

MINUTES

MONTANA HOUSE OF REPRESENTATIVES 54th LEGISLATURE - REGULAR SESSION

COMMITTEE ON HIGHWAYS & TRANSPORTATION

Call to Order: By **CHAIRMAN SHIELL ANDERSON**, on January 30, 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. Dore Schwinden (D)
Rep. Roger Somerville (R)
Rep. Joe Tropila (D)
Rep. Jack Wells (R)

Members Excused: Rep. Bill Ryan

Members Absent: None

Staff Present: Greg Petesch, Legislative Council
Kim Greenough, Committee Secretary

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

Committee Business Summary:

Hearing: HB 314
HB 34
SB 47
SB 53

Executive Action: SB 53 Be Concurred In
HB 294 Do Pass as Amended
HB 314 Tabled

HEARING ON HB 314

Opening Statement by Sponsor:

REP. AUBYN CURTISS, House District 81, Fortine, explained HB 314.
EXHIBIT 1

Proponents' Testimony:

Bob Gilbert, Montana Volunteer Firefighters Association, stated that HB 314 would distinguish firemen from the general public. He also said that this special plate would not just be a vanity plate, it would also help the law enforcement to serve the public.

James Lofftos, President, Montana Fire Distributors Association, stated that HB 314 would help identify the volunteer firemen.

Opponents' Testimony:

Cort Harrington, Montana County Treasurers Association, stated that he does not have a problem with the firefighters or any other group requesting specialized plates. He also stated that there are an excess of 30 different types of specialized plates and he feels this would promote bad public policy. He said that the counties have to store all of these plates and his concern was when the State was going to stop making these plates.

Informational Testimony:

Dean Roberts, Montana Department of Justice, Motor Vehicle Division, stated he was neither a proponent or an opponent and he was here to offer some information or answer questions. He stated that HB 314 would provide revenue of \$2000 in fiscal year 1996 and \$2000 in fiscal year 1997 to the counties and \$14,000 revenue in 1996 and \$32,000 in 1997 for the firefighter training school.

Questions From Committee Members and Responses:

REP. DON LARSON asked how a person would show that he or she was a certified firefighter. Bob Gilbert responded that the bill addresses that issue on page 6, line 27.

REP. DON LARSON asked what if a firefighter dropped out of the firefighting unit. Mr. Gilbert replied that they would be required to surrender their plates.

REP. JOE BARNETT asked if there was a cost shift to the counties. Cort Harrington stated no, but there is always an expense with these specialized license plates because they require special handling.

REP. JOE BARNETT asked if there is a "cost shift" to the counties. Mr. Harrington replied that he was not prepared to answer that question.

REP. ROGER SOMERVILLE asked if in order to handle these plates all they would have to do was push an extra button on the computer. Mr. Harrington replied that it would not be as simple as pushing an extra button on the computer. He said that the counties would have to special order these plates and they will not have them in stock. He said it would not be a large problem.

REP. JOE TROPILA asked why couldn't a firefighter have a special decal made to stick on their bumpers. Bob Gilbert stated that it would be possible, but it would not cover the state firefighting school.

REP. JOE TROPILA asked why couldn't they sell the decals. Bob Gilbert replied yes.

REP. ROGER SOMERVILLE asked why they would limit the firefighter to one set of plates. What if they have more than one vehicle. Mr. Gilbert replied that it was a good idea.

Closing by Sponsor:

REP. AUBYN CURTISS stated that she would not object to an amendment to have retired firefighters taken out of the bill. She also said HB 314 would improve law enforcement.

{Tape: 1; Side: A; Approx. Counter: 779; Comments: None.}

HEARING ON SB 34

Opening Statement by Sponsor:

SEN. CHARLES SWYSGOOD, Senate District 17, Dillon, stated that SB 34 was introduced at the request of the Department of Justice. He said that this bill would bring the commercial drivers license law into compliance with federal regulations. This would change the alcohol testing requirements. This bill would take .04 out of law and put in any reasonable amount up to .04.

Proponents' Testimony:

Brenda Nordland, Montana Department of Justice, Motor Vehicle Division, stated that SB 34 has three components. She said that this would embark on a pilot program that would allow testing by a third party with certification. She said currently there are only three examiners in the state able to conduct these tests. This will decrease the demand on these examiners. She also said that farm vehicles would also be affected by the bill because currently they are not in compliance with federal law. SB 34 would also have restrictions on age limits for commercial drivers

licenses. She said the final section would allow drivers to be checked for alcohol if suspected to be operating over a .04 blood alcohol level. She said if they are over .04 they will have the commercial drivers license suspended, if they are under .04 they will not, but will be susceptible to a 24 hour out of service order if alcohol was present.

{Tape: 1; Side: B; Approx. Counter: 098; Comments: New Side.}

Ben Havdahl, Montana Motor Carriers Association, supported SB 34. He said that when the commercial drivers license was introduced in 1989 they supported the alcohol testing. He also said that the federal regulations needed to be adopted.

Opponents' Testimony: None.

Informational Testimony: None.

Questions From Committee Members and Responses:

REP. PAT GALVIN asked if all large trucking firms support SB 34. **SEN. CHARLES SWYSGOOD** replied yes, they do not have a choice because it is federal law.

REP. PAT GALVIN asked if the farmers who are also commercial would be affected. **SEN. CHARLES SWYSGOOD** replied that this bill would not relate to what **REP. GALVIN** was talking about.

REP. PAT GALVIN asked if farmers were waived from these laws. **SEN. CHARLES SWYSGOOD** replied no.

REP. DAN MCGEE asked if the human body produces alcohol in measurable amounts without consuming alcohol. **Brenda Nordland** replied that she was not familiar with that.

REP. DAN MCGEE asked how the testing would be done. **Brenda Nordland** replied with a breathalyzer.

REP. JOE TROPILA asked where in the bill does it say 24 hours. **Ms. Nordland** replied it is not in the bill, it is in current law.

CHAIRMAN SHIELL ANDERSON asked if the committee could amend the bill to send out notices on expired commercial drivers licenses. **SEN. CHARLES SWYSGOOD** replied that he is a commercial drivers license holder and it is how he makes his living. He said that he knows when his license expires and that he makes a point of knowing. He said he feels **CHAIRMAN ANDERSON'S** proposed amendment would not be necessary.

Closing by Sponsor:

SEN. CHARLES SWYSGOOD closed.

{Tape: 1; Side: B; Approx. Counter: 370; Comments: None.}

HEARING ON SB 47

Opening Statement by Sponsor:

SEN. CHARLES SWYSGOOD, Senate District 17, Dillon, stated that SB 47 would stagger registration of certain interstate commercial vehicle fleets. He said that these companies have so many things due in January that it is difficult for them to get it all accomplished. He said that the trucking companies can request when they want to register.

Proponents' Testimony:

Dave Galt, Administrator, Motor Carrier Services Division, Department of Transportation, spoke in favor of SB 47 and offered information. EXHIBIT 2

Ben Havdahl, Montana Motor Carriers Association, stated that when a company has a large fleet of trucks it is difficult for them to register their trucks. He said SB 47 is an excellent suggestion.

Opponents' Testimony: None.

Informational Testimony: None.

Questions From Committee Members and Responses:

REP. CHARLES DEVANEY asked if a company decides to split the registration of their fleets, how would the Department handle the differences between which vehicle went where. Dave Galt replied that they would have to keep track of each fleet separately.

Closing by Sponsor:

SEN. CHARLES SWYSGOOD stated that SB 47 would have an effective date of January 1, 1996. He said that the trucking companies would have to pay for the gap between registrations. He also said the bill would save the Department funds.

{Tape: 2; Side: A; Approx. Counter: 001; Comments: None.}

HEARING ON SB 53

Opening Statement by Sponsor:

SEN. MACK COLE, Senate District 4, Hysham, stated that SB 53 would broaden the definition of special fuels. He said it would eliminate the requirement to permit the use of special fuels on vehicles in the state. The bill also clarifies how the Department dyes these special fuels.

Proponents' Testimony:

William Salisbury, Administrator, Administration Division, Montana Department of Transportation, supported SB 53. EXHIBIT 3

Keith Olson, Montana Logging Association, stated that SB 53 would eliminate these special fuel reports.

Ben Havdahl, Montana Motor Carriers Association, stated that clear fuel is taxed and dyed fuel is not taxed. This bill would solve problems with the assessment of special fuels. He also said that having dyed fuels creates problems.

Bob Stephens, Montana Grain Growers, spoke in support of SB 53.

Opponents' Testimony: None.

Informational Testimony: None.

Questions From Committee Members and Responses:

REP. PAT GALVIN asked if Mr. Salisbury could describe the penalty for burning dyed fuel in a tractor. Bill Salisbury replied the fine would be \$500 for the first offense, \$1000 for second offense and \$2000 for the third offense.

Closing by Sponsor:

SEN. MACK COLE closed.

{Tape: 2; Side: A; Approx. Counter: 389; Comments: None.}

EXECUTIVE ACTION ON SB 53

Motion: REP. MATT BRAINARD MOVED SB 53 DO PASS.

Discussion: None.

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

EXECUTIVE ACTION ON HB 294

Motion: REP. HANSON MOVED HB 294 DO PASS.

Motion: REP. JOE TROPILA MOVED TO AMEND HB 294.

Discussion:

REP. JOE TROPILA stated that the amendment would strike \$100 and replace it with \$50.

REP. MATT BRAINARD stated that it should not be lowered to \$50 and opposed the amendment.

REP. CHARLES DEVANEY stated that most people do not carry \$100 cash with them and would not be able to post bond at scene.

REP. JACK WELLS asked if REP. CLARK could clarify if a person could not post bond at the scene and what the procedure would be. REP. BOB CLARK stated if the person is a resident of the State of Montana the person would be released without requiring a bond. He added that if the fine was \$100 or more it might bring more people into the courts.

REP. JACK WELLS asked if this would be an undue burden. CHAIRMAN SHIELL ANDERSON it would be for similar offenses.

REP. DAN MCGEE asked that "if a person only catches the first ten feet of a double line would a highway patrolman fine him or her." REP. BOB CLARK replied "most officers will not call it that close."

REP. DAN MCGEE asked if the officer would make a decision on the fine. REP. BOB CLARK replied no, that there is a bond schedule the officers go by that is furnished by the magistrate office and justice of the peace.

REP. DAN MCGEE asked how a person could be fined \$500. REP. BOB CLARK replied that a person that frequently misuses that particular law would have a higher fine.

REP. DAN MCGEE asked if these offenses are "broadcasted through the system somehow." REP. BOB CLARK stated that the insurance company might catch up with a person, but are not on the system in the patrol cars.

REP. DAN MCGEE stated that he agrees with the \$100 fine.

REP. JACK WELLS stated he supports the \$100 fine.

CHAIRMAN SHIELL ANDERSON stated that if there was a problem on Highway 93 the local government should know who is a violator.

REP. BOB CLARK stated that he feels that people who live on Highway 93 intentionally go slow to control speed and set up these type of situations.

Vote: The question was called on the amendment. A voice vote was taken. Motion CARRIED 12 to 6 with REP. CLARK, REP. WELLS, REP. BRAINARD, REP. BRAINARD, REP. McGEE and REP. HANSON voting no and REP. BILL RYAN voting yes by proxy.

Motion/Vote: REP. JOE TROPILA MOVED HB 294 DO PASS AS AMENDED. The question was called. A voice vote was taken. Motion CARRIED 17 to 1 with REP. CLARK voting no and REP. BILL RYAN voting yes by proxy.

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

EXECUTIVE ACTION ON HB 314

Motion: REP. DAN MCGEE MOVED HB 314 DO PASS.

Discussion:

REP. JACK WELLS stated that the committee was supposed to receive an updated fiscal note. CHAIRMAN SHIELL ANDERSON stated that Mr. Roberts explained the fiscal note.

REP. MATT BRAINARD asked if REP. CLARK feels these specialized plates are necessary for emergencies. REP. BOB CLARK replied no.

REP. DAN MCGEE asked if Dean Roberts could clarify the fiscal note. Dean Roberts stated that the operating expenses would be the only change in the fiscal note. It would require an additional \$8000.

Motion/Vote: REP. BOB CLARK MOVED HB 314 BE TABLED. The question was called. A voice vote was taken. Motion CARRIED 15 to 3 with REP. LARSON, REP. SOMERVILLE, REP. DEVANEY voting no and REP. BILL RYAN voting yes by proxy.

{Tape: 2; Side: B; Approx. Counter: 191; Comments: None.}


HOUSE HIGHWAYS & TRANSPORTATION COMMITTEE

January 30, 1995

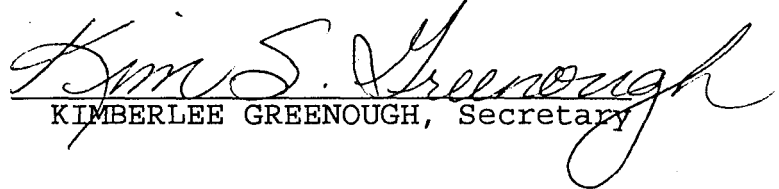
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ADJOURNMENT

Adjournment: 4:55 p.m.



REP. SHIELL ANDERSON, Chairman



KIMBERLEE GREENOUGH, Secretary

SA/ksg

HOUSE OF REPRESENTATIVES

Highways

ROLL CALL

DATE January 30, 1995

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	✓	Late 3:25pm	
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		✓	Late 3:30
Rep. Roger Somerville	✓		
Rep. Joe Tropila	✓		
Rep. Jack Wells	✓		



HOUSE STANDING COMMITTEE REPORT

February 1, 1995

Page 1 of 1

Mr. Speaker: We, the committee on **Highways and Transportation** report that **House Bill 294** (first reading copy -- white) do pass as amended.

Signed: Shiell R. Anderson
Shiell Anderson, Chair

And, that such amendments read:

1. Page 1, line 11.
Strike: "\$100"
Insert: "\$50"

-END-

Committee Vote:
Yes __, No __.

271215SC.Hbk



HOUSE STANDING COMMITTEE REPORT

February 1, 1995

Page 1 of 1

Mr. Speaker: We, the committee on **Highways and Transportation** report that **Senate Bill 53** (third reading copy -- blue) be concurred in.

Signed: *Shiell Anderson*
Shiell Anderson, Chair

Carried by: Rep. Jore

Committee Vote:
Yes 17, No 0.

271436SC.Hbk

Horse Hunsys 1-30-95
Pot Calvin

Has My Proxy

Wm. Regan

EXHIBIT 1
DATE 1-30-95
HB 314

TESTIMONY

January 30, 1995

HOUSE BILL ³¹⁴~~413~~

Mr. Chairman, Members of the Committee:

For the record, my name is Aubyn Curtiss, House District 81, which is west of Big Mountain and North of Libby.

Mr. Chairman, I am introducing House Bill 413 at the request of the Montana State Volunteer Firefighter' Association.

House Bill 413 seeks authorization of special license plates for volunteer firemen. Some of you may have heard a similar request last session which was not approved due to county treasurers' protests that it constituted an additional responsibility for which they were not re-imbursed.

This proposal provides that one dollar of the fees collected goes directly to the treasurers' offices for storage costs. The balance of the funds raised will be used to help pay for fire fighter training.

I am told that Dean Roberts of the motor vehicle division has stated that the value of the plates to law enforcement really justifies their existence, because it will help highway patrol and local officers easily identify helpers at an accident scene.

There are approximately 12,000 volunteer fire fighters and

another 800 paid fire fighters in Montana. The sale of these plates will provide for needed fire school training and is also a good way to recognize these volunteers for their time and efforts given to their communities.

~~No other notes required, because there is no cost to the State.~~

Thank you for your consideration and I would appreciate the right to close.

Aubyn Curtiss

Representative HD #81

EXHIBIT 2
DATE 1-30-95
SB 47

SENATE BILL: 47

SPONSOR: SENATOR SWYSGOOD

TESTIMONY SUBMITTED BY: DAVID GALT, ADMINISTRATOR

MOTOR CARRIER SERVICES DIVISION

DATE:

MR, CHAIRMAN, MEMBERS OF THE COMMITTEE, FOR THE RECORD MY NAME IS DAVID GALT AND I AM THE ADMINISTRATOR FOR THE MOTOR CARRIER SERVICES DIVISION. THE DEPARTMENT OF TRANSPORTATION SUPPORTS THIS BILL FOR THE REASONS STATED BY SENATOR SWYSGOOD.

*Define Prorate
Vehicles
Only*

OVER THE YEARS WE HAVE BEEN FACED WITH REQUESTS TO ALLOW PARTIAL PAYMENT OF PRORATE FEES, BECAUSE THE TOTAL BILL WAS TOO EXPENSIVE TO PAY IN ONE LUMP SUM IN JANUARY. WHEN WE LICENSE A CARRIER FOR OPERATION IN OTHER STATES WE MUST COLLECT THE TOTAL DUE FOR ALL THE OTHER STATES, PLUS ALL OF THE MONTANA PROPERTY TAX. THE ONLY AMOUNT WE COULD ACCEPT PARTIAL PAYMENT FOR IS THE GVW FEE PORTION. DEPENDING UPON THE PERCENTAGE OF MONTANA MILES A CARRIER OPERATES THIS MAY OR MAY NOT BE MUCH HELP TO THE CARRIER. STAGGERED REGISTRATION ALLOWS US TO COLLECT A FULL YEARS FEES BUT AT DIFFERENT TIMES OF THE YEAR. THIS BILL SETS UP FOUR REGISTRATION CYCLES:

- A) JANUARY TO DECEMBER
- B) APRIL TO MARCH
- C) JULY TO JUNE

D) OCTOBER TO SEPTEMBER

A LARGE CARRIER COULD THEN BREAK THEIR FLEETS INTO AS MANY AS FOUR DIFFERENT ACCOUNTS AND STAGGER THEIR REGISTRATION CYCLES. IN ESSENCE THEY COULD LICENSE ONE QUARTER OF THEIR FLEET, 4 TIMES A YEAR. THIS SOLUTION ALLOWS MCS TO COLLECT AND REMIT A FULL YEARS OPERATING FEES TO THE OTHER STATES AND BE IN COMPLIANCE WITH INTERNATIONAL LICENSING AGREEMENTS. THIS BILL ALLOWS MCS TO EVEN OUT THE WORKLOAD IN THE LICENSING SECTION AND EVENLY DISTRIBUTE MONTANA'S CASH COLLECTIONS THROUGH OUT THE YEAR.

THIS BILL DOES HAVE SOME DOWN SIDES DEPENDING UPON YOUR PERSPECTIVE:

1. MCS WILL LOSE THE ABILITY TO ACCEPT QUARTERLY PAYMENTS FOR THE GVW FEE PORTION OF THE PRORATE OPERATORS BILL. IT WOULD SIMPLY BE TOO COMPLICATED TO HAVE FOUR DIFFERENT ANNUAL CYCLES EACH WITH FOUR DIFFERENT BILLING FREQUENCIES. RATHER THAN FOUR BILLING FREQUENCIES WE WOULD THEN HAVE 16. A FEW CARRIERS HAVE EXPRESSED THIS CONCERN, HOWEVER AS WE POINT OUT, THEY WOULD BE ABLE TO SPLIT THEIR FLEET INTO MORE THAN ONE CYCLE AND ACHIEVE THE SAME PURPOSE AS QUARTERLY GVW FEE BILLING. ON THE OTHER HAND ELIMINATING THE QUARTERLY GVW FEE PAYMENT SAVES THE INDUSTRY LESS THAN \$30,000 IN RE-REGISTRATION FEES.

2. THERE WILL BE NO MORE GRACE PERIOD FOR CARRIERS TO GET THEIR LICENSE PLATES ON THEIR VEHICLES. ONE OF THE MAJOR CONCERNS IN THE

NATIONAL ARENA IS THE ABUSE OF GRACE PERIODS BY LESS THAN REPUTABLE CARRIERS. WITHOUT GRACE PERIODS MCS WILL HAVE TO START THE PROCESS EARLIER AND BE ABLE TO GET THE CREDENTIALS TO THE CARRIER IN PLENTY OF TIME TO MEET THE ENFORCEMENT DATE.

3. SOME CARRIERS EXPRESSED CONCERN THAT THEY WANT TO REMAIN IN A JANUARY TO DECEMBER CYCLE. IF THIS LEGISLATION PASSES, MCS CAN ACCOMMODATE ALL REQUESTS TO KEEP A CURRENTLY REGISTERED CARRIER IN ANY CYCLE THEY WANT TO BE IN. AFTER THE FIRST YEAR MCS WILL ASSIGN SPECIFIC REGISTRATION PERIODS TO NEW CARRIERS UNTIL EACH OF THE CYCLES HAS A PROPORTIONATE NUMBER OF REGISTRANTS.

4. MDT WILL DO IMPLEMENTATION RULES. *Committee approach, legwork we have already done*
WITH THE EXCITEMENT GENERATED DURING THE SPECIAL SESSION AND THE FEELINGS BY SOME LEGISLATORS THAT THIS IDEA WAS TOO GOOD TO WAIT UNTIL THE 1995 SESSION, MCS HAS DONE A CONSIDERABLE AMOUNT OF PREPARATION FOR THE IMPLEMENTATION OF STAGGERED REGISTRATION. WE HAVE SURVEYED ALL THE PRORATE CARRIERS TO SEE THE LEVEL OF INTEREST IN THIS PROGRAM. THE FIRST SURVEY IN SPRING OF 1994 WAS POSITIVE. OUT OF 1200 SURVEYS SENT, WE RECEIVED ABOUT 400 RESPONSES. 75% OF THOSE RESPONSES WERE IN SUPPORT OF STAGGERED REGISTRATION.

~~Remember the 1993 special session~~
Committee formed to work this up.
WE BELIEVE THIS BILL PRESENTS A WIN-WIN FOR BOTH GOVERNMENT AND INDUSTRY. MDT URGES YOUR SUPPORT FOR THIS BILL. THANK YOU.

January 30, 1995

Senate Bill 53

SUBMITTED BY: WILLIAM SALISBURY, ADMINISTRATOR
ADMINISTRATION DIVISION
MONTANA DEPARTMENT OF TRANSPORTATION

"AN ACT ELIMINATING LICENSING AND REPORTING REQUIREMENTS FOR VEHICLES OVER 26,000 LBS OPERATING INTRASTATE ONLY."

Eliminates the licensing and reporting requirements for vehicles over 26,000 lbs operating intrastate only; revising the definition of "special fuel" and "special fuel user"; clarifying the use of dyed special fuel used on the highway.

The Montana Department of Transportation appears before this committee to offer our support for Senate Bill 53.

The 1993 Regular Legislative Session passed HB539 which elevated the point of taxation on special fuel (diesel) to the distributor level.

Under the new law, special fuel users who operate solely within the state boundaries report the fuel consumption that's already taxed and accounted for at the distributor level. Since the tax is remitted at the distributor level, special fuel users file reports that result in no tax due on their report forms.

SB 53 broadens the definition of special fuel to include any additives mixed or blended into special fuel to expand the quantity of special fuel in a tanker. These additives are not metered at the terminal. This new definition encompasses additives, such as motor oil or mineral oil, that are mixed or blended into special fuel at the retail level and later sold with the tax collected from the consumer. The definition does not include additives, such as *FTPF* and *Power Service* for deicing, that consumers purchase off the shelves at service station or local chain stores.

Through this legislation, MDT will eliminate over 6,000 accounts from the special fuel user licensing and reporting requirements. The 1993 Legislature reduced staffing for the collections activity by 15% and the department is proposing an additional 5% reduction in collections staffing in the 1996-97 biennium. Passage of this legislation is critical to administration of the motor fuels function.

The Montana Department of Transportation urges this committee to give this proposal a do-pass recommendation.

HOUSE OF REPRESENTATIVES

VISITOR'S REGISTER

HIGHWAYS & TRANSPORTATION COMMITTEEBILL NO. HB 314, SB 34DATE 1-30-95SPONSOR(S) Rep. Curtiss, Sen. Swysgood
Sen. Cole

PLEASE PRINT

PLEASE PRINT

PLEASE PRINT

NAME AND ADDRESS	REPRESENTING	BILL	OPPOSE	SUPPORT
Bill Salisbury	Transportation	SB 53		
Brenda Nordlund	Justice / MVD	SB 34		X
JAMES D. LOFTOS	MT FIRE DIST ASSN	HB 314		✓
Dean Roberts	Justice / MVD	SB 34		✓
Dean Roberts	Justice / MVD	HB 314		
Ben Hovdahl	MT Motor Carriers	HB 34 47 53		X X X
Dave Bent	MD 1	SB 53 47		X X
Bonnie Alexander	MT Petroleum Marketers	SB 53		X
Bob Gilbert	MT Volunteer Firefighters Assn	HB 314		X
Carl Hanning	Mont County Treas	314	X	
KEITH OLSON	MT Logging Assn	SB 53		✓
Bob Stephens	MT Grain Growers	SB 53		✓

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