK AUTHORIZED BY _____

1577.2

LAW OFFICES
WELLCOME, FROST & BARTLETT
MONTANA BANK BUILDING
211 WEST MAIN STREET
BOZEMAN, MONTANA 59715

PAGE WELLCOME, P.S.C.
ALBERT A. FROST
WILLIAM A. BARTLETT
HOLLY HUNTER

TELEPHONE
(406) 586-4747

September 29, 1987

Honorable Mark Bryan
Municipal Court
P.O. Box 640
Bozeman, MT 59715

RE: Carless Driving Citation to Vaughn Hirschhorn

Dear Judge Bryan:

I represent Mr. [REDACTED] whose vehicle was damaged in an automobile accident of September 22, 1987, which resulted in Mr. Hirschhorn being charged with careless driving.


It is our understanding that Mr. Hirschhorn did not have insurance. Mr. [REDACTED] carries only liability insurance and, therefore, he is unprotected in this loss. The purpose of this letter is to ask that in the event Mr. Hirschhorn is found guilty that restitution be imposed.

A copy of the repair estimate is enclosed, however, Mr. [REDACTED] agrees that the vehicle is not worth the cost of repairs. It is his opinion, and one shared by J.C. Billion, that the value of the vehicle is \$800.00. He would like to see that amount ordered by the court as restitution.

Very truly yours,

WELLCOME, FROST & BARTLETT

By


William A. Bartlett

WAB:kh
enclosure

LAW OFFICES
WELLCOME, FROST & BARTLETT
MONTANA BANK BUILDING
211 WEST MAIN STREET
BOZEMAN, MONTANA 59715

PAGE WELLCOME, P.S.C.
ALBERT A. FROST
WILLIAM A. BARTLETT
HOLLY HUNTER

TELEPHONE
(406) 586-4747

September 30, 1987

Vaughn Hirschhorn
409 No. Willson, #12
Bozeman, MT 59715

Dear Mr. Hirschhorn:

Mr. [REDACTED] has asked me to contact you with regard to the damages caused to his vehicle by your recent accident. I understand that you were injured in that accident and I sincerely hope that you are recovering well.

Mr. [REDACTED] did not have collision insurance on his vehicle and, therefore, is faced with absorbing the loss himself. Since his vehicle was parked and he was in no way at fault he is not willing to do that. It is my understanding that you did not have insurance at the time of the accident. It is also my understanding that the motorcycle you were driving was owned by Mr. Justin Fonda. If Mr. Fonda had insurance on the motorcycle it may not be necessary for us to look to you for payment for the damages to Mr. [REDACTED] vehicle. Please contact me and advise me where I might be able to get in touch with Mr. Fonda to determine whether he has insurance coverage. I have mailed a letter addressed to him to this address. If you know where Mr. Fonda is you may deliver that letter.

In any event, I would like to hear from you within the next couple of weeks to see what we can do for Mr. [REDACTED].

Very truly yours,

WELLCOME, FROST & BARTLETT

By


William A. Bartlett

WAB:kh

cc: [REDACTED]

PAGE WELLCOME, P.S.C.
ALBERT A. FROST
WILLIAM A. BARTLETT
MOLLY HUNTER

TELEPHONE
(406) 586-4747

September 30, 1987

Vaughn Hirschhorn
409 No. Willson, #12
Bozeman, MT 59715

OCT 14 1987

WELLCOME, FROST
& BARTLETT

Dear Mr. Hirschhorn:

Mr. [REDACTED] has asked me to contact you with regard to the damages caused to his vehicle by your recent accident. I understand that you were injured in that accident and I sincerely hope that you are recovering well.

Mr. [REDACTED] did not have collision insurance on his vehicle and, therefore, is faced with absorbing the loss himself. Since his vehicle was parked and he was in no way at fault he is not willing to do that. It is my understanding that you did not have insurance at the time of the accident. It is also my understanding that the motorcycle you were driving was owned by Mr. Justin Fonda. If Mr. Fonda had insurance on the motorcycle it may not be necessary for us to look to you for payment for the damages to Mr. [REDACTED]'s vehicle. Please contact me and advise me where I might be able to get in touch with Mr. Fonda to determine whether he has insurance coverage. I have mailed a letter addressed to him to this address. If you know where Mr. Fonda is you may deliver that letter.

In any event, I would like to hear from you within the next couple of weeks to see what we can do for Mr. Forsberg.

Very truly yours,

WELLCOME, FROST & BARTLETT

By

William A. Bartlett
William A. Bartlett

WAB:kh

cc: Eric Forsberg

Mr. Bartlett,
Vaughn has no insurance. My son Eric
bought the motorcycle from Justin Fonda. Eric does
not have insurance either. Because of Vaughn's accident
he is unable to hold a full time job for at
least three months. He doesn't have any money
either. So, now what?? Sincerely,
Eric Forsberg

LAW OFFICES
WELLCOME, FROST & BARTLETT
MONTANA BANK BUILDING
211 WEST MAIN STREET
BOZEMAN, MONTANA 59715

PAGE WELLCOME, P.S.C.
ALBERT A. FROST
WILLIAM A. BARTLETT
HOLLY HUNTER

TELEPHONE
(406) 586-4747

September 30, 1987

Mr. Justin Fonda
409 No. Willson, #12
Bozeman, MT 59715

Dear Mr. Fonda:

I represent Mr. [REDACTED] whose vehicle was damaged in the accident with your motorcycle. I am concerned that since Mr. Hirschhorn had no insurance either Mr. [REDACTED] is going to have to bear this loss himself or Mr. Hirschhorn, personally, will be responsible for the damages to Mr. [REDACTED]'s vehicle.

On the other hand, if you had insurance coverage at the time of the accident, your insurance company would probably be responsible for the damages. I have enclosed a copy of the repair estimate to Mr. [REDACTED]'s vehicle, however, the vehicle is not worth the cost of repairs. A reasonable estimate of its value is \$800.00.

Please forward a copy of this letter and the enclosed repair estimate to your insurance agent and ask the company to get in touch with me. In the event you do not have insurance, I would like you to give me a call to discuss this matter.

Very truly yours,

WELLCOME, FROST & BARTLETT

By


William A. Bartlett

WAB:kh
enclosures

cc: [REDACTED]

LAW OFFICES
WELLCOME, FROST & BARTLETT
MONTANA BANK BUILDING
211 WEST MAIN STREET
BOZEMAN, MONTANA 59715

PAGE WELLCOME, P.S.C.
ALBERT A. FROST
WILLIAM A. BARTLETT
HOLLY HUNTER

TELEPHONE
(406) 586-4747

October 20, 1987

Mr. [REDACTED]
[REDACTED]
[REDACTED]

Dear [REDACTED]:

Enclosed is a copy of a response I received from Mrs. Hirschhorn. As you can see, they have no insurance and since Mr. Fonda sold the motorcycle to the Hirschhorns, he has no further obligations. Mr. Fonda did contact our office and inform us that he had sold the motorcycle prior to the accident.

We are at the point where it is not worth it for you to pay me for any more work. I suggest that you speak with Mrs. Hirschhorn and determine when she would expect they could begin making payments to you. If those payments are not made, or if she refuses to, you always have the right to file a lawsuit in Justice Court, as we discussed. There is, however, a statute of limitations which I believe is 2 years. I would suggest that if, within 6 months, no payments have been made that you file the lawsuit in small claims court to protect your interest. On the other hand, you have the right to file the lawsuit immediately.

If you have any questions, please feel free to contact me. Otherwise, I will assume that I have done everything I can for you.

Very truly yours,

WELLCOME, FROST & BARTLETT

By


William A. Bartlett

WAB:kh
enclosure

10/8/1987

Dear Mr. Vaughn Hirschhorn,

On the 22nd day of September my parked vehicle was run into by you. You were driving a motorcycle with no insurance. High estimate of damages are \$1686.87, low estimate was \$1577.27. Cost of repairs exceed the value of my truck. Before the accident my truck was worth \$800.00, it is now worth \$300.00. You owe me \$500.00. I would like to hear from you, about how ^{you} are going to pay me my money.

Vaughn, I hope you are recovering well from all the problems you suffered from your recent accident.

Let me know as soon as possible what you intend to do about this problem.

Thank you

1 IN THE JUSTICE COURT, DEPARTMENT NO. ONE, OF THE STATE OF
2 MONTANA IN AND FOR THE COUNTY OF GALLATIN, BOZEMAN
3 BEFORE H. P. GOAN, JUSTICE OF THE PEACE

4 * * * * *

5 [REDACTED],) No. CL87-0718
6 Plaintiff,)
7 -vs-)
8 VAUGHN HIRSCHKORN,) JUDGMENT BY DEFAULT
9 Defendant.)
10 -----

11 The defendant having been duly served with Summons and
12 Complaint in the above-entitled action; having failed to appear
13 or otherwise file a written Answer to plaintiff's Complaint filed
14 herein; the legal time for answering having expired;

15 IT IS HEREBY ORDERED, ADJUDGED AND DECREED that
16 Judgment be entered for the plaintiffs and against the defendant
17 for the amount of the Complaint plus costs, to wit:

18	Complaint	\$ 500.00
19	Costs	<u>16.00</u>
20	<u>T O T A L</u>	<u>\$ 516.00</u>

21
22
23 GIVEN UNDER MY HAND this 30th day of November,
24 1987.

25 *Original signed by*
26 *H.P. Goan*

27 H. P. GOAN, JUSTICE OF THE PEACE

28 cc: [REDACTED]

29
30 Vaughn Hirschhorn
31 409 South Frt.
32 Livingston, MT 59047

IN THE DISTRICT COURTOF THE EIGHTEENTH JUDICIAL DISTRICT OF THE STATE OF MONTANA
IN AND FOR THE COUNTY OF GALLATIN

DU-87-865

THE STATE OF MONTANA

To the Sheriff of said County of Gallatin, Greeting:

WHEREAS, On the 30 day of Nov, A. D., 1987[REDACTED] recovered a Judgment in the District Court,of Township No. 1 of the County of Gallatin, State of Montana, againstVaughn HirschKornfor the sum of \$ 500 DOLLARS,damages, together with \$ 16.00 costs and disbursements at the date of said judgment,amounting to the sum of 516 DOLLARS,with interest thereon Nov 30, 1987 at the rate of10 per cent per annum until paid, and accruing costs, amounting to thesum of 516.00 + interest DOLLARS,

as appears to us of record;

AND WHEREAS, The Abstract of Judgment in the action in which said Judgment was entered, is filed in the Clerk's office of said Court, in the said County of Gallatin, and said Judgment was docketed in said Clerk's office in the said County, on the 30 day of Nov, A. D., 1987

And the sum of \$ 516 + interest with interest as aforesaid, and the further sum of \$ 7.00 plus Sheriff's fees as accruing costs, is now (at the date of this writ), actually due on said Judgment.

NOW YOU, THE SAID SHERIFF, Are hereby required to make the said sums due on the said Judgment for damages and costs, with interest as aforesaid, and accruing costs, to satisfy the said Judgment, out of the personal property of said debtor; or, if sufficient personal property of said debtor cannot be found, then out of the real property in your County belonging to Vaughn HirschKorn

on the day whereon said Judgment was docketed in said County, or at any time thereafter; and make return of this writ within 60 days after your receipt thereof, with what you have done endorsed hereon.

WITNESS, Hon. Thomas A. O'LearyJudge of the said Eighteenth Judicial District of the State of Montana, at the Court House, in the County of Gallatin, this 2nd day ofDecember A. D., 1987

ATTEST: My hand and the Seal of said Court, the day and year last above written.

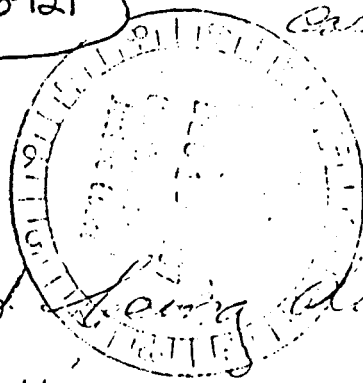
Lorraine VonAnsdal, ClerkBy Debra Kelly, Deputy Clerk

State of Montana }
County of Gallatin

(Sect 61-6-121)

SS

Case # 870718



[REDACTED] first being duly sworn,
in oath deposes and says,

That he Vaughn Hirschhorn ran into
my parked truck on 9/22/87.

That the damages are \$1686.87 estimated
by J.C. Billier. \$1577.23 estimated by Fort
Tractor, Bozeman, Mont.

That he received a citation for careless
driving.

That there was no insurance on the
motor cycle.

That he was summoned to court.

That [REDACTED] won a judgment
by default against Vaughn Hirschhorn
for \$500.00 in Justice Court, Nov 30, 1987

Case # 870718.

That I [REDACTED] appeared in District
Court, County of Gallatin 12/8/87

That execution states

That he was John Hirschhorn has - o - personal property and no money.

That I [redacted] make a motion in your Court Justice of the Peace H. P. Quary to suspend Douglas Hirschhorn's driver's license.

That he is too irresponsible to accept the responsibility for damages caused while riding a motor cycle.

That he will not contact me or ever make an effort to satisfy the judgement against him.

[redacted]
s/s
Douglas Hirschhorn

This 15th day of December 1987

Thank you
[redacted]

Subscribed and sworn to this 15th day of December, 1987.

Carol L. Hoff
Notary Public for the State of Montana
Residing at Bozeman, Montana
My Commission expires February 9, 1988

IN THE DISTRICT COURT

OF THE SIXTH JUDICIAL DISTRICT OF THE STATE OF MONTANA, IN AND FOR
THE COUNTY OF PARK

Plaintiff.....

versus

VAUGHN HIRSCHKORN

Defendant.....

ANSWER TO EXECUTION

To notice of execution and demand for a statement served on me this 12/5/57 day
of _____, A. D., 19____, by the Sheriff of Park County, Montana, under and by virtue of
a writ of debt of money for accident issued in the above entitled cause, my answer
is that I am \$500.00 indebted to the said defendant _____ in the sum of \$_____, and that
I have in my possession and under my control - C - personal
property belonging to said defendant, to-wit:

VAUGHN HIRSCHKORN

Dated this December day of 8 1957.

Vaughn Hirsch Korn

State of Montana
County of Gallatin

61-6-121

Cs # 870718
~~Feb 16~~, 1988

Sixty days have expired Jan 29, 1988,
since date of judgement. (Nov. 30, 1987)

I [REDACTED] ask to have

Naughton E. Hirschhorn's drivers licence
suspended under the provision 61-6-122
M.C.A.

[REDACTED]

7822-52-110

1 IN THE JUSTICE COURT, DEPARTMENT NO. ONE, OF THE STATE OF
2 MONTANA IN AND FOR THE COUNTY OF GALLATIN, BOZEMAN

3 BEFORE H. P. GOAN, JUSTICE OF THE PEACE

4 * * * * *

5 [REDACTED] No. CL87-0718

6 Plaintiff,

7 -vs-

8 VAUGHN HIRSCHKORN,

9 Defendant.
10 -----

11 ABSTRACT OF JUDGMENT

12 WHEREAS, on the 30th day of November, 1987, Judgment
13 was entered for the plaintiff and against the defendant in the
14 amount of \$500.00 plus costs \$16.00 for a total Judgment of
15 \$516.00.

16 I CERTIFY that the foregoing is a correct Abstract of
17 Judgment rendered in said action in my Court.

18 DATED this 2nd day of December, 1987.
19 Original signed by
20 H.P. Goan

21 H. P. GOAN, Justice of the Peace
22
23
24
25
26
27
28
29
30
31
32

H. P. GOAN, JUSTICE OF THE PEACE
LAW AND JUSTICE CENTER, 615 South 16th
Bozeman, MT 59715 (406) 585-1370

February 24, 1988

C
O
P
Y

William F. Furois, Chief
Driver Improvement Bureau
303 Roberts
Helena, MT 59620

RE: Vaughn Emmett Hirschhorn

Dear Mr. Furois:

I am in receipt of your letter dated 2/19/88, a copy of which is attached hereto.

After reviewing 561-6-122, M.C.A., we find no requirement for submission of an accident report. A copy of the accident report was not filed with the Complaint in this matter, nor was it filed upon application for Default Judgment.

Please feel free to contact me if you should have any further questions.

Sincerely,

Sue Ann Tack
Justice Court Clerk

Encl.

STATE OF MONTANA

CL87-0718

DEPARTMENT OF JUSTICE, MOTOR VEHICLE DIVISION
DRIVER IMPROVEMENT BUREAU

303 ROBERTS, HELENA, MONTANA 59620 (406) 444-3288

February 19, 1988

L.P. Goan
Justice of the Peace
Law & Justice Center,
515 South 16th
Bozeman, MT 59715

RE: Vaughn Emmett Hirschhorn

Dear Ms. Tack:

Please be advised before this department can take further action under the provisions of Section 61-6-122, Montana Codes Annotated, on the Unsatisfied Judgment, it will be necessary to furnish this department with the following item(s):

1. _____ Correct and full name as shown on driver license.
2. _____ Date of Birth.
3. X Copy of the accident report.
4. _____ Certified copy of the Unsatisfied Judgment.
5. _____ Current or last known address.
6. _____ A Statement that the Judgment remains unsatisfied after sixty (60) days.

Very truly yours,


William G. Evans
Director, Chief

State of Montana

County of Gallatin

Bozeman



H. P. GOAN, JUSTICE OF THE PEACE
LAW AND JUSTICE CENTER, 615 South 16th
Bozeman, MT 59715 (406) 587-3431

February 16, 1988

MONTANA HIGHWAY PATROL
DRIVER LICENSE DIVISION
303 N. Roberts
Helena, MT 59624

RE: CL87-0718 [REDACTED] -vs- VAUGHN E. HIRSCHKORN
Vaughn Emmett Hirschhorn D/L # 516083018
409 South Front
Livingston, MT 59047

Gentlemen:

Upon request by the Judgment Creditor, pursuant to Section 61-6-122, the defendant's Driver's License is to be SUSPENDED until such time as Judgment is satisfied.

We are enclosing a copy of the Complaint, certified copy of the Judgment and copy of the letter of request by plaintiff for suspension of defendant's driver's license.

If you have any questions, please feel free to contact this office.

Sincerely,

SUE ANN TACK
Justice Court Clerk
for H. P. GOAN
Justice of the Peace

cc: [REDACTED]

Vaughn Hirschhorn
409 South Front
Livingston, MT 59047

March 9, 1988

Vaughn Emmett Hirschhorn
409 Front Street
Livingston, MT 59047

ORDER OF SUSPENSION

Driver License Number 16082018

Case Number: CL3-0712

Effective Date of
this Order: March 9, 1988

DOB: 09-16-68
You are hereby notified that pursuant to Section 61-6-122, MCA, your driver license and/or driving privilege is suspended for your failure to satisfy within sixty (60) days the judgment entered against you for damages arising out of a motor vehicle accident.

Your driving privilege and all licenses evidencing such privilege will remain suspended until this office receives evidence that said judgment is paid in full, or a certified copy of a Court Order allowing payment in installments, as provided in Section 61-6-125, MCA. Additionally, you must provide proof of financial responsibility before your driver privilege and license may be restored.

You are to submit any driver license and/or permits to drive to this department using the enclosed envelope.

Dated at Helena, Montana

this 9th day of March 19 88.

Very truly yours,



WILLIAM F. FUROIS, Chief
Driver Improvement Bureau

WFF/ves

Encl: Envelope

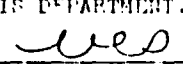
Region # 3

cc: Sue Ann Tack
Justice Court Clerk

CERTIFICATE OF MAILING

THE UNDERSIGNED HEREBY TESTIFIES THAT, ON THE DATE BELOW, HE OR SHE, AS AN OFFICER OR EMPLOYEE OF THE MOTOR VEHICLE DIVISION, DEPOSITED IN THE UNITED STATES MAIL, AT Helena, MONTANA, A COPY OF THE PAPER TO WHICH THIS IS AFFIXED, IN AN ENVELOPE WITH POSTAGE PREPAID, ADDRESSED TO THE PERSON NAMED IN THE PAPER, AT HIS OR HER LAST ADDRESS AS SHOWN BY THE RECORDS OF THIS DEPARTMENT.

63-04-88
DATE


OFFICER OF THE MOTOR VEHICLE DIVISION

MOTORCYCLE ACCIDENT FACTS

Highway Traffic Safety
303 N. Roberts
Helena, Montana 59620

- I. Since the Helmet Law was repealed, motorcycle fatalities have been higher than in the years that the law existed.

In 1985 there were 34 motorcycle fatalities - the highest for any year.

<u>Year</u>	<u>Motorcycle Fatalities</u>	<u>Motorcycle Registrations</u>	<u>Per 10,000 Registered Motorcycles</u>	<u>All Fatalities</u>	<u>Motorcycle Fatalities As % Age of All</u>
1988	18	24,710	6.88	195	8.8
1987	25	25,503	10.19	234	11.1
1986	15	27,493	5.45	222	6.8
1985	34	29,697	11.45	223	16.1
1984	27	31,145	8.99	238	11.8
1983	24	33,278	7.21	286	8.4
1982	18	33,585	5.36	254	7.1
1981	24	35,470	6.77	338	7.1
1980	24	35,455	6.77	325	7.4
1979	20	29,853	6.70	332	6.0

Persons killed/10,000 Registered Motorcycles:

Before Helmet Law	(1971-1972)	6.62
During Helmet Law	(1974-1976)	3.90
After Helmet Law	(1979-1983)	6.56

- II. Other states that have repealed their Helmet Laws have experienced a similar increase in fatalities.

Motorcycle fatalities in the 14 states that repealed their laws during 1977 increased 41%, compared with 21% in states that retained their helmet usage.

In the 15 states without Helmet Laws that report whether cyclists involved in accidents were wearing helmets, deaths of helmeted cyclists decreased 20% between 1975 and 1977. But deaths of unhelmeted cyclists rose 169% in the same period.

III. Head injury was more often the cause of death among motorcyclists wearing no helmets.

Montana 1987 & 1988 Motorcycle Fatalities
Cause of Death

<u>Helmet Used</u>	<u>Head</u>	<u>Head & Other</u>	<u>Other</u>	<u>Total</u>
Yes	4	2	6	12
No	23	3	5	31
Total	27	5	11	43

Of the 22 motorcyclists killed by head injury, 18 were not wearing helmets.

IV. Helmets reduce the risk of head injury.

A 1977 study for the State of Maryland Legislature (A Review of Conflicting Reports Concerning the Safety of Motorcycle Helmets) found that: "of the studies reviewed which provided substantiated, or at least, supportable conclusions, the preponderance of the evidence is such that the following conclusions were made:

1. There appears to be sufficient documentation to support the hypothesis that the use of the motorcycle helmet is a major factor in the reduction of fatal head injuries.
2. There is sufficient evidence that, irrespective of speed, the motorcycle helmet does provide greater protection for the rider who uses one correctly."

Research studies refute the argument that helmets interfere with a cyclist's vision or hearing or that helmets increase neck injuries.

V. Opponents of mandatory Helmet Laws have said that knowledgeable motorcycle riders would wear them without being required by laws to do so.

1. During 1987-88, 72% of motorcyclists involved in Montana accidents did not have a helmet.
2. A Colorado study showed that after repeal of their Helmet Law, there was a decline in helmet usage from nearly 100% to less than 60%.

VI. Motorcycle accidents are costly to society.

Motorcyclists themselves pay only for a little more than 6% of their hospital bills. The remainder is from tax-supported funds and health insurance settlements.

In a study of Denver General Hospital medical bills, nearly 52% of all hospitalization costs were paid by tax-supported funds including the medically indigent fund, unpaid bills, medicare, etc. In six months, the bill to the taxpayer was over \$40,000.

Quoting a Federal Judge who said in upholding the Massachusetts' Helmet Law, "From the moment of injury society picks the person off the highway, delivers him to a municipal hospital and municipal doctors, provides him with unemployment compensation if, after recovery, he cannot replace his lost job, and if the injury causes permanent disability, may assume the responsibility for his and his family's continued subsistence. We do not understand the state of mind that permits plaintiff to think that only he himself is concerned."

VII. Court decisions have upheld the constitutionality of helmet use law.

Thirty-four high state courts, plus the Supreme Court of the United States (Simon vs. Sargent), have said that such laws properly are within the police power to protect individuals and the general public.

VIII. There are a number of sound reasons for mandating helmet usage:

1. The public has an interest in motorcycle accident risks because of the costs that may accrue to society as a result of such accidents.
2. The increased risk or loss of control for the cyclist who does not wear a helmet and protective eye gear constitute a definite hazard to other motorists.
3. Mandating the use of helmets is no more an abridgement of freedom of choice than the mandate that life preservers be worn while water skiing, or that welders use protective eye shields.

EXHIBIT 7
DATE Feb 9
HB 523

TO: HOUSE HIGHWAYS COMMITTEE
FROM: DAL SMILLIE
RE: HB-523

HB-523 should not be passed as drafted for several reasons. First of all it contains more than one subject, liability insurance and mandatory helmets. The Montana constitution mandates that each bill may only have one subject. See MT Const. Art. V Sec. 11, (3).

The legislature should not require mandatory liability insurance at this time. Many insurance companies have recently banned over thirty models of motorcycles including the K100RS BMW which I own. Our legislature should address these insurance problems before making insurance mandatory. I personally have no problem in purchasing liability insurance if it is available.

I am pro helmet useage but against helmet laws. Recent studies show that up to 80% of motorcyclists voluntarily wear helmets but that 75% oppose legislation like HB-523.

There are over 38,000 registered road motorcycles in Montana last year and half again as many off road motorcycles. A reasonable guess is that there is some type of motorcycle in the households of 200,000 Montanans. If 75% of those citizens and voters are opposed to such legislation such a law should not be enacted unless there is a compelling reason.

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) has long argued for mandatory helmet laws. However, NHTSA's Fatal Accident Reporting System (FARS) reported in its Motorcycles, Special Report, 1977, "There is no significant difference in the fatality rates of states requiring or not requiring the wearing of a motorcycle helmet". (p. 72). A 1980 NHTSA helmet law report to Congress stated; "Adequate data are not available for precise comparisons between states of the effect of helmet laws on motorcycle fatality rates because of the inadequacies and lack of uniformity in state accident collection and reporting systems". A 1979 Utah Department of Public Safety study, Analysis of Motorcycle Safety in Utah, stated "average fatality rates per number of registrations over a ten year period is almost identical for motorcycles and passenger cars". Note that Utah had no helmet law during this period. While I agree that helmets are safer the statistics do not show a compelling reason to mandate a compulsory law opposed by so many Montana citizens.

Usually it is argued by proponents of such legislation that the failure to wear a helmet places an undue social burden on society to care for the injured. The American Motorcycle Association has studied the problem and has determined that less than .05% of welfare medical monies are spent on motorcyclists. Motorcyclists have been found to have paid for a slightly higher rate of their injuries than have auto drivers.

The social burden theory would surely argue that smoking and drinking be banned because of the 300,000 annual deaths they cause. Recently I visited the British Isles, they require helmets for horse riding, are we ready for that? Should we ban all risk taking, skiing, mountain

climbing, bicycling, rodeo? Joan Claybrook, ex chief of NHTSA, proposed a 35 mph national speed limit to save lives because crash safe cars could be made for that speed. Do we in Montana subscribe to such measures? NHTSA studies show that 24.9% of auto fatalities occur to the non helmeted head. These figures reflect many more deaths than those occurring to motorcyclists but we do not contemplate helmets for auto drivers. The social burden theory argues that we should.

NHTSA now argues that motorcycle fatalities can best be lowered by training and improved licensing. 30 states have legislated some form of safety training. In Montana the riding community has proposed rider funded training in HB-231. Why don't we give rider funded training a chance to prevent accidents before passing unpopular equipment laws?

We don't want or need a compulsory helmet law at this time. 75% of us do not. Can you imagine farmers and ranchers wearing one while irrigating or running down a county road? Montanans resent paternalistic laws forcing them to restrict their liberty for no compelling reason.

The Independent Record, Helena, Mont., Tuesday, January 17, 1989—5B

Ski helmets recommended

MONTPELIER, Vt. (AP) — Most of the ski fatalities in Vermont in the last 10 years were due to head injuries, and may have been prevented if the skiers were wearing helmets, a state medical examiner says.

Of the 23 skiers who have died on Vermont slopes since 1979, 15 suffered head injuries. Four others suffered a combination of head, neck and chest injuries, said Deputy Medical Examiner Paul Morrow.

"Once someone has suffered (a head injury), there is not much you can do," Morrow said. "You could have a neurosurgical unit on the mountain, and it wouldn't make a difference in mortality."

Morrow, who has written a state report on ski fatalities, said he believed most of the deaths probably would have been prevented if the victims had been wearing helmets.

But a special counsel for the National Ski Areas Association doubted that helmets would save lives. "Don't bet on that, based on what the helmet manufacturers tell us," said David Cleary, who added that helmets may give skiers a false sense of security.

"I would rather have common sense in there than a helmet."

Morrow's report focused on the 22 ski fatalities occurring in Vermont from 1979 through the 1987-88 seasons. Fourteen of the victims died from head injuries, while two suffered head and neck injuries and two suffered head, neck and chest injuries. The remaining deaths occurred from chest and abdominal injuries.

Seventeen of the skiers died after hitting stationary objects; 12 of the objects were trees. One skier died after colliding with another skier, while one victim struck a snow grooming machine and three died after fatal falls.

Nineteen of the 22 were considered intermediate or advanced skiers. Two were beginners and one was a beginner-intermediate.

Morrow said one message from his research was that the speed picked up on a slope can have a deadly impact. "Speed is the lethal factor. It's one of the reasons people actually die," he said.

Starting Line

my shins on the cylinders of every Gold Wing, watch the highway as framed by my knees on a Harley, suffer a terrible backache when riding a Katana and be less than comfortable while crossing the country on my Venture Royale. But I will never be able to ride a K100RT. ■

CLEMENT SALVADORI

Fools' Rules

In my opinion, anybody who rides a motorcycle without putting on a helmet first is a darn fool.

Anybody who wants to solve the problems of the world by passing laws is a darn fool, too. What's the difference between telling people it's a good idea and making sure they take your advice? A whole lot! It has to do with instilling a sense of responsibility in our citizens.

First of all, why do we have laws? Anytime you get two or more people together, you have the potential for problems. A family has unwritten rules of behavior. A community puts all the rules in writing, so when two people disagree they can go and check up on who is right and who is wrong.

The purpose of these laws is to keep the society, 10 or tens of millions of people, organized to a degree. We've all heard of good laws, as well as stupid laws, unenforceable laws, and laws which courts declare unconstitutional. We need the good laws. We don't need the rest. We do need a country where people do what is right because it is right, not because they are ordered to. Good laws are designed to protect one person from another. I have the right to swing my fist; that right stops where your nose begins.

Smoking is a big issue these days. You smoke. I don't. I don't want to smell your cigarettes. You want to enjoy your habit. It's a difficult topic. But nobody is recommending that smoking be outlawed.

Helmets are a big issue—to motorcyclists.

I want to wear a helmet. You don't. I think you're a darned fool. You like the breeze in your hair. Should I have the right to order you to wear a helmet?

The law says you have to have a driver's license. That is different. Issuing a license is a way of determining whether or not you are capable of driving a car or riding a motorcycle. If you're an incompetent driver (and we will not deal with licensing procedures here), you could end up smacking into me as I ride along the road. Your having a license is going to protect me. I'll support that law.

Your wearing a helmet is not going to protect me. It will protect you, but do we really want laws that do nothing but protect us from ourselves?

Think about it. A lot of us like to do so-called foolish things. How about skydiving? Or white-water kayaking? Or eating a steady diet of Twinkies? We like to do stuff like that, and maybe it is potentially unhealthy, but so what? Can't we lead our lives as we see fit, and not as others think we should lead them? Sure, as long as we don't abuse the children or scare the horses.

Let's use mountain climbing as an example. Lots of people die while scaling this peak or that. Sometimes rescuers die while trying to save other climbers in trouble. There might be people somewhere who would like to ban mountain climbing.

Not me. Not mountain climbing. I don't climb mountains, but I think I understand people who do. Climbers try to regulate themselves. They rate the ascents according to difficulty and hope that the fellow going up has a good idea of his own level of ability. If he does get into trouble, other climbers will be willing to risk their own lives to get him off the mountain. But leave the laws out of it, thank you very much.

Some of the latest rationalizers on the helmet-law front are saying that people who don't wear helmets can cost the taxpayers money. Yes, it is possible. An unhelmeted motorcyclist falls down, bangs his head, doesn't have medical insurance and gets a whopping hospital bill. That does happen. But not frequently. I write it off as the cost of doing business in a free society. Let's look at this in relative numbers: How much does a B-1B bomber cost? Or the annual government subsidies to the tobacco industry? Probably

more money than all unhelmeted bikers everywhere will ever cost us.

I love the tobacco analogy. Figures don't lie, but liars can figure, and this liar is going to guesstimate that the cost to the public (us, the taxpayers) to take care of the medical expenses of uninsured or underinsured smokers who develop smoking-related illnesses like lung cancer and emphysema will exceed the costs of all uninsured, unhelmeted bikers who bang their heads by at least a thousand fold.

California provides an excellent case in point. State assemblyman Richard Floyd tried to get a helmet law passed last year by maintaining that uninsured motorcyclists suffering head injuries consumed \$65 million of the taxpayer's dollars. Nobody on either side of the debate could figure out how Floyd arrived at this sum, and it was generally considered to be grossly inflated by a factor of at least 10. A few months later (after the governor sensibly shot down the Floyd bill) the California Department of Health and Human Services issued a study on the effects of smoking, which concluded that tobacco-related health problems cost the state of California over \$7 billion annually.

Put that in your pipe and smoke it. I don't buy the "cost to the taxpayer" line at all. As I said, that is the price of doing business in a country such as ours.

I also have another problem with helmet laws. Most people who advocate them don't know a thing about motorcycles. They're politicians who know that the word "motorcycle" is guaranteed to get some press, and the politico wants his name in print (please spell it right).

So they tout the helmet laws, and they don't really have our best interests at heart. The legislators all chew on the subject in between naps, the public gets to read about it, the bill is passed, and all non-motorcyclists say, "Well, that takes care of that problem."

Sorry, it won't. By the nature of the beast, a lot of motorcyclists will still die every year, helmet law or no helmet law. After a few years the non-motorcycling public will notice that the casualties are still coming in, and they'll figure, "The helmet law didn't work, so I guess we'd better pass a law banning motorcycles." To save us from ourselves, so to speak. That's what I'm afraid of. ■



ABATE OF MONTANA



P.O. BOX 30395

BILLINGS, MT 59107-0395

• AMERICAN BIKERS AIMING TOWARD EDUCATION •

Mr. Chairman, and members of the House Highway Committee. My name is Gordon Defendorf. I am State Coordinator, ABATE of Montana (American Bikers Aiming Toward Education), and I wish to speak in opposition to HB 523 requiring mandatory headgear and insurance liability for Montana motorcyclists.

In my testimony today, I would like to address three issues related to motorcycling: motorcycle rider education and training; the social and public burden theory of medical and health care costs; and helmets and their limitations.

Motorcycle Rider Education and Training

A mandatory helmet law does nothing to prevent an accident from occurring.

ABATE of Montana, along with the American Motorcyclist Association (AMA) and the Motorcycle Safety Foundation (MSF), has been a strong advocate of motorcycle rider education and increased motorist awareness -- all proven preventative measures that actually reduce accidents and improve safe operation.

The Hurt Study, conducted by the Traffic Safety Center of USC (1981) and titled "Motorcycle Accident Cause Factors and Identification of Countermeasures" summarizes 55 findings, including:

"In the single vehicle accidents, motorcycle rider error was present as the accident precipitating factor in about two-thirds of the cases...."

"Motorcycle riders between the ages of 16 and 24 are significantly over-represented in accidents; motorcycle riders between the ages of 30 and 50 are significantly under-represented."

"The motorcycle riders involved in accidents are essentially without training; 92% were self-taught or learned from family or friends. Motorcycle rider training experience reduces accident involvement and is related to reduced injuries in the event of accidents."

"More than half of the accident-involved motorcycle riders had less than 5 months experience on the accident motorcycle, although the total street riding experience was almost 3 years."

"Voluntary safety helmet use by those accident-involved motorcycle riders was lowest for untrained, uneducated, young motorcycle riders on hot days and short trips."

Clearly, the lack of motorcycle rider education and safety training significantly contributes to motorcycle related accidents.

LET THOSE WHO RIDE DECIDE

ABATE of Montana, the AMA, the MSF, the Office of Public Instruction and the Montana Department of Justice are proposing a Motorcycle Rider Education Bill, HB 231, introduced in the House by Representative Dave Brown of Butte. As of Wednesday, February 8, HB 231 passed third reading on the House floor by a vote of 92-6 and has been transmitted to the Senate where it has been referred to the Senate Highways Committee. We are pleased with the efforts of Representative Brown and the progress of HB 231 and we appreciate its passage by the House.

Social and Public Burden

Proponents of helmet legislation argue that non-helmeted motorcycle riders contribute disproportionately to the cost of health care.

Motorcycle related health care costs represent a tiny fraction of the total U.S. health care costs. According to the "1985 Motorcycle Statistical Annual", published by the Motorcycle Industry Council, there are approximately 10 million motorcyclists who constitute roughly 6% of a total driving population of 160 million licensed drivers. If it is assumed that motorcyclists account for as much as 10% of all accident related medical expenses (which could be argued as excessive), then all motorcycle accidents represent only one-tenth of 1% of all medical expenses in a given year. This figure would be further reduced if it were possible to determine what percentage of those expenses were incurred by helmeted vs. non-helmeted riders.

Realistically, motorcyclists are not the only class that might create a social burden as a result of individual decisions. Other types of non-reimbursed medical and health care costs impose far greater burdens on society. We are a society of risk-takers and even by avoiding the "extremes", bicyclists, skiers, horse-back riders, skate-boarders and joggers could be placed in a similar category. Despite these "burdens", we don't expect to see aggressive legislative action designed to limit society's exposure to these costs.

Helmets

Helmets do not prevent accidents.

In fact, wearing a helmet may induce a false sense of security, leading to excessive risk-taking and dangerous riding habits.

The U.S. Department of Transportation claims there is no evidence that any helmet thus far -- regardless of cost or design -- is capable of rejecting impact stress above 13 miles per hour. Helmets are designed and constructed so that after a single impact, their efficiency is basically eliminated. According to the Bell Helmets Dealers Guide (1986), "an incorrectly fitted helmet can do more damage than no helmet at all...." and that people will usually purchase a helmet that fits too loosely, as it is more comfortable.

In addition, helmets can increase the temperature of the rider's head more than 3 times as much as a wool cap and trap two-thirds of the head's heat without allowing it to dissipate. I do believe that there are new high-tech "system"-type helmets on the market which do allow for rider ventilation; but due to their expense, they are generally purchased by the more "serious" motorcyclists who (due to riding skills and perhaps rider training) are less likely to be involved in an accident.

Lastly, and contrary to some findings, helmets reduce side vision an average of 41 degrees, representing a 16% impairment to the normal field of vision; and sound attenuation represents an impairment in the ability of the rider to perceive or discriminate warning or other useful sounds that will decrease the risk of being involved in an accident.

Education and responsible motorcycle legislation -- not mandatory equipment and liability insurance legislation -- is the key to safer motorcycling. Not everyone has the ability to ride a motorcycle, and certainly not without proper training. All the safety equipment in the world cannot protect the inept, unskilled rider. Again, helmets do not prevent accidents.

Please allow Montana's proposed Motorcycle Rider Education Bill (HB 231) the opportunity to train riders, reduce vehicular conflict, and save lives. I believe HB 231 will have a more significant effect on reducing motorcycle accidents in Montana than HB 523.

Thank you for this opportunity to address the mandatory helmet and insurance liability issue. I urge you to oppose HB 523.

EXHIBIT 9
DATE Feb 9
HB HB 523

Todd
Westlie

Good afternoon, ladies and gentlemen. My name is Todd Westlie. I live in Missoula where my wife and I manage 28 apartment units.

I am the deputy state coordinator and the acting treasurer for ABATE of Montana. For those of you who are not familiar with our organization; ABATE is an acronym for American Bikers Aiming Toward Education.

ABATE exists for a number of reasons. But, our primary purpose is the promotion of safe motorcycling through education of both new and experienced riders, and the general motoring public as a whole.

To that end, we have a better idea. If, as our duly elected representatives, you are concerned with the issue of public safety as it pertains to the streets and highways of Montana, you are already aware of H.B. 231. H.B. 231, the motorcycle safety and education bill, as submitted by ABATE of Montana, constitutes positive legislation aimed at accident prevention as opposed to the negative, freedom-restricting, "band aid" approach espoused by the sponsors of H.B. 523.

Ladies and gentlemen, we, the concerned motorcyclists of Montana, are the experts. We know,

many of us from hard experience, what it takes to survive on the road when confronted with conflicting traffic situations. Accidents do not just happen. They are caused by ignorance and by carelessness stemming from a lack of proper training and education.

Mandatory motorcycle liability insurance and mandatory motorcycle helmet laws do absolutely nothing to prevent accidents!

I submit to you that H.B. 523 is both superfluous, and, in direct conflict with the concept of individual liberty upon which our great country was founded. Thank you.

HAVE WRENCH



- WILL TRAVEL

EXHIBIT 10
DATE Jul 9
HB 46523

page 1

Doug Woodahl ■ 4125 Mount Ave. ■ Missoula, MT 59801 ■ 406-721-2154

The following information is taken from a publication by Bikers against Manslaughter.

The four safest states to ride motorcycles in are : Iowa, Wisconsin, South Dakota, and Kansas. None of these states mandate helmet use- Motorcycle Safety Foundation and the American Motorcyclist Association.

States with helmet laws had 9.59 deaths per 10,000 registrations in 1980, while states without mandatory regulation had 9.20 deaths per 10,000 registrations-- Road Rider magazine.

No concrete evidence could be found to support the concept that any increase in motorcyclist fatalities had resulted from repeal of helmet regulations--The State of Kansas Health and Environment Department.

There is no significant difference in the fatality rates of states requiring or not requiring the wearing of a helmet-- Fatal Accident Reporting System, National Highway Traffic Safety Administration.

29.4 percent of the motorcyclists who died wearing a helmet died of a head injury. 28.9 percent of the motorcyclists who died without a helmet died of a head injury-- Wisconsin Dept. of Transportation, 1978 Division of Motor Vehicles Study. A helmet cannot prevent an accident. "It is a rare instance where a motorcycle helmet makes a difference as far as a motorcycle accident is concerned. Most accidents are chest and abdominal or extremity-related"--Dr. John Lewis, Trauma Specialist, Beverly Hills, California.

A study by the Utah Highway Safety Department showed that helmet usage does not significantly affect the severity of head injuries. According to the Bell Helmets Dealers' Guide (1986) "an incorrectly fitted helmet can do more damage than no helmet at all"...and people will usually buy a helmet that fits too loosely because it is more comfortable.

HAVE WRENCH



- WILL TRAVEL

Doug Woodahl ■ 4125 Mount Ave. ■ Missoula, MT 59801 ■ 406-721-2154

Improper helmet removal from injured person may cause paralysis--
American College of Surgeons, July 1980.

Use of helmets is accompanied by a 16.6 percent greater
incidence of accidents and 3 percent more fatalities.

(Incidence of accidents and fatalities in motorcycling for the
nine years ending December 31, 1985)

Serious and/or fatal neck injuries increased 75 percent in New
York State the first year of mandatory helmet regulation, and
fatalities increased in New Jersey in the first year of that
state's helmet law--New York and New Jersey Highway Department.
In New Jersey, deaths soared 340 percent after a helmet law
passed.

Rhode Island had a 166.7 percent increase in bike-related fatalities
after putting its 1971 helmet law into effect.

The Hurt Study from the University of Southern California
shows that helmets are most useful in a very small range of
slow-speed accidents. At highway speeds, helmets are for
keeping off bugs, period.

45.5 percent of motorcyclists involved in accidents had no
motorcycle license, 92 percent had no formal training, and
more than 50 percent of the fatalities involved riders between
the ages of 17 and 26, with students making up the largest
component by profession, at 21.2 percent--Hurt Report,
Traffic Safety Center of USC.

In 1987 (When California was considering a mandatory helmet law)
4,990 letters were received in opposition to the bill, with
only five letters supporting it--California State Transportation
Committee Analysis.

Even with seat belt laws in effect, the NHTSA annual statistics
up to and including 1986, show that approximately 50 percent
of all auto fatalities are due to head injury--yet no one
would suggest that auto drivers should wear helmets.

HAVE WRENCH



- WILL TRAVEL

Doug Woodahl ■ 4125 Mount Ave. ■ Missoula, MT 59801 ■ 406-721-2154

There is no evidence that any helmet thus far, regardless of cost or design, is capable of rejecting impact stress above 13 miles per hour--Federal Department of Transportation. In one Department of Transportation test, 90 percent of all helmets tested were defective.

To: House Highways & Transportation Committee
From: Patricia Wherley
RE: HB523

EXHIBIT 11
DATE Feb 9
HB HB 523

This Legislative Session ABATE of Montana with the support of the American Motorcycle Association and the Motorcycle Safety Foundation, worked with Rep. Dave Brown to introduce a Motorcycle Safety & Education Program(HB231). This is a self-funded program with an extra \$2.50 on each motorcycle registration, which will be administered through the Office of Public Instruction. The goals of this program are to improve the safety of motorcyclists through education and a comprehensive public awareness effort that benefits all highway users.

Myself as a mother-to-be, a Real Estate Agent and a City Councilperson of Three Forks and as a member of ABATE and the AMA feel that EDUCATION Not Legislation is the way to prevent motorcycle accidents.

If you as a Representative of the citizens of Montana are truly concerned for the safety of the people you would support the prevention of accidents- thru Education and not legislating a band-aid effort of a mandatory helmet bill and the removal of an adults right of personal choice.

"They that can give up essential liberty to obtain a little temporary safety deserve neither liberty nor safety." Ben Franklin-1759

After years of fighting helmet laws in favor of voluntary use, the motorcyclists position is basically the same in each of the bills it support. That position is as follows:

1) A helmet law is not the answer to motorcycle safety, contrary to what many legislators have been told by highway safety advocates. A helmet law can't prevent an accident.

2) Helmet laws don't prevent "social burdens" contrary to what some safety groups say. Almost any activity of choice or convenience includes an element of risk regarding the possibility that if injured, a participant may become the ward of the state. While it is certainly possible for a motorcyclist to become a social burden, even with a helmet law, there are literally thousands of liable risk-takers none of whom have either helmet laws or specific legislation to protect them. In the necessary perspective, the social burden theory is hollow.

3) Helmet laws are not popular among motorcyclists. Surveys show that two-thirds to three-fourths of the respondents favor voluntary helmet use, and this has been the case for years. What justification do legislators really have to overlook that kind of opposition?

4) After years of fighting helmet laws, other forms of motorcycle safety are now available, including rider education and improved licensing, each of which have vastly more promise and public support than helmet laws. Since each of these can

prevent accidents where helmet laws can't, they deserve a chance to replace helmet laws at the top of the lists of safety groups, and in legislatures.

PUBLIC BURDEN ISSUE

WHO WAS RESPONSIBLE FOR THOSE ACCIDENTS?

Hurt Study
et al 1981

- a) Approximately 66% of all motorcycle accidents are caused by other motor vehicles, i.e. cars trucks, etc.
- b) The most frequent accident configuration is the motorcycle proceeding straight, and the automobile making a left turn in front of the oncoming motorcycle.
- c) Intersections are the most likely place for the motorcycle accident, with the other vehicle violating the motorcycle right-of-way, and often violating traffic controls.
- d) The motorcycle rider involved in accidents are essentially without training; 92% were self-taught or learned from family or friends. Motorcycle rider training experience reduces accident involvement and is related to reduces injuries in the event of accidents.

The possibility that a helmeted/helmetless rider may become the ward of the state, and therefore a "social burden" is always present. However, when compared to the total social health care picture, the burden is insignificant. And when considered in contrast to other social costs the argument just won't hold up.

According to an article in American Motorcycle Magazine: "Motor vehicle accidents account for \$6 billion annually in medical costs, or 1 percent of the \$600 billion spent annually on health care in the United States. Motorcycle accidents represent something in the range of 8 to 10 percent of the motor vehicle accidents, or less than one-tenth of 1 percent of the total care costs. It is, therefore, literally impossible to prove that the total elimination of motorcycle-related injuries, let alone those related only to failure to wear a helmet, would have any meaningful impact on health care expenses in the United States."

Realistically we all know that motorcyclists are not the only class that might create a social burden as a result of individual decisions. We are a society of risk takers and even by avoiding the "extremes", bicyclists, skateboards, roller skates, rock climbers, rodeo riders and skiers could be placed in a similar category. Despite these "burdens" we don't see obvious legislative action designed to limit society's exposure

to these costs. If the object is really to reduce the costs to society, then we should likewise be legislating against unwanted teenage pregnancy, welfare mothers, as well as education and health care for illegal aliens.

INSURANCE ISSUE

NBC News

Feb. 10, 86

The Insurance Industry who was crying for protective legislation last year because they were losing money, announced in the first week of Feb. 1987 they collectively posted a profit of \$11 billion dollars in 1986 alone. that is six times their profits in 1985.

An insurance agent told me that the insurance industry lost so much money over the past few years, not so much because of claims paid, but because of extremely bad investments that were made at high risk. Ultimately, we the consumer, will pay for this poor management and the government will grant tax reforms to help the industry.

I cannot accept any suggestion that a small number of motorcyclists are somehow responsible for any portion of this supposed insurance crisis.

Hurt Et

Al 1981

With regards to allegations made that motorcyclists are usually non-insured or underinsured to cover their medical expenses in the event of catastrophic injury, I'd like to emphasize the findings of a 1986 U.S. House Select Committee on Aging.

Wash. Post

Sep. 13, 86

Most Americans are under-insured against catastrophic medical expenses or long term illness, but do not realize it.

Motorcycle riders are no different than any other age or income group- we pay taxes and should not be singled out as any particular burden on anyone. The majority of motorcycle operators in the state of Montana are 25-60 years of age, it is no secret that this working age group pays the bulk of the expenses for all of our public burdens.

Finally, let me encourage a three-point, comprehensive safety plan.

1) Abandon the false claims of the helmet advocates, and allow adult free-choice by opposing H.B. 523 and supporting H.B.231.

2) Resolve to adopt a multi-point plan including rider education, improved licensing, alcohol programs, and public awareness by placing more emphasis on our Motorcycle Safety Program.

3) Enjoin the motorcycle riders in this state to work with the legislature to accomplish these mutual goals. Foster cooperation.

Thank-you.

Patricia Wherley

EXHIBIT 12
DATE Feb 9
HB 523

ABATE OF MONTANA



• AMERICAN BIKERS AIMING TOWARD EDUCATION •

ABATE OF MONTANA



EXHIBIT

DATE

HB

13

Feb 9

523

PARK COUNTY CHAPTER

COORDINATOR: STEVE OSBORNE
210 N. BROADWAY
BOZEMAN, MT

59715

• AMERICAN BIKERS AIMING TOWARD EDUCATION •

February 8, 1989

Highway Hearing Committee

RE: House Bill #523

Dear Committee members,

I am writing this in behalf of ABATE of Montana, Park County chapter. ABATE (American Bikers Aiming Toward Education) is a non-profit organization promoting motorcycle safety through education.

We strongly oppose HB 523, the mandatory head gear and insurance bill. Helmets do not prevent accidents, they do, however, obstruct the riders view possibly causing an accident. Motorcycle accidents would be greatly reduced if a safety program was available, especially for the inexperienced rider. ABATE, AMA (American Motorcycle Association) and MSF (Motorcycle Safety Foundation) has introduced a bill (HB 231) to establish a motorcycle safety education program, we feel this will be much more productive than a helmet law.

We also wanted to point out the problems with the mandatory insurance bill. We have made inquiries to several insurance companies and found they have many restrictions. We are concerned the legislators will not be aware of these restrictions when viewing this bill. Most insurance companies will not provide coverage on any motorcycle that has been modified. What are the people with modified bikes going to do? This is a completely different situation than dealing with mandatory insurance for vehicle.

Again, we want to stress to you this bill will NOT prevent accidents and urge to to vote NO to HB 523.

Thank you.

Sincerely,

Steve Osborne
Park County Coordinator
ABATE

LET THOSE WHO RIDE DECIDE

1. After passage of the 1966 Highway Act (Highway Robbery Act), 26 states enacted the Mand. Helmet Law to avoid being blackmailed out of much needed Fed. Hiway funds.
2. From '66 to '69 the Supreme Court refused to hear constitutionality cases on helmet laws on 5 separte occasions.
3. In 1972 the court affirmed, without opinion, the Simon vs. Sargent case, which moved the venue for fighting helmet laws from the courtroom to the Legislative Hearing Chamber.
4. In 1975 a number of small M.C. rights groups and the A.M.A. drafted a provision aimed at preventing the Federal govt. from blackmailing states without helmet laws. Immediately after passage, 12 states repealed their helmet laws.
5. Presently there are 18 states with general helmet laws and 6 states with mand. helmet laws for minors only.
6. I'm sure you're aware this is not a new bill. It has been brought before you repeatedly, in slightly different forms, by Rep. Nesbit the last few times, since 1966, and except for parts of 1975 and 1976 with the same results....none!
7. Obviusly you have a limited amount of time to devote to Motorcycle issues, and we, as riders, have only one chance every year or so to be heard.
8. It's unfortunate,,.no...it's Tragic that so much valuable time must be wasted on whipping a dead horse, when we could accomplish so much more with a little education. Here's proof.
 - A. There are only 2 helmet law states with education programs. Of the 25 Free Choice states, 21 have education programs, putting Montana way behind.
 - B. Of the 12 safest states to ride in, only 1, Vermont, has a helmet law.
 - C. Montana ranks as the 36th safest, or the 15th most dangerous state to ride in. Of these 15, 8 have manditory helmet laws.

NATIONAL STATISTICS
AND
GENERAL COMMENTS

None of the top five states with the best safety records (fatalities-to-registration) has a helmet law. In fact, of the dozen top states in cycle safety, only one (Vermont) has a helmet law. On the other hand, fully half of the dozen states with the worst records are helmet law states.

File: CycleStats85

Report: Fatal / 10,000 Reg

State	Fatal/10,000	Helmets
North Dakota	2.61	No (under 18)
Iowa	3.03	No
Alaska	3.46	No (19 under)
South Dakota	3.96	No (under 18)
Kansas	4.57	No (under 18)
Vermont	4.64	Yes
Wisconsin	4.89	No (under 18)
Utah	5.14	No (under 18)
Minnesota	5.15	No (under 18)
Rhode Island	5.71	No (passengers)
Nebraska	6.11	No
Colorado	6.17	No
New Jersey	6.18	Yes
Idaho	6.27	No (under 18)
Missouri	6.48	Yes
West Virginia	6.51	Yes
Maine	6.59	No (under 15)
Washington	6.79	No
Louisiana	7.04	Yes
Wyoming	7.16	No (under 18)
New Hampshire	7.25	No (under 18)
Michigan	7.28	Yes
Ohio	7.46	No (under 18)
Oregon	7.57	No (under 18)
Illinois	7.84	No
Indiana	7.88	No (under 18)
Massachusetts	8.00	Yes
Oklahoma	8.04	No (under 18)
Pennsylvania	8.16	Yes
Georgia	8.93	Yes
*Maryland	8.94	No (under 18)
Alabama	9.37	Yes
New Mexico	9.38	No (under 18)
New York	9.78	Yes
Nevada	9.99	Yes
Montana	10.25	No (under 18)

36th →

Hawaii	10.37	No (under 18)
Tennessee	10.47	Yes
Virginia	11.44	Yes
Florida	11.55	Yes
California	11.75	No
Kentucky	12.11	Yes
Mississippi	12.47	Yes
Arkansas	12.48	Yes
Texas	13.22	No (under 18)
Connecticut	14.21	No
North Carolina	14.49	Yes
Arizona	15.05	No (under 18)
D.C.	17.73	Yes
Delaware	22.73	No (under 19)]
South Carolina	23.71	No (under 21)

Figures clearly indicate that, over the past decade, motorcycling is becoming increasingly safer--although the number of states enforcing helmet laws has decreased considerably during that period. The reason, of course, is rider education. Certainly, the non-riding public perceives motorcycling as dangerous; always has. But to politically dictate helmet use in vague hope that the general public will reverse this opinion and, concluding it is now an absolutely safe pastime, is analogous to putting filters on cigarettes and expecting everybody to take up smoking. Totally absurd. Essentially, helmet laws are meant to be punitive, not protective.

Currently, we are a nation hung-up on avoiding risk. Cut your cholesterol intake. Don't smoke. Avoid salt. No caffeine. Reduce calories. Exercise regularly. Wear your seat belt. Stay out of the sunlight. We live in an era of product liability, sobriety checkpoints and mandatory drug testing. Today, nobody is willing to accept the responsibility for his own actions; however, most everybody wants authority over everybody else's actions.

BOWDOIN COLLEGE
Brunswick, Maine
Jonathan P. Goldstein, PH.D.
Used Hurt Study Data (1981) 900 Motorcycle Accidents

Basic conclusions.

1. Motorcycle helmets have no statistically significant effect on the probability of fatality.
2. Past critical impact speed, 13 mph, helmets increase the severity of neck injuries.

Thus, the individual or the legislator is faced with a trade-off between head and neck injuries in deciding whether or not to wear or mandate helmet use. (Page 17) (Page 2)

The major determinants of the probability of a fatality are the kinetic energy impacted (speed) and the blood alcohol level, while helmets are shown to have no significant effect on the probability of survival.

Reductions in the severity of neck injuries are achieved through helmet use but only when impact velocities to the helmet are below critical velocity (13 mph) proper execution of evasive action is an effective deterrent to neck injuries.

Page 19 - "Until studies are adequately designed and completed, the passage of helmet use laws which may seriously jeopardize the health and earning capacities of an individual is not a viable policy option."

The study also suggests that mandatory helmet use may create a false sense of security in some riders and may dissipate the net benefits to society from regulations.

H.B. 523

HB 523
2/9/89

WITNESS STATEMENT

NAME _____ BUDGET Feb 9

ADDRESS _____

WHOM DO YOU REPRESENT? _____

SUPPORT _____ OPPOSE X AMEND _____

COMMENTS: _____

- 1) Dal Smiley (AMA)
- 2) Gordon Defendorf (ABATE)
- 3) Todd G. Westlie (ABATE)
- 4) Doug Wadahl (all motorcyclists)
- 5) Pat Wherley (ABATE)
- 6) Phil Okreuk (Self + ABATE)
- 7) Dennis Miller Self + Helena Trail Bike Riders
- 8) ~~Tom Dow~~

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

WITNESS STATEMENT

NAME Michael B Marquardt BUDGET HB 523

ADDRESS 1144 W. Granite, Butte, MT

WHOM DO YOU REPRESENT? myself as a voting taxpayer

SUPPORT _____ OPPOSE X AMEND _____

COMMENTS: I am a graduate student at Montana Tech receiving my Master of Petroleum Engineering. I own my own house, Two cars, Three motorcycles, and two jet-skis.

I have been riding two wheel motorcycles since gasoline was 25¢/gallon. I've logged over 200,000 miles in the USA and Canada.

I have been in only two accidents which were 100% the fault of an automobile. The driver turned left in front of me in both accidents. Both times, my bike was damaged to the tune of over \$2000.00, while the car received minor damage.

I am opposed to mandatory liability insurance. I already pay more premiums that do not help anyone except the insurance co's

I am opposed to mandatory helmets due to the fact I have never worn one, and I ~~have~~ am alive - here - right now!

Would I be able to say the same thing if I was mandated to wear a helmet?

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

I don't know - you don't know, but why mess with success.

Michael B Marquardt

HB 523

2/9/85

WITNESS STATEMENT

NAME Phil OKRucky BUDGET _____

ADDRESS 440 ALKALI CRACK RD Billings

WHOM DO YOU REPRESENT? Self

SUPPORT _____ OPPOSE X AMEND _____

COMMENTS: want to make a comment

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

House Bill
523

WITNESS STATEMENT

NAME Manuel Madrid BUDGET _____

ADDRESS 2225 Massachusetts Butte

WHOM DO YOU REPRESENT? Avril Motorcyclist

SUPPORT _____ OPPOSE ☒ AMEND _____

COMMENTS: I oppose ~~this~~ This Bill

because as a cycle rider I feel I should
have my right to ride with a helmet
or without and as for Insurance I
have ridden ^{for} 26 years on a motorcycle
and haven't needed any insurance
the 2 accidents I have been ⁱⁿ were
caused by the other driver - driving
over me claiming he didn't see me.
educate the people in autos to be more
careful drivers, Manuel Madrid

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

HB 523
2/9/89

WITNESS STATEMENT

NAME TOM TAYLOR BUDGET

ADDRESS 1824 FARRAGUT AVE BUTTE, MT 59701

WHOM DO YOU REPRESENT? SELF

SUPPORT OPPOSE X HB 523 AMEND

COMMENTS: THE TRUE ISSUE HERE IS RIDER SAFETY, AND
HELMETS SIMPLY DO NOT PREVENT ACCIDENTS. THE OFT-QU
HURT REPORT FOUND THAT THE SINGLE BIGGEST CAUSE OF BIK
ACCIDENTS WAS AUTO DRIVERS WHO CLAIMED THEY DIDN'T SEE
THE MOTORCYCLE. THE BIKE DIDN'T BECOME INVISIBLE, THE DR
DIDN'T LOOK FOR IT. IF YOU'RE TRULY CONCERNED ABOUT
MOTORCYCLE SAFETY, BE AWARE OF THE TRAFFIC AROUND
YOU. THE OTHER ISSUE IS THE SOCIAL COST ARGUMENT.
A RECENT A.P. STORY HEADLINED THAT THE HARBORVIEW ME
CENTER IN WASHINGTON CLAIMED 63% OF COSTS FOR INJURED
BIKERS WERE PAID FOR OUT OF PUBLIC FUNDS. BURIED IN
THAT STORY WAS THE FACT THAT 74% OF ALL HARBORVIEW
ADMISSIONS ARE PUBLICLY FUNDED. IN TRUTH, MOTORCYCLISTS ARE
MORE FISCALLY RESPONSIBLE THAN THE AVERAGE PERSON
I'VE BEEN LED TO BELIEVE THIS IS A FREE COUNTRY IN
WHICH WE ARE WILLING TO TOLERATE A FEW SIMPLE
PLEASURES AT A PERSONS OWN DISCRETION.
THIS IS STILL A FREE COUNTRY - ISN'T IT?

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

HB 523
2/9/89

WITNESS STATEMENT

NAME Rick DeDyker BUDGET _____
ADDRESS 861 S Clark Butte
WHOM DO YOU REPRESENT? Self
SUPPORT _____ OPPOSE 523 AMEND _____

COMMENTS: The insurance company's
are in our pockets too far now.
Instead of giving them more
power, I think the leg. should
focus more to having driver
insurance. That would be for
the single driver to be insured
and drive any number of vehicles
and still be covered.

Richard DeDyker

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

HB 523
2/9/89

WITNESS STATEMENT

NAME Bob Kovacich BUDGET None
ADDRESS 1429 Warren Ave., Butte, MT. 59701
WHOM DO YOU REPRESENT? Self
SUPPORT _____ OPPOSE X (HB 523) AMEND 1

COMMENTS:

House Bill 523 is restrictive legislation and infringes on my Constitutional Rights as an American citizen. It is totalitarianistic and fascist, and I believe that as we further digress into the limitless abyss of laws now proposed by our Federal and state governments, we will have no freedoms guaranteed by our Constitution left.

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

VISITOR'S REGISTER

AGENCY(S)

Highway
HB 595~~SUBCOMMITTEE~~

DATE

Feb 9

DEPARTMENT _____

NAME	REPRESENTING	SUP- PORT	OP- POSE
Jesse Munro	MDOT		
Bob Clark	Historical Society		

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR WITNESS STATEMENT.
IF YOU HAVE WRITTEN COMMENTS, PLEASE GIVE A COPY TO THE SECRETARY.

Highways

BILL NO.

DATE _____

SPONSOR

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

VISITOR'S REGISTER

AGENCY (S)

Hivang
HB 574

SUBCOMMITTEE

DATE

Feb 9

DEPARTMENT _____

NAME	REPRESENTING	SUP- PORT	OP- POSE
Chuck O'Reilly	Nat'l Sheriff's Assoc Mt. Sheriff & Peace officers		X
Mike S. Gaffin	Mt. Sheriff & Peace officers		X
Bob Guffin	Mont Highway Patrol		X
Martha B. McSee	L & C. County	X	

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR WITNESS STATEMENT.
IF YOU HAVE WRITTEN COMMENTS, PLEASE GIVE A COPY TO THE SECRETARY.

VISITORS' REGISTER

Hewap

COMMITTEE

BILL NO. HB 523

DATE

Feb 9

SPONSOR _____

NAME (please print)	RESIDENCE	SUPPORT	OPPOSE
Dale Brown	SHelBY (A.B.A.T.E.)		✓
MARY Brown	SHelBY (A.B.A.T.E.)		✓
GARY Murphy	LIVINGSTON		X
Jeff Wuerl	Helena		✓
JAMES Buck	1030 N Montana Helena		✓
CLARENCE SMITH	248 Apple Rd		✓
JANIE SMITH	"		✓
Matthew Scinto	Box 1176 Whitefish MT		X
Albert Goge	High. Safety - Justice	X	
Chris Spolar	Butt Mt.		X
Susan Forgett	Butte Mt.		X
Chyde Wiseman	Helena		X
LOYD BAKER	Helena		X
Don Dore	Helena		✓
Donald Dore	Helena		✓
Connie Skene	Helena		✓
Robert			
Roberta Armstrong	Helena		✓
LARRY T Franzen	Deer Lodge		✓

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

VISITORS' REGISTER

Heuway

COMMITTEE

BILL NO. 523

DATE

Feb 9

SPONSOR _____

NAME (please print)	RESIDENCE	SUPPORT	OPPOSE
STEVE OSBORNE	BOZEMAN		X
DARLENE INLAND	BOZEMAN		X
RICK SUNDEN	MSLA MT		X
SCOTT D. CLORTINGER	KALISPELL, MT		X
JAMES & PEGGY TIPTON	WHITEFISH, MT.		X
CHARLES SULLIVAN	KALISPELL MT		X
WENDALL WALKER	HELENA, MT		X
ROBERT L. RIZAN	HELENA MT	X	
JANET KOLLMAN	LIVINGSTON		X
BRUCE S. ROSE	MISSOULA		X
GUY R. SMITH	SUNBURST		X
JILL Z. SMITH	SUNBURST		X
Tom White	BILLINGS		X
Patricia Wheeler	Three Forks		X
Robert R. Cook	HELENA, MT.		X
GEORGE RAYMOND	MISSOULA MT		X
Mark Rogers	KALISPELL		X X
Roy Wheeler HB 523	3 Forks		X
Darryl Woodall	MISSOULA MT.		X

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

VISITORS' REGISTER

COMMITTEE

BILL NO.

523/514

DATE

2/9/59

SPONSOR

NAME (please print)	RESIDENCE	SUPPORT	OPPOSE
Dr. Smith	Helena		✓
Sid Miller	Boulder		✓
Bacon & Sons	Kalispell		✓
Larry Oddy	Whitefish MT		✓
CURT HAHN	HELENA	✓	
FRANK J Kamlauskay	Helena		✓
Dennis Miller	Mont. City		✓
JOHN P. COCKRAN	POTOMAC		✓
Keith J. Ingram	Butte		✓
BILL BOGGS	Butte		✓
Frank Brownback	Butte		✓
DALE CUMBER	BUTTE		✓
James T. (Jenny)	Butte		✓
Bob Gifford	Mont. Highway Patrol	✓	
Larry Mateka	Whitefish		✓
Douglas Binstow	Helena		✓
Sham Lewis	Helena		✓
Bert Riley	Whitefish		✓
Ida Marie Hunter	ABATE-PARK		✓

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

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Highways' Transportation

VISITORS' REGISTER

NAME	REPRESENTING	BILL #	Check One	
			Support	Oppose
Ido-Marie Hunter	ABATE ABATE	523		X
Taniet Kollman	ABATE	HB 523		X
Gary Murphy	ABATE	HB 523		X
Jim White	ABATE	HB 523		X
Phil Okrucky	SELF + ABATE	HB 523		X
Sam Okrucky	ABATE	HB 523		X
John Perkins	Myself + ABATE	HB 523		X
Tim Lindeborg	Myself + ABATE	HB 523		X
Lane Tate	ABATE - Precision Cycle Works	HB 523		X
Charles O. Sullivan	ABATE	HB 523		X
Mark Rogers	ABATE	HB 523		X X X
Scott D. Cloninger	AMA - ABATE - Cycle Works	HB 523		X
James D. Tipton	AMA - ABATE - Precision Cycle Works	HB 523		
Jeggy Sue Tipton	N.W. Montana Sect ABATE - Treas/AMA/Precision Cycle	HB 523		
Marcia M. Tipton	ABATE	HB 523		
RAIG MENZEL	COSSACKS	HB 523		X
Brian Shephard	COSSACKS	HB 523		X
Mark Spalar	COSSACKS	HB 523		X
Larry Beagley	Myself	HB 523		X
Kathryn Beagley	Myself	HB 523		X
John Troglie	Myself	HB 523		X
Lisa Troglie	Myself	HB 523		X
Rob Beckman	Myself	HB 523		X
Erish Beckman	Myself	HB 523		X
David Carson	ABATE	HB 523		X
Manuel Madrid	Cossack's M/C Montana	HB 523		X

(Please leave prepared statement with Secretary)

Highways & Transportation

VISITORS' REGISTER

NAME	REPRESENTING	BILL #	Check One	
			Support	Oppose
Ric Stine	ABATE	HB 523		X
Edward Teach	Adate	HB 523		X
Gordon R. Defendorf	ABATE	HB 523		X
Wendell Z. Walker	ABATE	HB 523		X
Sharon R. Smith	ABATE OF HELENA	HB 523		X
Jill Z. Smith	ABATE	HB 523		X
Guy B. Smith	ABATE	HB 523		X
Roy Wherley	ABATE	HB 523		X
Patricia Wherley	ABATE & Self	HB 523		X
Michel B. Maynard	ABATE	HB 523		X
Rick Sundem	ABATE	HB 523		X
George Raymond	ABATE	HB 523		X
Todd G. Westlie	ABATE	HB 523		X
Bruce S. Rose	ABATE	HB 523		X
Terrance Shirley	N.W. MONTANA ABATE	HB 523		X
Richard Alderson	ABATE	HB 523		X
Sidney W. Miller	MONTANA	HB 523		X
Jack Davis	MT.	HB 523		X
Job Goettle	MONTANA	HB 523		X
Bryan Lange	MONTANA	HB 523		X
David B. Slaughter	Bonner, MT	HB 523		X
David Mills	ABATE HELENA	HB 523		X
Connie Quirk	Helena	HB 523		X
Tom Morris	ABATE OF Helena (M)	HB 523		X
Tony Webb	ABATE	HB 523		X
Gene Fiese	N.W. Mont ABATE	HB 523		X

(Please leave prepared statement with Secretary)

Feb. 9, 1989 of

Highways & Transportation

VISITORS' REGISTER

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(Please leave prepared statement with Secretary)