

## **MINUTES**

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

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

**Call to Order:** By **CHAIRMAN SHIELL ANDERSON**, on January 20, 1995,  
at 3:06 p.m.

#### **ROLL CALL**

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

Rep. Shiell Anderson, Chairman (R)  
Rep. Rick Jore, Vice Chairman (Majority) (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. Linda McCulloch (D)  
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)  
Rep. Jack Wells (R)

**Members Excused:** None

**Members Absent:** None

**Staff Present:** Connie Erickson, Legislative Council  
Kim Greenough, Committee Secretary

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

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

Hearing: HB 246  
HB 248  
HB 194  
Executive Action: HB 111 Do Pass

{Tape: 1; Side: A; Approx. Counter:010; Comments: None.}

HEARING ON HB 246

Opening Statement by Sponsor:

REP. JOE QUILICI, House District 36, Butte, said that HB 246 was introduced at the request of the Department of Transportation. The bill would change the limit on contracts from \$10,000 to \$50,000 before the contractors would have to go into a competitive bid. HB 246 would save money for the cost of a competitive bid.

Proponents' Testimony:

Gary Gilmore, Operations Engineer, Engineering Division, Montana Department of Transportation, stated that the bill was originally passed over 20 years ago and that was when the \$10,000 figure was put into law. He also said that due to inflation, the costs of construction have risen.

Carl Schweitzer, Montana Contractors Association, stated that HB 246 was an acceptable bill to his association.

REP. ERNEST BERGSAGEL, House District 95, Malta, spoke in support of HB 246.

Opponents' Testimony: None

Informational Testimony: None

Questions From Committee Members and Responses:

REP. JACK WELLS asked what criteria would the Department base the decision to not have a bid on a project under \$50,000. Gary Gilmore replied that it would be specialty contracts, such as traffic signals, lighting, and things that are beyond the scope of a local government.

REP. JACK WELLS asked if there might be someone there to do a "check and balance," so these projects wouldn't be done as a "matter of course." Mr. Gilmore replied that the Department doesn't see a problem arising from the passage of HB 246. He also stated that there is a commission that over sees these projects.

REP. DAN MCGEE asked if HB 246 would apply to engineering design, new construction, or reconstruction. Mr. Gilmore replied no, that there would not be a burden put on the local governments.

REP. DAN MCGEE asked if the bill deals with only the relationship with the local governments. Mr. Gilmore replied no.

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REP. DAN MCGEE stated that the bill is oriented to operations, not new construction or reconstruction. Mr. Gilmore replied yes, that the Department doesn't consider it as new construction.

REP. DAN MCGEE stated that as he read the bill, anything the Department of Transportation does under \$50,000 does not have to go under bid. Mr. Gilmore replied that REP. MCGEE should look at the language in the bill and he would find that it says that the bill only refers to construction contracts.

REP. BILL RYAN asked why there was such a big jump from \$10,000 to \$50,000. Mr. Gilmore replied that last year there were 13 contracts that were under \$50,000. He also stated that the bigger the contracts the more complex they get.

REP. MARIAN HANSON asked if the Department determines if the project is over or under \$50,000. Mr. Gilmore replied yes.

Closing by Sponsor:

REP. JOE QUILICI stated that HB 246 is a cost-of-living bill.

{Tape: 1 Side: A; Approx. Counter: 394; Comments: None.}

HEARING ON HB 194

Opening Statement by Sponsor:

REP. ELLEN BERGMAN, House District 4, Miles City, stated that HB 194 would repeal 60-2-218 which requires the Department of Transportation to erect and maintain "welcome" and "farewell" signs on the borders of the state. SEE EXHIBITS 1, 2, 3.

Proponents' Testimony:

Bruce Barrett, Maintenance Division, Montana Department of Transportation, stated that the Department of Transportation supports HB 194.

John Blacker, Administrator, Maintenance Division, Montana Department of Transportation, spoke in support of HB 194.

Jerry Knutson stated that he is opposed to the signs in current law. He also said that surrounding states have nice signs and the signs in current law are not nice.

Opponents' Testimony: None

Informational Testimony: None

Questions From Committee Members and Responses:

REP. MATT BRAINARD asked if the State would save money with the passage of this bill. REP. ELLEN BERGMAN replied that the State would save \$200,000.

Closing by Sponsor:

REP. ELLEN BERGMAN thanked the committee and urged their support.

{Tape: 1; Side: A; Approx. Counter: 706; Comments: None.}

HEARING ON HB 248

Opening Statement by Sponsor:

REP. ERNEST BERGSAGEL, House District 95, Malta, stated that HB 248 would allow schools to participate in the testing for drivers licensing. He said the bill came to the legislature during the special session in 1993. He stated that HB 248 would also move the four-year renewal to an eight-year renewal with provisions for people under 21 and over 75 years of age. The reasons for those provisions is the proof of accidents in those age groups. He said that having eight-year renewals instead of four-year renewals will provide an increase in revenue to the State of Montana. He also added that he would like to offer a technical amendment. SEE EXHIBIT 4.

Proponents' Testimony:

Brenda Nordland, Assistant Attorney General, Motor Vehicle Division, Montana Department of Justice, spoke in support of HB 248. SEE EXHIBIT 4 AND 6.

Dean Roberts, Administrator, Motor Vehicles Division, Montana Department of Justice, stated that he was the head of the task force concerning this issue.

Robert Runkel, Office of Public Instruction, stated that he supported HB 248. This would allow schools to take part in the drivers licensing process.

Mike Bulluck, Supervisor, Drivers Education Program, Helena Public Schools, stated he supported HB 248 and the pilot program he conducted was successful.

Roger McGlenn, Executive Director, Independent Insurance Agents Association of Montana, stated he was a member of the task force and supported HB 248.

Dan Purcell, Montana Traffic Safety Association, spoke in support of HB 248.

Opponents' Testimony: None

{Tape: 1; Side: B; Approx. Counter: 002; Comments: New Side.}

Informational Testimony: None

Questions From Committee Members and Responses:

REP. JOE TROPILA asked if HB 248 had a fiscal impact. **Brenda Nordland** replied yes, that more money would go into the general fund in the next four years.

REP. JOE TROPILA asked if counties would lose revenue. **Ms. Norland** answered no.

REP. ROGER SOMERVILLE asked how much it would cost an individual who has had their license suspended to get it renewed. **Ms. Nordland** replied that HB 248 would not change that incident, but would result in a duplicate license fee.

REP. DAN MCGEE asked if the insurance industry had done research showing that most accidents occur with people up to the age of 21. **Roger McGlenn** replied that in the personal automobile insurance the age of youthful operators are rated higher than adult operators. The age will vary from company to company. The statistics definitely show that youthful operators have a higher number of accidents.

REP. DAN MCGEE stated that he was concerned about the 21 year age limit on the four-year renewal. **Mr. McGlenn** replied that this bill would have no insurance impact.

**Dean Roberts** supplied the committee with statistics on young drivers. **SEE EXHIBIT 5.**

DAN MCGEE asked if there were problems with drivers between the age of 21 and 25. He also stated that he had received a lot of mail in opposition to an eight year license renewal. **Ms. Nordland** replied that the 21 year age limit is a practical consideration because that is the current drinking age and the state is already having several transactions at this age because these people want to change their licenses from a youthful license to an adult license.

REP. BOB CLARK asked if there was an age limit on people who would be able to go through the cooperative drivers testing and training program. **Mr. Roberts** replied to his understanding they had to be in high school. REP. CLARK asked if the school board could allow older people to participate in these programs. **Mr. Roberts** replied yes.

**REP. BOB CLARK** asked if this bill would cost the State additional funds. **Ms. Nordland** replied that it would come out of the individuals' pockets for the renewal fees. So, it would not cost the State additional funds.

**REP. ROD MARSHALL** asked how they came up with the 75 year old age cap. **Ms. Nordland** replied that they used a California study and between the ages of 70 to 74 the rate of accidents go up. She also reported that the older driver drives less and has more accidents.

**REP. ROGER SOMERVILLE** asked if there were any private drivers education schools. **Ms. Nordland** replied that HB 248 would implement a new program without using additional full time employees. **Mr. Roberts** added that Montana does not currently have a private school available and that the government is not ready to give up the revenue from the Drivers Education program.

**REP. JACK WELLS** asked if it would take four or eight years to have everyone with an eight-year license. **Ms. Nordland** replied that in the second four-year window everyone would have an eight-year license.

**REP. JACK WELLS** asked why the fees would change. **Ms. Nordland** replied currently the State is making \$16 per license with this bill the State will make \$32 per license because it will be an eight-year license instead of an four-year.

**REP. ROGER SOMERVILLE** asked if these new licenses will be the new credit card type license. **Ms. Nordland** replied yes, they would be the digitized licenses.

**REP. ROGER SOMERVILLE** asked if this will cause people to renew their licenses earlier than planned and if it would throw off the schedule mentioned. **Ms. Nordland** replied the law specifies a window for the renewal process. Currently the window is six months. If HB 248 passes it will be an nine-month window.

**REP. PAT GALVIN** stated that his license expires in 1996 and he will be 70 years old. He asked if he would have an eight-year license at that time. **Ms. Nordland** replied no, he would have a five-year license at that time. Then when he would turn 75 he would have a four-year license from then on.

**REP. PAT GALVIN** asked if his renewal will be an odd day on the first of July. **Ms. Nordland** replied yes.

**REP. PAT GALVIN** asked if he would be subjected to the visual exam. **Ms. Nordland** replied yes.

**REP. MARIAN HANSON** asked how these licenses would be prorated. **Ms. Norland** replied that current law already provides that it will be \$4 per year.

**CHAIRMAN SHIELL ANDERSON** asked if there will be a renewal notice. **Ms. Nordland** replied no. **Mr. Roberts** added that there have never been notices sent.

**CHAIRMAN SHIELL ANDERSON** asked if the commercial drivers license holders would receive a notice. **Mr. Roberts** replied no. **CHAIRMAN ANDERSON** asked if it would be possible to amend the bill to add that the State notify commercial drivers license holders. **Mr. Roberts** replied that there would be a nine-month window for these people. He also added that they should know when their licenses expire as it is their livelihood. He stated that presently the commercial drivers license holder has to have a physical examination every two years.

**CHAIRMAN SHIELL ANDERSON** asked if it would be possible to have these notices sent out and be funded by the renewal fee. **Mr. Roberts** replied yes, that they used to send a postcard and the citizen would pay the fee.

**Closing by Sponsor:**

**REP. ERNEST BERGSAGEL** stated that if the committee wanted to send out notices on the commercial drivers licenses, he would recommend not to do it on this bill. He stated that this is a private license bill. He also added that new licenses are a law enforcement program and the digital system sends out photos nationwide.

*{Tape: 1; Side: B; Approx. Counter: 275; Comments: None.}*

**EXECUTIVE ACTION ON HB 111**

**Motion:** **REP. MARIAN HANSON MOVED HB 111 DO PASS.**

**Discussion:**

**CHAIRMAN SHIELL ANDERSON** asked for information regarding the labor union.

**Tom Schneider** stated that there is a problem with the language in Section 2, paragraph 2. He also said that he does not have a problem with the bill as written. If the language is taken out the Department will not support it.

**CHAIRMAN SHIELL ANDERSON** asked if these officers have a contract. **Mr. Schneider** replied no.

*{Tape:2; Side: A; Approx. Counter: 003; Comments: New tape.}*

**Motion:** **REP. DAN MCGEE MOVED TO AMEND HB 111.**

**Discussion:**

REP. DAN MCGEE explained that his amendment would strike lines 21 and 22 in section 2 of the bill. He stated that the committee should not be in the process in guaranteeing these positions.

REP. JOE BARNETT stated that this language, currently in the bill, would bring it in line with the title of the bill.

REP. LINDA McCULLOCH stated that if this language is taken out this will take jobs away from Montanans.

REP. CHARLES DEVANEY asked if the committee had Dave Galt's comments on this issue. Dave Galt replied that he has no intention of cutting people's jobs.

REP. BILL RYAN stated that the committee should not be cutting jobs.

REP. BOB CLARK stated that it would be a slap in the face of these employees if they take this language out of the bill.

REP. JOE BARNETT stated that the language in the bill is too broad. He also said a job should not be guaranteed by law.

REP. BOB CLARK stated that weigh stations have been closed in the past and most employees have been moved to other jobs.

REP. ROGER SOMERVILLE stated that he would assume the agency could manage their people and move them to another job if necessary. He also said that he opposed the McGee amendment.

REP. JEANETTE MCKEE stated that the bill says that the State could not terminate someone because of this agreement. It is not saying that they could not terminate someone if they are not doing their job well.

REP. ROD MARSHALL stated that he opposed guaranteeing a person's job in law.

REP. CHARLES DEVANEY stated that he opposed the amendments.

REP. RICK JORE stated that he supported the amendment. He said that the wording is not appropriate to the intent of the bill.

REP. BILL RYAN stated agreed with REP. JEANETTE MCKEE.

CHAIRMAN SHIELL ANDERSON stated that government should be run like a business. He said that the State should not be guaranteeing jobs.

REP. DAN MCGEE stated that he is not advocating any one person's loss of a job. He said that contracts are for employment, not for the law.



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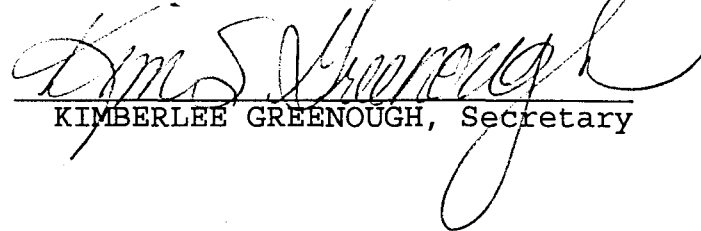
Vote: The question was called. A roll call vote was taken.  
Motion FAILED 10 to 6. SEE EXHIBIT 7.

Motion/Vote: REP. JOE TROPILA MOVED HB 111 DO PASS. The  
question was called. A voice vote was taken. Motion CARRIED 12  
to 4 with REP. McGEE, REP. MARSHALL, REP. BARNETT, REP. JORE  
voting no.

ADJOURNMENT

Adjournment: 4:57 p.m.

  
\_\_\_\_\_  
REP. SHIELL ANDERSON, Chairman

  
\_\_\_\_\_  
KIMBERLEE GREENOUGH, Secretary

SA/ksg

# HOUSE OF REPRESENTATIVES

## Highways

ROLL CALL

DATE 01-20-95

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

January 21, 1995

Page 1 of 1

Mr. Speaker: We, the committee on Highways and Transportation report that House Bill 111 (first reading copy -- white) do pass.

Signed: *Kim J. Greenough*  
Shiell Anderson, Chair  
for Rep. Shiell Anderson

Committee Vote:

Yes 14, No 4. Rep. McGEE, Rep. MARSHALL, Rep. Barnett 180724SC.Hdh  
& Rep. Jore Voting No.

**Testimony For HB 194**  
**Prepared By**  
**Montana Department of Transportation**

Sponsored By: Representative Ellen Bergman

Testimony May Be Presented By: Representative Ellen Bergman,  
John Blacker and/or Bruce Barrett

Purpose: Repeal 60-2-218 which requires the Department of  
Transportation to erect and maintain welcome and  
farewell signs.

History of "Welcome & Farewell" Signs

In 1962, the Department adopted a design for welcome and farewell signs that were large in size and were constructed of large dimension timber and planking. The signs were placed close to the road to resemble a gate in a fence. On one side of one sign was inscribed "The Gate is Open -- Welcome To Montana", and on the other side of the other sign was inscribed "So Long! -- Come Again to Montana". These signs were placed at all border crossings.

In 1972, the Department adopted a new design for "Welcome to Montana" signs. Essentially they were guide signs with green background and white lettering. During the period 1962 to 1972, the timber signs proved difficult to maintain and became a liability when they no longer met federal safety standards. As the signs became unserviceable, they were removed. Those that were not removed as a result of required maintenance, were replaced when the new "white on green" signs were adopted.

In 1987, the "Welcome to Montana" signs were again re-designed. The art-work from the State Centennial Logo was used with the words "Welcome to" added. 29 signs were installed by construction contract between January and October of 1987 -- in advance of the State Centennial. These signs remain the "present" design and are maintained by the department at all 29 locations. The proposed legislation will have no impact on these signs.

History of 60-2-218

In 1989, the legislature directed the department to design, erect, and maintain "Welcome and Farewell" signs at four Interstate border crossings and all federal-aid primary border crossings, which consists of 12 locations. The legislation further specified general sizes of the signs and required that they be similar to the 1962 design.

61-8-202 MCA requires the department to adopt a manual for a uniform system of traffic control devices and further requires the department to correlate with and so far as

possible conform to the (federal) Manual on Uniform Traffic Control Devices (MUTCD).

During the period 1989 through 1993, the department attempted, but was unable, to comply with 60-2-218, 61-8-202 and the MUTCD.

The timber materials were not readily available and would have come from Oregon at substantial cost. There was not a federally approved break-away device for such large posts, subsequently the signs would have to be placed 30 feet or more from the edge of the driving lane -- dramatically reducing the "gate effect". Basically, the department was unable to design the required signs, achieve the intent of the legislation, and be in compliance with federal signing standards.

In 1993, the legislature inquired as to the status of the signs. The department informed the legislature that they were not installed and cost was the primary issue. The legislature, in HB 5, earmarked \$200,000 for construction of the signs.

The department went back to drawing board. A new type of signing material that resembles treated timber was located. It is essentially plywood covered with fiberglass. The cost of the signs could be reduced using this material and future maintenance would be cheaper. The size of the posts remained the biggest problem. There is still not a federally approved break-away device for a large post. Subsequently, the signs would still have to be placed a minimum of 30 feet from the edge of the driving lane. In some locations, the department may not own sufficient right-of-way to install the signs.

For the following reasons, the department has requested repeal of 60-2-218 MCA:

- The department cannot design and erect the required "Welcome to Montana" signs to create a "gate-effect" and be in compliance with 61-8-202 MCA and the MUTCD.
- For 4 Interstate and 12 Primary border crossings the department would have to spend \$247,000 -- to replace serviceable signs that are already at the required locations.

In summary, the department has installed, and is maintaining, "Welcome to Montana" signs at 29 border crossings. The department will continue to have and maintain signs at the 29 locations.

By repealing 60-2-218 MCA, the department will no longer be statutorily required to construct signs that cannot meet the

EXHIBIT 1

DATE 1-20-95

HB 194

intent of the legislation without being in conflict with another statute and federal signing standards. It will also allow reversion of the \$200,000 that remains in the Long Range Building Program as enacted by the 53rd Legislature in HB 5.

## Present Locations of "Welcome To Montana" Signs

I-15  
Idaho Line  
Canadian Line

I-90  
Idaho Line  
Wyoming Line

I-94  
North Dakota Line

US-2  
Idaho Line  
North Dakota Line

US-12  
Idaho Line  
North Dakota Line

US-20  
Idaho Line (Targhee Pass)

US-89  
Canadian Line  
Yellowstone National Park (Gardiner)

US-93  
Idaho Line  
Canadian Line

US-212  
Wyoming Line (South of Red Lodge)  
Wyoming Line (South of Alzada)

US-310  
Wyoming Line

Mont 5  
North Dakota Line

Mont 13  
Canadian Line

Mont 16  
North Dakota Line (JCT 16 & 200)  
Canadian Line

Mont 23  
North Dakota Line

Mont 24  
Canadian Line

Mont 59  
Wyoming Line

Mont 72  
Wyoming Line

Mont 87  
Idaho Line

Mont 200  
Idaho Line

Mont 287  
Yellowstone National  
Park

Glacier Nat'l Park  
Port of Chief  
Mountain



EXHIBIT 2  
DATE 01-20-95  
HB 194



*A picture of the old  
sign we were asked  
to duplicate. The  
rest is plans and costs  
to do that.*

Present Locations of "Welcome To Montana" Signs

I-15  
Idaho Line  
Canadian Line

Mont 59  
Wyoming Line

I-90  
Idaho Line  
Wyoming Line

Mont 72  
Wyoming Line

I-94  
North Dakota Line

Mont 87  
Idaho Line

US-2  
Idaho Line  
North Dakota Line

Mont 200  
Idaho Line

US-12  
Idaho Line  
North Dakota Line

Mont 287  
Yellowstone National  
Park

US-20  
Idaho Line (Targhee Pass)

Glacier Nat'l Park  
Port of Chief  
Mountain

US-89  
Canadian Line  
Yellowstone National Park (Gardiner)

US-93  
Idaho Line  
Canadian Line

US-212  
Wyoming Line (South of Red Lodge)  
Wyoming Line (South of Alzada)

US-310  
Wyoming Line

Mont 5  
North Dakota Line

Mont 13  
Canadian Line

Mont 16  
North Dakota Line (JCT 16 & 200)  
Canadian Line

Mont 23  
North Dakota Line

Mont 24  
Canadian Line

EXHIBIT 4  
DATE 01-20-95  
HB 248

Amendments to House Bill 248  
First Reading Copy

Requested by Department of Justice  
Prepared by  
Beth Baker, Department of Justice

1. Page 8, line 8.  
Following: "and"  
Insert: "25%"
2. Page 8, line 13.  
Following: "and"  
Insert: "3.75%"
3. Page 8, line 21.  
Following: "and"  
Insert: "8.75%"
4. Page 8, line 24.  
Following: "and"  
Insert: "62.5%"

## 1993 DRIVER / ACCIDENT STATISTICS

Furnished by:  
Montana Highway Patrol Division and Motor Vehicle Division

<u>Age of Driver</u>	<u>All Accidents</u>	<u>Total Licensed Drivers</u>	<u>Percentage of Acc/Drivers by Age</u>
15	805	5,690	14.15%
16	1,231	9,316	13.21%
17	1,294	10,964	11.80%
18-19	2,424	23,521	10.31%
20-24	4,216	64,737	6.51%
25-34	6,296	141,618	4.45%
35-44	5,722	162,783	3.52%
45-54	3,329	116,058	2.87%
55-64	2,013	76,628	2.63%
65-74	1,494	67,687	2.21%
75 & older	1,077	60,743	1.77%
Totals	29,901	739,745	4.04%

EXHIBIT 6  
DATE 01-20-95  
HB 248

**DEPARTMENT OF JUSTICE**  
**House Bill 248: Driver Licensing Revisions**

Purpose

- ▶ Allows the Department of Justice, in cooperation with the Office of Public Instruction and interested school districts, to implement a statewide cooperative driver testing program
- ▶ Changes the term of a driver's license from 4 to 8 years for most drivers
- ▶ Clarifies driver licensing eligibility requirements and allows electronic records transfer

Background

HB 248 incorporates the recommendations of a 12-member task force that spent four months analyzing the process by which Montana drivers are licensed. Appointed by Attorney General Joe Mazurek, the task force included representatives from the Legislature, the insurance industry, law enforcement, and state and local government. Its objective was to find ways, given reductions in staffing, to make driver licensing more efficient without jeopardizing public safety.

▶ Cooperative Driver Testing Program

*HB 248 authorizes a voluntary cooperative driver testing program (CDTP) for those school districts and instructors that choose to participate and are approved by the Department of Justice and Office of Public Instruction.*

On average, 12,000 students complete driver education courses in Montana each year. When the course ends, the graduates overwhelm driver exam stations seeking licensure. It takes a driver examiner approximately 4 minutes to distribute and correct a written knowledge test and at least 15 minutes to administer a road test. The task force found that significant time savings could be achieved by allowing driver education instructors, who are familiar with the individual student drivers, to administer written and road tests to that student. If the student passes, the instructor would certify that student for a testing waiver by the Department.

To ensure the safety of the driving public, only those instructors who comply with regulations of the Department and the Superintendent of Public Instruction will be authorized to certify testing waivers. CDTP will be available only to school districts that wish to take advantage of the program.

A pilot CDTP program in Helena School District No. 1, with 900+ students participating, demonstrated the potential effectiveness of the program. Most students received at least written testing waivers, significantly reducing the time required to examine these students and issue their licenses. Inconvenience to parents and students was also reduced by minimizing time spent in often long, slow-moving lines at busy driver exam stations.

► Age-Restricted Eight-Year Driver Licenses

*HB 248 increases the length of time that a driver's license is valid from four to eight years, except for drivers under age 21 or over age 75.*

For most Montana drivers, driver's license renewals every four years involves paying the license fee, taking a vision test, and getting an updated photograph. Although the 53rd Legislature authorized mail renewal for drivers with good driving records, the task force concluded that an eight-year driver's license for persons between the age of 21 and 75 would be less bureaucratic and more efficient without jeopardizing driver safety.

For licensees under age 21, the task force recommended that the license expire upon the person's 21st birthday. There are two principal reasons for this age distinction.

→ Most youthful drivers already request a new driver's license when they turn 21, so they have evidence of adulthood. Requiring that new license would put these drivers on notice that their driving records prior to age 21 could be the subject of a counselling session upon license renewal.

→ The accident rate of Montana drivers age 19 and under is significantly higher than for those over 25. Likewise, national statistics show that the crash rate per mile for drivers 15-20 years old is about 4 times as high as the rate for adults.

Older drivers are also a special concern. Studies show that when adjusted for miles driven, older drivers' accident involvement rate rivals that of teens and increases notably at age 75, even though drivers less than ten years younger (ages 65-69) enjoy the lowest mile-adjusted accident rate of all. Both the youngest and oldest drivers (except those 85 and older) have higher mileage-adjusted citation rates.

The task force recommended that four-year license cycles commence upon a driver's seventy-fifth birthday.

*HB 248 will improve efficiency of driver examination and will lessen the amount of time most Montanans spend at driver exam stations to renew their driver's licenses. The result: a more convenient process for Montana drivers with no adverse effect on public safety.*

January 20, 1995

## HOUSE OF REPRESENTATIVES

EXHIBIT 7DATE 01-20-95HB 111

## ROLL CALL VOTE

## Highways

DATE January 20, 1995 BILL NO. HB 111 NUMBER 10-6MOTION: To Amend HB 111. Strike line 21 and  
22. Rep. Dan McGEE

NAME	AYE	NO
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 OF REPRESENTATIVES

## VISITOR'S REGISTER

Highways

COMMITTEE

BILL NO. HB 246, HB 248DATE 01-20-95

SPONSOR(S)

Rep. Quilici, Rep. Bisognier,  
Rep. Bergagel

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NAME AND ADDRESS	REPRESENTING	BILL	OPPOSE	SUPPORT
Jay T Andrew		194		X
Dean Roberts	Dept of Justice	248		X
Bruce Barrett	Dept of Trans	194		X
Roger McGlen	INDEPENDENT AGENTS ASSOC. of MT	248		X
Brenda Nordlund	DOJ	248		X
Dan Porcell	MT Traffic Safety			X
Robert Funk	OPI	248		X
Mike Baiblock	Helena Public Sch	248		X
Joe Linder	Dist 36	248		X
Jim Shockley	Eng & Survey Board	147		
Carl Schweitzer	Mont Dist Air	244		X
D John Blacker	MDT	194		X
GARY GILMORE	MDT	246		✓

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