

## **MINUTES**

### **MONTANA HOUSE OF REPRESENTATIVES 52nd LEGISLATURE - REGULAR SESSION**

#### **COMMITTEE ON HIGHWAYS & TRANSPORTATION**

**Call to Order:** By **CHAIRMAN BARRY STANG**, on March 18, 1991, at 3:00 p.m.

#### **ROLL CALL**

**Members Present:**

Barry "Spook" Stang, Chairman (D)  
Floyd "Bob" Gervais, Vice-Chairman (D)  
Ernest Bergsagel (R)  
Robert Clark (R)  
Jane DeBruycker (D)  
Alvin Ellis, Jr. (R)  
Gary Feland (R)  
Mike Foster (R)  
Patrick Galvin (D)  
Dick Knox (R)  
Don Larson (D)  
Scott McCulloch (D)  
Jim Madison (D)  
Linda Nelson (D)  
Don Steppler (D)  
Howard Toole (D)  
Rolph Tunby (R)

**Staff Present:** Valencia Lane, Legislative Council  
Claudia Johnson, Committee Secretary

**Please Note:** These are summary minutes. Testimony and discussion are paraphrased and condensed.

#### **HEARING ON SB 164**

#### **Presentation and Opening Statement by Sponsor:**

**CHAIRMAN BARRY STANG**, House District 52, St. Regis, opened for **SEN. HARP** who was presenting a bill in another committee. **CHAIRMAN STANG** said SB 164 will create the Department of Transportation (DOT). In doing this, it will transfer the functions of various departments throughout the system of state government into one area. This will improve Montana's transportation planning for all aspects of transport; road, rail and air, and will unify the version of Montana's transportation requirements in the 21st century. This can only be met by consolidating transportation related functions, system planning,

and system development of safety into a single agency. This will insure the safe and efficient transportation facility and services that are available for all modes of transportation in Montana to support and promote jobs and a healthy statewide economy. This will improve general government efficiency and reduce costs by streamlined services and eliminate duplication efforts and programs while providing better and more responsive service. CHAIRMAN STANG said this department will be made up of 4 divisions: 1) Highways; 2) Aeronautics; 3) Administration; and 4) Rail and Transit and amend in under transit, Motor Carrier's Service Division. This is in review of a trip that was taken by the board members, to six or seven cities in Montana in two days and held public hearings on the combining of the DOT. The one thing most people did not want, was to have a new department created in state government which would become bigger and not be able to serve the people. The other big concern in the aeronautics division and the public transportation division was, would the constituency be treated on the same level as the Highway Department. They did not want the Highway Department taking over the aeronautics division because the tax from air fuel goes to develop airports, and they did not want their money used on anything else. The amendment that will be added will take care of the Motor Service Division because when this bill passed the Senate, it was inadvertently changed to rail and transit and the truckers in the state felt they would be left out. After a couple of years and watching the functions of the operation, maybe incorporate the Highway Patrol and the Public Service Commission, but they will not be added in until a later date. EXHIBIT 1

#### Proponents' Testimony:

Chuck Brooke, Director, Department of Commerce, reviewed the process of where the bill developed from. In the fall of 1989, Governor Stephens asked the Montana Highway Commission to meet and evaluate all the different transportation programs throughout state government as the first step in assessing the need and feasibility of the DOT. As a result of that process a formal feasibility assessment was completed and involved the Department of Highways, Department of Commerce, Department of Revenue, Department of Justice and the Public Service Commission. The format of this was a pro and con analysis of the merits of and including certain functions in the DOT or admitting them. This was an important first step in terms of the Governor being able to assess that indeed Montana would be well served by bringing all the related transportation planning functions together. The second step that CHAIRMAN STANG was personally involved in was the series of public hearings held in June throughout the state: Helena, Missoula, Kalispell, Havre, Glendive and Billings. Mr. Brooke said in most of these public hearings more than 100 people appeared and presented testimony that was published in a special report to the Governor outlining the input received. Mr. Brooke summarized the report: Unanimous support for the concept of a single agency attempting to deal with the need to find efficient

ways to transport people and products throughout Montana. Most of the special transportation interest in the state addressed the public's concerns of what would happen if the DOT was put together. He said all modes of transportation are recognized as equal divisions. The amendment takes care of the Montana Motor Carriers that had been left out, so there would actually be 5 divisions.

**Ben Havdahl, Montana Motor Carrier's Association (MMCA),** said that MMCA is supportive of SB 164 establishing a DOT in Montana. MMCA supports the amendment presented by the bill's sponsor, Senator Harp, and respectfully urged the committee to adopt it. The establishment of a division in the new DOT encompassing the operations of motor transportation in Montana is a vital addition to SB 164. MMCA felt it was important to do so by the Legislature to add in the statute that the bill allows for as many divisions as are necessary to be established by the director. **EXHIBIT 2**

**Bob Stephens, Montana Grain Growers Association,** said he is also speaking for Lorna Frank, Montana Farm Bureau. Both organizations support the concept of the DOT combining the functions of the 5 departments. This will allow for the maximum input by the affected industries in geographic areas for all transportation modes. The DOT could allocate the limited funds available to enhance a total state transportation system possible.

**Mary Nielsen, W.I.F.E., Plentywood,** said she has worked for 14 years on transportation issues as they affect agricultural producers and the rural areas in the capacity of both State and National Transportation Chairman for WIFE. She urged the committee's support for SB 164. **EXHIBIT 3**

**Ken Dunham, Montana Contractor's Association,** spoke in support of SB 164.

**Larry Tobiason, President, AAA,** said that by consolidation there will be more efficiency in administration by combining knowledge, equipment and resources and would be a definite cost savings in Montana.

**Steve Turkiewicz, Executive Director, Montana Auto Dealer's Association,** said he was speaking as president of Montana Highway User's Federation, and favors the creation of the DOT.

**Jim Tutwiler, Montana Chamber of Commerce,** wanted to go on record in support of SB 164. It is very apparent this bill has a broad base of public support.

#### Opponents' Testimony:

**Mark Langdorf, AFSCME,** said AFSCME represents 350 state highway workers in Montana. They are in opposition in the development of

the DOT. He offered amendments that will provide security and job longevity for the blue collar workers employed by the Highway Department in Montana. Mr. Langdorf read through the amendments drafted by Paul Verdon in February. EXHIBIT 4 This will be a new section regarding the continuation of employment of highway maintenance personnel. He said the amendment was asked for because of a discussion that took place in the Department of Highways for a 15% reduction in positions through attrition and not filling the vacancies and using the policy of vacancy savings. Take the fulltime positions, move the FTE funding into the temporary aggregate position that does not allow for a good labor force in the Department of Highways if there is no incentive for longevity in the skilled highway worker. At the same time a promotion freeze was set up by the Department of Highways to move into the DOT which was held until recently. The DOT is set up to strip the workforce of permanent full time positions that were operator II and are now operator I. The Department of Highways will argue there has not been a reduction or lack of quality service. Mr. Langdorf does not want to see this done at the expense of the blue collar workers in the Highway Department. On November 5th, a memo was sent from the Highway Department that states for most cases that permanent positions would be filled by temporaries. The Department of Highways is also asking for closure of highway operation sections or maintenance section houses. He would like to see those that are in existence and active now that were in existence effective on January 1, 1991. The department is looking very seriously at the closing of Crystal Creek section and the Marian section, and combining them into the McGregor Lake section. Mr. Langdorf said in a dialogue he had with the Highway Department they said it was a 20 mile trip from the Marian section to the new McGregor section house, and that the employee would stay intact and commute the 40 mile round trip to work. He called one of the section workers and was informed it is 29.9 miles one way. At the Crystal Creek and Marian section houses there are 2 section maintenance men who are senior blue collar workers and one will be circled in red. Mr. Langdorf said the section man will have his same wages but will be doing operator work instead of maintenance section work. He said the Department of Highways in their restructuring of the DOT, the satellite sections located throughout the state will only be manned 6 months out of the year, so there will be no need for a maintenance section man in the summer. In the winter the sanding, plowing, etc., will be done by temporaries. The quality of the highways will suffer with temporary workers instead of full time permanent maintenance workers. It is not in the best interest of the State of Montana to privatize fulltime employee positions with the Department of Highways and the Department of Transportation. EXHIBIT 4

Questions From Committee Members:

REP. LARSON asked John Rothwell, Director, Department of Highways, if he has any problem with Mr. Langdorf's amendments. Mr. Rothwell said he was aware of them and asked if he could

address them; He said this happens to any administrator who tries to organize and control costs of any business. He said the section houses have been under review. There is a level of service that needs to be maintained the same as it is today. During the review the level of service was started at a  $\frac{1}{2}$  hour response time on major highways and 1 hour response time on the secondary roads. The study is still under review. Two maintenance chiefs were brought in from other districts to work with the administrators from Helena to put the review together. They used a map to measure travel time to make sure they stayed within the response time. When they are done with their study they will go back to the field to see if they have missed anything. He said overall, it looked like the section houses would stay about what they are. They are looking at the possibility of combining the two section houses on the westside, Crystal lake and Marian, that are older sections. There is a need to have a section house at each end of the area. There is an empty space in the center that doesn't get the full service. If they are funded, they are looking at the possibility of building a new section house inbetween the two older ones for better service. The Department of Highways has used temporaries for a long time, in most cases mainly for snowplowing. Virtually 100%, or at least in the high 90% of all temporaries they hire are in the entry level area, which is a truck driver position. Mr. Rothwell said when he first came into the Highway Department, there was a hiring freeze in effect until they could get a handle on what was being done overall. For some reason, many of the constituents of Legislature and the Highway Department are putting the pressure on him regarding the number of people doing road maintenance. The reason they had the review was to see how many people were out there doing maintenance. Are there too many section houses? Are too many section men standing around with a shovel in their hands? He was happy to report that he didn't think that was a problem. Overall, there will be very little change in the section operations. The one thing he said he was not going to do was to lower the level of service that the taxpayers in the state now enjoy. He said if anyone has had the chance to travel in the surrounding states, e.g., Idaho, it is obvious that Montana has better service. Speaking directly on the amendments starting with item: 1) he would not authorize a reduction in the number of full-time employee positions under the Department of Highways maintenance section below the number working on December 31, 1990. He said this would eliminate their ability to combine sections. The word "reduction" to him meant, they must have the same number of people in the same number of sections in the same locations from now and forever; 2) closure of a department may not cause or authorize a closure of a Department of Highways maintenance or operating section that was in existence on January 1, 1991. He said this means that no matter what kind of shape the section houses are in, they could not be combined or moved. They have to stay where they are; 3) (a) the meaning of contracting services performed by a person who is a full-time employee, the department cannot allow the farmers and ranchers to cut the hay along the side of the highways or

trade for the hay, because that is a service that can be done by the full-time employees of the highway department; b) people using equipment owned by the Department of Highways, Mr. Rothwell said he didn't think that is a policy now to let people to use their equipment because of liability problems. His concern is; even though they have very good employees, blue collar and on up, management must still provide a service to the constituents and do it in the best possible way, e.g., he said if they had to do a section of the Boulder highway that required a 4 or 6 man maintenance, and that highway is a new highway, other than snowplowing, it wouldn't be expected to take as much maintenance. These amendments would limit their ability to move that crew into an area where there are poor roads in need of maintenance. Along with the review of how the sections are placed, they are in review of how well they are manned. He felt they have some sections that are under-manned. He said that Mr. Langdorf would probably agree with him and vice versa because of new road construction. He said they need the ability to balance their crews to give good service on those roads. He said they must use temporaries for high load maintenance operations. If they didn't use temporaries for their snowplowing and hire full-time employees everytime it snows, the legislature probably wouldn't be willing to give the department the total FTEs needed to do these jobs. He said they do not hire temporary section chiefs nor rarely, unless an ex-employee coming back, would the department hire a temporary as an equipment operator one. The temporaries are hired only for the lower end.

REP. GALVIN asked if these amendments are negotiable with unions and do they have any compensation for buying or moving houses or buying other property for the moved employee been discussed. Mr. Rothwell said no, because they have never moved employees and do not plan on doing that now. There has never been any policy for moving employees. If they do move the two employees between Crystal Creek and Marian, it would be the first time. This would have to be looked into if that is the case. There are many employees that travel more than 29 to 30 miles to get to work. Mr. Rothwell said there are a couple of bills out there that might pass this legislative body that have applied themselves totally towards the privatization issue, as does HB 100 that was in effect previously. He has made the statement several times that he can guarantee that no full time employees of the Highway Department will be laid off due to this reorganization. If they do, and as he stated earlier that it doesn't look like they will be doing any of that, but if they do find it necessary to reduce manpower, it would be done through attrition, not layoffs. He would not have any argument if the amendment was put into the bill stating that fact, that no full time employee of the Highway Department not only in section houses, but in any other area would be laid off as a result of this DOT re-organization.

REP. TOOLE asked what went into the study. Mr. Rothwell asked Chuck Brooke, Director, Department of Commerce, to answer. Mr. Brooke said the study was done by professional staff.

**Mike Ferguson, Wayne Budt**, and several others were involved in the study and the various functions of the departments. There were a number of things identified in the study that was not put into the DOT. They looked into the study of placing different agencies into the DOT, e.g., the Highway Patrol and Motor Vehicle Licensing Bureau. There are still a number of bad issues that need to be resolved regarding the placement of these agencies into the DOT. They took what they thought was the most important step involving all things everyone agreed to and that was to combine those basic transportation related planning functions so they could get the coordination going. He said it was unquestionable that in future sessions there would be other proposals before the committee to potentially move the other controversial issues over there. **REP. TOOLE** asked how long the study took. **Mr. Brooke** said it was in October of 1989 that the Governor asked the highway commissioners to initiate and coordinate the study and thought the study started in May of 1990, about a 6 month process. In June of 1990, the group doing the review traveled throughout the state holding the public hearings on the proposals that had been made. He said when they came back with their report, the Governor gave them the green light to draft the bill to start the DOT.

**REP. FELAND** asked when he talked about moving did he mean that in title or literally. **Mr. Brooke** said the aeronautics division owns its own building and is physically located adjacent to the Helena airport where it will stay. **Mike Ferguson, division administrator with the Department of Commerce**, will go to the Highway Department building which will be the DOT building, to work with the director of the DOT. **Mr. Brooke** said 13 employees would be moved with their computers, desks, etc., to the DOT building. The motor fuels tax from the Department of Revenue will be relocated to the DOT.

**CHAIRMAN STANG** asked what has been the Highway Department's experience with privatization. **Mr. Rothwell** said very little has been done. They tried some things, and it has not been cost effective. They will only do privatization that makes economic sense, something that will make the state money. The one thing they would like to do is to continue letting the farmers cut the hay along the highways. They tried privatization in paint striping. He did not believe in making blanket statements to privatize the whole Highway Department. They do need to try to involve small projects in privatization, e.g., road patching in one district to see if it is cost effective. He felt they needed to run some experimental projects like that to see if they would work. Most of the Highway Department's projects are already privatized; i.e., all of their contracts go to the private sector now, supplies, tires, paint, grease, oil and gasoline. He said they deal all the time with the private sector. He said his financial deputy **Mr. Salisbury**, could tell the committee that 80% of the Highway Department's budget goes to the private sector.

One of the areas they have been forced to privatize because of the manpower problem, has been the water planning engineering work done through consultants. Mr. Rothwell said this is not very cost effective having to go to consultants, the cost is two to three times more than it would cost to do the work themselves. He said they are trying to get pay incentives for technical staff so they can take more of that work on and take it away from the outside private sector. CHAIRMAN STANG asked Mr. Rothwell to address the extra employees coming into the DOT and if there will be enough room for the PSC or will they have to move from the highway building. Mr. Rothwell said the 13 employees from the Department of Commerce and 23 employees from the Department of Revenue will move into the highway building. There will not be any room in the Highway Department when those people move in so the PSC will have to leave. The PSC rents about 11,000 square feet from the Highway Department and has 46 employees. Mr. Rothwell said they will be putting about 70 plus employees in that same area that the PSC had. Some of the sections are scattered throughout the building, so the re-organization will help to get those areas back together. The fuel tax division will be segregated and the cashiering part of that will be moved into the accounting function, while the permit selling portion of that will move back into GVW. The best part of this reorganization is everyone will be cross-trained, more than one person will know the job.

REP. FOSTER asked if the PSC moved out of the highway building, would some of the transportation division of the PSC stay in the building as part of the DOT. Mr. Rothwell said no, they would move out totally. REP. FOSTER said even though they are part of the reorganization and part of transportation they would be out. Mr. Rothwell said no part of the PSC will be part of the DOT. He said every agency that is a part of DOT will be in the highway building. REP. FOSTER asked if that meant the cost of moving the PSC was not in the bill. Mr. Rothwell said that was correct.

REP. FOSTER asked if any of the moving costs of the PSC was built into some bill that was before Legislature. Mr. Brooke said it is included in HB 2.

REP. TUNBY asked Mr. Brooke who would take the space of the 13 employees leaving the Department of Commerce. Mr. Brooke said the department is spread over 9 separate buildings in Helena. This will allow him to bring his Block Grant program back, which is currently in the Department of Health building.

Jack Ellery, Deputy Director, Department of Revenue, said the plans are: 1) to move motor fuels to the highway building; and 2) they would like the Highway Department to move the liquor division, currently in the Mitchell building, down to the liquor warehouse.

REP. LARSON asked Mark Langdorf about the amendments he had proposed and Mr. Rothwell had opposed, that said, " he guaranteed



there will be no layoff through the DOT reorganization", if he would be comfortable with the bill if there was an amendment to that effect. Mr. Langdorf replied absolutely. He said in his prior testimony the opportunity to re-organize into the DOT to become a division of highway is an ideal time to let go of policy and make a total realignment, therefore, forcing either layoff or vacancy savings through the expense of the blue collar worker, to put that amendment forth that "there will be no reduction in the number of full-time employee positions of the division of highways and any maintenance sections below that number is supported now.

REP. ELLIS addressed REP. LARSON'S question quoting Mr. Rothwell's statement, that no one would be laid off, and Mr. Langdorf said there wouldn't be a reduction of force. REP. ELLIS said that is not exactly the same thing. REP. ELLIS asked if he would abide by anyone being laid off. Mr. Langdorf said job vacancy situations need to be addressed. If a position were to be opened by e.g., an operator I leaving, and the funding is transferred to temporary aggregate, it will be facilitated by the full opportunity for permanent fulltime position to be filled by an operator I, or a temporary that would like full-time employment with the department. He said a full-time employee is not the key here, because through HB 2, part of Highways has a budget line for FTE which can be moved anywhere in the matrix where it is needed. He hoped the committee would not allow this to be done at the expense of a full-time employee position.

CHAIRMAN STANG asked if he was asking the Department of Highways not to do something that they can already do if they wish to do it, e.g., remove full-time employees or remove positions by attrition, can't this be done currently. Mr. Langdorf said yes they can. CHAIRMAN STANG asked if he was saying the Highway Department through this amendment will not be able to do this. Mr. Langdorf said yes. CHAIRMAN STANG asked if this was the proper place for this amendment or should it be in HB 2. Mr. Langdorf said the Highway's budget line for FTE allows them to move an employee's wages and benefits throughout the matrix system to facilitate the department's needs as they mandate now. He did not know how this could be applied to HB 2, it wouldn't be the same. This would put the clamps on the department to the point where, through their discretion, could not transfer temporary full-time employee's budgets where they need it.

REP. TUNBY didn't think Mr. Rothwell meant that no one would be laid off because of the DOT bill forever and ever. Mr. Langdorf said that Mr. Rothwell's testimony reflects the fact that at this point in time, no full-time employee would be laid off due to this reorganization. Mr. Langdorf said the director's testimony also reflected that now that the master review study is coming to a conclusion, they are getting an idea of what they have. If the service will not drop below the level of fulltime positions that are currently in place, it looks like Mr. Rothwell is looking for an increase in blue collar staffing. Mr. Langdorf said if that

is true, and the amendments are ok on SB 164, a reduction of a number of fulltime employee positions would not have any reflection on the number of personnel needed to carry out the responsibilities of the division. Mr. Langdorf said if that is the case, then there would be no argument to the amendment.

Closing by Sponsor:

SEN. HARP thanked the committee for a good hearing. He wanted to address a couple of issues: 1) he is a union contractor and the place for this negotiation is in a bargaining agreement and not in this bill. He said this is not in its proper form. It was offered in the Senate Highway's committee and quickly rejected; and 2) since this bill left the Senate, and the addition of the Motor Carrier's Division, he felt the amendment is appropriate and hoped the committee would accept them. SEN. HARP said the issue of the McCarty Farm case will stay alive and will be taken care of under the DOT.

HEARING ON SB 191

Presentation and Opening Statement by Sponsor:

SEN. TOM BECK, Senate District 24, said this bill deals with the revising of motor vehicle registering and titling laws. There are a number of issues in the bill that will expedite the process of registering motor vehicles. This is also a cleanup bill. There is a number of special interest license plates, e.g., Pearl Harbor plates, veteran, handicapped and many others. This bill deals with a generic plate that an emblem can be placed on that will designate the same thing. This should save the motor vehicle division from having to purchase the dyes for the different plates.

Proponents' Testimony:

Bud Schoen, Department of Justice, Motor Vehicle Division (MVD), distributed his testimony. EXHIBIT 5 He said the proposed definition of a motor home is the standard definition as used by the Recreation Vehicle Industry Association and adopted by the American Association of Motor Vehicle Administrators. The current definition is so broad that conversion vans with no accommodations are being registered as motor homes to take advantage of the flat fee, which in many cases is much less than the 2% property tax. He addressed section 11, regarding the weed fees are not paid when current plates are being transferred to a replacement vehicle. He said this section was not amended in the 1989 Legislature to show that change.

Peter Funk, Assistant, Attorney General's Office (AG), addressed two issues: 1) as the bill was drafted the AG's office proposed to eliminate the current system of certification to the possession of automobile insurance at the local treasurers office when purchasing the registration. This is an existing

requirement that is in law now. The requirement is twofold: (a) it depends on the county treasurer whether the registration is certified or not; (b) what is being done to determine if a person has insurance or not. Mr. Funk said all a person has to do is sign the form that states they do have insurance whether they do or not. It is a criminal offense for anyone driving without the required liability insurance. This is the only way to deal with the problem, instead of placing the burden on the county treasurers and members of the public to go through this process when it wasn't working. Section 15 was removed from the bill. He said it looks like the statutes were removed, but they were removed when the bill was proposed. Nothing in this form of the bill is being done with those statutes at all. That process will remain as it currently exists. The one thing the Senate did was to substitute that section to provide for a reduction of highway funds for a county that fails to enforce these provisions to require liability insurance. Mr. Funk said his department feels the system would work best if it was left to the criminal sanction that is applied for people that are driving without insurance. He and Valencia Lane, Legal Counsel, talked about some possible conflicts between the provisions of this bill and HB 557, that concerns license plates for disabled veterans and their ability to get the different license plates assuming they qualify for the issuance of those other types of plates as well as the regular plates. They are working on the two bills to develop an amendment to coordinate HB 557 and SB 191. He urged the committee to adopt the amendments in their final form, because they eliminate most of the necessity of the other bill.

Cort Harrington, Montana County Treasurer's Association, said they support this bill with the exception of the Senate amendments regarding the certification of insurance and ties made to the highway fund.

Opponents' Testimony: None

Questions From Committee Members:

REP. ELLIS asked about the County Treasurer's bill. The Department of Justice has the modern bill to rearrange the way vehicles are registered, which means that more of this will be done by mail if either one of the bills are approved and the people forgetting to sign on the mail renewal card that they have insurance. Mr. Funk said if the system exists as it does now, there will be a number of these renewal cards sent back. He said it appears at this time that the renewal cards will be sent back to the County Treasurer's office instead of Motor Fuel's Division under the modern proposal. Mr. Funk said if his office were to receive any of these under the modern proposal, they would send them back under the existing law. He said if the County Treasurer's followed the statutes, they would have to send the renewals back also.

REP. FELAND asked Mr. Schoen about section 12 that increases the

penalty for registration violations from \$25 to \$500, if it wouldn't be better to raise it to \$200. Mr. Schoen said anything would be better than the \$25.

REP. TUNBY asked Mr. Funk if it is still the case if a person is caught without registration of their vehicle, that it is a \$250 fine. Mr. Funk said that is correct.

REP. MADISON asked Mr. Schoen if it isn't the case that a person that doesn't have liability insurance in the first place they just can't afford it, so if they were charged \$10,000, they still wouldn't be able to afford it. Mr. Schoen said he has seen where a person that didn't have insurance was sent by the judge to obtain insurance and show proof, then pay the difference of the insurance and the \$250.

#### Closing by Sponsor:

SEN. BECK thanked the committee for a good hearing. He commented on the \$250 fine. If a person does not have the registration card in their vehicle and it states in the presiding law, if they do have insurance and present it to the judge, they will give that money back or reduce the fine. He said if the vehicle wasn't registered and that person was fined \$300, then they have to purchase a registration and update their insurance, than the judge could reduce that to a \$25 or \$30 fine. There are options in the bill, but questioned the \$500 fine. He said it isn't fair for the county treasurers to withhold the gas tax. He said the committee could take that amendment off.

#### HEARING ON SB 273

#### Presentation and Opening Statement by Sponsor:

SEN. BERNIE SWIFT, Senate District 32, Hamilton, said this is a cleanup bill. In 1988, the GVW had a policy to prohibit chip trucks from the bridge formula. This was to be placed into statutory law in the 1989 Legislature, but there were too many other things going on that prohibited this. If this isn't taken care of they will have to adhere to the bridge formula and will lose about 1,000 to 2,000 lbs. per load because of the configuration of the axles on their units. A similar occurrence happened in 1983 on log trucks with 6 axles. HB 589 provided the log trucks with the ability to have 5 axles and carry 80,000 lbs. He said this is the same problem the log trucks had in configuration to comply with the bridge formula, because the logs themselves determine the length of that load. He said this needs to be discussed to see if it will affect Montana in conjunction with the Federal Highway Department. EXHIBITS 6 and 7

#### Proponents' Testimony:

Gary Gilmore, Administrator of Operation's Division, Department of Highways, distributed EXHIBIT 8. It describes the axle

configurations of the chip truck bridge exemptions. The federal government recognized this exemption in 1988 regarding this problem and issued a temporary exemption for dump tank and ocean going container trailers; there was only a two year limit on it. In September 1989, the federal government rescinded that exemption. The department's position on this is neutral. The log truck problem is mainly from the mills because they are set up for 35 foot logs. Wood chips are a bulk commodity and this exemption would give them more weight. The law would allow the department to issue a permit in violation of the interbridge formula. This has not been done in the past but with the exception of the log haulers, and since 1988 for the chip haulers. By amending the section to say "may" instead of "must", the permit process can be stopped if there is negative reaction from the federal highway administration. This is not a problem with all chip haulers in the state; there are about 12 chip haulers and only have problems with two of them. There needs to be something in the bill that would not encourage the other 10 chip haulers that are in compliance from going to a truck or trailer that would allow them to haul 1,000 to 2,000 lbs. more and put them in violation of the interbridge formula. If it could be placed in this bill to encourage the two chip haulers that when they buy new equipment they will buy equipment that will comply to the interbridge formula.

Ben Havdahl, Motor Carrier's Association, said he was also representing the Log Trucker's Conference. The purpose of the bill does not add any additional gross weight to what they are already carrying, it just clarifies by statute what the department has been allowing them to do by policy. One of the problems that a 6 axle or 5 axle log truck has with the gross weight formula is the length of the vehicle combination is the length of the logs, and the length cannot be brought out to where the formula calculates the gross weight at 80,000 lbs. They support the bill with the amendments.

Don Allen, Montana Wood Product's Association, said he is in support of SB 273 and the amendments as proposed.

#### Opponents' Testimony:

Charlie Chambers, Assistant Chief Engineer for Montana Rail Link (MRL), said he was before the committee last week against longer trucks and now he is against this bill for heavier trucks. MRL thrives on competition, but this bill is directed at MRL to legislate against trailers over rail. He said they have purchased chip cars and are in the log hauling business. Through this bill, the trucking business wants to change the rules. The result of this rule is more than a 15 yard penalty to the people in Montana. The interstate system is worn out, the asphalt sections are deeply rutted and the concrete sections are so rough that most of the traffic is forced into the lefthand lane. When he came over from Missoula this morning, he stopped at Drummond

and measured the ruts at more than 1½" deep. It isn't the automobiles doing this, it is heavy trucks. All MRL asks is that the playing field be kept level.

Questions From Committee Members:

REP. STEPPLER asked about the amendment proposed for truck permits for \$75 and \$10, if they are paid for by the truckers and if it is an increase of costs. Mr. Gilmore said it is not an increase. They are paying that amount now.

CHAIRMAN STANG asked why the trucks are allowed to go 60 MPH on primary and secondary roads when cars can only go 55 MPH.

CHAIRMAN STANG said it is in the bill, but why hasn't the department done anything about it. Mr. Gilmore didn't know.

REP. FELAND asked if the chip truckers bought these trucks and trailers, knowing they weren't going to conform to start with. Mr. Gilmore said the 1983 log bill allowed the loggers to operate with their weight in the amount of axles they had. The chip truck problem was recognized in 1988 and gave them a temporary exemption at that time. Prior to that time they were in violation. The chip truckers did not know they were in violation when they purchased their trucks.

CHAIRMAN STANG asked why the department wants to give an exemption when it is in direct violation of federal law. Mr. Gilmore said they are not an opponent nor a proponent, but said they view it as a cleanup bill for the loggers. They do have a problem with the chip trucks, the Highway Department views them as a bulk commodity, they question what the other commodity haulers feel. Maybe an amendment should be placed in the bill or grandfather the chip trucks in to say they must come into compliance at a later date, but make it so other chip trucks do not follow suit.

Closing by Sponsor:

SEN. SWIFT said this bill is a grandfather clause on a policy that has been in place since 1983. This is not encouraging the chip trucks not to exceed the bridge formula and stay within the weight reduction. He asked for the committee's support of SB 273. This bill is not encouraging the people to break the law and hoped the Highway Department could work with the chip trucks.

HEARING ON SB 318

Presentation and Opening Statement by Sponsor:

SEN. CECIL WEEDING, Senate District 14, Jordan, distributed amendments. EXHIBIT 9 He said these amendments coordinate SB 318 with SB 415, which will not be in the Highway committee. This bill requires pickup campers to be titled, same as other recreational vehicles, e.g., boats, winnebagos. This bill was

requested by the Montana Manufactured Housing and Recreational Vehicle Association to provide legitimacy for financial institutions who loan money to individuals for the purpose of purchasing campers. The titling of campers will create a mechanism for certain authorities to see if a lien has been filed against the camper before making the purchase. He said **SEN. GAGE** has a similar bill SB 50 that was combined with this bill in the Senate Highway Committee. His bill eliminated the requirement that the state treasurer provide the decals for the campers. The decals in this bill will be sold and retained by the county treasurers for \$1. Without the amendments, the bill provided \$2.50 to go to the state parks. **SEN. VAUGHN'S** bill, SB 415, will provide for \$3.50 additional to go to the state parks. Therefore, the coordinating language will need to take the \$2.50 out of this bill to coordinate with SB 415. The titling will allow for the campers to be traced if stolen.

#### Proponents' Testimony:

**Stuart Doggett, Montana Manufactured Housing, RV Association**, said this bill is consistent with other states. Currently in Montana it is difficult to obtain lender financing for some of the pickup campers and some of them cost \$10,000 to \$12,000. He said if the fee was to be \$2.50 or \$3.50, the group was not opposed and wanted to make that contribution to the State Parks system. He urged the committee to pass this bill.

Opponents' Testimony:       None

#### Informational Testimony:

**Bud Schoen, Department of Justice, Motor Vehicle Division**, said the department does not oppose this bill, they remain neutral.

#### Questions From Committee Members:

**REP. FELAND** asked if this is about campers sold after September 1991, what about the ones that were purchased before that date. **Mr. Schoen** said campers that existed before that date will not be titled until they are sold.

**CHAIRMAN STANG** asked why this doesn't apply to campers that are more than 10 years old. **Mr. Schoen** said campers that are older than 10 years old do not have identification numbers and are considered unidentifiable.

**REP. MADISON** asked if the county treasurers are in agreement with this bill. **SEN. WEEDING** thought they had been contacted on this and that is why the dollar was left in to compensate for the extra paper work. **REP. MADISON** asked who pays for the decals under the proposed law. **SEN. WEEDING** said the Department of Revenue does.

**CHAIRMAN STANG** asked if the decal is the same as the one that is

currently used or will there be two decals. SEN. WEEDING said it is the same decal. The Department of Revenue wants out of the registering of campers. CHAIRMAN STANG asked how will the modern proposal and the treasurer's proposals work with this bill on the registering of the vehicles. SEN. WEEDING said they are comparable.

REP. STEPPLER asked about the \$2.50 going towards the Park system and the fiscal note says the Department of Justice is going to pick up the cost for administering this, why isn't the money being sent to them. SEN. WEEDING said they did not want it. REP. STEPPLER asked how that could be when the Department of Justice will be adding a .5 FTE and be needing more equipment. SEN. WEEDING said they were made the offer, but the intent was to give the money to the parks. The parks will receive \$15,000 and will cost \$6,000 to administer.

REP. STEPPLER asked if there was a dollar going into the general fund. Mr. Schoen said the dollar that is presently charged for the decal goes to the county treasurers under this bill. SEN. WEEDING said it was his understanding that the Department of Justice was furnishing the decal, but under assumption #3, it says the Department of Revenue will be furnishing the decal. SEN. WEEDING thought the Department of Revenue wanted out. Mr. Schoen said when the fiscal note was drafted, it was not known that the Department of Revenue wanted out of this business, but he said the Department of Justice assumed they were going to issue the decals. After discussing this with the Department of Revenue, they said they would continue to furnish the decals. So the fiscal note is wrong.

Charlotte Maharg, Department of Revenue, said there was never a question about the department taking the \$2.50. She said when they received the bill, they knew it was to fund the parks and they did receive the dollar. They currently receive that dollar from the county treasurer's office. It is a duplicate requirement to involve the Department of Revenue in this loop. It was decided since the county treasurers perform the registration functions on the new camper, they are the ones to receive the dollar and the \$2.50 will go to the state parks. The Department of Justice will take care of the registration portion because the camper will be defined as a motor vehicle which falls under the Department of Justice. They do not have the .5 FTE allocated to the camper decal, given the dollar it is not cost beneficial for the Department of Revenue to pursue. The Department of Revenue does have a registration listing they will give to the Department of Justice.

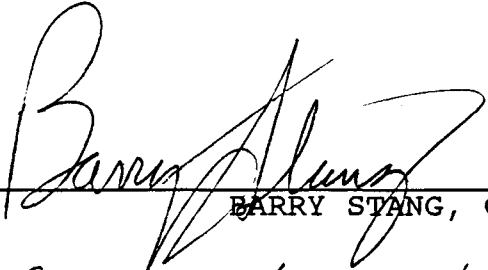
Closing by Sponsor:


SEN. WEEDING said that SEN. GAGE'S bill is the one that helped the Department of Revenue get out of this business. They did not want to continue this function. His bill is to title only.



**ADJOURNMENT**

**Adjournment:** 5:45 p.m.

  
\_\_\_\_\_  
BARRY STANG, Chair

  
\_\_\_\_\_  
CLAUDIA JOHNSON, Secretary

BS/cj

# HOUSE OF REPRESENTATIVES

## HIGHWAYS AND TRANSPORTATION COMMITTEE

ROLL CALL

DATE

3-18-91

NAME	PRESENT	ABSENT	EXCUSED
REP. FLOYD "BOB" GERVAIS, V.-CHAIR			
REP. ERNEST BERGSAGEL	✓		
REP. ROBERT CLARK	✓		
REP. JANE DEBRUYCKER	✓		
REP. ALVIN ELLIS, JR.	✓		
REP. GARY FELAND	✓		
REP. MIKE FOSTER	✓		
REP. PATRICK GALVIN	✓		
REP. DICK KNOX	✓		
REP. DON LARSON	✓		
REP. SCOTT MCCULLOCH	✓		
REP. JIM MADISON	✓		
REP. LINDA NELSON	✓		
REP. DON STEPPLER	✓		
REP. HOWARD TOOLE	✓		
REP. ROLPH TUNBY	✓		
REP. BARRY "SPOOK" STANG, CHAIRMAN	✓		

EXHIBIT 1  
DATE 3-18-91  
HB SB 164

Amendments to Senate Bill No. 164  
Third Reading Copy

For the House Highways and Transportation Committee

1. Page 4, line 16.

Following: "TRANSIT."

Insert: "and (5) motor carrier services."

2. Page 8, line 11.

Following: "transportation."

Insert: "under motor carrier services division."

3. Page 8, line 16,

Following: "part."

Insert: "NEW SECTION. Section 10. Division of GVW - Montana

Department of Highways transferred. Unless inconsistent with (sections 1 through 14), all functions now performed by the gross vehicle weight division under Title 61, Chapters 3, 4, 10, and 12 are transferred to the department of transportation, motor carrier services division."

Renumber: subsequent sections.

March 18, 1991

SB 164, before House Highways and Transportation Committee  
Ben Havdahl, Montana Motor Carriers

Mr. Chairman and members of the Committee. For the record I am Ben Havdahl, representing the Montana Motor Carriers Association.

MMCA is supportive of SB 164 establishing a DOT in Montana. We support the amendment presented by the bill's sponsor, Senator Harp and respectfully urge the committee to adopt it.

The establishment of a division in the new Department of Transportation encompassing the operations of motor transportation in Montana is a vital addition to the SB 164 from the standpoint of MMCA. In our view its important to do so by the Legislature in the statute notwithstanding that the bill allows for as many divisions as are necessary to be established by the director.

The amendment by the Senate Highway Committee to establish a statutory division of the DOT to deal with "rail and transit" matters, in our view, left the motor carriers in an unequal position within the new DOT. The matters affecting motor carriers would have continued to have been handled by the Gross Vehicle Weight Division of the newly established division of highways under the bill, one level removed by the "rail and transit division".

The amendment corrects this situation. In addition, there was much discussion during the public hearings on the formation of a DOT about moving the motor carrier safety assistance program (MCSAP) into the newly formed DOT. Also consideration was suggested by MMCA to the possibility of moving the Motor Vehicle Division Driver Services that relate to the commercial drivers license program to the DOT to complete the "one stop shopping" service for truckers.

With the establishment of a motor transport services division, future decisions by the Legislature to transfer these and other possible motor transportation functions to the DOT, can be more readily accommodated within an established "motor transport services division." Thank you.



# WIFE Women Involved in Farm Economics 3

SENATE BILL 164..... March 18th 1991

DATE 3-18-91

My name is Mary Nielsen, and I speak on behalf of WIFE. For about 14 years, I have worked on transportation issues as they affect agricultural producers and the rural areas in the capacity of

HB SB 164

both State and National Transportation Chairman for WIFE. I feel that that experience, coupled with the effort that I made in 1990 (-and continue to work on to this date) to preserve rail service on a long branch line in N.E. MT. and driving 500 miles just to speak before this committee, qualifies me to speak to this bill! *WIFE*

WIFE's testimony before the Senate Committee said:

We support the concept of a Department of Transportation ONLY if:

1/All transportation modes must have equal status. That is- Aeronautics; Rails and Transit, and Commercial Trucking. Those three departments are the primary elements of a 'one-stop' DOT.

2/If the formation of a DOT can be proven to be economically viable- and this appears to be difficult to actually prove in any reorganizational effort- probably only time will tell!

And 3/ Since we are Women Involved in Farm Economics, we are very aware of the detrimental effects of droughts and present farm policies on the State's economy, so we feel that very serious consideration MUST be given to the real costs of relocation.

The original Feasibility study notes that it cost \$200,000 to move the Public Service Commission into the DOH building. Surely, the costs of moving them out and moving in all the assorted offices with their computers and file etc. will be a great deal more expensive! And while I am unaware of any plan for the relocation of the PSC, it seems to be a Herculean effort to spend a great deal of money to save relatively little, even if it is a 'one-time' expense. Which, no doubt was said when the PSC moved into that building!

From the beginning of this proposal, we have urged restraint. For the commendable idea of 'one-stop shopping', a temporary central Department of Transportation office could direct all enquiries to the appropriate department. while leaving those agencies in their present position until the details of moving can be worked out as funds and space are available.

Finally, we feel that the formation of a coordinated DOT is long overdue. One of the best moves that was made in that direction occurred in 1981, when WIFE, MGGA and others worked hard to get all agricultural transportation issues coordinated into the Transportation Division within the DOC. Various personnel were moved from the Department of Agriculture and other agencies, and have since developed substantial expertise in all transport-

ation issues dealing with freight and public transportation special needs. Their work on the McCarty Farms Suit; Central Montana Railroad; multi-modal transportation; branch line situations; the monitoring of car shortages, and their opposition to the BNRR Certificates of Transportation program because of those shortages, has all been much praised by transportation officials in other states.

Having represented WIFE at several USDA Office of Transportation sponsored Transportation forums, at each of them, I have heard those complimentary remarks made about their ability and work. I would also add that the State was ably represented by the DOH at the Highway Forum.

To summarize, we are really concerned that each mode be given equal priority under the DOT heading. As farm Women, we have learned to be conservative in our planning, and we urge caution in the development of the DOT. There is no rush to make these extensive and expensive moves. The formation of DOT is not reliant on relocation. The efficiency of the present offices is paramount. All can be under a DOT heading without hurried relocation at a time when our State is suffering financial hardship.

And on behalf of WIFE, and as an individual, I thank all of the agencies involved, and this committee for their educated understanding of agricultural transportation issues and their importance to this State!

EXHIBIT 3  
DATE 3-18-91  
HB SR 164

Amendments to Senate Bill No. 164  
Third Reading copy

Requested by Representative Galvin  
For the Committee on Highways and Transportation

Prepared by Paul Verdon  
February 6, 1991

DOT  
bill

1. Title, line 12.

Following: "TRANSPORTATION;"

Insert: "TO PRESERVE JOBS OF HIGHWAY MAINTENANCE PERSONNEL;"

2. Page 12, line 24.

Following: line 23

Insert: "NEW SECTION. Section 15. Continuation of employment of  
highway maintenance personnel. Except as otherwise provided  
by law, [sections 1 through 14] may not cause or authorize:

(1) a reduction in the number of full-time employee  
positions of a department of highways' maintenance section  
below the number on December 31, 1990;

(2) closure of a department of highways' maintenance  
operating section or maintenance section house that was in  
existence on January 1, 1991; or

(3) contracting for a service that can be performed by:

(a) a person who was a full-time employee of a  
department of highways' maintenance section on December 31,  
1990; or

(b) using equipment owned by the department of highways  
on June 30, 1991."

Renumber: subsequent sections

SENATE BILL NO. 191 - STATEMENT

EXHIBIT 5  
DATE 3-18-91  
# SB 191

PREPARED BY: Daryll E. (Bud) Schoen  
Chief, Registrar's Bureau  
Motor Vehicle Division  
Department of Justice

Date: February 7, 1991

- Section 1**     **Page 2** - The proposed definition of a motor home is the standard definition as used by the Recreation Vehicle Industry Association and adopted by the American Association of Motor Vehicle Administrators. The current definition is so broad that conversion vans with no accommodations are being registered as motor homes to take advantage of the flat fee, which in many cases is much less than the 2% property tax.
- Section 2**     **Page 3, Line 6** - Added "manufacturers" to record keeping duties. The responsibility of licensing manufacturers was transferred to the Department of Justice ten years ago.
- Page 3, Beginning on Line 25** - The complete address of lienholders is needed. Quite often only the city and state is provided.
- Section 3**     **Page 5, Line 22 and 23** - At the present time the owner of a vehicle must sign their name on the reverse side of the title. There is no more room on the reverse side to accommodate new changes or additions that may be required by federal or state statutes. Restricting the seller's signature to the reverse side of the title should be eliminated.
- Page 7, Lines 12 and 13** - Under our present statute, when the ownership of a vehicle is being transferred by operation of law, such as divorces, estates and bankruptcies, the person applying for a transfer of ownership must complete a separate original title application form, even though the applicant may have a properly executed Montana title. This is an unnecessary duplication of paperwork.
- Page 8, Lines 14 through 17** - At the present time we are accepting repossession affidavits from 18 other states because the content of their forms is similar to that which is required on our forms. Dealers who purchase vehicles at auto auctions that were repossessed in one of the other 31 jurisdictions must request the out-of-state lienholder to obtain a repossession title in the lienholder's name before the title can be transferred in Montana. This creates quite a burden on dealers, consumers and county clerks. It is proposed that repossession affidavits be accepted from all 49 jurisdictions.
- Section 4**     **Page 10, Line 24** - The statute is not clear who should sign the title. It should be the registered owner.



EXHIBIT 5

DATE 3-18-91

~~HB~~ SB 191

that moved subsection (7)  
id when current plates are  
-510) was not amended at

ion violations from \$25 to  
in a registration year and  
e.

n numbers should include

s burdensome and time  
be conducted by other

thorized by statute. "RV"

61-6-302 by deleting the  
urer that their vehicle is  
or a reduction of highway  
302.

ouse Bill No. 98 providing

acial plates that are now  
ires that the registration  
ie time of registering or  
al notice card that is sent  
s not have a renewal card  
an produce the required  
easurer to stamp on an  
le and it is eligible for  
egistration were separate

s 16 and 17 - Page 12, Lines 15 and 16 - The federal government reminded  
ometer disclosure statutes do not include the federal requirement of a

EXHIBIT 5

DATE 3-18-91

~~HB~~ SB 191

s 8 and 9 - Delete the requirement that the license number for the previous  
ed on the registration receipt. In the years that validation decals are issued  
umber for the previous year is the same as the license number for the

The automated motor vehicle file retains a four year license plate history  
s previous license numbers for replacement plates and new general issue  
e is no need for a preceding year license number on a registration receipt.

es 8 and 19 - Prior to the automated motor vehicle system a separate  
had to be designed for each class of motor vehicle -- cars, trucks, trailers and  
One receipt form now accommodates all classes of vehicles.

es 15 through 17 - Section 61-4-103 was amended in 1985 to provide for  
Vehicle Dealers and authorized the use of "RV" plates. Section 61-3-332(1)  
been amended at that time to include "RV" plates. Also, this section should  
pecial license plates.

es 6 through 10 - License plates assigned to local government are assigned  
ashion and for the same purpose as those assigned to state government. It  
argued that local government plates are permanent and do not require an  
ation decal.

rt g at Line 18 - All provisions for special license plates, except Collegiate  
s, are individually listed under 61-3-332, which provides for the general design  
in of Montana license plates. Collegiate license plates were excluded  
e authorized to be displayed with unique colors and sequential alpha and  
racters. The existing provisions to identify these special plates are described  
"presentations", "character" or "inscribed words". It is proposed that all  
s, including those authorized in the future, be identified by a "design or decal"  
e representative of the special group.

g on Line 5 - This bill was amended to include special license plates for  
or Survivors.

ne 15 and 16 - If license plates are stolen the department will not issue  
f the stolen plates. The stolen plates, if reported, are listed with the National  
ormation Center. Replacement plates with different numbers are issued to  
owner.

February 12, 1991  
SB 273  
Senator Bernie Swift

Mr. Chairman..... members of the committee. For the record I am Senator

Bernie Swift, representing Senate District 32. I am the principle sponsor of SB 273, a bill to enact into law an existing policy of the Montana Department of Highways.

In 1988 the GVW Division of the Department implemented a policy to exempt chip trucks from the inner bridge formula measurement. At the time, the Federal Highway Administration had also issued notice to the Montana Department of Highways that shipping containers shipped by vessel, train and truck would also be exempted from the inner bridge measurement.

It was the understanding of the Department that this policy would remain in effect through the 1989 Legislature to allow the industry the opportunity to correct this problem by enacting legislation. No action was taken in 1989 and the matter still remains to be resolved. The Department's policy will remain in effect through April 30, 1991. Unless and until this session of the Legislature amends the statutes on weight to allow this practice, the Department will require wood chip haulers to be in full compliance with the weight formula.

The problem for wood chip haulers will be a loss of gross weight anywhere from 1,000 to 2000 pounds, depending on the truck combination configuration. Since wood chip haulers have been operating now for almost three years under the current Department policy, they will be unduly penalized for no fault of their own. SB 273 will correct their problem.

A similar situation exists for the six axle log truckers. In 1983, House Bill 539 provided a permit that allowed five-axle logging trucks to carry 80,000 pounds. At that time, the GVW Division of the Department implemented a policy to help administer this new law.

Page 2

Included in the policy were guidelines for six-axle log trucks. One policy exempted six-axle log trucks from the inner bridge measurements when calculating their allowable gross weight. The problem is that the length of the logs is the length of the trailer's inner bridge measurement and is limited. This procedure is unfortunately not backed by a statutory exception. SB 273 would include this exception.

Again, the Department will discontinue this policy on July 1, 1991 after almost 8 years of allowing this practice. If this is not allowed under the statute change in SB 273, it will really create a hardship and a loss of gross weight allowable on the six-axle log truck.

For the information of the committee, Dave Galt, Administrator of the GVW Division of the Department is here to clarify and explain more fully this situation. Also, the committee has been given a brochure explaining how the formula is administered. Thank you.

Amendments to Senate Bill No. 273

Third Reading Copy

Requested by Senator Swift

For the House Committee on Highways and Transportation

Prepared by John Ilgenfritz  
March 8, 1991

1. Page 4, line 7..  
Following: "under"  
Strike: "61-10-107, must"  
Insert: "subsection 2, may"

POSSIBLE AXLE CONFIGURATIONS  
CHIP TRUCK BRIDGE EXEMPTIONS

EXHIBIT 8  
DATE 3-18-91  
HB 5B 273

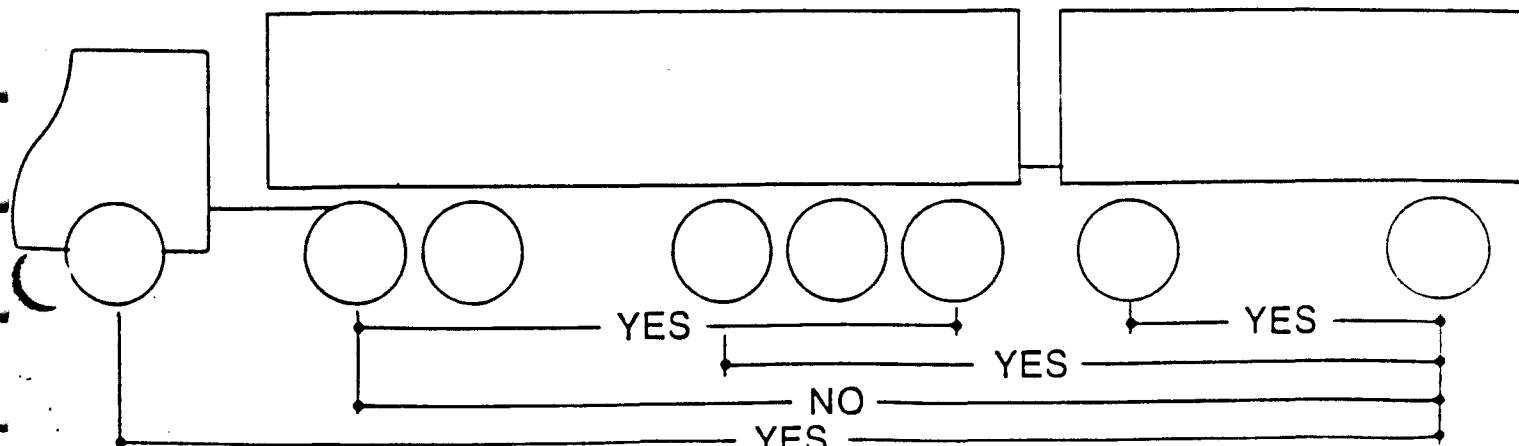
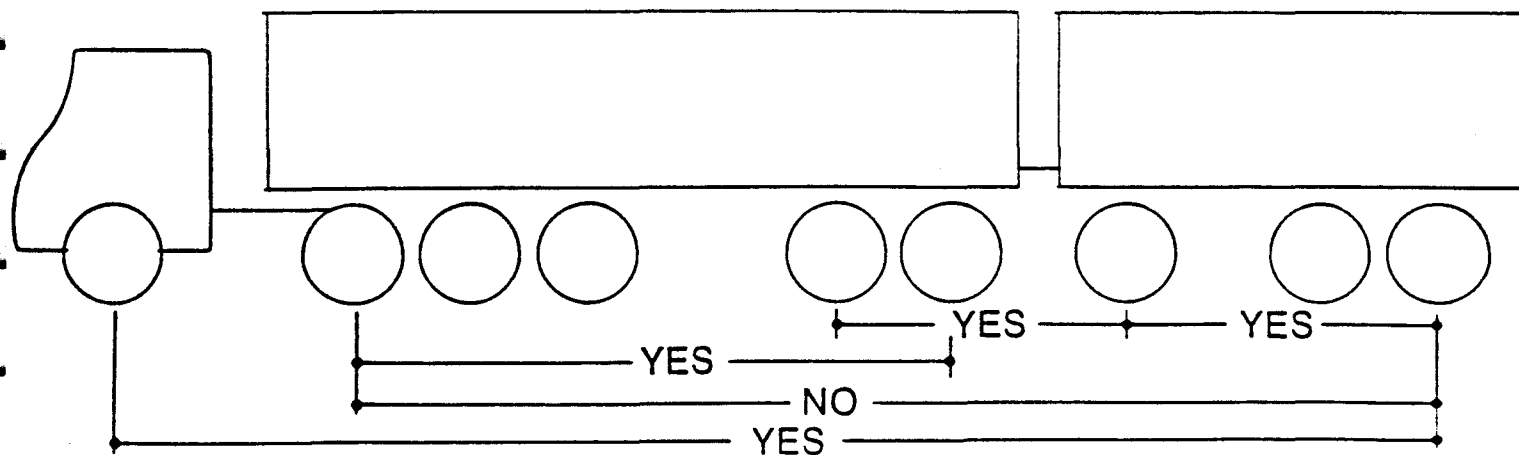
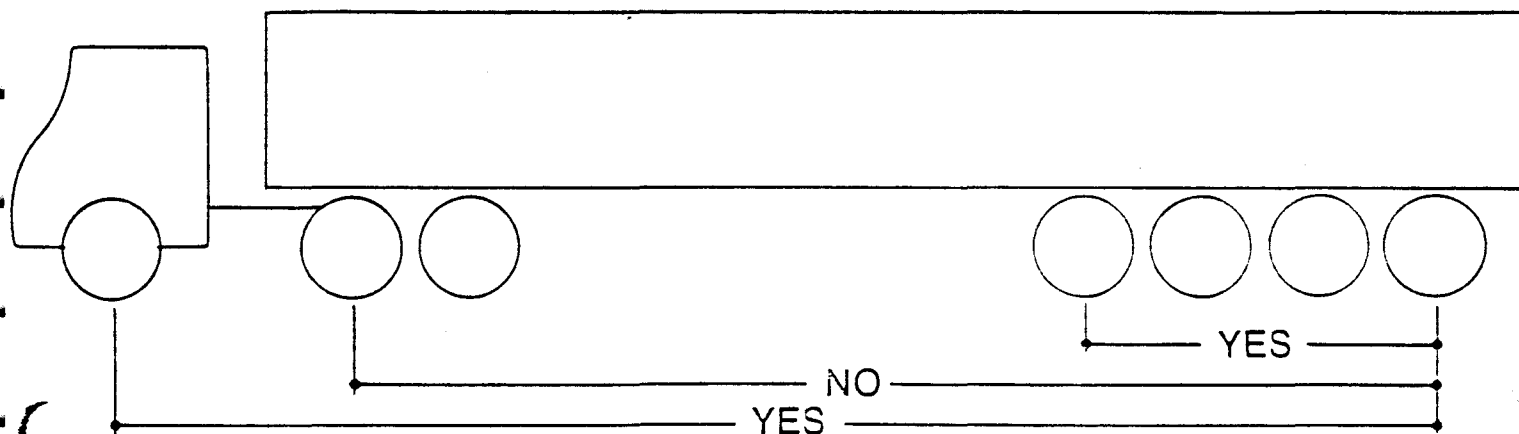
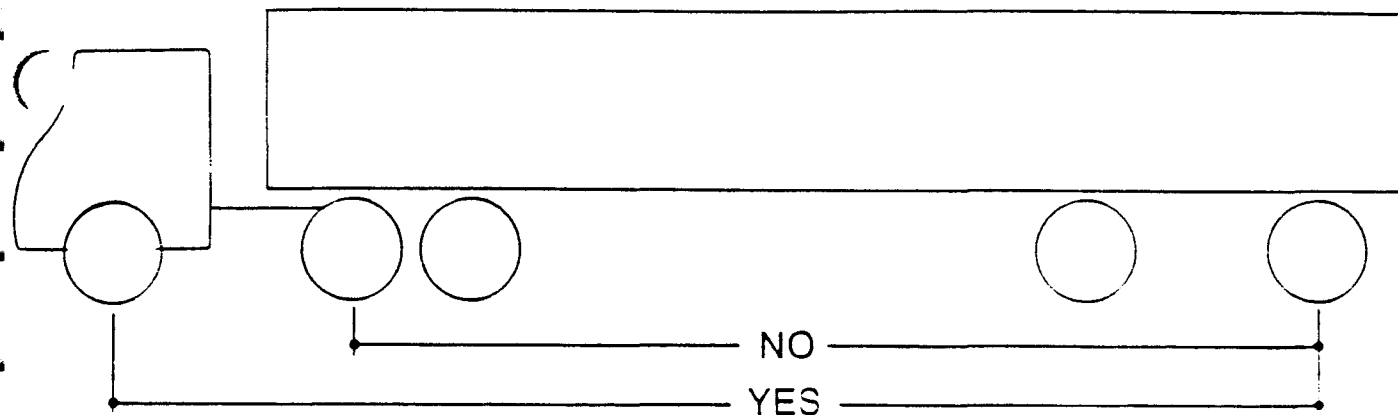


EXHIBIT 9  
DATE 3-18-91  
HB SB 318

Amendments to Senate Bill No. 318  
Third Reading Copy (BLUE)

Requested by Senator Weeding  
For the Committee on Highways and Transportation

Prepared by Valencia Lane  
March 12, 1991

1. Page 5, line 25.

Following: line 24

Insert: "NEW SECTION. Section 9. Coordination instruction. If Senate Bill No. 415 is passed and approved and if it includes a fee on campers, then [section 4 of this act], amending 61-3-524, is amended as follows:

(1) the fee assessed in 61-3-524(2) is reduced from \$3.50 to \$1; and

(2) 61-3-524(4) as it appears in [this act] is void and 61-3-524(4) is amended to read:

"(4) The county treasurer shall deposit the fee collected under subsection (2) in the county general fund."

Renumber: subsequent sections

HOUSE OF REPRESENTATIVES  
VISITOR REGISTER

Hiway COMMITTEE BILL NO. SB164  
DATE 3-18-91 SPONSOR(S) Sen. Harp

PLEASE PRINT

PLEASE PRINT

PLEASE PRINT

NAME AND ADDRESS	REPRESENTING	SUPPORT	OPPOSE
<u>M. Chasen P. Wood</u>	<u>W. I. F. E</u>	<u>X</u>	
<u>Ernest M. Scotland</u>	<u>MT OGA</u>	<u>X</u>	
<u>O. J. Nielsen P. Wood</u>	<u>FARMING</u>	<u>X</u>	
<u>MARK LANKDORF</u>	<u>AFSCME</u>	<u>X</u>	<u>X</u>
<u>JAMES TUTTLE</u>	<u>MT Chamber Com</u>	<u>✓</u>	
<u>Chuck Brooks</u>	<u>Commerce Dept.</u>	<u>X</u>	
<u>KEVIN DUNKIN</u>	<u>MT Contractors' Assoc</u>	<u>X</u>	
<u>Lorna Frank</u>	<u>MT. Farm Bureau</u>	<u>X</u>	
<u>Bob Stephen</u>	<u>MT. Lumbermen's Ass'n</u>	<u>X</u>	
<u>Larry Sobiason</u>	<u>AAA Montana</u>	<u>X</u>	
<u>Ben Howard</u>	<u>MMCA</u>	<u>X</u>	
<u>Steve Turkiewicz</u>	<u>MT. Hiway Users Federation</u>	<u>X</u>	
<u>P. C. J. in</u>	<u>BN</u>	<u>X</u>	
<u>A. Rehner</u>	<u>Air DOH</u>	<u>X</u>	

PLEASE LEAVE PREPARED TESTIMONY WITH SECRETARY. WITNESS STATEMENT FORMS  
ARE AVAILABLE IF YOU CARE TO SUBMIT WRITTEN TESTIMONY.

**HOUSE OF REPRESENTATIVES  
VISITOR REGISTER**

DATE 3-18-91 SPONSOR(S) Sen. Beck COMMITTEE Arms BILL NO. SB 191

**PLEASE PRINT**

**PLEASE PRINT**

[illegible]

PLEASE LEAVE PREPARED TESTIMONY WITH SECRETARY. WITNESS STATEMENT FORMS ARE AVAILABLE IF YOU CARE TO SUBMIT WRITTEN TESTIMONY.



**HOUSE OF REPRESENTATIVES  
VISITOR REGISTER**

**COMMITTEE**

**BILL NO.**

SB 273

DATE 5-18-91

**SPONSOR (S)**

COMMITTEE BI  
Sen. Swift  
AGE 22

**PLEASE PRINT**

**PLEASE PRINT**

**PLEASE PRINT**

[illegible]

PLEASE LEAVE PREPARED TESTIMONY WITH SECRETARY. WITNESS STATEMENT FORMS ARE AVAILABLE IF YOU CARE TO SUBMIT WRITTEN TESTIMONY.

VISITOR REGISTER  
 \_\_\_\_\_  
 DATE 3-18-91 SPONSOR(S) Sen. Weeding  
 COMMITTEE \_\_\_\_\_ BILL NO. SB 318  
 PLEASE PRINT PLEASE PRINT PLEASE PRINT

[illegible]

PLEASE LEAVE PREPARED TESTIMONY WITH SECRETARY. WITNESS STATEMENT FORMS ARE AVAILABLE IF YOU CARE TO SUBMIT WRITTEN TESTIMONY.