

## **MINUTES**

### **MONTANA SENATE 53rd LEGISLATURE - REGULAR SESSION**

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

**Call to Order:** By Senator Cecil Weeding, Chair, on March 25, 1993, at 3:16 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 530  
Executive Action: HB 530, HB 397, HB 541, HB 397, SB 373,  
HB 572

#### **HEARING ON HOUSE BILL 530**

##### **Opening Statement by Sponsor:**

Rep. Spring, House District 77, said the Committee was familiar with the issue at hand. He stated a bill addressing this situation was adopted by the Legislature two years ago but had not resolved the problem. He concluded he would ask that the Committee review the entire issue so that fairness could prevail.

##### **Proponents' Testimony:**

Ben Havdahl, Montana Motor Carriers Association (MMCA), read from prepared testimony (Exhibit #1).

**Jerry Noble, former state senator,** said he had carried SB 297, which Rep. Spring had mentioned, last session and added HB 279 did not resolve the problem which it had attempted to address. He stated HB 530, in its original form, is very fair since larger equipment configurations are currently allowed to operate on secondary roads in the state. He assured the Committee there would be no big rush to purchase and operate this type of equipment. He stated the amendments the House "tacked on" to HB 530 were "frivolous" and argued the Committee needed to address the original bill in order to ascertain what is fair and reasonable.

**Rich Allison, President, Pioneer Ready Mix,** stated he was in favor of HB 530 in its original form but was opposed to the House amendments. He explained his company operates a sand and gravel business in the Gallatin Valley and competes directly with an operator who received a 1987 exclusion to operate truck, trailer, trailer configurations. He asserted this exclusion places his company at a competitive disadvantage in the sand and gravel market. He concluded his company strongly supported HB 530 in its original form, which would allow all operators to run that configuration.

**F. G. Marceau, State Director, United Transportation Union (UTU)** expressed his support of HB 530 in its present form and stated he opposed any amendments extending the authority to operate this vehicle configuration on any more roads or to any more operators. He stated such an expansion would encourage the use of this equipment and added that every time the use of large combination vehicles is expanded railroads see a decline in branch line business. He noted that trucks already move 84 percent of Montana's manufactured freight. He reminded the Committee that testimony had been presented on HB 541 asking for assistance in preserving branch line service in Montana. He stated allowing the use of this vehicle configuration to expand would add to the problem HB 541 was attempting to address. In a personal aside, **Mr. Marceau** stated he felt that even the double configurations are unsafe in the cities in his area and added he would hate to see the truck, trailer, trailer combination allowed on secondary roads.

**John Manzer, Business Representative, Teamsters Union,** stated the Teamsters had opposed HB 530 in its original form because his organization opposes allowing the use of any triple configuration on secondary roads. He said his organization is of the opinion that HB 530 as amended would level the current "uneven playing field" in the Bozeman area since A.M. Welles would still be allowed to haul talc but not sand and gravel with triple configurations. He stated "it would be better to bring one or two employers into compliance with the rest of the state than it would be to open the rest of the state up to the triple configurations".

Mr. Manzer stated allowing triple vehicle combinations to operate on secondary highways would be dangerous even though they have a very very safe record on interstate highways. He explained the configuration of the interstate system differs greatly from the configuration of the secondary road systems; there are passing lanes on interstates which allow motorists to pass large vehicles without having to worry about oncoming traffic, blind curves or long uphill stretches. He said, even though no studies have proven triple configurations to be unsafe, adding the second trailer to a vehicle combination creates a greater amount of sway. He argued that Montana has many secondary roads which cannot withstand those sways. He asked the Committee to support HB 530 with the House amendments and to oppose any modifications to HB 530 which would expand the use of truck, trailer, trailers onto secondary roads.

Bill Carrier, Luzenac America, said he was not certain whether he was an opponent or proponent of HB 530. He expressed his concern that, although the bill as amended would protect Luzenac America's talc business, HB 530 had the potential to adversely affect two other segments of his business. He said his company also mines chloride ore and has developed a "mom and pop business" dealing in decorative rock over last two years. He explained the current operations of both these businesses would be jeopardized if the transportation rates of the materials were to increase.

CHAIRMAN WEEDING asked Bill Carrier if he were part of the talc mining firm. Bill Carrier replied, yes, that mining talc composed the largest portion of Luzenac America's business. He stated, however, that mining chloride ore represents about 10 percent of the companies business and added he was very concerned that HB 530 does not address the transport of that material.

Tim Hokanson, Vice President, A.M. Wells, Inc. read from written testimony (Exhibit #2). He also distributed photocopied pictures of the equipment his company uses (Exhibit #2a) and passed out old copies of Gross Vehicle Weight (GVW) receipts to demonstrate the change in the definition attached to the equipment used by his company (Exhibit #2b).

#### Opponents' Testimony:

Bill Ogle, Co-Owner, Kenyon-Noble Lumber Co., said his company operates a ready-mix business in Bozeman and is involved in the sand and gravel business. He stated he did not support HB 530 as presently amended. He said he could not understand why anyone could oppose permitting those vehicle combinations from the standpoint of public consumption since the use of the additional trailer saves money--a savings that would be passed on to the public. He reminded the Committee that companies like his will also be facing additional fuel taxes and workers compensation costs and stated these costs will be passed directly on to the consumer. Referring to his company's business dealings with A.M.Welles, Bill Ogle attested to the fact that the truck,

trailer, trailer configuration is very safe. He said A.M. Welles is a very professional firm; A.M. Welles never damaged any of Kenyon-Noble's property, A.M. Welles was always on time and never had a traffic related problem even though they were hauling from rural batch plants. Mr. Ogle commented his company was able to produce concrete economically in remote locations as a result.

Mr. Ogle stated HB 530 as amended would primarily serve custom combiners coming from out-of-state. He informed the Committee that his company had not been operating with this configuration before 1987 and had been required drop the extra trailer at a cost of about \$40,000 in order to comply with the law.

George Paul, Montana Farmers Union (MFU), stated that since custom combiners did not request HB 530 or ask for any change, they are not the primary issue. He said MFU always supports Montana businesses but is of the opinion on this issue that special accommodation was asked for and given to the talc industry. He stated MFU's membership is not interested in seeing an increase in the use of truck, trailer, trailers or their operation on secondary roads. He emphasized that HB 530 could lead to both. He said despite Jerry Noble's assurances that HB 530 would not foster a rush to this type of equipment, the fact that the very next speaker expressed a desire to get use this configuration indicated the opposite. According to George Paul, the expansion of triple configurations onto secondary roads is a rural issue. He added that the increased highway traffic pressure would be detrimental to secondary roads since some roads "can barely stand the pressure they get from current traffic". He echoed the words of Mr. Manzer who had said if the choice is either making a few conform to the standard or expanding the use of triples, his organization would advocate the former.

**Informational Testimony:**

Dave Galt, Administrator, Motor-Vehicle Division, Department of Transportation (DOT), clarified the effect HB 530 could have on the custom cutters who enter Montana during the combining season. He explained he had told the House Committee the legal position of this configuration needed to be resolved; the configuration needed to be either allowed for everybody or totally disallowed. He said if truck, trailer, trailer combinations were disallowed, custom cutters would be directly affected since they use that vehicle configuration.

**Questions From Committee Members and Responses:**

SEN. STANG said he had read the record of the 1991 hearing on this issue. He said in 1991 DOT testified in favor of the present law which restricts the routes to those few people who had operated the truck, trailer, trailer configuration before 1987. He stated the intent of that legislation was to eventually eradicate the use of this vehicle combination without financially ruining those operators using that equipment. He asked Dave Galt why DOT had changed its position on this issue. Dave Galt replied DOT had changed its position because the current law does

not limit the use of this configuration to hauling talc, but instead limits it to the those carriers operating before 1987 on the highways that they operated on before 1987.

**SEN. STANG** stated the reference to talc was not part of the original bill but was amended into HB 530 on the House floor and DOT had offered testimony at the House Committee hearing indicating Montana's secondary roads should be opened up for this configuration. He asked why DOT was advocating expanding the authority to operate truck, trailer, trailers. **Dave Galt** replied he was not saying that authority should be expanded to everyone but that DOT would not oppose such an expansion.

**SEN. HARP** said the length of the truck, trailer, trailer configuration was 95 feet, the same length as doubles currently allowed to operate on all roads in Montana. He asked if the weight were also comparable. **Dave Galt** responded the weight carried on the truck, trailer, trailer combination is the same as is carried on any other configuration.

**SEN. HARP** asked if "doubles" had a bad accident record. **Dave Galt** replied studies he had seen show that double trailer combinations do not pose a significant accident hazard. He said he did not have any specific accident data on these truck, trailer, trailer configurations because all information available on "triples" refers to "interstate rigs". He stated those "triples" are a lot safer than even the "doubles" and the "singles" on the highway.

**SEN. HARP** said if truck, trailer, trailers are the same length and weight, the only difference is that the truck, trailer, trailer combination has one more trailer or compartment which carries cargo. **Dave Galt** replied yes.

**CHAIRMAN WEEDING** said the custom combiners have been operating in Montana with a truck, a combine and a header for many many years. He asked if DOT had just been ignoring them or whether they had been issued special permits after 1987. **Dave Galt** replied that custom combiners were operating legally until 1987, and added that after 1987 the DOT director ignored them. He said in 1990 the interest in truck, trailer, trailer combinations began to expand. **Dave Galt** explained he had refused to issue any more permits at that point because he believed the issue needed to be resolved. He stated he informed the industry that DOT would not continue to ignore the law; either the law would be changed or everyone would be required to be in compliance. He cautioned the Committee that custom cutters would be affected by the fate of HB 530.

**CHAIRMAN WEEDING** asked **Dave Galt** if the custom cutters would allowed to operate in Montana were the Legislature not to grant everyone the authority to operate truck, trailer, trailer configurations on secondary roads. **Dave Galt** stated he intended to follow the law and, if the law were to dictate no truck,

trailer, trailers could travel on secondary roads, it would be enforced.

**SEN. STANG** asked what would preclude combiners from operating in Montana if they were using the same routes on which they had operated prior to 1987. **Dave Galt** replied custom cutters would need to file an affidavit. He agreed that, under current law, most custom cutters could operate in Montana if they were to file an affidavit.

**SEN. STANG** asked why DOT had allowed custom cutters to operate without filing an affidavit. **Dave Galt** responded DOT was making that a requirement. He stated every custom cutter had been notified during the combine season last year that unless they had an affidavit next season they would "be shut down at the border".

**SEN. STANG** stated the House Committee had seen fit to pass the bill in 1991 on **Jerry Noble's** word that the carriers who qualified for the grandfather clause were the only people would operate this equipment and that this configuration would eventually be phased out.

As a member of that Committee, **SEN. STANG** asked **Jerry Noble** if it had been his intention last session to eventually request the expansion of the authority to operate the truck, trailer, trailer configuration on secondary roads. **Jerry Noble** assured the Committee he had not intended to work for the expansion of that authority. He explained he had not known the law adopted in 1991 would result in unfair competition on particular routes. He stated that problem was an unforeseen one and needed to be addressed.

**SEN. STANG** stated **Jerry Noble's** assurances of last session that A.M. Welles would be allowed to operate with this configuration only until they needed to replace their equipment seemed no longer valid. **Jerry Noble** replied that issue was discussed because A.M. Welles had a large financial investment in equipment of this configuration. He said the intent in 1991 was not to expand the use of that configuration. He stated, however, truck, trailer, trailer combinations should not have been eliminated at all. He said he understood that in 1987, a truck, trailer, trailer configuration was inadvertently defined as a "triple", and no move was made to redefine them because of concern that the "triple" legislation would not pass if that attempt were made. He said **SEN. SWYSGOOD** had carried that legislation in the House in 1987 and could perhaps comment.

**SEN. SWYSGOOD** confirmed **Jerry Noble's** statement.

**SEN. TVEIT** asked if talc ore could be hauled more efficiently with this particular configuration because of its density. He added that the density of the commodity resulted in a trailer that was much safer. Speaking as a representative of the talc

industry, **Bill Carrier** replied that talc is very dense. He stated the only similarity this particular unit has with a "triple" is that the cargo quantity is broken into three parcels instead of two. He added that "doubles", which have the same length and carry the same weight, are so defined because the cargo is broken into two parcels. He stated A.M. Welles' safety record speaks for itself since that company has had only one vehicle accident in 13 million miles with that combination.

**CHAIRMAN WEEDING** asked **George Paul** to comment. **George Paul** asked what HB 530 was supposed to accomplish since truck, trailer, trailer combinations have been operating under current law.

**SEN. MCCLERNAN** asked the A.M. Welles representative to answer **Mr. Paul's** question. **Tim Hokanson** replied HB 530 would affect his company's operations. He explained that about 70-75 percent of the product A.M. Welles currently hauls is talc and those operations would not be affected by the passage of HB 530 in its current form. He added, however, that A.M. Welles has also hauled gravel, coal and various other materials for many years. He said changing their equipment to haul those materials with a different configuration or being unable to haul them at all would be extremely costly.

**SEN. MCCLERNAN** asked if A.M. Welles supported HB 530 in its current form. **Tim Hokanson** stated he was in favor of HB 530 as it was originally introduced in the House. He added he was opposed to the bill as it had been amended.

**SEN. REA** asked **Bill Carrier** how his company's decorative rock business would be affected if HB 530 were to pass in its current form. **Bill Carrier** replied HB 530 in its current form would protect his company's talc business but not would protect its chloride or its decorative rock businesses. He stated if the cost to transport that material increases, the six positions in the decorative rock business would be in jeopardy. He stated the chloride business caters primarily to out-of-state industrial users and, if the transport costs increase, Luzenac America could lose that business as well.

**CHAIRMAN WEEDING** said he had been a committee member when this issue had been previously considered. He stated he remembered that A.M. Welles had testified that the company had purchased their equipment not knowing that they were in violation of Montana law. He noted they had argued that disposing of their equipment and replacing it with another configuration would be an extreme economic hardship. **CHAIRMAN WEEDING** stated the Committee had seen fit to include a grandfather clause in the legislation allowing A.M. Welles to use this configuration only until their equipment needed to be replaced. He added he recalled that the Committee did not intend that the exemption granted would be permanently applicable. He asked **Tim Hokanson** if he had the same recollection.

**Tim Hokanson** stated A.M. Welles had been operating the truck, trailer, trailer combination since 1974 when they were classified as "doubles" and perfectly legal. He added his company had expanded to their current size prior to 1987. According to **Tim Hokanson**, in 1987 when truck, trailer, trailers were reclassified as "triples", A.M. Welles' equipment was suddenly in violation and the company faced an overwhelming expense. He stated he had understood that the exemption was not limited to their equipment wearing out. He stated it had been his understanding that it was easier to amend the bill to get it passed than to amend the bill as it should have been.

**CHAIRMAN WEEDING** stated his recollection was that this exception was granted for A.M. Welles and its talc operation only. He added the exception was granted so that A.M. Welles would not have to make a tremendous investment to change the configuration of its equipment. He stated the Committee's intent was neither to allow the expansion of the truck, trailer, trailer configuration nor to grant A.M. Welles a permanent exception.

**Closing by Sponsor:**

**Rep. Spring** said he wanted to address two issues in his closing statement: safety and the price of doing business. He stated **Colonel Griffith** had testified at the House hearing on HB 530 and the truck, trailer, trailer configuration appeared to have no safety problems. He stated that with taxes increasing on fuel, trucking has become a highly competitive business and urged the Committee to treat the trucking industry "fair and proper".

**EXECUTIVE ACTION ON HOUSE BILL 530**

**Motion:** **SEN. SWYSGOOD** stated he had amendments to introduce for HB 530. He MOVED THE AMENDMENTS (Exhibit #3).

**Discussion:**

**SEN. SWYSGOOD** stated the configuration at issue in HB 530 had been unfortunately caught up in a definition which reclassified it as a "triple". He explained the amendments would restore the configuration to the status it had before 1987; truck, trailer, trailers would be required to operate under special permits. He stated the amendments would supply an effective date, strike the reference to truck, trailer, trailer and allow triple trailers 105 and 110 feet long only on interstate highways with special permits.

**SEN. STANG** asked **SEN. SWYSGOOD** to verify that his amendments would not affect the triple trailers currently operating on the interstate highways nor would it change the definition so that "triples" would be allowed to operate on secondary highways.

**SEN. SWYSGOOD** stated it was his understanding that the amendments would not allow any tractor, trailer, trailer triple configurations 105 and 110 feet in length to operate on Montana's



secondary highways. He added those triple configurations would still be required to abide by section six in HB 530. He asked **Dave Galt** to confirm his statement.

After a quick perusal, **Dave Galt** stated the amendments would remove the truck, trailer, trailer configuration from the "triple" category and would restore the law to its pre-1987 form. He said the amendments would not affect the status of the triple configuration most commonly used on the interstate. He added, however, any company currently operating a truck, trailer, trailer configuration at 105 or 110 feet would have to reduce the length of their equipment to 95 feet if the amendments were adopted.

**CHAIRMAN WEEDING** asked if the amendments would remove that configuration from all secondary roads. **Dave Galt** replied no. He stated the amendments would restore the status this combination enjoyed prior to 1987; it would allow the truck, trailer, trailer vehicle combination to operate at 95 feet with a special permit.

**SEN. STANG** said **SEN. SWYSGOOD** maintained that no carriers operate with that configuration at 105 or 110 feet anymore. He asked **Dave Galt** if he could verify that fact. **Dave Galt** replied he was not 100 percent certain, but added, to the best of his knowledge, no truck, trailer, trailer configurations were currently operating at 105 and 110 feet. He said the triple configurations with that length are all tractor, trailer, trailer, trailers.

**SEN. STANG** stated he wanted to ensure that this issue was resolved and would not continue to come before the Legislature every session.

**SEN. REA** asked if the amendments would open up the secondary roads for anyone operating with this vehicle configuration.

**SEN. SWYSGOOD** stated yes, it would restore the rules in force prior to 1987.

**CHAIRMAN WEEDING** asked if the amendments would allow truck, trailer, trailer configurations up to 95 feet with the legal weight limit. **SEN. SWYSGOOD** replied yes.

**Vote:**

The MOTION TO AMEND HB 530 CARRIED UNANIMOUSLY.

**Motion/Vote:**

**SEN. SWYSGOOD** moved HB 530 BE CONCURRED IN AS AMENDED. The MOTION CARRIED UNANIMOUSLY. **SEN. SWYSGOOD** will carry the bill on the Senate floor.

EXECUTIVE ACTION ON HOUSE BILL 397

Motion/Vote:

SEN. STANG moved THE COMMITTEE RECONSIDER ITS ACTION TO TABLE HB 397. The MOTION CARRIED UNANIMOUSLY.

Discussion:

SEN. STANG asked if any amendments needed to be considered.

CHAIRMAN WEEDING stated the Department of Justice had submitted an amendment which would change the appropriation to conform with the fiscal note (Exhibit #4).

Motion:

SEN. BRUSKI-MAUS moved THE AMENDMENT (Exhibit #4).

Discussion:

SEN. STANG said the section with the appropriations needed to be removed from HB 397. CHAIRMAN WEEDING responded the Committee needed to correct the figures in HB 397, not remove the entire section.

Vote:

The MOTION TO AMEND HB 397 CARRIED with SEN. TOEWS voting NO.

Motion:

SEN. STANG moved HB 397 BE CONCURRED IN AS AMENDED.

Discussion:

CHAIRMAN WEEDING reminded the Committee he had also offered an amendment at the request of SEN. HALLIGAN which would allow disabled people to obtain free identification cards. He said he had been informed that disabled people need identification cards to qualify for some other programs. He thought that food stamps or fishing licenses would fall under this category.

SEN. STANG stated if the amendment would allow the disabled to obtain free fishing licenses, it would not work because the Department of Fish, Wildlife & Game does not accept the state identification card as proof of residency. He said an individual has to have a driver's license or otherwise demonstrate proof of residency in Montana.

CHAIRMAN WEEDING asked that staff obtain a copy of the amendment so that the Committee could see exactly what it contained.

SEN. STANG WITHDREW his motion.

**EXECUTIVE ACTION ON HOUSE BILL 541**

**Motion:**

**SEN. TVEIT** moved HB 541 BE CONCURRED IN.

**Discussion:**

**SEN. SWYSGOOD** stated his only concern with HB 541 related to the tax exemption status accorded to the property of the railroad authority and the income derived from it. He explained he agreed the authority itself should be tax exempt, but added that the rolling stock of any private operator running the branch line for profit should be subject to taxation. He said he thought such language should be incorporated into HB 541 because with the current language the possibility would exist that such shortline operators could be exempted from taxation.

**Tom Gomez** stated he had conferred with **Greg Petesch**, Chief Legal Council, Legislative Council regarding the specific concerns **SEN. SWYSGOOD** had raised in reference to HB 541's tax exemption provision. He explained **Greg Petesch's** opinion was that the pertinent sentence in HB 541 reads "property...acquired by an authority...and income derived by the authority...are exempt from taxation to the same extent as other property used for public purposes". **Tom Gomez** said the language in that sentence provides the tax exemption would apply only to property in Montana acquired by the authority and income derived by the authority.

**SEN. SWYSGOOD** stated he felt comfortable with that legal interpretation, but added he was still unsure a carrier leasing property acquired by a railroad authority would not fall under the tax exemption. **Tom Gomez** replied he had asked **Greg Petesch** what would happen in such a scenario and that **Greg Petesch** had replied that because the income is not derived by the authority, shortline operators would have to pay taxes on any income derived by operating on that railroad line.

**SEN. SWYSGOOD** stated he was satisfied with the Legislative Council's interpretation as long as the record indicated that any carriers operating for profit other than the authority would be subject to taxation like all other carriers.

**Vote:**

The MOTION HB 541 BE CONCURRED IN CARRIED with **SEN. HARP** voting NO. **SEN. TOEWS** will carry HB 541 on the Senate floor.

EXECUTIVE ACTION ON HOUSE BILL 397

Discussion:

**SEN. STANG** said there was a question as to whether handicapped individuals should receive free identification cards. He said he had no preference.

Since there was only one copy, **CHAIRMAN WEEDING** read the amendment under discussion (Exhibit #5). He said he would move the amendment so the Committee would have at least considered it. He added, however, he had no personal investment in the amendment.

Motion:

**CHAIRMAN WEEDING** moved THE AMENDMENT TO ALLOW HANDICAPPED INDIVIDUALS TO OBTAIN FREE IDENTIFICATION CARDS (Exhibit #5).

Discussion:

**SEN. STANG** said he did not know if handicapped persons benefit from having identification cards. He added he knew of no reason handicapped persons should not be required to pay the \$8 fee.

**CHAIRMAN WEEDING** stated he was not cognizant of who would be categorized as a "handicapped person" per the definition set forth in MCA 39-30-303.

**SEN. TVEIT** asked if **Dean Roberts** from the Department of Justice would like to comment on the amendment. **Dean Roberts** replied that his department had no position on the amendment. **Rep. McCollough** said a member of the House Highways and Transportation Committee had initially introduced the amendment.

Vote:

The MOTION TO AMEND HB 397 CARRIED with **SEN. STANG**, **SEN. SWYSGOOD**, **SEN. TOEWS**, and **SEN. BRUSKI-MAUS** voting NO.

Motion/Vote:

**SEN. STANG** moved HB 397 BE CONCURRED IN AS AMENDED. The MOTION CARRIED with **SEN. TOEWS** voting NO.

EXECUTIVE ACTION ON SENATE BILL 373

Motion/Vote:

**SEN. SWYSGOOD** moved the COMMITTEE RECONSIDER ITS ACTION TO TABLE SB 373. The MOTION CARRIED with **SEN. STANG** voting NO.

Motion/Vote:

**SEN. SWYSGOOD** moved SB 373 DO PASS. The MOTION CARRIED with **SEN. KOEHNKE**, **SEN. STANG** and **SEN. TOEWS** voting NO.

**EXECUTIVE ACTION ON HOUSE BILL 572**

**Discussion:**

**SEN. STANG** said HB 572 is an appropriations bill so it would not have to meet the general transmittal deadline. He added it would be wise to keep HB 572 in Committee because it was "part of the budget picture".

**SEN. SWYSGOOD** informed the Committee the transmittal deadline for HB 572 was the 82nd day, and added he agreed with **SEN. STANG**. He said Finance & Claims will be considering HB 2 starting Tuesday of next week. He stated HB 572 was acceptable if one agreed with the concept of raising fees on overweight vehicles. He argued, however, that what happens to the money after it is collected is an important question. He stated the appropriation of that money needs to be rectified through HB 2, not HB 572.


**CHAIRMAN WEEDING** expressed his agreement, and stated HB 572 was a hammer the Committee ought to hold in reserve.

**SEN. MCCLERNAN** verified that HB 572 would raise \$3 million over the biennium.

**CHAIRMAN WEEDING** announced that the Committee had received a letter in support of SB 415 and distributed copies to each committee member (Exhibit #6).

**ADJOURNMENT**

**Adjournment:** 4:32 p.m.

  
\_\_\_\_\_  
SENATOR CECIL WEEDING, Chair

  
\_\_\_\_\_  
BETH E. SATRE, Secretary

CW/bes

# ROLL CALL

SENATE COMMITTEE HIGHWAYS & TRANSPORT. DATE March 25, 1993

[illegible]

F08

Attach to each day's minutes

SENATE STANDING COMMITTEE REPORT

Page 1 of 2  
March 26, 1993

MR. PRESIDENT:

We, your committee on Highways and Transportation having had under consideration House Bill No. 530 (first reading copy -- blue), respectfully report that House Bill No. 530 be amended as follows and as so amended be concurred in.

Signed: Cecil Weeding  
Senator Cecil Weeding, Chair

That such amendments read:

1. Title, line 5.

Following: "SPECIAL"

Insert: "TERM OR BLANKET"

2. Title, lines 6 and 7.

Following: "COMBINATIONS" on line 6

Strike: remainder of line 6 through "AND" on line 7

3. Title, lines 8 through 11.

Following: "HIGHWAYS;" on line 8

Strike: remainder of line 8 through "AND" on line 11

4. Title, line 12.

Following: "MCA"

Insert: "; AND PROVIDING AN IMMEDIATE EFFECTIVE DATE"

5. Page 2, line 5.

Following: "(d),"

Insert: "and"

Following: "(6),"

Strike: "and (7),"

6. Page 2, lines 21 and 23.

Strike: "subsections"

Insert: "subsection"

Following: "(6)"

Strike: "and (7)"

7. Page 3, line 16.

Strike: "truck-trailer-trailer or a"

8. Page 4, line 18.

Strike: "truck-trailer-trailer or"

9. Page 6, line 1 through page 7, line 8.

Strike: subsections 7 and 8 in their entirety

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Sec. of Senate

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SENATE STANDING COMMITTEE REPORT

Page 1 of 1  
March 26, 1993

MR. PRESIDENT:

We, your committee on Highways and Transportation having had under consideration House Bill No. 541 (first reading copy -- blue), respectfully report that House Bill No. 541 be concurred in.

Signed: Cecil Weeding  
Senator Cecil Weeding, Chair

APL  
Amd. Coord.  
M Sec. of Senate

Toews  
Senator Carrying Bill

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SENATE STANDING COMMITTEE REPORT

Page 1 of 1  
March 26, 1993

MR. PRESIDENT:

We, your committee on Highways and Transportation having had under consideration House Bill No. 397 (first reading copy -- blue), respectfully report that House Bill No. 397 be amended as follows and as so amended be concurred in.

Signed: Cecil Weeding  
Senator Cecil Weeding, Chair

That such amendments read:

1. Page 4, line 6.

Following: "fund."

Insert: "A handicapped person, as defined in 39-30-103, may obtain a free identification card."

2. Page 4, line 12.

Following: "justice"

Strike: "\$200,000"

Insert: "\$178,200"

Following: "and"

Strike: "\$215,000"

Insert: "\$195,000"

-END-

SENATE STANDING COMMITTEE REPORT

Page 1 of 1  
March 26, 1993

MR. PRESIDENT:

We, your committee on Highways and Transportation having had under consideration Senate Bill NO. 373 (first reading copy -- white), respectfully report that Senate Bill NO. 373 do pass.

Signed: Cecil Weeding  
Senator Cecil Weeding, Chair

10. Page 7.

Following: line 8

Insert: "NEW SECTION. Section 2. Effective date. [This act] is  
effective on passage and approval."

-END-

Statement to Senate Highways and Transportation Committee  
HB 530 - Date submitted: March 25, 1993  
Ben Havdahl, Montana Motor Carriers Association

DATE March 25, 1993BILL NO. HB 530

Mr. Chairman. Members of the Committee. For the record I am Ben Havdahl, representing the Montana Motor Carriers Association. MMCA has some 440 motor carrier members including several ready mix, sand and gravel haulers.

MMCA supported the passage of HB 530 before the House Highways and Transportation Committee. The bill has been extensively amended by House and MMCA's position is to oppose the amendments.

We are speaking as a proponent of the bill in hopes this committee will be convinced to amend it back to the original bill as introduced by Representative Spring.

The situation being addressed in HB 530, as you have heard, was introduced, as a result of the action by the 1991 Legislature creating a "monopoly", if you will, for operation of a truck, trailer, trailer vehicle combination. The particular combination is a unique one in that its use has been limited to the transportation of heavy dense commodities such as talc ore, sand, and gravel.

Agriculture operations in eastern Montana have also expressed interest in being able to operate this combination to transport heavy dense agriculture commodities.

Under SB297 in the last session, only those carriers operating the particular combination of a truck, trailer, trailer under 95 feet overall length prior to July 1, 1987, could continue to do so.

The passage of SB 297 gave an unfair economic advantage to only a small handful of trucking concerns, as it turned out apparently only one company, who than met the "time test" in that bill.

Those carriers, not operating the equipment prior to July 1, 1987, who are attempting to compete, but cannot, want and deserve fair and equal treatment.

Obviously there is a significant economic advantage for anyone that qualified under SB297.

The House amendments would set an unprecedented and undesirable standard for permitted longer combination vehicles by limiting the application of a truck, trailer, trailer combination to a specific commodity.

MMCA opposes the limitation of the vehicle combination to the transportation of only talc ore.

We also oppose the limited use by only custom combiners who are mostly non residents of Montana. No other such limitation under Montana law, to my knowledge, now exists for permitted longer combination vehicles.

In the particular case at hand, that of Luzenac America mining operation and A. M. Wells trucking, it does not make sense to limit the transportation of only talc ore in a truck, trailer, trailer combination and not to allow other minerals from the same mine to be transported in the same combination while traveling along the same route to the same destination.

They should be permitted to do so for all minerals and so should all other sand and gravel transporters be permitted to use the combination.

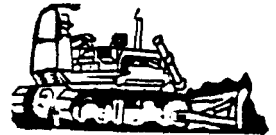
The policy of the Association is for the continued support of allowing legally permitted vehicle combinations transporting all commodities to operate on our highways when they are in compliance with existing size and weight statutes and route regulations and restrictions.

MMCA supports the amending of HB 530 to its original form to rectify the unfair policy passed by this body under SB 297. Thank you.



## A.M. Welles, Inc.

Hauling • Mining • Construction  
P.O. Box 8  
Norris, Montana 59745



SENATE HIGHWAYS

EXHIBIT NO. 2

DATE March 25, 1993

BILL NO. HB 530

Mr Chairman and Members of the Committee:

I would like to thank you for the opportunity to give this testimony. Today I would like to point out a couple different areas. Let me, if I may, set up a likely scenario. In a given year say we haul approximately 300,000 tons of talc and/or gravel products, 270,000 tons of which is talc and gravel and 30,000 tons which is a gravel product hauled on the return trip as a backhaul. This represents, with our current configuration approximately 7,100 loads of material hauled on Montana roads. If this configuration were banned from the roads and we were forced to re-equip our business with a configuration the same as our competition, it would take approximately 7,500 loads to move the same 300,000 tons of material based on a two ton per load difference in net weight. This increases truck traffic by approximately 400 loads per year or 5%. An increase of 400 loads per year would burn an additional 14,000 gallons of fuel and result in over 60,000 more miles driven by these trucks. In both situations all of the miles driven or loads hauled would be with a truck-powered unit that is 95 feet long and weighs between 115,000 and 120,000 pounds (the same as our current configuration). All we have done here is to subject our roads to 5% more truck traffic and our customers to higher rates without changing the gross length or the gross weight of the truck hauling the product. As this law is presently submitted to this committee we could haul the talc exactly as we do now which would again be approximately 7,100 loads. The remaining 30,000 tons of gravel would have to be hauled with a smaller unit in a non-backhaul situation. This would take an additional 1,050 loads, burning approximately 26,000 extra gallons of fuel, driving approximately 100,000 additional miles, and having 15% more trucks on the road, to haul the same 300,000 tons of material. I don't feel that either one of these scenario's is a benefit or an improvement for Montana.

If your concern is safety, I would like to reiterate our safety record -- only one DOT reportable accident, with no citation given, in 19 years and approximately 13 million driving miles. I don't have any figures, but I would be willing to bet that this is as good as, if not better than most other double unit configurations.

I have taken some pictures of various combinations that are currently allowed to operate on all Montana roads as doubles. Each and every one of these units are allowed to be,

95 feet long, have a varied number of axles, 7,8, or 9, and have gross weights between 110,000 and 120,000 pounds as they apply to the bridge law formula. I would like to repeat that these are all considered doubles, but at the same time I have these pictures, of trucks, 95 feet long, the same number of axles, 7,8, or 9, with the same gross vehicle weights, between 110,000 and 120,000 pounds, and conforming to the same bridge law formula as the others, but these are considered triples. This does not make sense.

Last week there was a concern mentioned that the truck powered configuration exerted more pressure on the asphalt in a corner thus furthering the deterioration of the road. In addressing that I would like to say that if this is true a significant amount of excessive tire wear would also be noticed. We operate both types of units and see no difference in tire wear.

The only explanation that I have been given as to why these units are considered triples is the fact that there are three separate cargo carrying units, the truck, the first trailer, and the second trailer. Given that basis for determination, then a truck and single pup trailer, shown on the last page of the photographs, that are used throughout Montana by many many businesses, must be called a double and licensed as such. It is plain to see that it has two separate cargo carrying units, the truck, and the trailer.

I have brought along some copies of old GVW receipts and vehicle registrations. There are a couple from 1985 and 1986, which is prior to the triple legislation, also from 1987 and 1990, which is after the triple legislation but before the grandfather clause. I also have copies of 1992 GVW which was after the grandfather clause. As you can see by the highlighted areas we were licensed as a double trailer unit before 1987, between 1987 and 1991, and even into 1992. I suspect the reason this continued after 1987 is that nobody could figure out how to license only two trailers, as a triple trailer unit.

In our opinion, we simply do not feel these units in this configuration are triples but rather, legitimate doubles consistent with other double unit configurations. We are not asking for special privileges and we are not in favor of letting actual triples on Montana's secondary roads. We are asking that actions be taken to correct the wording, thus eliminating the truck, trailer, trailer from the triple unit classification. This would eliminate the need for any special legislation for anybody on this matter.

EXHIBIT 2a  
DATE 3/25/93  
HB 530

The original of Exhibit 2a (photocopies of photographs of equipment used by A.M. Wells, Inc.) is stored at the Historical Society, 225 North Roberts Street, Helena, MT 59620-1201.

The phone number is 444-2694.



SENATE HIGHWAYS

EXHIBIT NO. 26DATE March 25, 1993BILL NO. 4B 530

OWNER'S CERTIFICATE OF REGISTRATION AND PAYMENT RECEIPT							
Current Plate <b>25TR-900</b>	Type <b>TL</b>	Veh. Yr. <b>74</b>	Make <b>WILLIAMSON</b>	Model	Style	Color <b>SIL</b>	
EXPIRATION DATE <b>12/31/85</b>	Vehicle Ident./Motor No. <b>73M61147</b>		Title Number <b>M 72627917</b>				
Tab No. <b>W 070334 (85)</b>	Gas (1) Diesel (2) Other (3)		Equip. No.	Unladen Wt.	Ton (1/2, 3/4, etc.) <b>LGE</b>		
Registered Owner's Name and Address <b>A M WELLES</b> <b>BOX 8</b> <b>NORRIS MT 59745</b>							
Lienholder's Name and Address <b>#4531</b>						Lien Amount	
Val'd by <b>RH</b>	Market Value <b>2361</b>	Taxable Val. <b>378</b>	School Dist. # <b>23PH</b>	Mill Levy	Co. <b>25</b>		
Treas. or Dep. <b>AF/jl</b>	I CERTIFY UNDER PENALTY OF LAW THAT THIS VEHICLE IS INSURED AS PRESCRIBED BY MONTANA STATUTE TITLE 61 CH 6 PART 3 MCA			Signature of Registered Owner <b>X M WELLES</b>			
R.P.O. ONLY - OUT OF STATE REGISTRATION INFORMATION							
Date Issued <b>2/15/85</b>	Out of State Plate		Title No.		State	Zip	
Legal Domicile <b>OWNER'S COPY</b> <b>MONTANA</b>				<b>D776667</b>			

G.V.W. LICENSE	
CLASS	
<b>XX</b>	100% 75%
	55% 16%
SCH. 3	
Gross Wt.	<b>56DOUBLES</b> Lbs.
Expires	<b>3/31/85</b>
FEES PAID	
G.V.W. Fee	<b>pd. 24597</b>
New Use Tax	
M.V. Fee	
Co. Tax	<b>80.67</b>
Reg. Fee	<b>12.00</b>
Title	
Junk Vehicle	
F.W. & P.	
Co. Total	<b>92.67</b>
Title	
Lien	
Pers. Plate	
Dup. Plate	
Total	

OWNER'S CERTIFICATE OF REGISTRATION AND PAYMENT RECEIPT							
Current Plate <b>25TR-88</b>	Type <b>TL</b>	Veh. Yr. <b>74</b>	Make <b>WILLIAMSON</b>	Model	Style	Color <b>SIL</b>	
EXPIRATION DATE <b>12/31/85</b>	Vehicle Ident./Motor No. <b>73M61145</b>		Title Number <b>M 627916</b>				
Tab No. <b>W 070335 (85)</b>	Gas (1) Diesel (2) Other (3)		Equip. No.	Unladen Wt.	Ton (1/2, 3/4, etc.) <b>LGE</b>		
Registered Owner's Name and Address <b>A M WELLES</b> <b>BOX 8</b> <b>NORRIS MT 59745</b>							
Lienholder's Name and Address <b>#4531</b>						Lien Amount	
Val'd by <b>RH</b>	Market Value <b>2361</b>	Taxable Val. <b>378</b>	School Dist. # <b>23PH</b>	Mill Levy	Co. <b>25</b>		
Treas. or Dep. <b>AF/jl</b>	I CERTIFY UNDER PENALTY OF LAW THAT THIS VEHICLE IS INSURED AS PRESCRIBED BY MONTANA STATUTE TITLE 61 CH 6 PART 3 MCA			Signature of Registered Owner <b>X M WELLES</b>			
R.P.O. ONLY - OUT OF STATE REGISTRATION INFORMATION							
Date Issued <b>2/15/85</b>	Out of State Plate		Title No.		State	Zip	
Legal Domicile <b>OWNER'S COPY</b> <b>MONTANA</b>				<b>D776668</b>			

G.V.W. LICENSE	
CLASS	
<b>XX</b>	100% 75%
	55% 16%
SCH. 3	
Gross Wt.	<b>56DOUBLES</b> Lbs.
Expires	<b>3/31/85</b>
FEES PAID	
G.V.W. Fee	<b>pd. 28392</b>
New Use Tax	
M.V. Fee	
Co. Tax	<b>80.67</b>
Reg. Fee	<b>12.00</b>
Title	
Junk Vehicle	
F.W. & P.	
Co. Total	<b>92.67</b>
Title	
Lien	
Pers. Plate	
Dup. Plate	
Total	

#10 TRV 8096394

## OWNER'S CERTIFICATE OF REGISTRATION AND PAYMENT RECEIPT

Current Plate <b>25TR-900</b>		Type <b>TL</b>	Veh. Yr. <b>74</b>	Make <b>WILLIAMSON</b>	Model <b>TL</b>	Style <b>SIL</b>	Color
EXPIRATION DATE <b>12/31/86</b>	Vehicle Ident./Motor No. <b>73M61147</b>		Title Number <b>M627917</b>				
Tab. No. <b>Z070319</b>	Gas (1) Diesel (2) LPG (3)		Equip. No.	Unladen Wt.	Ton(1/2, 3/4) Etc.		
				<b>LGE</b>			
Registered Owner's Name and Address <b>A M WELLES</b> <b>Box 8</b> <b>Norris, Mt 59745</b>							
Lienholder's Name and Address						Lien Amount	
Val'd. by <b>GA</b>	Market Value <b>2225</b>	Taxable Val. <b>356</b>	School Dist. # <b>23FH</b>	Mill Levy	Co. <b>25</b>		
Treas. or Dep. <b>Af/pc</b>	I CERTIFY UNDER PENALTY OF LAW THAT THIS VEHICLE IS INSURED AS PRESCRIBED BY MONTANA STATUTE TITLE 61, CH. 6, PART 3, MCA. <b>X</b>			Signature of Registered Owner			
Date Issued <b>2/14/86</b>	R.P.O. ONLY OUT OF STATE REGISTRATION INFORMATION						
	Out of State Plate	Title No.	State				
Legal Domicile <b>OWNER'S COPY MONTANA</b>	Zip <b>D1078456</b>						

G.V.W. LICENSE <b>CLASS</b>	
<b>XX</b>	100% _____
	55% _____
SCH. 3 _____	
GROSS WT.	<b>56 Doubt</b>
EXPIRES	<b>3/31/86</b>
<b>FEES PAID</b>	
G.V.W. Fee	<b>PD#B64065</b>
New Use Tax	
M.V. Fee	
Co. Tax	<b>78.38</b>
Reg. Fee	<b>12.00</b>
Title	
Junk Vehicle	
F.W. & P.	
Co. Total	<b>90/38</b>
Title	
Lien	
Pers. Plate	
Dup. Plate	
TOTAL	

#11 TRV needs new plate 8096402

## OWNER'S CERTIFICATE OF REGISTRATION AND PAYMENT RECEIPT

Current Plate <b>25TR-88</b>		Type <b>TL</b>	Veh. Yr. <b>74</b>	Make <b>WILLIAMSON</b>	Model <b>TL</b>	Style <b>SIL</b>	Color
EXPIRATION DATE <b>12/31/86</b>	Vehicle Ident./Motor No. <b>73M61145</b>		Title Number <b>M627916</b>				
Tab. No. <b>Z070320</b>	Gas (1) Diesel (2) LPG (3)		Equip. No.	Unladen Wt.	Ton(1/2, 3/4) Etc.		
				<b>LGE</b>			
Registered Owner's Name and Address <b>A M WELLES</b> <b>Box 8</b> <b>Norris, Mt 59745</b>							
Lienholder's Name and Address						Lien Amount	
Val'd. by <b>GA</b>	Market Value <b>2225</b>	Taxable Val. <b>356</b>	School Dist. # <b>23FH</b>	Mill Levy	Co. <b>25</b>		
Treas. or Dep. <b>Af/pc</b>	I CERTIFY UNDER PENALTY OF LAW THAT THIS VEHICLE IS INSURED AS PRESCRIBED BY MONTANA STATUTE TITLE 61, CH. 6, PART 3, MCA. <b>X</b>			Signature of Registered Owner			
Date Issued <b>2/14/86</b>	R.P.O. ONLY OUT OF STATE REGISTRATION INFORMATION						
	Out of State Plate	Title No.	State				
Legal Domicile <b>OWNER'S COPY MONTANA</b>	Zip <b>D1078457</b>						

G.V.W. LICENSE <b>CLASS</b>	
<b>XXX</b>	100% _____
	55% _____
SCH. 3 _____	
GROSS WT.	<b>56 Doubt</b>
EXPIRES	<b>3/31/86</b>
<b>FEES PAID</b>	
G.V.W. Fee	<b>PD#B64065</b>
New Use Tax	
M.V. Fee	
Co. Tax	<b>78/38</b>
Reg. Fee	<b>12.0</b>
Title	
Junk Vehicle	
F.W. & P.	
Co. Total	<b>90/38</b>
Title	
Lien	
Pers. Plate	
Dup. Plate	
TOTAL	

**STATE OF MONTANA — DEPARTMENT OF HIGHWAYS**  
**GROSS VEHICLE WEIGHT DIVISION — P.O. BOX 4639**  
**HELENA, MONTANA 59604 — (406) 444-6130**

B 096456

CARRY IN VEHICLE  
AT ALL TIMES

EXHIBIT 2b  
DATE 3/25/93

OWNER'S RECEIPT

## GROSS VEHICLE WEIGHT FEES RECEIPT

MAKE SEPARATE RECEIPT FOR EACH VEHICLE

Year <u>74</u>	Make <u>WEL</u>	Ser. No. <u>73761147</u>	Unit No. <u>10</u>	License No. <u>25TR 900</u>	State <u>MT</u>	Title No.
Fee Class <input checked="" type="checkbox"/> 100% <input type="checkbox"/> 75% <input type="checkbox"/> 55% <input type="checkbox"/> 16% <input type="checkbox"/> Schedule III		<input type="checkbox"/> Trk <input type="checkbox"/> Trailer <input checked="" type="checkbox"/> Double Trailer <input type="checkbox"/> Triple Trailer <input type="checkbox"/> Bus		Gross Weight License Applied For Through <u>64</u> 000 lbs.		\$ <u>153</u> <u>94</u>

Additional \$5.00 for Each Monthly or Quarterly Renewal \$ 5 00

Complete This Section only when Credit is allowed. Always Refer to the current registration. (SEE EXAMPLES IN G.V.W. MANUAL SECTION II)

Previous Registration ☐ 100% ☐ 75% ☐ 55% ☐ 16% ☐ Schedule III

Through \_\_\_\_\_ 000 lbs.

Per Class  
J F M A M J J A S O N D  
A B C D E F G H I J K L

Receipt No. \_\_\_\_\_ Date \_\_\_\_\_ Amount Paid \$ \_\_\_\_\_ Credit Allowed \$ \_\_\_\_\_

Remarks \_\_\_\_\_ Total Fee Received \$ 158 94

Registered Owner H. M. Wells Signature \_\_\_\_\_

Address Box 8 City Norris State MT Zip 59254

Issued by Coe Badge No. 36 Title CWA County Golden

Issue Date 31 31 187 Expiration Date 61 30 187

STATE PUBLISHING CO. HELENA, MONT.

**STATE OF MONTANA — DEPARTMENT OF HIGHWAYS**  
**GROSS VEHICLE WEIGHT DIVISION — P.O. BOX 4639**  
**HELENA, MONTANA 59604 — (406) 444-6130**

B 096464

CARRY IN VEHICLE  
AT ALL TIMES

OWNER'S RECEIPT

## GROSS VEHICLE WEIGHT FEES RECEIPT

MAKE SEPARATE RECEIPT FOR EACH VEHICLE

Year <u>74</u>	Make <u>WEL</u>	Ser. No. <u>73761145</u>	Unit No. <u>11</u>	License No. <u>25TR 88</u>	State <u>MT</u>	Title No.
Fee Class <input checked="" type="checkbox"/> 100% <input type="checkbox"/> 75% <input type="checkbox"/> 55% <input type="checkbox"/> 16% <input type="checkbox"/> Schedule III		<input type="checkbox"/> Trk <input type="checkbox"/> Trailer <input checked="" type="checkbox"/> Double Trailer <input type="checkbox"/> Triple Trailer <input type="checkbox"/> Bus		Gross Weight License Applied For Through <u>64</u> 000 lbs.		\$ <u>153</u> <u>94</u>

Additional \$5.00 for Each Monthly or Quarterly Renewal \$ 5 00

Complete This Section only when Credit is allowed. Always Refer to the current registration. (SEE EXAMPLES IN G.V.W. MANUAL SECTION II)

Previous Registration ☐ 100% ☐ 75% ☐ 55% ☐ 16% ☐ Schedule III

Through \_\_\_\_\_ 000 lbs.

Per Class  
J F M A M J J A S O N D  
A B C D E F G H I J K L

Receipt No. \_\_\_\_\_ Date \_\_\_\_\_ Amount Paid \$ \_\_\_\_\_ Credit Allowed \$ \_\_\_\_\_

Remarks \_\_\_\_\_ Total Fee Received \$ 158 94

Registered Owner H. M. Wells Signature \_\_\_\_\_

Address Box 8 City Norris State MT Zip 59254

Issued by Coe Badge No. 36 Title CWA County Golden

Issue Date 31 31 187 Expiration Date 61 30 187

STATE PUBLISHING CO. HELENA, MONT.

D 226901

MONTANA

DATE 02/13/90  
14:07.25

## VEHICLE REGISTRATION AND PAYMENT RECEIPT

## \*\*VEHICLE INFORMATION\*\*\*\*\*

TYPE YR MAKE MODEL STYLE COLOR VIN NUMBER  
TL 74 WILA TL TL SIL/ 78M61147  
EXP DATE 12/31/90 TITLE NO M627917  
PLATE NO 25-TR 900 PLT TYPE TL TAB NO L109877  
PLATE NO 2 PLT TYPE TAB NO  
FUEL TYPE EQUIP NO UNLADEN WGT TON \*  
GVW PERIOD A GVW CLS 1 GVW WGT 64 M GVW EXP 03/31/90  
ENG PS RT LGTH DOUBLES EXEMPT STATUS

## \*\*OWNER INFORMATION\*\*\*\*\*MORE OWNERS \*\*

A M WELLES

BOX 8

NORRIS

MT 59745

## \*\*LIENHOLDER INFORMATION\*\*\*\*\*MORE LIENHOLDERS \*\*

NAME

ADDRESS

## \*\*FEE INFORMATION\*\*\*\*\*FEDERAL USE TAX PAID \*\*

11\*DOTAX \$ 33.77 12-REGFEE \$ 5.00 13\*LICFEE \$ 10.00  
19-HFFUND \$ .25

1650

9%

149

50-16

39.06

290-2-14-91

## \*\*COUNTY INFORMATION\*\*\*\*\*

TRADE IN VALUE CO 25 SCH DIST 16 PRORATE 12/1  
MARKET VALUE 1650.00 MILL 226.620 PCC 4532 TRS/DEP PM /DA  
TAXABLE VALUE 149.00 ASSD DATE 02/13/90 ASSD BY GA  
REMARKS GVW PAID B168850 GALLATIN COUNTY

## \*\*RPO\*\*OUT OF STATE REGISTRATION INFORMATION\*\*\*\*\*

STATE

PLATE NO

TITLE

ADDRESS

## \*\*INSURANCE CERTIFICATION\*\*\*\*\*

I CERTIFY UNDER PENALTY OF LAW THAT THIS VEHICLE IS INSURED  
AS PRESCRIBED BY MONTANA STATUTE TITLE SIXTY ONE CHAPTER SI  
PART THREE MONTANA CODE ANNOTATED(25000/50000/5000).

OWNER'S SIGNATUR

STATE \$ 5.25 COUNTY \$ 43.77 TOTAL AMOUNT \$ 49.02

OWNER'S FILE COPY

D 226886

MONTANA

PLATE 25-TR 2009

DATE 02/13/90

13:29:21

EXHIBIT 26  
DATE 3/25/93  
HB 530

## VEHICLE REGISTRATION AND PAYMENT RECEIPT

## \*\*VEHICLE INFORMATION\*\*\*\*\*

TYPE	YR	MAKE	MODEL	STYLE	COLOR	VIN NUMBER
TL	74	WILA	TL	TL	SIL/	73M61145
EXP DATE			12/31/90		TITLE NO - M627916	
PLATE NO			25-TR 2009		PLT TYPE TL TAB NO L109878	
PLATE NO 2					PLT TYPE TAB NO	
FUEL TYPE			EQUIP NO		UNLADEN WGT TON *	
GVW PERIOD A			GVW CLS 1		GVW WGT 64 M GVW EXP 03/30/90	
ENG			PS RT		LGTH DOUBLES EXEMPT STATUS	

## \*\*OWNER INFORMATION\*\*\*\*\*MORE OWNERS \*\*

A M WELLES \*  
BOX 8 \*  
NORRIS MT 59745 \*

## \*\*LIENHOLDER INFORMATION\*\*\*\*\*MORE LIENHOLDERS \*\*

NAME  
ADDRESS

## \*\*FEE INFORMATION\*\*\*\*\*FEDERAL USE TAX PAID \*\*

11\*COTAX \$ 33.77 12-REGFEE \$ 5.00 13\*LICFEE \$ 10.00  
19-HRFUND \$ .25

1650 9% 147 50#16 39.06  
2-14-91

## \*\*COUNTY INFORMATION\*\*\*\*\*

TRADE IN VALUE CO 25 SCH DIST 16 PRORATE 12/1  
MARKET VALUE 1650.00 MILL 226.620 PCC 4532 TRS/DEP PM/DA  
TAXABLE VALUE 149.00 ASSD DATE 02/13/90 ASSD BY GA  
REMARKS GVW PAID B168865 GALLATIN

## \*\*RPO\*\*OUT OF STATE REGISTRATION INFORMATION\*\*\*\*\*

STATE PLATE NO TITLE  
ADDRESS

## \*\*INSURANCE CERTIFICATION\*\*\*\*\*

I CERTIFY UNDER PENALTY OF LAW THAT THIS VEHICLE IS INSURED  
AS PRESCRIBED BY MONTANA STATUTE TITLE SIXTY ONE CHAPTER SI  
PART THREE MONTANA CODE ANNOTATED(25000/50000/5000).

OWNER'S SIGNATURE

STATE \$ 5.25 COUNTY \$ 43.77 TOTAL AMOUNT \$ 49.02

OWNER'S FILE COPY

**STATE OF MONTANA — DEPARTMENT OF HIGHWAYS**  
**GROSS VEHICLE WEIGHT DIVISION — P.O. BOX 4639**  
**HELENA, MONTANA 59604 - (406) 444-6130**

B194062

**CARRY IN VEHICLE  
AT ALL TIMES**

OWNER'S RECEIPT

**GROSS VEHICLE WEIGHT FEES RECEIPT**

MAKE SEPARATE RECEIPT FOR EACH VEHICLE

Year <u>74</u>	Make <u>WOL</u>	Ser. No. <u>73M61147</u>	Unit No. <u>10</u>	License No. <u>25TR268A</u>	State <u>MT</u>	Title No.
<b>Fee Class</b> <input checked="" type="checkbox"/> 100% <input type="checkbox"/> 16% <input type="checkbox"/> 75% <input type="checkbox"/> Schedule III <input type="checkbox"/> 55%		<b>Vehicle Type</b> <input type="checkbox"/> Trk <input type="checkbox"/> Triple Trailer <input type="checkbox"/> Trailer <input type="checkbox"/> Bus <input checked="" type="checkbox"/> Double Trailer		Gross Weight License Applied For Through <u>64</u> 000 lbs.		\$ <u>153</u> <sup>94</sup> <u>520</u>
Additional \$5.00 for Each Monthly or Quarterly Renewal \$						
Complete This Section only when Credit is allowed. Always Refer to the current registrations. (SEE EXAMPLES IN G.V.W. MANUAL SECTION II)						
Previous Registration Through _____ 000 lbs.		<input type="checkbox"/> 100% <input type="checkbox"/> 75% <input type="checkbox"/> 55% <input type="checkbox"/> 16% <input type="checkbox"/> Schedule III		Per J F M A M J J A S O N D A B C D E F G H I J K L		\$ <u>158</u> <sup>94</sup>
Receipt No. _____ Date _____		Amount Paid \$ _____		Credit Allowed \$ _____		
Remarks _____						Total Fee Received \$ <u>158</u> <sup>94</sup>
Registered Owner <u>A. M. Wells</u> Signature _____						
Address <u>Box 8</u> City <u>Norman</u> State <u>MT</u> Zip <u>59743</u>						
Issued by <u>Cole</u> Badge No. <u>36</u> Title <u>MCS</u> County <u>Beaumont</u>						
Issue Date <u>4/1/92</u> Effective Date <u>4/1/92</u> Expiration Date <u>6/30/92</u>						

2ND COPY

**STATE OF MONTANA — DEPARTMENT OF HIGHWAYS**  
**GROSS VEHICLE WEIGHT DIVISION — P.O. BOX 4639**  
**HELENA, MONTANA 59604 - (406) 444-6130**

B194065

**CARRY IN VEHICLE  
AT ALL TIMES**

OWNER'S RECEIPT

**GROSS VEHICLE WEIGHT FEES RECEIPT**

MAKE SEPARATE RECEIPT FOR EACH VEHICLE

Year <u>74</u>	Make <u>WOL</u>	Ser. No. <u>73M61143</u>	Unit No. <u>11</u>	License No. <u>25TR270A</u>	State <u>MT</u>	Title No.
<b>Fee Class</b> <input checked="" type="checkbox"/> 100% <input type="checkbox"/> 16% <input type="checkbox"/> 75% <input type="checkbox"/> Schedule III <input type="checkbox"/> 55%		<b>Vehicle Type</b> <input type="checkbox"/> Trk <input type="checkbox"/> Triple Trailer <input type="checkbox"/> Trailer <input type="checkbox"/> Bus <input checked="" type="checkbox"/> Double Trailer		Gross Weight License Applied For Through <u>64</u> 000 lbs.		\$ <u>153</u> <sup>94</sup> <u>520</u>
Additional \$5.00 for Each Monthly or Quarterly Renewal \$						
Complete This Section only when Credit is allowed. Always Refer to the current registrations. (SEE EXAMPLES IN G.V.W. MANUAL SECTION II)						
Previous Registration Through _____ 000 lbs.		<input type="checkbox"/> 100% <input type="checkbox"/> 75% <input type="checkbox"/> 55% <input type="checkbox"/> 16% <input type="checkbox"/> Schedule III		Per J F M A M J J A S O N D A B C D E F G H I J K L		\$ <u>158</u> <sup>94</sup>
Receipt No. _____ Date _____		Amount Paid \$ _____		Credit Allowed \$ _____		
Remarks _____						Total Fee Received \$ <u>158</u> <sup>94</sup>
Registered Owner <u>A. M. Wells</u> Signature _____						
Address <u>Box 8</u> City <u>Norman</u> State <u>MT</u> Zip <u>59743</u>						
Issued by <u>Cole</u> Badge No. <u>36</u> Title <u>MCS</u> County <u>Beaumont</u>						

SENATE HIGHWAYS

EXHIBIT NO. 3

DATE March 25, 1993

BILL NO. HB 530

Amendments to House Bill No. 530  
Blue Reading Copy

Requested by Senator Swysgood  
For the Committee on Highways

Prepared by Doug Sternberg, Council Staff  
March 24, 1993

1. Title, line 5.

Following: "SPECIAL"

Insert: "TERM OR BLANKET"

2. Title, lines 6 and 7.

Following: "COMBINATIONS" on line 6

Strike: remainder of line 6 through "AND" on line 7

3. Title, lines 8 through 11.

Following: "HIGHWAYS;" on line 8

Strike: remainder of line 8 through "AND" on line 11

4. Title, line 12.

Following: "MCA"

Insert: "; AND PROVIDING AN IMMEDIATE EFFECTIVE DATE"

5. Page 2, line 5.

Following: "(d),"

Insert: "and"

Following: "(6),"

Strike: "and (7);"

6. Page 2, lines 21 and 23.

Strike: "subsections"

Insert: "subsection"

Following: "(6)"

Strike: "and (7)"

7. Page 3, line 16.

Strike: "truck-trailer-trailer or a"

8. Page 4, line 18.

Strike: "truck-trailer-trailer or"

9. Page 6, line 1 through page 7, line 8.

Strike: subsections 7 and 8 in their entirety

10. Page 7.

Following: line 8

Insert: "NEW SECTION. Section 2. Effective date. [This act] is  
effective on passage and approval."

**Amendment to House Bill 397  
Third Reading Copy**

**Prepared by the Department of Justice  
March 12, 1993**

Yes

SENATE HIGHWAYS

EXHIBIT NO. 4

DATE March 25, 1993

BILL NO. HB 397

1. Page 4 line 12  
Following: "justice"  
Strike: "\$200,000"  
Insert: "\$178,200"  
Following: "and"  
Strike: "\$215,000"  
Insert: "\$195,000"



Amendment to House Bill 397  
Third Reading Copy

Prepared by the Department of Justice  
March 12, 1993

SENATE HIGHWAYS

EXHIBIT NO. 5

DATE March 25, 1993

BILL NO. HB 397

1. Page 4, line 6

Following: "general fund."

Add: "Handicapped Persons as defined in 39-30-103 MCA may obtain a free identification card."

Senate Highway Committee  
Montana State Legislature  
State Capitol  
Helena MT 59601

Barbara E. Strate  
P/O Box 405  
Bigfork MT 59911  
3/5/93

Dear Highway Committee Members,  
Enclosed is a copy of my letter to Senator Harry Fritz in support of SB 415.

You can not imagine how irate I am after reading the enclosed Letter to the Editor in todays Missoulian.

Opponents of this bill have no more regard for the beauty of this state other than raking in the almighty dollar. Keeping our highways free of ugly billboards should be high on their list to preserve the beauty of Montana for all who travel through our state.

And to know that the members of this committee didn't hold fast to pass this much needed bill is a slap in the face for we who cringe at the sight of rows of billboards along our highways.

The opponents of this bill have retained a free hand to clutter our scenic highways with more advertisements that mar the very thing that attracts tourists and is one of the reasons we live here... beautiful scenery.

Sincerely,

*Barbara E. Strate*

Barbara E. Strate.

SENATE HIGHWAYS

EXHIBIT NO. 6

DATE March 25, 1993

BILL NO. HB 415

NAME William S. Carrion

HOME PHONE 285-3294 WORK PHONE 285-3227

APPEARING ON WHICH PROPOSAL? HB 530

**COMMENTS:**

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

PLEASE LEAVE PREPARED STATEMENT WITH COMMITTEE SECRETARY

DATE MARCH 25, 1993

SENATE COMMITTEE ON HIGHWAYS & TRANSPORTATION

BILLS BEING HEARD TODAY: HB 530

Name	Representing	Bill No.	Check One	
			Support	Oppose
BILL OGLE	KENYON - NOBLE	HB 530		✓
RICH ALLISON	PIONEER READY MIX	HB 530		
Offred Hokanson	Q'm Welles	HB 530		
Tim Hokanson	FM Welles	HB 530		
George Paul	Farmers Union	HB 530		✓
Derry Mable	NAL	HB 530		
William S. ARKIER	LUTHERAN	HB 530		<del>✓</del>
ONNIE JONES	" "	HB 530		?
Boblin	BN	HB 530		✓
F. S. Marceau	UTU	HB 530		
John Manger	Teamsters	HB 530	✓	No Adm's

### VISITOR REGISTER

PLEASE LEAVE PREPARED STATEMENT WITH COMMITTEE SECRETARY