

MINUTES

**MONTANA SENATE
53rd LEGISLATURE - REGULAR SESSION
COMMITTEE ON HIGHWAYS & TRANSPORTATION**

Call to Order: By Senator Betty Bruski-Maus, Vice-Chair, on March 9, 1993, at 3:02 p.m.

ROLL CALL

Members Present:

Sen. Cecil Weeding, Chair (D)
Sen. Betty Bruski-Maus, Vice Chair (D)
Sen. John Harp (R)
Sen. Francis Koehnke (D)
Sen. Doc Rea (D)
Sen. Spook Stang (D)
Sen. Chuck Swysgood (R)
Sen. Henry McClernan (D)
Sen. Daryl Toews (R)
Sen. Larry Tveit (R)

Members Excused: None.

Members Absent: None.

Staff Present: Tom Gomez, Legislative Council
Beth Satre, Committee Secretary

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

Committee Business Summary:

Hearing: HB 446, HB 404, HB 233
Executive Action: HB 446, HB 404, HB 281, HB 565, HB 233

HEARING ON HOUSE BILL 446

Opening Statement by Sponsor:

Rep. Clark, House District 31, told the Committee HB 446 was a simple bill which would establish a minimum standard for the certification of a motor carrier safety officer appointed under section MCA 61-12-201.

Proponents' Testimony:

Dave Galt, Administrator Motor-Carrier Division, Department of Transportation (DOT), spoke from prepared testimony in favor of HB 446 (Exhibit #1).

Gene Kiser, Montana Board of Crime Control, introduced himself as the Director of the Montana Peace Officers Standard and Training Advisory Council (Advisory Council). He said HB 446 would have no particular impact upon the Advisory Council's certification process. He stated HB 446 would have negligible costs to the Advisory Council and urged the Committee's approval of the measure.

Opponents' Testimony: None.

Informational Testimony: None.

Questions From Committee Members and Responses: None.

Closing by Sponsor:

Rep. Clark closed.

SEN. BRUSKI-MAUS turned over the committee chair to SEN. WEEDING.

EXECUTIVE ACTION ON HOUSE BILL 446

Motion/Vote:

SEN. STANG moved HB 446 BE CONCURRED IN. The MOTION PASSED UNANIMOUSLY.

SEN. SWYSGOOD will carry HB 446 on the Senate floor.

HEARING ON HOUSE BILL 404

Opening Statement by Sponsor:

Rep. DeBruycker, House District 13, stated HB 404 would allow veteran organizations to sell license plates for the upkeep of the veteran's cemetery.

Proponents' Testimony:

James Jacobsen, Administrator, Veteran Affairs Division, noted HB 404 passed the House with a 98 to 0 vote. He stated HB 404 would clarify funding for the State Veterans' Cemetery and would revise the eligibility rules for buying veterans' license plates. According to **Mr. Jacobsen**, a special revenue fund for the veterans' cemetery is currently in place and the fund's primary sources are these license plate sales and private donations. He stated federal monies in the form of plot allowances and matching funds for construction were also made available to the cemetery. He explained existing statute stipulates this special fund is to be used for "construction, operation, and maintenance" as appropriated by the Legislature. HB 404 would add the word "administration" and the authority to solicit license plate sales and donations to that list.

Mr. Jacobsen stated more interest could be generated with a public information program. He added that over 100,000 veterans live in Montana and, after the past year of sales, only 6,000 plates have been sold. He told the Committee that many Montana veterans, particularly in eastern Montana, either do not know the plates exist or, if they do know, they do not realize that part of the plate fees go to the support of the cemetery. He said there are also people who may not be eligible for plates who do not know they can donate to the cemetery.

Mr. Jacobsen stated HB 404 would allow two currently ineligible groups to buy license plates; those groups are surviving spouses of veterans and active duty military personnel who have served an honorable first enlistment and have reenlisted. He emphasized HB 404 would allow veterans' organizations to generate more interest and more license plate sales. He concluded HB 404 would have no general fund or fiscal impact.

Hal Manson, American Legion, stated the American Legion strongly supports HB 404. He said HB 404 would clarify how the collected money can be handled and would enable a better administration and upkeep of the veterans' cemetery. He reiterated HB 404 asks only the Legislature's permission to administrate the funds as **Mr. Jacobsen** previously outlined and would require no general fund money.

Larry Longfellow, Veterans of Foreign Wars, expressed the support of his organization for HB 404.

Dick Baumberger, Disabled American Veterans (DAV), stated he serves on the Veterans' Cemetery Board as the DAV representative. According to **Mr. Baumberger**, the cemetery's sole support will be the sale of license plates from now on. He stated HB 404 would help make that support possible.

George Poston, United Veterans' Committee of Montana, stated a few years ago the cemetery was a cow pasture, and the improvements have been accomplished mostly with donated money. He said HB 404 would provide a source of income to support the cemetery and will enable the veterans' organizations to continue work on the proposed plans for the cemetery.

Tony Cumming, Marine Corps League, expressed the support of the Marine Corps League for HB 404. He stated the cemetery has improved in the last few years, and further plans for improvement should be fostered.

Opponents' Testimony: None.

Informational Testimony: None.

Questions From Committee Members and Responses:

SEN. BRUSKI-MAUS asked **Mr. Jacobsen** if surviving spouses would be able to purchase a license plate if they re-married and their current spouse was a non-veteran. **Jim Jacobsen** responded he did not believe they could.

SEN. TVEIT asked **SEN. BRUSKI-MAUS** if that needed to be clarified. **SEN. BRUSKI-MAUS** replied HB 404 did not make that specification, but added the same rules relating to other military benefits might also apply. According to **SEN. BRUSKI-MAUS**, when surviving spouses of veterans re-marry they lose their military benefits except for retirement.

Closing by Sponsor:

Rep. Debruycker closed.

EXECUTIVE ACTION ON HOUSE BILL 404

Motion/Vote:

SEN. SWYSGOOD moved HB 404 BE CONCURRED IN. The MOTION CARRIED UNANIMOUSLY.

SEN. BRUSKI-MAUS will carry HB 404 on the Senate floor.

EXECUTIVE ACTION ON HOUSE BILL 281

Motion:

SEN. SWYSGOOD moved THE SET OF AMENDMENTS he had Tom Gomez prepare for HB 281 (Exhibit #2).

Discussion:

SEN. SWYSGOOD stated these amendments address the concerns expressed by "some committee members who wanted to be able to drive drunk and wreck" their snowmobiles. He stated that with the amendments to HB 281 "they are now allowed to both". After **CHAIRMAN WEEDING** asked for clarification, **SEN. SWYSGOOD** explained the amendment would strike from HB 281 the accident reporting on \$750 worth of damage, the alcohol portion, and the DUI enforcement authority of forest service officers and game wardens.

Vote: The AMENDMENT CARRIES UNANIMOUSLY.

Motion/Vote:

SEN. SWYSGOOD moved HB 281 BE CONCURRED IN AS AMENDED. The MOTION PASSED UNANIMOUSLY.

SEN. SWYSGOOD will carry HB 281 on the Senate floor.

EXECUTIVE ACTION ON HOUSE BILL 565

Motion:

CHAIRMAN WEEDING moved THE AMENDMENT he had Tom Gomez prepare (Exhibit #3).

Discussion:

CHAIRMAN WEEDING said he had talked to Rep. Wyatt about these amendments and she had agreed to them.

SEN. BRUSKI-MAUS asked how she could vote on this amendment when she was trying to get Ekalaka/Alzada on this trail. After **SEN. BRUSKI-MAUS** could not produce evidence that Charles Russell had ever been to Ekalaka or Alzada, the Committee rescinded its offer to introduce a later amendment to that effect.

CHAIRMAN WEEDING stated that Jordan was the location of the Charles M. Russell National Wildlife Refuge and an extension of the proposed Charles M. Russell Trail to that point was appropriate.

Vote: The MOTION CARRIED UNANIMOUSLY.

Motion/Vote:

SEN. HARP moved HB 565 BE CONCURRED IN AS AMENDED. The MOTION CARRIED UNANIMOUSLY.

CHAIRMAN WEEDING will carry HB 565 on the Senate floor.

EXECUTIVE SESSION ON HOUSE BILL 232

Discussion:

SEN. SWYSGOOD requested that the Committee wait before taking executive action on HB 232 because he had not yet received the information he needed in order to know whether he could support HB 232 in its current form or if an amendment was necessary.

HEARING ON HOUSE BILL 233

Opening Statement by Sponsor:

Since Rep. Benedict, HB 233's sponsor, had not yet arrived **SEN. SWYSGOOD** made a few opening statements in the interest of time. He read the title of HB 233 and stated HB 233 would give pedestrians the right-of-way when they begin to cross a street at an intersection.

Proponents' Testimony: None.

Opponents' Testimony: None.

Informational Testimony: None.

Questions From Committee Members and Responses:

SEN. TVEIT asked **SEN. SWYSGOOD** if HB 233 would create a situation in which once a pedestrian steps onto the crosswalk the cars must stop. **SEN. SWYSGOOD** replied yes. **SEN. BRUSKI-MAUS** added that would also apply if a pedestrian stepped onto the street within an unmarked crosswalk at an intersection.

SEN. TVEIT asked if that meant as soon as a pedestrian steps off the corner onto the street traffic must stop. **SEN. SWYSGOOD** replied yes, and added that he thought HB 233 was a good piece of legislation.

SEN. STANG stated **Rep. Kadas** had introduced a similar bill a few years previously which was killed by the House Highways Committee.

SEN. BRUSKI-MAUS informed the Committee that Miles City had strictly enforced a similar law for many years. She stated when a pedestrian steps off the sidewalk and onto the roadway, traffic must stop.

SEN. SWYSGOOD said in his community pedestrians are expected to use caution and cross the street at designated places, but in many rural towns people cross the street whenever and wherever they choose. According to **SEN. SWYSGOOD**, in his town drivers give pedestrians the right-of-way and the law enforces that policy. He stated HB 233 would make that policy part of the statute.

SEN. REA asked if HB 233 would eliminate the violation of jaywalking. **SEN. SWYSGOOD** replied he would assume that jaywalking could still be enforced in appropriate situations. HB 233 would not allow pedestrians to just wander out into the street; they would need to cross at an intersection or a designated crosswalk.

SEN. KOEHNKE stated he was not sure he approved of HB 233. He said he had often seen pedestrians step off the curb and visit for five or ten minutes before crossing the street. If HB 233 would make it illegal for motorists to drive by, they could have to wait until the pedestrians had finished their conversation and proceeded across the street.

SEN. REA said a good example of **SEN. KOEHNKE's** point are crosswalks or intersections near schools; kids often get halfway across the street and start "dinking around in the middle of the street". He said if motorists are required to wait until they crossed the entire street, then that might tie-up traffic. He was not sure if making drivers wait was all bad.

SEN. STANG stated marked crosswalks are already covered under current law.

CHAIRMAN WEEDING asked if any specific situation or occurrence had prompted HB 233. **SEN. SWYSGOOD** stated the House amended most of the title's references out of HB 233. He stated he believed the only thing HB 233 would change in current law would be the stipulation of "an unmarked crosswalk at an intersection".

SEN. STANG stated he would like to ask **Rep. Benedict** why he had sponsored HB 233. He said he remembered a similar bill in a past session that had been killed for a "real good reason" although he could not remember what that reason was. **CHAIRMAN WEEDING** assured the Committee he would not call for a motion on HB 233 until **Rep. Benedict** has had an opportunity to present his arguments.

SEN. SWYSGOOD stated the only thing HB 233 would change in the statute other than crossing out the "half-way language" would be to add "the unmarked crosswalk at an intersection". **CHAIRMAN WEEDING** said he could imagine some applications for that new language. He gave as an example the intersection of Eleventh and Montana Avenues in Helena where an older man often crosses the street, but cannot get across the intersection before the light changes.

SEN. SWYSGOOD noted another application would be established crosswalks that have not been repainted for awhile. He stated a lot of towns do not regularly paint their crosswalks and if the white paint is not visible a motorist might assume they were not in a crosswalk area and drive through it even if a pedestrian has just started walking across that now unmarked crosswalk.

Opening Statement By Sponsor:

Rep. Benedict stated HB 233 is a "super simple easy bill" which would rectify a very dangerous situation in Montana affecting children, senior citizens and disabled individuals. He explained current law enables motorists to continue through a marked crosswalk unless the pedestrian is about to cross into the motorist's lane of traffic. According to **Mr. Benedict**, HB 233 would make it mandatory for traffic to halt in both lanes of traffic when a pedestrian steps off the curb, bring Montana "out of the dark ages", and establish legal protection for those citizens who are most vulnerable: pedestrians, senior citizens, children, and the disabled.

Questions From Committee Members and Responses:

SEN. STANG asked **Rep. Benedict** to explain why HB 233 made reference to "unmarked crosswalks". He stated the Committee could understand and agreed with HB 233 as it applies to marked crosswalks. **Rep. Benedict** replied he thought that portion of HB 233 was to address the situation in rural areas where there are no marked crosswalks because of low pedestrian traffic in the area, but where pedestrians need to be able to cross a busy highway.

SEN. KOEHNKE asked how motorists would be informed if HB 233 were to become law. **Rep. Benedict** replied HB 233 was brought more as an urban measure and he knew that the city traffic manager in Missoula had a program in place to promote public awareness of the legal changes mandated by HB 233. He stated the Highway Patrol and law enforcement authorities would have to initially exercise discretion and make an effort to educate motorists. He said the current law has "been on the books for a long long time" and change could not be immediate. He emphasized, however, HB 233 deals with an issue that needs to be addressed.

SEN. STANG asked **Rep. Benedict** if he would object if the Committee eliminated the "unmarked crosswalks" from HB 233. He stated he thought that seemed to be the only part the Committee found offensive in HB 233. **Rep. Benedict** asked for the chance to do some research to find out whether that amendment would present any problem. He stated HB 233 was modeled after bills passed by other states. He informed the Committee that Montana is one of the last states not to have adopted similar legislation.

SEN. BRUSKI-MAUS pointed out that in her district there are very few painted crosswalks, and they are only on highways. She stated the safety of people crossing at residential intersections is just as valid as that of people on marked crossings.

SEN. KOEHNKE asked if HB 233 was modeled after a California law. **Rep. Benedict** replied he was not positive which states' legislation the drafters modeled HB 233. **SEN. KOEHNKE** responded "if it is, I'm not voting for it"!

Rep. Benedict stated he was not sure which law HB 233 was modeled after because he had asked the drafters to find legislation in different states that would do what was necessary to improve pedestrian safety in Montana. He explained one of the reasons he had requested HB 233 was an incident that happened in Missoula. He informed the Committee that his daughter is in a wheel chair she and lives in Missoula at a place called Eagle Watch where there is a marked crosswalk and yellow flashing lights, but motorists never stop. He said a motorist hit a person in a wheelchair at an intersection where the wheelchair could be seen coming across four lanes of traffic. He emphasized that the purpose of HB 233 was not to worry about California or Texas or any place else, but to worry about Montanans and put some protection for them in Montana's statutes.

SEN. KOEHNKE asked what the penalty for motorist non-compliance would be. **Rep. Benedict** replied HB 233 did not stipulate any specific penalty. He stated the various jurisdictions would have to establish their own penalty. **CHAIRMAN WEEDING** said he believed Montana law contained some general violation statute.

SEN. STANG said he had read that story in the paper, but believed current law covered that situation. He explained it was a marked crosswalk and, in order to be hit, the victim had to be in the

motorist's half of the driving lane. He concluded the accident involved a stupid driver and a change in the law would not alter that situation. **Rep. Benedict** stated HB 233 is before the Committee because they discovered that motorists were not stopping in any of the lanes of traffic in Missoula.

Rep. Benedict apologized for being late; he said he was in Labor.

Tom Gomez informed the Committee that the law already speaks to the matter of unmarked crosswalks. He stated the current law stipulates unmarked crosswalks and establishes other statutory provisions which speak to requirements for crossing at crosswalks both marked and unmarked at an intersection. He said HB 233 uses the same language.

Closing by Sponsor:

Rep. Benedict closed.

EXECUTIVE SESSION ON HOUSE BILL 233

Discussion:

CHAIRMAN WEEDING asked if any committee member objected to taking action on HB 233. **SEN. STANG** replied he would suggest taking out the reference to the "unmarked crosswalk". **Tom Gomez** stated that provision was already in the law in MCA 61-8-503 which is the section following the one HB 233 would amended. He said this section refers to pedestrians "crossing at a roadway at any point at any point within a marked crosswalk or within an unmarked crosswalk at an intersection". He stated this section stipulates the pedestrian who is not in a marked crosswalk or an unmarked crosswalk at an intersection must yield to all cars on a roadway. He said this section also specifies other things regarding pedestrians crossing streets at intersections in instances when traffic control signals are in operation on both streets.

SEN. STANG asked if HB 233 would create a conflict since MCA 61-8-503 required that the pedestrian yield, whereas HB 233 would require the motorists to yield. **SEN. BRUSKI-MAUS** replied MCA 61-8-503 required the pedestrian to yield on the roadway, but not at the intersection.

SEN. STANG asked if all committee members could have a copy of those statutes before taking HB 233 under consideration. **CHAIRMAN WEEDING** agreed.

SEN. KOEHNKE asked if those statutes already covered pedestrians in a marked crosswalk. **Tom Gomez** stated that the law currently states, with respect to any crosswalk, that the motorist has to yield to pedestrians but only when the pedestrian has reached that portion of the road where the motorist is or where they get so close that the pedestrian is in danger.

SENATE HIGHWAYS & TRANSPORTATION COMMITTEE

March 9, 1993

Page 10 of 10

SEN. KOEHNKE asked if the person who had been hit in Missoula was already covered under existing law. **CHAIRMAN WEEDING** asked **Tom Gomez** to run off copies of the sections pertaining to HB 233 for the next committee meeting.

SEN. SWYSGOOD stated he believed current law allows traffic to move until that pedestrian enters a lane of traffic that vehicles are in. HB 233 would mandate that traffic come to a halt as soon as a pedestrian steps off the curb and remain stopped until the pedestrian has safely crossed the highway. **CHAIRMAN WEEDING** concurred. **SEN. SWYSGOOD** stated the current law applies to both marked and unmarked crosswalks at intersections.

CHAIRMAN WEEDING informed the Committee that the Department of Justice had requested a re-hearing on SB 373 and it has been scheduled for March 11, 1993.

ADJOURNMENT

Adjournment: 3:45 p.m.



SENATOR CECIL WEEDING, Chair



BETH E. SATRE, Secretary

CW/bes

SENATE STANDING COMMITTEE REPORT

Page 1 of 1
March 9, 1993

MR. PRESIDENT:

We, your committee on Highways and Transportation having had under consideration House Bill No. 446 (first reading copy -- blue), respectfully report that House Bill No. 446 be concurred in.

Signed: Cecil Weeding
Senator Cecil Weeding, Chair

SENATE STANDING COMMITTEE REPORT

Page 1 of 1
March 9, 1993

MR. PRESIDENT:

We, your committee on Highways and Transportation having had under consideration House Bill No. 404 (first reading copy -- blue), respectfully report that House Bill No. 404 be concurred in.

Signed: Cecil Weeding
Senator Cecil Weeding, Chair

M Amd. Coord.
Th Sec. of Senate

Senator Tveit
Senator Carrying Bill

531618SC.Sma

SENATE STANDING COMMITTEE REPORT

Page 1 of 1
March 9, 1993

MR. PRESIDENT:

We, your committee on Highways and Transportation having had under consideration House Bill No. 281 (first reading copy -- blue), respectfully report that House Bill No. 281 be amended as follows and as so amended be concurred in.

Signed: Cecil Weeding
Senator Cecil Weeding, Chair

That such amendments read:

1. Title, lines 5 through 8.
Following: "SNOWMOBILES;" on line 5
Strike: remainder of line 5 through "WARDENS;" on line 8
2. Title, line 13.
Following: "~~AND~~"
Insert: "AND"
Following: "23-2-654,"
Strike: "AND 87-1-503,"
3. Page 10, line 2.
Strike: "13"
Insert: "12"
4. Page 10, line 17.
Following: "SECTION"
Strike: "14"
Insert: "13"
5. Page 14, line 25 through page 15, line 3.
Strike: subsection (b) in its entirety
Renumber: subsequent subsections
6. Page 17, line 20.
Following: line 19
Strike: line 20 through "\$750"
7. Page 17, lines 23 through 25.
Following: "~~vehicles.~~" on line 23
Strike: remainder of line 23 through "occurrence." on line 25
8. Page 21, line 15 through page 22, line 16.
Strike: section 12 in its entirety
Renumber: subsequent sections
9. Page 24, line 8 through page 25, line 7.
Strike: section 15 in its entirety
Renumber: subsequent section

-END-

MJ Amd. Coord.
hw Sec. of Senate

Swysgood
Senator Carrying Bill

531620SC.Sma

SENATE STANDING COMMITTEE REPORT

Page 1 of 1
March 9, 1993

MR. PRESIDENT:

We, your committee on Highways and Transportation having had under consideration House Bill No. 565 (first reading copy -- blue), respectfully report that House Bill No. 565 be amended as follows and as so amended be concurred in.

Signed: Cecil Weeding
Senator Cecil Weeding, Chair

That such amendments read:

1. Title, lines 5 through 7.

Following: "ESTABLISHING" on line 5

Strike: remainder of line 5 through "AS" on line 7

2. Page 2, line 21.

Following: "Lewistown"

Strike: "is"

Insert: "and continuing to Jordan and the portion of state secondary road 543, connecting U.S. highway 87, state highway 200, to the Charles M. Russell National Wildlife Refuge, are"

-END-

SENATE HIGHWAYS

EXHIBIT NO. 1DATE 3/9/93BILL NO. HB 446

HOUSE BILL 446

SUBMITTED BY: DAVE GALT, ADMINISTRATOR
MCS DIVISIONDATE: FEBRUARY 8, 1993 House; March 9, 1993 ~~House~~ Senate

The department appears before this committee today to urge your support for HB 446. This bill would place the law enforcement training given to MCS officers under the control of the P.O.S.T. Council.

MCS officers are granted peace officer status by the director of the Department of Transportation under 61-12-201, MCA. MCS officers occasionally place a person under arrest, inspect cargo, and seize contraband. Our officers have a need for specific law enforcement training to ensure that any procedures they use are appropriate and within their scope of authority. The Law Enforcement Academy is, without a doubt, the finest place in Montana to obtain that specific training.

Placing the MCS training program under the control of P.O.S.T. would ensure that qualified law enforcement personnel are reviewing our law enforcement training to ensure that it is adequate. We currently utilize several instructors at the academy so this proposal will not add cost to our program, nor to that of MLEA.

We urge your support for this bill. Thank you.

Amendments to House Bill No. 281
Third Reading CopyRequested by Senator Swysgood
For the Senate Highways and Transportation CommitteePrepared by Tom Gomez
March 5, 1993

1. Title, lines 5 through 8.
Following: "SNOWMOBILES;" on line 5
Strike: remainder of line 5 through "WARDENS;" on line 8
2. Title, line 13.
Following: "~~AND~~"
Insert: "AND"
Following: "23-2-654,"
Strike: "AND 87-1-503,"
3. Page 10, line 2.
Strike: "(13)"
Insert: "(12)"
4. Page 10, line 17.
Following: "SECTION"
Strike: "14"
Insert: "13"
5. Page 14, line 25 through page 15, line 3.
Strike: subsection (b) in its entirety
Renumber: subsequent subsections
6. Page 17, line 20.
Following: line 19
Strike: line 20 through "\$750"
7. Page 17, lines 23 through 25.
Following: "~~vehicles.~~" on line 23
Strike: remainder of line 23 through "occurrence." on line 25
8. Page 21, line 15 through page 22, line 16.
Strike: section 12 in its entirety
Renumber: subsequent sections
9. Page 24, line 8 through page 25, line 7.
Strike: section 15 in its entirety
Renumber: subsequent section

SENATE HIGHWAYS

EXHIBIT NO. 3

DATE 3/9/93

BILL NO. HB 565

Amendments to House Bill No. 565
Third Reading Copy

Requested by Senator Cecil Weeding
For the Senate Highways and Transportation Committee

Prepared by Tom Gomez
March 9, 1993

1. Title, lines 5 through 7.

Following: "ESTABLISHING" on line 5

Strike: remainder of line 5 through "AS" on line 7

2. Page 2, line 21.

Following: "Lewistown"

Strike: "is"

Insert: "and continuing to Jordan and the portion of state
secondary road 543, connecting U.S. highway 87, state
highway 200, to the Charles M. Russell National Wildlife
Refuge, are"

DATE 9 March 1993

SENATE COMMITTEE ON Highways & Transportation

BILLS BEING HEARD TODAY: HB 404, HB 233, HB 446

Name Representing Bill No. Check One
Support Oppose

Name	Representing	Bill No.	Support	Oppose
Rae Hanson	American Legion	HB 404	X	
Tommy Cumming	Marine Corps League	HB 404	X	
George Poston	United Veterans Com. NAT	HB 404	X	
Dick Baumberger	Disabled Am. Veterans	HB 404	X	
JAMES F JACOBSEN	VETERANS AFFAIRS DIVISION	HB 404	X	
Larry Longfellow	Veterans of Foreign Wars	414	X	
GENE KISER	M.B.C.C.	HB 446	X	
DAVE GALT	MOT	HB 446	X	

VISITOR REGISTER

PLEASE LEAVE PREPARED STATEMENT WITH COMMITTEE SECRETARY