

## **MINUTES**

### **MONTANA HOUSE OF REPRESENTATIVES 54th LEGISLATURE - REGULAR SESSION**

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

**Call to Order:** By **CHAIRMAN SHIELL ANDERSON**, on February 6, 1995,  
at 3:20 p.m.

#### **ROLL CALL**

##### **Members Present:**

Rep. Shiell Anderson, Chairman (R)  
Rep. Patrick G. Galvin, Vice Chairman (Minority) (D)  
Rep. Joe Barnett (R)  
Rep. Matt Brainard (R)  
Rep. Robert C. Clark (R)  
Rep. Charles R. Devaney (R)  
Rep. Marian W. Hanson (R)  
Rep. Don Larson (D)  
Rep. Rod Marshall (R)  
Rep. Daniel W. McGee (R)  
Rep. Jeanette S. McKee (R)  
Rep. William M. "Bill" Ryan (D)  
Rep. Dore Schwinden (D)  
Rep. Roger Somerville (R)  
Rep. Joe Tropila (D)

**Members Excused:** Rep. Linda McCulloch  
Rep. Jack Wells

**Members Absent:** Rep. Rick Jore

**Staff Present:** Valencia Lane, Legislative Council  
Kim Greenough, Committee Secretary

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

##### **Committee Business Summary:**

Hearing: SB 160  
SB 104  
SB 49  
SB 91

Executive Action: SB 160 Be Concurred In  
SB 104 Be Concurred In  
SB 91 Be Concurred In  
SB 49 Be Concurred In

HEARING ON SB 160

Opening Statement by Sponsor:

SEN. LINDA NELSON, Senate District 49, Medicine Lake, stated that SB 160 would allow the Department of Transportation the flexibility to set speed limits in construction repair or survey areas.

Proponents' Testimony:

Tom Barnard, Chief Engineer, Department of Transportation, said that current law states that a speed limit in a construction area or survey area will be 35 miles per hour and the law does not allow any flexibility. SB 160 would give the Department of Transportation the authority to set varied speed limits where appropriate. He said in some instances the 35 mile per hour speed limit could either be too slow or too fast for certain areas of the state.

Opponents' Testimony: None.

Informational Testimony: None.

Questions From Committee Members and Responses:

REP. PAT GALVIN asked how SB 160 would affect construction crews. Tom Barnard replied that this bill would apply to maintenance crews and surveyors. He also said the speed would be set to the type of work and the area where the work is being done.

REP. PAT GALVIN asked if contracted crews would have to abide by the set speed limit. Mr. Barnard replied yes.

REP. BOB CLARK asked if the Department would raise the speed limit on a freshly "chipped" road to a 45 mile per hour zone. Mr. Barnard replied that they probably would on a four-lane interstate. He said that on two-lane roads the Department would leave the speed limit at 35 miles per hour.

REP. BOB CLARK asked if higher speeds would cause the road to lose the new "chips." Mr. Barnard stated that REP. CLARK was correct, but for the first 48 hours after the Department applies the "chips" a pilot car would guide traffic and restrict the speed. After the first forty-eight hours it should not be a large problem.

Closing by Sponsor:

SEN. LINDA NELSON closed.

{Tape: 1; Side: A; Approx. Counter: 278; Comments: None.}

HEARING ON SB 104

Opening Statement by Sponsor:

SEN. DON HARGROVE, Senate District 16, Belgrade, stated that SB 104 would bring the commission back into the Department of Transportation. The bill would change the name from the Highways Commission to the Transportation Commission.

Proponents' Testimony:

Pat Saindon, Administrator, Transportation Planning Division, Montana Department of Transportation, stated that in 1991 when the Department of Transportation was formed it was an attempt to make the Department a mobile department. There is currently a highway commission. SB 104 would rename that commission the Transportation Commission. This would allow them to discuss matters other than just highways.

Opponents' Testimony: None.

Informational Testimony: None.

Questions From Committee Members and Responses:

REP. DAN MCGEE asked if the Department of Transportation is doing this work. Pat Saindon replied that the Commission cannot act on anything but highway matters.

REP. DAN MCGEE asked if the Commission has any authority over air traffic. Ms. Saindon replied no, that there is already a aeronautics board.

REP. DAN MCGEE asked how the aeronautics aspect would be affected. Ms. Saindon replied that it would not be affected.

REP. JOE BARNETT asked if the Highways Commission would be replaced. Ms. Saindon replied yes.

REP. JOE BARNETT asked the members of the Commission would change. Ms. Saindon replied no, the Commission would remain the same.

REP. ROD MARSHALL asked if they will add members. Ms. Saindon replied no.

REP. MATT BRAINARD asked if the current Highway Commission has authority over the railways. Ms. Saindon replied no, the rail program is quite small. If SB 106 does pass they will have authority over the railway.

REP. MATT BRAINARD asked if the Commission would determine where rail monies would go. Ms. Saindon replied yes.

REP. MATT BRAINARD asked who currently decides where rail monies go. Ms. Saindon replied the transportation division staff.

Closing by Sponsor:

SEN. DON HARGROVE stated that SB 106 would just change the name of the Highway Commission to the Transportation Commission. This would only apply to surface transportation.

{Tape: 1; Side: A; Approx. Counter: 518; Comments: None.}

HEARING ON SB 49

Opening Statement by Sponsor:

SEN. CHARLES SWYSGOOD, Senate District 17, Dillon, stated that SB 49 would establish a flat fee for trailers. This will fix a problem that was started with a bill last session.

Proponents' Testimony:

Dave Galt, Administrator, Motor Carriers Services Division, Montana Department of Transportation, spoke in favor of SB 49. SEE EXHIBITS 1 and 2.

{Tape: 1; Side: B; Approx. Counter: 045; Comments: New Side.}

Ben Havdahl, Montana Motor Carriers Association, spoke in favor of SB 49. He also said the bill last session had only a few mistakes and this was one of them.

Opponents' Testimony: None.

Informational Testimony: None.

Questions From Committee Members and Responses:

REP. PAT GALVIN asked if SB 49 would affect over-weight carriers. Dave Galt replied no, SB 49 would only affect the light weight vehicles.

REP. MARIAN HANSON asked if the staggered registration would be mandatory. Mr. Galt replied yes.

REP. MARIAN HANSON asked if she purchased a new pick-up would she have to transfer her gross vehicle weight fees. Mr. Galt replied yes, that she would not be able to change her schedule, but she could transfer the fees.

REP. ROGER SOMERVILLE asked if the fee would increase. Mr. Galt replied yes, in some areas.

CHAIRMAN SHIELL ANDERSON asked why the 35 percent annual fee had been stricken from the bill. Mr. Galt stated the only change was changing the fee back to \$6 and it would not affect the 35 percent fee, because that section is in current law.

Closing by Sponsor:

SEN. CHARLES SWYSGOOD stated that SB 49 addresses the concerns that were brought to him.

{Tape: 1; Side: B; Approx. Counter: 320; Comments: None.}

HEARING ON SB 91

Opening Statement by Sponsor:

SEN. MACK COLE, Senate District 4, Hysham, stated that SB 91 covers two topics. The first topic would privatize permits sold by agents. The second would allow annual permits on a voluntary basis only. It would not be a forced purchase for over-weight vehicles. The permits would also be prorated annually or semi-annually.

Proponents' Testimony:

Dave Galt, Administrator, Motor Carriers Services Division, Montana Department of Transportation, spoke in support of SB 91. SEE EXHIBIT 3.

Ben Havdahl, Montana Motor Carriers Association, stated that he and his association support SB 91. He also said that this would apply to a load that cannot be reduced. This will not apply to vehicles who travel on the highways all the time.

Opponents' Testimony: None.

Informational Testimony: None.

Questions From Committee Members and Responses:

REP. ROD MARSHALL asked what weight the highways were made for. Dave Galt replied 34,000 pounds on tandem axles.

REP. ROD MARSHALL asked if the vehicles mentioned would be over the 34,000 pounds. Mr. Galt replied yes.

REP. ROD MARSHALL asked how the damage by these vehicles can be measured in order for the fees to cover this. Mr. Galt stated that the Department had Montana State University do an engineering study.

REP. PAT GALVIN asked how this bill would apply to in-state and out-of-state vehicles. Mr. Galt stated they would be treated the same.

REP. PAT GALVIN asked if this would increase the amount of revenue to the Department of Transportation. Mr. Galt replied that the rule-making authority would set up agents in the field. He said that he would not envision paying the agents for this service. REP. PAT GALVIN asked if what Mr. Galt said was understood by the agencies and needed to be written in law. Mr. Galt replied that he did have it written in the bill, but the legislative council didn't feel it was necessary.

REP. DAN MCGEE asked if he had a truck that was going to haul 20,000 pounds per year, would the fee be \$1000 per year. Would the permit apply to 20,000 pounds each trip or 5,000 pounds for four trips. Mr. Galt replied the 20,000 pound permit would be \$14 for every 25 mile trip. He also said that the 20,000 pounds is the excess axle weight. He said the carrier can come in and apply for an annual 20,000 pound permit. REP. DAN MCGEE asked how many times this person can travel on the highways. Mr. Galt replied as many times as he wants.

REP. DAN MCGEE asked if they did not have an annual permit and they needed a trip permit how much would that permit cost. Mr. Galt replied that it would be \$14 every 25 miles every time that person made a trip.

*{Tape: 2; Side: A; Approx. Counter: 001; Comments: New Tape.}*

REP. ROGER SOMERVILLE asked what type of fees would be assessed on each truck. Mr. Galt replied it depends on the type of vehicle and the configuration. He said the Department of Transportation has a tiered system.

CHAIRMAN SHIELL ANDERSON asked if a person had gotten a certain configuration from the Department of Transportation would they have to carry that with them in their vehicle. Mr. Galt replied yes, it is on file, and they are required to carry it.

Closing by Sponsor:

SEN. MACK COLE closed.

*{Tape: 2; Side: A; Approx. Counter: 080; Comments: None.}*

EXECUTIVE ACTION ON SB 160

Motion: REP. CHARLES DEVANEY MOVED SB 160 BE CONCURRED IN.

Discussion: None.

**Vote:** The question was called. A voice vote was taken. Motion CARRIED unanimously.

**EXECUTIVE ACTION ON SB 104**

**Motion:** REP. JOE BARNETT MOVED SB 104 BE CONCURRED IN.

**Discussion:**

REP. DAN MCGEE asked if this would be surface transportation, not air transportation. REP. BOB CLARK replied yes, that it was inter-mobile surface transportation.

CHAIRMAN SHIELL ANDERSON stated that the Montana Department of Transportation is currently making decisions on railways and other means of transportation, where the Commission is only allowed to make decisions on highways. He said that SB 104 would give the Commission authority over highways and other means of transportation.

REP. ROGER SOMERVILLE asked if the aeronautics division has its own commission. REP. PAT GALVIN replied yes.

REP. MATT BRAINARD asked if the Department of Transportation has authority over the railway authorities. REP. PAT GALVIN replied no.

REP. CHARLES DEVANEY stated that he feels the Department of Transportation does not do a lot with the rail. REP. PAT GALVIN stated the reason they wanted to include rail was because the state of Montana has subsidized various portions of railroad line in the past and they will do it in the future.

REP. DORE SCHWINDEN stated that this bill would help establish the priorities for transit-type programs.

**Vote:** The question was called. A voice vote was taken. Motion CARRIED unanimously.

*{Tape: 2; Side: A; Approx. Counter: 238; Comments: None.}*

**EXECUTIVE ACTION ON SB 91**

**Motion:** REP. PAT GALVIN MOVED SB 91 BE CONCURRED IN.

**Discussion:** None.

**Vote:** The question was called. A voice vote was taken. Motion CARRIED unanimously.

{Tape: 2; Side: A; Approx. Counter: 252; Comments: None.}

EXECUTIVE ACTION ON SB 49

**Motion:** REP. MARIAN HANSON MOVED SB 49 BE CONCURRED IN.

**Discussion:**

REP. BOB CLARK stated that he was not in favor of a fee increase. REP. PAT GALVIN stated it would not be a large fee increase because of the trailer section. REP. BOB CLARK stated that 90% of the vehicles that are out there do not pull a trailer. They are pleasure vehicles. REP. PAT GALVIN asked if they could change the bill to take care of that issue.

REP. DORE SCHWINDEN asked if he could hear from Dave Galt about setting up a fee structure to satisfy everyone.

CHAIRMAN SHIELL ANDERSON stated that he doesn't see this bill as adding fee increases. Because under the old fee schedule; under 6,000 pounds would be a 1/2 ton pick up. REP. BOB CLARK stated that the bill doesn't mention the weight of the pick-up, but what the maximum gross weight is. CHAIRMAN SHIELL ANDERSON said he was talking about the old schedule and he figured it was a "wash" between the old schedule and the new schedule.

REP. DON LARSON stated he favors this bill, and received a lot of calls regarding this bill. He said there was a rancher who had three vehicles that could haul the same trailer and he had to license those three vehicles for that one trailer. He also said this is a fair increase in fees.

Dave Galt stated that REP. BOB CLARK made a valuable point and that the Department had listened to that concern. He also said that the Department doesn't pull pick-ups into weigh stations.

CHAIRMAN SHIELL ANDERSON asked if the people don't pay a fee for stock trailers. Mr. Galt replied no, they are not shifting fees to a trailer.

**Vote:** The question was called. A voice vote was taken. Motion CARRIED 16 to 1 with REP. BOB CLARK voting no.

{Tape: 2; Side: A; Approx. Counter: 616; Comments: None.}



HOUSE HIGHWAYS & TRANSPORTATION COMMITTEE

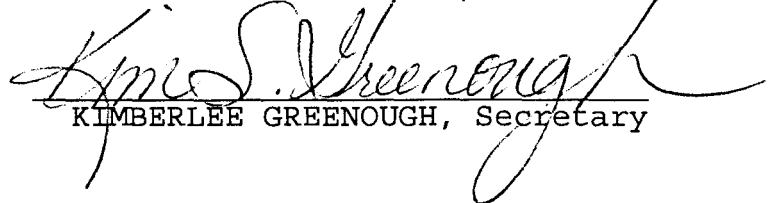
February 6, 1995

Page 9 of 9

ADJOURNMENT

Adjournment: 4:42 p.m

  
REP. SHIELL ANDERSON, Chairman

  
KIMBERLEE GREENOUGH, Secretary

SA/ksg

# HOUSE OF REPRESENTATIVES

## Highways

ROLL CALL

DATE 02-06-95

NAME	PRESENT	ABSENT	EXCUSED
Rep. Shiell Anderson, Chairman	✓		
Rep. Rick Jore, Vice Chairman, Majority		✓	
Rep. Pat Galvin, Vice Chairman, Minority	✓		
Rep. Joe Barnett	✓		
Rep. Matt Brainard	✓		
Rep. Bob Clark	✓		
Rep. Charles Devaney	✓		
Rep. Marian Hanson	✓		
Rep. Don Larson	✓		
Rep. Rod Marshall	✓		
Rep. Linda McCulloch	✓		✓
Rep. Daniel McGee	✓		
Rep. Jeanette McKee	✓		
Rep. Bill Ryan	✓		
Rep. Dore Schwinden	✓		
Rep. Roger Somerville	✓		
Rep. Joe Tropila	✓		
Rep. Jack Wells	✓		✓



## HOUSE STANDING COMMITTEE REPORT

February 8, 1995

Page 1 of 1

Mr. Speaker: We, the committee on Highways and Transportation report that Senate Bill 160 (third reading copy -- blue) be concurred in.

Signed: Kim Greenough

Shiell Anderson, Chair

for Rep. Shiell Anderson

Carried by: Rep. Clark

Committee Vote:  
Yes 7, No 0.

330910SC.Hbk



## HOUSE STANDING COMMITTEE REPORT

February 8, 1995

Page 1 of 1

Mr. Speaker: We, the committee on **Highways and Transportation** report that **Senate Bill 104** (third reading copy -- blue) be concurred in.

Signed:

*Kim McGreenough*  
Shiell Anderson, Chair  
for Rep. *Shiell Anderson*

Carried by: Rep. Larson

Committee Vote:  
Yes/ 7, No 0.

330909SC.Hbk



## HOUSE STANDING COMMITTEE REPORT

February 8, 1995

Page 1 of 1

Mr. Speaker: We, the committee on Highways and Transportation report that Senate Bill 49 (third reading copy -- blue) be concurred in.

Signed

*Kim Greenough for*  
*Shiell Anderson, Chair*  
*Rep. Shiell Anderson*

Carried by: Rep. Anderson

Committee Vote:

Yes 16, No 1.

*Rep. Clark no*

330906SC.Hbk



## HOUSE STANDING COMMITTEE REPORT

February 8, 1995

Page 1 of 1

Mr. Speaker: We, the committee on Highways and Transportation report that Senate Bill 91 (third reading copy -- blue) be concurred in.

Signed:

*Kim McCreough*  
Shiell Anderson, Chair  
*for Rep. Shiell Anderson*

Carried by: Rep. Devaney

Committee Vote:  
Yes 17, No 0.

330908SC.Hbk

HOUSE OF REPRESENTATIVES

ABSENTEE VOTE

Date

2-6-95

Mr. Chairman/Mr. Speaker:

I, the undersigned member, hereby vote absentee on:

Bill No.

All bills in Highway Committee  
After the House is vote on bills & all  
amendments

Representative

Frank McCulloch

voting

(aye or no)

HOUSE OF REPRESENTATIVES

ABSENTEE VOTE

Date 6 FEB 95

Mr. Chairman/Mr. Speaker:

RESIGNATE DAN MCGEE TO

I, the undersigned member, hereby vote absentee on ANY E.A.

Bill No. \_\_\_\_\_

Representative \_\_\_\_\_

Jack M. Wells

voting

(aye or no)



EXHIBIT 1

DATE 2-6-95

SB 49

BILL NO: LC326 SB0049  
SPONSOR: SENATOR SWYSGOOD  
SUBMITTED BY: DAVID A. GALT,  
ADMINISTRATOR  
MOTOR CARRIER SERVICES

DATE: 2/6/95

The Montana Department of Transportation (MDT) requested legislation making changes to the Gross Vehicle Weight statutes during the 1993 legislative session. The intent of the requested legislation was two fold: first, to ensure vehicles operating on the state highways were paying their fair share of cost to the highway system; and, to move to a power unit only registration, thus, bringing Montana into compliance with the intent of the International Registration Plan. Upon passage of the legislation and during the implementation process, it became evident to MDT that there are some inequities and problems when this new

fee structure was applied to small pickup trucks. Maintaining a power unit based fee structure is imperative for Montana's commercial trucking industry to remain competitive with those in our neighboring states, however, the impact to pickups was not intended and did not meet with MDT's intention to distribute highway cost equitably. To correct this, MDT is proposing this bill.

Section 1 eliminates all interstate commercial trailers and semitrailers licensing in an apportioned registration plan from property taxes. The 1993 legislation eliminated all trailers and semitrailers with a gross vehicle weight over 26,000 pounds from property tax. The original intent of MCS legislation was to bring Montana into compliance with the International Registration Plan. This requirement has not been met because all trailers whose gross vehicle weight is less than 26,000 pounds still have to be registered by all member jurisdictions of the International Registration Plan. To remedy this, MDT

proposes eliminating the property tax or ad valorem tax on all interstate commercial trailers.

~~Fiscal Impact: (\$28,590) loss of  
Revenue~~

Sections 2, 4 and 6 will be explained together as they are related. Sections 2 and 4 require a declared weight on light trucks, intrastate trailers and semitrailers when they are registered. Since Section 6, proposes collecting gross vehicle weight (GVW) fees on light trucks based on the manufacturers rated capacity. This will eliminate the GVW weight on these vehicles when they register; and, since trailers no longer have a GVW weight on their registration something is needed for enforcement of safety laws, commercial drivers license laws and the states staggered registration system. So ~~Section 2 and 4 implement a declared weight to cover these areas.~~

Section 6 corrects an inequity in the gross vehicle weight fee structure.

Under the 1993 legislation, any pickup truck that tows any kind of a trailer (horse trailer, boat trailer, travel trailer, etc.) pays a combined weight fee for the truck and the trailer. Combining these weights was an excessive burden upon some truck owners. The problem did not become apparent until the legislation was being implemented. This proposed legislation creates a flat fee for owners of trucks rated at one ton or less. The truck owner could then tow any trailer, regardless of the weight. Trucks rated at one and a half ton or more will stay with the existing GVW fee system.

*Explain Graph & Handouts.*

Section 3 changes the wording in the staggered registration requirement for light trucks from a gross vehicle weight reference to the manufacturers rated capacity. /

Section 5 ensures that all interstate trailers and semitrailers registered and licensed through the Department of Transportation are required to pay the

full registration fees of \$15.25. Other IRP member jurisdictions charge their base carriers a registration fee for their trailers. The fee is not prorated. This was an oversight in the 1993 legislation. The intent had always been to have all interstate trailers pay the full registration fee. The specific statute that addresses these fees was overlooked and trailers are currently only paying a pro-rated portion of the \$15.25.

*Section 7. Farm Fee — Amendment.*

Section 8 eliminates the need for trailers registered and licensed in other jurisdictions to purchase a temporary trip permit to enter Montana. Montana no longer taxes or collects gross vehicle weight fees on trailers, so the temporary trip permit structure has been changed to focus on the combined weight of the motor truck or tractor and the number of miles the vehicle(s) will be travelling in the state. Trailers that are not licensed or registered anywhere will still pay the minimum fees based on miles

travelled. The intent is to charge the same fee that is now charged to multiple vehicle combinations.

Section 9 is a definition of declared weight, to be used when registering a light truck or trailer.

Collecting the full \$15.25 on each Montana based interstate trailer will generate approximately \$100,000 in additional revenue. There were 9,128 trailers licensed to date in 1994 and they all paid a prorated portion of the \$15.25. This revenue is distributed to the county road fund at \$10.00 per trailer; the state general fund at \$5.00 per trailer; and the Highway Patrol Retirement fund at \$.25 per vehicle.

Thank you.

EXHIBIT 2  
 DATE 2-6-95  
 SR 49

### *Current Fee Schedule*

	100% Annual Fees	35% Annual Fees
Up to 6,000 lbs. ....	\$ 7.50	\$6.00
6,001 through 8,000 lbs. ....	9.50	6.00
8,001 through 10,000 lbs. ....	13.25	6.00
10,001 through 12,000 lbs. ....	15.00	6.00
12,001 through 14,000 lbs. ....	17.00	6.00
14,001 through 16,000 lbs. ....	21.00	7.35

### *Proposed Fee Schedule*

	100% Annual Fees	35% Annual Fees
Manufacturers rated capacity up to 1/2 ton .....	\$ 7.00	\$ 6.00
Manufacturers rated capacity of 3/4 ton .....	12.50	6.00
Manufacturers rated capacity of 1 ton .....	17.50	6.00
Up to 16,000 lbs. ....	21.00	7.35



EXHIBIT 2  
DATE 2-6-95  
SB 91

BILL NUMBER: SB 91

SPONSOR: SENATOR COLE

TESTIMONY BY: DAVID A GALT, ADMINISTRATOR

MOTOR CARRIER SERVICES DIVISION

DATE 2/6/95

MR CHAIRMAN, MEMBERS OF THE COMMITTEE, FOR THE RECORD MY NAME IS DAVE GALT AND I AM THE ADMINISTRATOR OF THE MOTOR CARRIER SERVICES DIVISION. SENATOR COLE INTRODUCED THIS BILL AT THE REQUEST OF THE DEPARTMENT OF TRANSPORTATION AND I URGE YOUR SUPPORT.

IN THE 1993 SESSION THE LEGISLATURE RAISED THE COST OF PERMITS ISSUED TO MOVE OVERWEIGHT LOADS. THIS INCREASE WAS BASED UPON A STUDY BY MSU ON THE DAMAGE DONE TO THE HIGHWAYS FROM HEAVY LOADS. THIS STUDY WAS SUGGESTED BY THE LEGISLATIVE AUDITOR WITH THE PURPOSE OF HAVING A FEE THAT RECOVERED THE COST OF THE DAMAGE TO THE HIGHWAY SYSTEM. THIS NEW FEE STRUCTURE IS MORE COMPLICATED THAN OUR OLD SYSTEM AND HAS RESULTED IN AN INCREASED WORK LOAD IN OUR PERMIT OFFICE.

IN AN EFFORT TO IMPROVE PERMIT SERVICE TO THE TRUCKING INDUSTRY WE BRING THIS PROPOSAL BEFORE YOU. THIS BILL WILL ALLOW THE DEPARTMENT TO ESTABLISH AGENTS TO ISSUE OVERSIZE PERMITS. WE CURRENTLY ALLOW AGENTS TO ISSUE PERMITS BUT ONLY FOR REGISTRATION AND FUEL. MCS WILL CONTINUE TO ISSUE PERMITS, BUT WE THINK THAT PRIVATE INDUSTRY MAY BE ABLE TO PROVIDE 24 HOUR- SEVEN DAY A WEEK COVERAGE - SOMETHING THAT WE HAVE TROUBLE PROVIDING WITHOUT SEVERAL ADDITIONAL FTE.



SECONDLY THIS BILL PROVIDES FOR ADDITIONAL ANNUAL OVERWEIGHT PERMITS. CARRIERS WHO HAVE EQUIPMENT THAT NEEDS OVERWEIGHT PERMITS MAY OPT TO PURCHASE THEM ON AN ANNUAL BASIS AND AVOID THE TIME AND ENERGY IT TAKES TO SECURE A PERMIT FOR EVERY TRIP. IN SETTING THE FEES FOR THESE PERMITS WE TRIED TO SET A FEE THAT DOES NOT COMPROMISE OUR EXISTING SYSTEM THAT CHARGES FOR THE DAMAGE DONE TO THE HIGHWAYS, YET A FEE THAT IS CHEAP ENOUGH TO BE OF BENEFIT TO THE INDUSTRY.

AGAIN THE INTENT OF THIS BILL IS TO PROVIDE INDUSTRY WITH ADDITIONAL PERMIT OPTIONS WHEN THE NEED TO MOVE OVERWEIGHT LOADS ARISES. WE URGE YOUR SUPPORT FOR THIS BILL.

HOUSE OF REPRESENTATIVES  
VISITOR'S REGISTER

Highways COMMITTEE BILL NO. SB 49, SB 91, SB 104  
DATE 2-6-95 SPONSOR(S) Sen. Swygood, Sen. Cole, Sen. Hargrove, Sen. Nelson  
<sup>a SB 160</sup>

PLEASE PRINT

PLEASE PRINT

PLEASE PRINT

NAME AND ADDRESS	REPRESENTING	SUPPORT	OPPOSE
<del>Dave Ball</del>	MDT SB 49 91	✓	
Pat Saundon	MTT 104	✓	
T Barnard	MDT SB 160	✓	
Dem Roberts	Dept of Justice SB 49	✓	
Ben Howard	MT Motor Carriers SB 49 SB 91 SB 104	✓	
Phyllis Johnson	NFIB SB 49	✓	

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