

MINUTES

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

COMMITTEE ON HIGHWAYS & TRANSPORTATION

Call to Order: By **CHAIRMAN SHIELL ANDERSON**, on March 8, 1995, at
3:21 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: SB 86
SB 281

Executive Action: SB 181 Be Concurred In As Amended
SB 205 Be Concurred In
SB 355 Be Concurred In As Amended
SB 245 Be Concurred In

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

HEARING ON SB 86Opening Statement by Sponsor:

SEN. DELWYN GAGE, Senate District 43, Cut Bank, stated that SB 86 would allow those people who have a fuel tax liability in excess of \$500 to electronically transfer the funds to the Department of Transportation. The bill would also allow them to file their reports by electronic media.

Proponents' Testimony:

Bill Salisbury, Administrator, Administration Division, Department of Transportation, spoke in support of SB 86

Opponents' Testimony: None.

Informational Testimony: None.

Questions From Committee Members and Responses:

CHAIRMAN SHIELL ANDERSON asked if SB 86 was the same bill that was in the Highways Committee last session that failed. Mr. Salisbury replied yes, but the current bill also allows these people to send records electronically. The bill last session would require electronic funds transfer. SB 86 would allow them to send records and funds electronically.

CHAIRMAN SHIELL ANDERSON stated that some of these people with fuel tax liabilities were already sending funds electronically. He asked if it was already allowed. Mr. Salisbury replied that SB 86 that this electronic funds transfer started at the Department of Revenue and then transferred over to the Department of Transportation, but the permission was not given over to the Department of Transportation.

Closing by Sponsor:

SEN. DELWYN GAGE stated that the original language of the bill that required electronic funds transfer had been changed in the Senate to allow electronic funds transfer.

{Tape: 1; Side: A; Approx. Counter: 114; Comments: None.}

HEARING ON SB 281Opening Statement by Sponsor:

SEN. BILL CRISMORE, Senate District 41, Libby, stated that SB 281 would allow the Department of Transportation to issue a term permit to tractor-semi combinations that would extend 53 feet in length, but would not exceed 57 feet.

Proponents' Testimony:

Dave Galt, Administrator, Motor Carrier Services Division, Department of Transportation, spoke in support of SB 281. EXHIBIT 9

Ben Havdahl, Montana Motor Carriers Association, spoke in support of SB 281. EXHIBITS 2 and 3

Don Allen, Montana Wood Products Association, spoke in support of the bill.

Opponents' Testimony: None.

Informational Testimony: None.

Questions From Committee Members and Responses:

REP. DON LARSON stated the federal government limits semi-trailers to 53 feet and the State of Montana authorizes these trailers to run at 55 to 57 feet. **Dave Galt** replied that the Federal government limited all states to a 53-foot limit. He also said that he would assume that they would have a grandfather clause to allow these longer vehicles.

REP. DON LARSON asked what would happen if a Montana truck with a 55-foot length goes into another state. **Mr. Galt** replied if that state does not have similar statutes these trailers could not leave the state.

REP. DON LARSON asked why the State of Montana limits these trailers to 53 feet if that is what the federal government is going to limit them at. **Mr. Galt** replied that the chip truck industry has been running these 55 foot trailers for a long time and Safeway trucks out of Spokane have 56 foot trailers. He said he would hate to limit it to 53 feet because the Department has been allowing these vehicles for so long.

REP. DAN MCGEE asked if this was current practice and the Department simply would like to get this into statute. **Mr. Galt** replied yes.

REP. DAN MCGEE asked if the federal government would threaten a withholding of highway funds. **Mr. Galt** replied that it would depend on how the federal law would come out. He stated that if the federal government did not grandfather these trailers the State would have to face those types of restrictions.

REP. DON LARSON asked if the committee could amend the bill for in-state operators only. **Mr. Galt** replied that the laws made in Montana are for people operating in Montana.

REP. PAT GALVIN asked if Ben Havdahl would explain one of his handouts. Ben Havdahl explained the handout. EXHIBIT 2
REP. PAT GALVIN asked if the Railway Progress Institution is linked to the American Association of Railroads. Mr. Havdahl replied that there is a lot of cooperation going on between the railways and the trucking industry.

Closing by Sponsor:

SEN. BILL CRISMORE stated that the main issue of SB 281 was that the State of Montana would be better off to have this in statute.

{Tape: 1; Side: A; Approx. Counter: 650; Comments: None.}

EXECUTIVE ACTION ON SB 181

Motion: REP. CHARLES DEVANEY MOVED SB 181 BE CONCURRED IN.

Motion: REP. CHARLES DEVANEY MOVED TO AMEND SB 181.

Discussion:

REP. CHARLES DEVANEY explained his amendments. EXHIBIT 4

Connie Erickson explained that only one of the amendments could be passed. EXHIBIT 4 and 5

{Tape: 1; Side: B; Approx. Counter: 001; Comments: New Side.}

REP. JEANETTE MCKEE asked if this would be a compromise for the task force.

REP. ROGER SOMERVILLE stated that these non-conforming signs are three times the size of the Charles Russell Painting in the House chambers. He said that these signs should not be grandfathered.

REP. DAN MCGEE stated that the Devaney amendment would be classified as conforming, when they really are not. REP. CHARLES DEVANEY replied yes.

REP. DON LARSON stated he is against the Devaney amendment because this would give these sign holders an advantage.

CHAIRMAN SHIELL ANDERSON asked if the 30 percent spent on maintenance was current law. Ms. Erickson replied yes.

REP. PAT GALVIN asked if they would restrict the size to 672 feet. REP. CHARLES DEVANEY replied yes. REP. PAT GALVIN said that the grandfathering in the bill would be larger than that 672 feet. Ms. Erickson stated that they would meet the new size requirements, but the issue is not the size, but the number of signs.

REP. PAT GALVIN asked if the size itself was conforming, but the amendment would mention the numbers of signs. **Ms. Erickson** replied yes.

CHAIRMAN SHIELL ANDERSON asked if this amendment was brought up in the Senate committee. **Ms. Erickson** replied no.

REP. PAT GALVIN asked if these signs were restricted to the same side of the highway. **Ms. Erickson** replied that the original bill restricted it to the same side of the highway, but the Senate Highways Committee amended it to say on both sides of the highway.

REP. DAN MCGEE stated that he was not comfortable calling something "conforming" when, in fact, it is "non-conforming." He also asked the committee to be careful with what they do with this bill.

Vote: The question was called on the **DEVANEY** amendment. **A voice vote was taken. Motion FAILED** with **REP. CHARLES DEVANEY, REP. RICK JORE, REP. JOE TROPILA** and **REP. BILL RYAN** voting yes.

Motion: **REP. JEANETTE MCKEE** MOVED TO AMEND SB 181.

Discussion:

REP. JEANETTE MCKEE explained her amendment. **EXHIBIT 5**

REP. CHARLES DEVANEY stated that the amendment would allow the signs to be maintained up to 75 percent of its value.

REP. PAT GALVIN asked if the amendment refers to numbers. **Ms. Erickson** replied yes, that the structure would have to meet size requirements, but would exceed the number requirement.

REP. JEANETTE MCKEE stated that even though these signs are "non-conforming" signs, they would not make them tear these signs down.

REP. PAT GALVIN stated that the intent of the SB 181 was to reduce the numbers of these signs. **REP. JEANETTE MCKEE** replied that her amendment would be a compromise.

REP. PAT GALVIN asked what the task force thought of this amendment. **Dan Pennell** stated that this issue was never discussed by the governor's task force.

Sarah Busey, Governor's Task Force, stated that the task force did discuss the issue, but they never decided on it. She said that they looked at other state laws to see what they considered as conforming and non-conforming.

REP. DORE SCHWINDEN stated he would support the McKee amendment.

CHAIRMAN SHIELL ANDERSON asked if the limit of two signs was per business. **Rich Munger** replied that it would be two signs per the business that was advertising on these signs.

REP. DAN MCGEE stated that the new area would have to fall under new law. He also said that an existing area that was already approved, could go up to ten signs.

CHAIRMAN SHIELL ANDERSON stated that "on one hand were taking away personal property rights and on the other they are increasing their property value."

REP. JOE TROPILA asked if one of the "non-conforming" signs blew down, could it be replaced. CHAIRMAN SHIELL ANDERSON replied with this amendment it could not.

REP. DON LARSON asked if the amendment does not pass would the current "non-conforming" signs have to be reduced down to "conforming" signs. Ms. Erickson replied no.

REP. PAT GALVIN asked if those with "non-conforming" signs would have a distinct advantage over those with "conforming" signs. Ms. Erickson replied that she didn't feel they would not have an advantage because they could not make any drastic changes on the signs.

REP. DAN MCGEE stated that if there is already six to ten signs in a zone there will not be any new signs in the zone.

CHAIRMAN SHIELL ANDERSON asked what the period of time the signs would depreciate. REP. CHARLES DEVANEY replied that issue would go back to the rules.

CHAIRMAN SHIELL ANDERSON stated that they have a property right and are not sure about limiting them to the 30% maintenance repair.

Vote: The question was called on the MCKEE amendment. A voice vote was taken. Motion CARRIED with REP. DON LARSON, REP. BILL RYAN and REP. BOB CLARK voting no.

Motion: REP. ROGER SOMERVILLE MOVED TO AMEND SB 181.

Discussion:

REP. ROGER SOMERVILLE explained his amendment. EXHIBIT 6

REP. CHARLES DEVANEY asked if the cost of the fees would be set up by the Department of Rules. REP. ROGER SOMERVILLE replied yes.

CHAIRMAN SHIELL ANDERSON asked why it would be one year instead of three years. REP. ROGER SOMERVILLE stated that these signs should be reviewed for neatness and safety.

REP. BOB CLARK asked how many full-time employees would this amendment bring in. REP. ROGER SOMERVILLE replied he was not sure.

REP. BOB CLARK asked if one full-time employee would check all of the signs. REP. ROGER SOMERVILLE replied yes.

REP. BOB CLARK asked how often the signs are checked. REP. DON LARSON replied that in his area the maintenance crew oversees the sign maintenance. He also said that the amendment would cost money.

REP. JACK WELLS said that this amendment would regulate these signs too much.

{Tape: 2; Side: A; Approx. Counter: 009; Comments: New Tape.}

REP. ROGER SOMERVILLE stated that one year was adequate for the purchase of these fees.

REP. ROD MARSHALL replied that one year was too short a time for these permits.

REP. PAT GALVIN asked how often these signs were checked by the owners. No one in the committee knew the answer.

REP. LINDA McCULLOCH stated that the three-year limit is currently not working and felt that the annual permit was a fair solution.

Vote: The question was called on the SOMERVILLE amendment. A voice vote was taken. Motion FAILED 10 to 8 with REP. RYAN, REP. McCULLOCH, REP. LARSON, REP. SCHWINDEN, REP. BRAINARD, REP. SOMERVILLE, REP. McGEE, REP. McGEE voting yes.

Motion: REP. ROGER SOMERVILLE MOVED TO AMEND SB 181.

Discussion:

REP. ROGER SOMERVILLE explained his second amendment. EXHIBIT 7

REP. CHARLES DEVANEY stated that the amendment would not deal with existing signs. He said he does not agree with having signs on both sides of the road.

CHAIRMAN SHIELL ANDERSON asked if the amendment addresses the two signs per business issue. REP. ROGER SOMERVILLE replied no.

REP. DAN McGEE asked if the amendments would put language back into the bill that had been stricken. REP. ROGER SOMERVILLE replied he was putting language back into the bill that the Senate had taken out.

Vote: The question was called on the SOMERVILLE amendment. A roll call vote was taken. Motion CARRIED 10 to 8. EXHIBIT 8

Motion: REP. LINDA McCULLOCH MOVED TO AMEND SB 181.

Discussion:

Connie Erickson explained that the amendment would allow the State of Montana to enforce regulations that are stronger than the federal regulations.

Vote: The question was called on REP. McCULLOCH'S amendment. A voice vote was taken. Motion CARRIED 16 to 2 with REP. JORE and REP. DEVANEY voting no.

Motion: REP. DON LARSON MOVED SB 181 BE CONCURRED IN AS AMENDED.

Discussion:

REP. DAN MCGEE asked if the bill as amended would go back to the Senate for their approval on the amendments. CHAIRMAN SHIELL ANDERSON replied yes.

Vote: The question was called. A voice vote was taken. Motion CARRIED 17 to 1 with REP. JORE voting no.

{Tape: 2; Side: A; Approx. Counter: 410; Comments: None.}

EXECUTIVE ACTION ON SB 205

Motion: REP. DON LARSON MOVED SB 205 BE CONCURRED IN.

Discussion:

REP. DAN MCGEE asked if the committee had a clear understanding of the impact of SB 205 and the weights of the vehicles on the highways. Dave Galt stated that the highways are designed for axle weights up to 25,000 pounds. He also said that chip trucks carry light loads and would not harm the roads.

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

{Tape: 2; Side: A; Approx. Counter: 480; Comments: None.}

EXECUTIVE ACTION ON SB 355

Motion: REP. JEANETTE MCKEE MOVED SB 355 BE CONCURRED IN.

Discussion:

REP. DON LARSON stated that he was concerned with the restrictions set and the ability of people to get into the business. He also felt SB 355 would expose the State to liability.

REP. PAT GALVIN stated that the rotation system was rectified in Great Falls.

REP. DAN MCGEE stated that he worked with the deputy sheriff in Missoula and they had a rotational system. He said that SB 355 would make this issue state wide.

REP. ROD MARSHALL stated he listened to the formation of this bill and felt it was fair.

REP. JACK WELLS asked if the rotational system increased prices of the towing service. REP. DAN MCGEE replied no, that the prices were set by the individual towing companies. He also said that a person has the right to request any towing company they wish.

REP. ROGER SOMERVILLE stated that he had ridden with a highway patrolman and the first thing they ask a person who needs a tow truck is if they have a preference a particular tow truck business.

Motion: REP. DON LARSON MOVED TO AMEND SB 355.

Discussion:

REP. DON LARSON explained his amendment. SEE EXHIBIT 10.

Vote: The question was called on the LARSON amendment. A voice vote was taken. Motion CARRIED unanimously.

Motion: REP. DAN MCGEE MOVED SB 355 BE CONCURRED IN AS AMENDED.

Discussion:

CHAIRMAN SHIELL ANDERSON stated that he was uncomfortable with the liability issue. He said it was a "let the buyer beware" issue.

REP. PAT GALVIN stated that he had friends in the tow truck industry and they agreed with the bill.

REP. BOB CLARK stated that the operators can be just as hazardous as faulty equipment or worse. He said they could have the best equipment made and with a bad operator they could be extremely hazardous. He said as a highway patrolman they do not have the option to call who they want.

{Tape: 2; Side: B; Approx. Counter: 010; Comments: New Side.}

REP. DON LARSON stated that if a business has ten trucks and another only has one truck the one with ten would have ten more calls than they guy with one truck. REP. BOB CLARK replied that was a "supply and demand" issue. He also felt they should have certified operators.

REP. MATT BRAINARD stated that homemade equipment could work as well as manufactured equipment.

REP. CHARLES DEVANEY asked if the rotation system rotates by company, not how many trucks. REP. BOB CLARK replied yes.

REP. BOB CLARK asked how Bob Gilbert felt about an organization that certifies these operators. Bob Gilbert replied that it could not be done right now, but maybe eventually they can. He also said if an operator was not safe and was not handling things properly they could be removed from the rotation system.

REP. BOB CLARK asked where in law that is mentioned. Bob Gilbert replied that there was a broad explanation on page 6, line 2.

REP. BOB CLARK stated that he would get in trouble when he would chose a particular wrecker. Mr. Gilbert replied that the intent in law was clear.

REP. ROD MARSHALL stated that the people who worked on this bill have been doing it for a year across the state and the intentions are good.

Vote: The question was called. A voice vote was taken. Motion CARRIED 15 to 3 with REP. WELLS, REP. JORE and REP. LARSON voting no.

EXECUTIVE ACTION ON SB 245

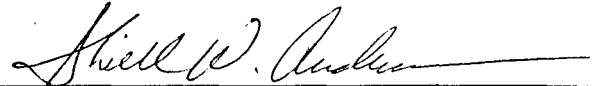
Motion: REP. CHARLES DEVANEY MOVED SB 245 BE CONCURRED IN.

Discussion: None

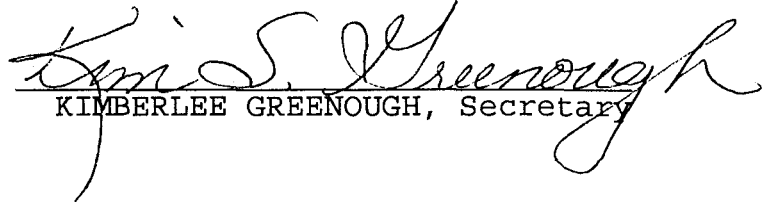
Vote: The question was called. A voice vote was taken. Motion CARRIED unanimously.

ADJOURNMENT

Adjournment: 5:05 p.m.



REP. SHIELL ANDERSON, Chairman



KIMBERLEE GREENOUGH, Secretary

SA/ksg

HOUSE OF REPRESENTATIVES

Highways

ROLL CALL

DATE 03-08-95

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	<i>Came in late 4:10 p ✓</i>		



HOUSE STANDING COMMITTEE REPORT

March 9, 1995

Page 1 of 1

Mr. Speaker: We, the committee on Highways and Transportation report that Senate Bill 355 (third reading copy -- blue) be concurred in as amended.

Signed: Shiell W. Anderson
Shiell Anderson, Chair

Carried by: Rep. Galvin

And, that such amendments read:

1. Page 4, line 6.

Strike: "board of directors of the Montana tow truck association"

Insert: "tow truck industry"

-END-

Committee Vote:
Yes 15, No 3

Rep. Wilb
Rep. Jore
Rep. Harden } no

551401SC.Hbk



HOUSE STANDING COMMITTEE REPORT

March 9, 1995

Page 1 of 1

Mr. Speaker: We, the committee on **Highways and Transportation** report that **Senate Bill 245** (third reading copy -- blue) be concurred in.

Signed: Shiell W. Anderson
Shiell Anderson, Chair

Carried by: Rep. Devaney

Committee Vote:
Yes 15, No 0.

551359SC.Hbk



HOUSE STANDING COMMITTEE REPORT

March 9, 1995

Page 1 of 1

Mr. Speaker: We, the committee on **Highways and Transportation** report that **Senate Bill 205** (third reading copy -- blue) be concurred in.

Signed: Shiell W. Anderson
Shiell Anderson, Chair

Carried by: Rep. Fuchs

Committee Vote:
Yes 3, No 0.

551359SC.Hbk



HOUSE STANDING COMMITTEE REPORT

March 9, 1995

Page 1 of 4

Mr. Speaker: We, the committee on Highways and Transportation report that Senate Bill 181 (third reading copy -- blue) be concurred in as amended.

Signed: Shiell W. Anderson
Shiell Anderson, Chair

Carried by: Rep. Ream

And, that such amendments read:

1. Title, line 6.

Following: "~~ADVERTISING,~~"

Insert: "REVISING THE DEFINITION OF "UNZONED COMMERCIAL OR INDUSTRIAL AREA" AS APPLIED TO OUTDOOR ADVERTISING;"

2. Title, line 8.

Following: "~~75-15-103~~"

Insert: "75-15-103, 75-15-105,"

3. Page 3.

Following: line 15

Insert: "Section 1. Section 75-15-103, MCA, is amended to read:

"75-15-103. Definitions. As used in this part, the following definitions apply:

(1) "Commercial or industrial activities" means for purposes of subsection (14) those activities generally recognized as commercial or industrial by zoning authorities in this state, except that none of the following activities shall be are considered commercial or industrial:

(a) agricultural, forestry, grazing, farming, and related activities, including wayside fresh produce stands;

(b) transient or temporary activities;

Committee Vote:

Yes 17, No 1. Rep. Ream no

551355SC.Hbk

- (c) activities not visible from the main-traveled way;
- (d) activities conducted in a building principally used as a residence;
- (e) railroad tracks and minor sidings;
- (f) activities more than 660 feet from the nearest edge of the right-of-way.

(2) "Commercial or industrial zone" means an area ~~which~~ that is used or reserved for business, commerce, or trade pursuant to comprehensive local zoning ordinances, ~~or~~ regulations, ~~or~~ enabling state legislation ~~or state legislation itself~~, including highway service areas lawfully zoned as highway service zones, where the primary use of the land is or is reserved for commercial and roadside services, other than outdoor advertising, to serve the traveling public. Areas temporarily zoned as commercial or industrial by an interim regulation or map adopted as an emergency measure pursuant to 76-2-206 ~~shall~~ are not ~~be considered as~~ covered by this definition.

(3) "Commission" means the highway commission of Montana.

(4) "Department" means the department of transportation.

(5) "Information center" means an area or site established or maintained at safety rest areas for the purpose of informing the public of places of interest within the state and providing ~~such~~ other information ~~as~~ that the commission may consider desirable.

(6) "Interchange" or "intersection" means those areas and their approaches where traffic is channeled off or onto an interstate route, including the deceleration lanes or acceleration lanes from or to another federal, state, county, city, or other route.

(7) "Interstate system" means that portion of the national system of interstate and defense highways located within this state as officially designated or as may ~~hereafter~~ be ~~so~~ designated by the commission and approved by the secretary pursuant to the provisions of Title 23, United States Code, "Highways".

(8) "Maintain" means to allow to exist, subject to the provisions of this part.

(9) "Maintenance" means to repair, refurbish, repaint, or otherwise keep an existing sign structure in a state suitable for use.

(10) "Outdoor advertising" means any outdoor sign, display, light, device, figure, painting, drawing, message, plaque, poster, billboard, or other structure ~~which~~ that is designed, intended, or used to advertise or inform and ~~which~~ that is visible from any place on the main-traveled way of the interstate or primary systems.

(11) "Primary system" means that portion of connected main highways as officially designated or as may ~~hereafter~~ be ~~so~~

designated by the commission and approved by the secretary pursuant to the provisions of Title 23, United States Code, "Highways".

(12) "Safety rest area" means an area or site established and maintained within or adjacent to the right-of-way, by or under public supervision or control, for the convenience of the traveling public.

(13) "Secretary" means the secretary of the United States department of transportation.

(14) "Unzoned commercial or industrial area" means an area not zoned by state or local law, regulation, or ordinance ~~which that~~ is occupied by one or more industrial or commercial activities, other than outdoor advertising, on the lands along the highway for a distance of 600 feet immediately adjacent to the activities ~~and those lands directly opposite on the other side of the highway to the extent of the same dimensions and to a maximum depth of 600 feet when measured from the highway right of way; provided those lands on the opposite side of the highway are not deemed scenic or having aesthetic value as determined by the commission.~~

(15) "Urban area" means an urbanized area or place, as designated by the United States bureau of the census, ~~having that~~ has a population of 5,000 or more and ~~that is~~ within boundaries fixed by the department, ~~which The boundaries shall as must at a~~ minimum encompass the entire urban place designated by ~~said the~~ bureau of the census.

(16) "Visible" means capable of being seen and legible without visual aid by a person of normal visual acuity."

Section 2. Section 75-15-105, MCA, is amended to read:

"75-15-105. Relaxation of regulations if federal law changed. In the event the general requirements of Title 23, United States Code, "Highways", or existing rules and regulations of the United States department of transportation become amended or changed to less restrictive conditions than presently exist, then the commission ~~must~~ shall amend or change ~~such the~~ rules that it may have adopted to come into conformity with the federal law, rule, and regulation; ~~however, in no event shall this part become more restrictive than is indicated herein by said federal action."~~

Renumber: subsequent sections

4. Page 4.

Following: line 22

Insert: "(4) An outdoor advertising structure in an unzoned commercial or industrial area that is lawfully in existence on [the effective date of this act], that meets the size

requirements in 75-15-113, but that exceeds the restrictions in subsection (1)(e) of this section:

(a) must be classified as nonconforming by the department;

(b) may not be increased in size;

(c) may be maintained each year if the value of the materials used in the maintenance does not exceed 75% of the value of all of the materials required to replace the sign new; and

(d) may be replaced, if damaged, at up to and including 100% of its replacement cost."

-END-

3/8/95

Rep. Cahill has my program
all notes before Home Halls & transportation
this day.

De Salvo

EXHIBIT 1
DATE 3-8-95
SB 86

March 8, 1995

Senate Bill 86

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

"AN ACT ALLOWING TAXES PAYABLE IN THE AMOUNT OF \$500,000 OR GREATER TO BE PAID BY ELECTRONIC FUNDS AND AUTHORIZING CERTAIN INFORMATION BE PROVIDED IN ELECTRONIC FORMAT."

This bill allows taxpayers to electronically transmit payments of \$500,000 or greater to the Montana Department of Transportation. This bill will also allow industry the capability to report motor fuels tax use and movement by magnetic media versus paper transactions.

The Montana Department of Transportation appears before this committee to offer our support for SB 86.

SB 86 allows the Montana Department of Transportation the capability to accept from industry the report and payment of motor fuel taxes through magnetic media if the taxpayer so chooses.

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

From: Montana Motor Carriers Association, Ben Havdahl

Major Size, Weight Study Started FHWA Begins Effort to Produce Comprehensive Report

Last fall, Federal Highway Administrator Rodney Slater told senators that his department would take a thorough look at truck sizes and weights. Now that process has begun. Mr. Slater promised the most comprehensive study of commercial vehicle productivity and safety in 30 years, one that would try to answer questions with facts rather than conjecture in such areas as the performance of longer combination vehicles.

He said a study in depth was needed before his agency could balance public demands for truck weight caps and maximum trailer lengths on one hand, and industry needs for higher-capacity vehicles on the other. He said the study would take into consideration new technology, new transport options and the effects of changing logistics demands, production strategies and shipping patterns that are evolving in the global marketplace.

On Feb. 2, FHWA launched its ambitious study with a notice in the Federal Register. The agency is calling for comments on the initial phase of the study, which must address basic issues such as:

- How should the roles and conflicting interests of federal, state and local governments be accommodated?
- How extensive is the need for national uniformity?
- Can performance standards achieve the same results as current size and weight standards?
- Should federal size and weight regulations be changed?
- Is there a need for federal regulation of tire pressures and loads? What about vehicle height? Should there be a weight standard for tridem axles as there are for tandem and single axles?
- Is there a federal role in issuing permits for overweight vehicles with divisible loads?
- Should grandfather rights be left in place or phased out?
- Should federal regulations facilitate intermodal freight movements?
- Who would benefit from regulatory changes?

FHWA is searching for answers to two dozen such questions and plans to complete its preliminary review this spring, to be followed by analysis of its policy options. Because new data will become available during the next two years, the last phase of the study won't be completed until the end of 1996.

Ted Scott, director of highway policy for American Trucking Associations, said he is confident that the results of the study will support the role of larger trucks in the international network and underline technological advances in pavement and vehicle design.

He said key government studies in recent years, including the recent General Accounting Office report on LCVs, have recognized the advantages of productive trucking equipment, and he expects this inquiry to come to the same conclusion.

At the same time, a railroad supplier group is alarmed about the truck size and weight issue, which it said is on the front burner in 1995, driven by the National Highway System authorization and the North American Free Trade Agreement harmonization.

The Railway Progress Institute, which backs the anti-LCV group CRASH (Citizens for Safe and Reliable Highways), said the FHWA study is another indication that the federal government is under pressure to increase truck sizes and weights.

RPI said it plans to defend the LCV freeze and place an 80,000 pound weight cap, along with a 53 foot length limit for trailers, in the NHS legislation.

Transportation experts believe RPI is taking up the anti-truck banner once waved by the Association of American Railroads, which now recognizes the railroads' growing partnership with trucking.



Montana Department
of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Marc Racicot, Governor

EXHIBIT 2
DATE 3-8-95
SF. 281

January 26, 1995

Mr. Carl Procuik
Motor Transport Board
Alberta Transportation & Utilities
1st Flr., Twin Atria Bldg.
4999 - 98th Ave.
Edmonton, Alberta
CANADA T6B 2X3

Subject: Canamex

Enclosed is our original copy of the Canamex agreement signed by Governor Racicot. We look forward to taking a new step in motor carrier transportation and continued efforts to bring this agreement to fruition. As agreed, Montana trucks will now be able to purchase permits for trucktractors exceeding Alberta's 244" wheelbase limit. I assume that interested motor carriers may obtain these permits through your permit office or the Coutts scale. If I am not correct on this point, please advise me of the correct procedures.

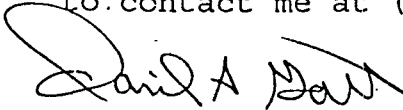
I am planning on attending a meeting with Federal Highway officials in Washington during the week of March 20, 1995. As you are aware, Montana's Legislature is in session through April, so please give me plenty of notice as the date becomes firm.

It is imperative that transportation officials from the other states are present at this meeting. Montana's approval of this agreement is based on the fact that Canamex is a multi-state and nation agreement. Montana's support for Canamex will have to be revisited if we fail to gain support from all the corridor states.

We stand ready to assist you with the implementation of this agreement and developing the data collection requirements of

Mr. Carl Procuik
Page 2
January 26, 1995

the proposal. I must commend you on your ability and determination in bringing about consensus on this novel idea. If I can be of any assistance, please do not hesitate to contact me at (406) 444-6140.



David A. Galt, Administrator
Motor Carrier Services Division

DAG:JO:G:MCS:106.cg

Enclosure

cc: Marvin Dye, Director of Transportation
Linda Reed, Governor's Office
Ben G. Havdahl, Executive Vice President,
Montana Motor Carriers Association
Sharon Nichols, Director, Western Highway Institute

Office of the Chairman
Motor Transport Board/
Motor Transport Services

1st floor, Twin Atria Building
4999 - 98 Avenue
Edmonton, Alberta
Canada T6B 2X3

Telephone 403/427-5184
Fax 403/469-0861

November 28, 1994

Mr. Dave Galt, Administrator
Motor Carrier Services Division
Montana Department of Transportation
Box 4639
2701 Prospect Avenue
HELENA, Montana 59604-4639

Dear Mr. Galt:

Please find attached a "Memorandum of Understanding Regarding the Canamex Trucking Corridor" which incorporates most of the suggested changes received.

The tridem axle trailer was not included at this time, but a statement indicating that different configurations can be added at any time upon mutual consent of all parties to this Agreement has been included on Page 2. I am sure you will agree that we need this to be a "live" document where more productive and safe vehicle configurations can be explored as necessary. Also, revised is the minimum term of the Agreement changing to three years (consistent with the WASHTO resolution) as well as a requirement to review the progress at the halfway point of the pilot project.

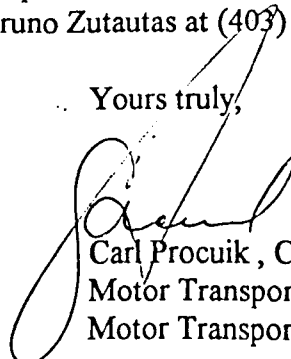
I trust these revisions are satisfactory and would appreciate you forwarding this Agreement to Mr. Dye, for furtherance to the Governor's Office for signature.

Please have the signed Agreement returned to me at which time a meeting will be scheduled with the Federal Highway Administration in Washington, D.C.

A signing "ceremony" should also be arranged between our governments. These details can be determined after the Governor's signature is obtained on this document.

Thank you for your assistance in this important initiative and if you have any questions, feel free to call me at (403) 427-5184 or Mr. Bruno Zutautas at (403) 340-5189.

Yours truly,



Carl Procuik, Chairman
Motor Transport Board/
Motor Transport Services

cc: H. Alton
B. Zutautas

Received 12/15/94
Daniel & Mark
Signature Copy

MEMORANDUM OF UNDERSTANDING
REGARDING THE
CANAMEX TRUCKING CORRIDOR

DATE 4
3-8-95
SL 181

Amendments to Senate Bill No. 181
Third Reading Copy

For the House Committee on Highways and Transportation

Prepared by Connie Erickson
February 28, 1995

1. Page 4.

Following: line 22

Insert: "(4) Outdoor advertising structures in an unzoned commercial or industrial area that are lawfully in existence on [the effective date of this act] and that meet the size requirements in 75-15-113 but exceed the number allowed in subsection (1)(e) of this section must continue to be classified as conforming in accordance with department rules, if the outdoor advertising structures are not increased in size."

EXHIBIT 5
DATE 3-8-95
SB 181

Amendments to Senate Bill No. 181
Third Reading Copy

Requested by Representative McKee

For the House Committee on Highways and Transportation

Prepared by Connie Erickson
March 8, 1995

1. Page 4.

Following: line 22

Insert: "(4) An outdoor advertising structure in an unzoned commercial or industrial area that is lawfully in existence on [the effective date of this act], that meets the size requirements in 75-15-113, but that exceeds the restrictions in subsection (1)(e) of this section:

(a) must be classified as nonconforming by the department;

(b) may not be increased in size;

(c) may be maintained each year if the value of the materials used in the maintenance does not exceed 75% of the value of all of the materials required to replace the sign new; and

(d) may be replaced, if damaged, at up to and including 100% of its replacement cost."

EXHIBIT 6
DATE 3-8-95
SB 181

Amendments to Senate Bill No. 181
Third Reading Copy

Requested by Representative Somerville

For the House Committee on Highways and Transportation

Prepared by Connie Erickson
February 28, 1995

1. Title, line 7.
Following: "THE"
Insert: "PERMIT PERIOD AND"

2. Page 6, line 26.
Following: "for"
Strike: "3 years"
Insert: "1 year"

3. Page 6, lines 26 and 27.
Strike: "every" on line 26 through "years" on line 27
Insert: "annually"

4. Page 6, line 30.
Following: "costs of"
Insert: "managing,"

5. Page 7, line 1.
Following: "administering"
Insert: ", "
Strike: "this section"
Insert: "the provisions of this part"

EXHIBIT 7
DATE 3-8-95
SB 181

Amendments to Senate Bill No. 181
Third Reading Copy

Requested by Representative Somerville
For the House Committee on Highways and Transportation

Prepared by Connie Erickson
March 8, 1995

1. Title, line 6.

Following: "~~ADVERTISING;~~"

Insert: "REVISING THE DEFINITION OF "UNZONED COMMERCIAL OR INDUSTRIAL AREA" AS APPLIED TO OUTDOOR ADVERTISING;"

2. Title, line 8.

Following: "~~75-15-103~~"

Insert: "75-15-103,"

3. Page 3.

Following: line 15

Insert: "Section 1. Section 75-15-103, MCA, is amended to read:

"75-15-103. Definitions. As used in this part, the following definitions apply:

(1) "Commercial or industrial activities" means for purposes of subsection (14) those activities generally recognized as commercial or industrial by zoning authorities in this state, except that none of the following activities ~~shall be~~ are considered commercial or industrial:

(a) agricultural, forestry, grazing, farming, and related activities, including wayside fresh produce stands;

(b) transient or temporary activities;

(c) activities not visible from the main-traveled way;

(d) activities conducted in a building principally used as a residence;

(e) railroad tracks and minor sidings;

(f) activities more than 660 feet from the nearest edge of the right-of-way.

(2) "Commercial or industrial zone" means an area which ~~that~~ is used or reserved for business, commerce, or trade pursuant to comprehensive local zoning ordinances, or ~~or~~ regulations, or ~~or~~ enabling state legislation ~~or state legislation itself~~, including highway service areas lawfully zoned as highway service zones, where the primary use of the land is or is reserved for commercial and roadside services, other than outdoor advertising, to serve the traveling public. Areas temporarily zoned as commercial or industrial by an interim regulation or map adopted as an emergency measure pursuant to 76-2-206 ~~shall be~~ are not ~~be considered as~~ covered by this definition.

- (3) "Commission" means the highway commission of Montana.
- (4) "Department" means the department of transportation.
- (5) "Information center" means an area or site established or maintained at safety rest areas for the purpose of informing the public of places of interest within the state and providing such other information as that the commission may consider desirable.
- (6) "Interchange" or "intersection" means those areas and their approaches where traffic is channeled off or onto an interstate route, including the deceleration lanes or acceleration lanes from or to another federal, state, county, city, or other route.
- (7) "Interstate system" means that portion of the national system of interstate and defense highways located within this state as officially designated or as may hereafter be so designated by the commission and approved by the secretary pursuant to the provisions of Title 23, United States Code, "Highways".
- (8) "Maintain" means to allow to exist, subject to the provisions of this part.
- (9) "Maintenance" means to repair, refurbish, repaint, or otherwise keep an existing sign structure in a state suitable for use.
- (10) "Outdoor advertising" means any outdoor sign, display, light, device, figure, painting, drawing, message, plaque, poster, billboard, or other structure ~~which~~ that is designed, intended, or used to advertise or inform and ~~which~~ that is visible from any place on the main-traveled way of the interstate or primary systems.
- (11) "Primary system" means that portion of connected main highways as officially designated or as may hereafter be so designated by the commission and approved by the secretary pursuant to the provisions of Title 23, United States Code, "Highways".
- (12) "Safety rest area" means an area or site established and maintained within or adjacent to the right-of-way, by or under public supervision or control, for the convenience of the traveling public.
- (13) "Secretary" means the secretary of the United States department of transportation.
- (14) "Unzoned commercial or industrial area" means an area not zoned by state or local law, regulation, or ordinance which that is occupied by one or more industrial or commercial activities, other than outdoor advertising, on the lands along the highway for a distance of 600 feet immediately adjacent to the activities ~~and these lands directly opposite on the other side of the highway to the extent of the same dimensions and to a maximum depth of 660 feet when measured from the highway right-of-way; provided these lands on the opposite side of the highway are not deemed scenic or having aesthetic value as determined by the commission.~~
- (15) "Urban area" means an urbanized area or place, as designated by the United States bureau of the census, having that has a population of 5,000 or more and that is within boundaries fixed by the department, ~~which The boundaries shall as must at a~~

7
DATE _____
SB _____

minimum encompass the entire urban place designated by said the bureau of the census.

(16) "Visible" means capable of being seen and legible without visual aid by a person of normal visual acuity."
Renumber: subsequent sections

HOUSE OF REPRESENTATIVES

EXHIBIT 8
 DATE 3-8-95
 SB 181

ROLL CALL VOTE

Highways

DATE 3-8-95 BILL NO. 181 NUMBER 10-8

MOTION: Carried 10-8

Somerville Amendment

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		✓

Printed by: Greenough, Kimberlee
Printed at: 3-09-95 1:35p

From: Erickson, Connie
Sent at: 3-09-95 10:57a
Author: Erickson, Connie
Doc name: SB018110.ACE
Type: PC file
To: Greenough, Kimberlee

Amendments to Senate Bill No. 181
Third Reading Copy

For the House Committee on Highways and Transportation

Prepared by Connie Erickson
March 9, 1995

1. Title, line 6.

Following: "ADVERTISING;"

Insert: "REVISING THE DEFINITION OF "UNZONED COMMERCIAL OR INDUSTRIAL AREA" AS APPLIED TO OUTDOOR ADVERTISING;"

2. Title, line 8.

Following: "75-15-103"

Insert: "75-15-103, 75-15-105,"

3. Page 3.

Following: line 15

Insert: "Section 1. Section 75-15-103, MCA, is amended to read:

"75-15-103. Definitions. As used in this part, the following definitions apply:

(1) "Commercial or industrial activities" means for purposes of subsection (14) those activities generally recognized as commercial or industrial by zoning authorities in this state, except that none of the following activities shall be are considered commercial or industrial:

(a) agricultural, forestry, grazing, farming, and related activities, including wayside fresh produce stands;

(b) transient or temporary activities;

(c) activities not visible from the main-traveled way;

(d) activities conducted in a building principally used as a residence;

(e) railroad tracks and minor sidings;

(f) activities more than 660 feet from the nearest edge of the right-of-way.

(2) "Commercial or industrial zone" means an area which that is used or reserved for business, commerce, or trade pursuant to comprehensive local zoning ordinances, or regulations, or enabling state legislation or state legislation itself, including highway service areas lawfully zoned as highway service zones, where the primary use of the land is or is reserved for commercial and roadside services, other than outdoor advertising, to serve the traveling public. Areas temporarily zoned as commercial or industrial by an interim regulation or map adopted as an emergency measure pursuant to 76-2-206 shall are not be considered as covered by this definition.

(3) "Commission" means the highway commission of Montana.

(4) "Department" means the department of transportation.

(5) "Information center" means an area or site established or maintained at safety rest areas for the purpose of informing

the public of places of interest within the state and providing such other information as that the commission may consider desirable.

(6) "Interchange" or "intersection" means those areas and their approaches where traffic is channeled off or onto an interstate route, including the deceleration lanes or acceleration lanes from or to another federal, state, county, city, or other route.

(7) "Interstate system" means that portion of the national system of interstate and defense highways located within this state as officially designated or as may hereafter be so

9
3-8-95
SB 181

designated by the commission and approved by the secretary pursuant to the provisions of Title 23, United States Code, "Highways".

(8) "Maintain" means to allow to exist, subject to the provisions of this part.

(9) "Maintenance" means to repair, refurbish, repaint, or otherwise keep an existing sign structure in a state suitable for use.

(10) "Outdoor advertising" means any outdoor sign, display, light, device, figure, painting, drawing, message, plaque, poster, billboard, or other structure which that is designed, intended, or used to advertise or inform and which that is visible from any place on the main-traveled way of the interstate or primary systems.

(11) "Primary system" means that portion of connected main highways as officially designated or as may hereafter be so designated by the commission and approved by the secretary pursuant to the provisions of Title 23, United States Code, "Highways".

(12) "Safety rest area" means an area or site established and maintained within or adjacent to the right-of-way, by or under public supervision or control, for the convenience of the traveling public.

(13) "Secretary" means the secretary of the United States department of transportation.

(14) "Unzoned commercial or industrial area" means an area not zoned by state or local law, regulation, or ordinance which that is occupied by one or more industrial or commercial activities, other than outdoor advertising, on the lands along the highway for a distance of 600 feet immediately adjacent to the activities and those lands directly opposite on the other side of the highway to the extent of the same dimensions and to a maximum depth of 660 feet when measured from the highway right-of-way; provided those lands on the opposite side of the highway are not deemed scenic or having aesthetic value as determined by the commission.

(15) "Urban area" means an urbanized area or place, as designated by the United States bureau of the census, having that has a population of 5,000 or more and that is within boundaries fixed by the department, which The boundaries shall as must at a minimum encompass the entire urban place designated by said the bureau of the census.

(16) "Visible" means capable of being seen and legible without visual aid by a person of normal visual acuity."

Section 2. Section 75-15-105, MCA, is amended to read:

"75-15-105. Relaxation of regulations if federal law changed. In the event the general requirements of Title 23, United States Code, "Highways", or existing rules and regulations of the United States department of transportation become amended or changed to less restrictive conditions than presently exist, then the commission must shall amend or change such the rules that it may have adopted to come into conformity with the federal law, rule, and regulation; however, in no event shall this part become more restrictive than is indicated herein by said federal action.""

Renumber: subsequent sections

4. Page 4.

Following: line 22

Insert: "(4) An outdoor advertising structure in an unzoned commercial or industrial area that is lawfully in existence on [the effective date of this act], that meets the size requirements in 75-15-113, but that exceeds the restrictions in subsection (1)(e) of this section:

(a) must be classified as nonconforming by the department;

(b) may not be increased in size;

(c) may be maintained each year if the value of the materials used in the maintenance does not exceed 75% of the value of all of the materials required to replace the sign new; and

(d) may be replaced, if damaged, at up to and including 100% of its replacement cost."

10
2-8-95
SB 355

Printed by: Greenough, Kimberlee
Printed at: 3-09-95 1:36p

From: Erickson, Connie
Sent at: 3-09-95 10:56a
Message: Kim: Here are the amendments to SB 355 and SB 181. The SB 181 amendments are a combination of the three that were passed by the Committee. I've transferred everything to the House Amendments Coordinator. Thanks! Connie E.
Author: Erickson, Connie
Doc name: SB035503.ACE
Type: PC file
To: Greenough, Kimberlee

Amendments to Senate Bill No. 355
Third Reading Copy

Requested by Representative Larson
For the House Committee on Highways and Transportation

Prepared by Connie Erickson
March 9, 1995

1. Page 4, line 6.
Strike: "board of directors of the Montana tow truck association"
Insert: "tow truck industry"

SB 281

SPONSOR: SEN. CRISMORE

TESTIMONY BY: DAVID A. GALT, ADMINISTRATOR
MOTOR CARRIER SERVICES DIVISION

3/8/95
House NYS

MR. CHAIRMAN, MEMBERS OF THE COMMITTEE, FOR THE RECORD I AM DAVE GALT AND I AM THE ADMINISTRATOR OF THE MOTOR CARRIER SERVICES DIVISION. THE DEPARTMENT OF TRANSPORTATION SUPPORTS THIS BILL BECAUSE IT PROTECT MONTANA OPERATIONS FORM THE POSSIBILITY OF PREEMPTION BY THE FEDERAL GOVERNMENT.

IN THE DISTANT PAST MONTANA DID NOT REGULATE THE INDIVIDUAL LENGTH OF TRAILERS, WE JUST REGULATED THE TOTAL LENGTH OF THE VEHICLE. IN 1982 AS A RESULT OF THE FEDERAL TRANSPORTATION ACT WE PLACED A LAW IN OUR BOOKS THAT STATES THAT NO TRAILER COULD BE OVER 48 FEET IN LENGTH EXCEPT AS ALLOWED BY OUR PERMIT AUTHORITY, WHICH SAYS WE COULD ISSUE TERM PERMITS TO VEHICLE COMBINATIONS UP TO 95 FEET IN LENGTH. THIS 48 FOOT LIMIT WAS CHANGED IN THE LATE 1980'S TO 53 FOOT, BUT WE STILL HAD THE ABILITY TO ISSUE PERMITS TO VEHICLE COMBINATIONS UP TO 95 FEET.

CERTAIN TRUCKING OPERATIONS LIKE THE WOOD CHIP CARRIERS IN WESTERN MONTANA AND SOME GROCERY STORES HAVE OPERATED TRUCKS WITH TRAILERS IN EXCESS OF 53 FOOT FOR YEARS, AT LEAST SINCE I STARTED IN THIS BUSINESS IN 1978. AT THAT TIME MDT WAS CONCERNED THAT TRAILERS WERE GETTING TO LONG TO NEGOTIATE SOME INTERSECTIONS SO WE LIMITED THE LENGTH OF TRAILERS TO 57 FEET BY POLICY AND SOLD THEM PERMITS.

THIS PRACTICE HAS NOT BEEN A PROBLEM. WE HAD THE AUTHORITY TO ISSUE THESE PERMITS BUT IT IS CONFUSING. THE REASON THIS BILL IS BEFORE YOU IS BECAUSE OF MY CONCERNS ABOUT WHAT IS HAPPENING AT THE FEDERAL LEVEL. DURING LAST YEARS HEARING OF THE NHS HIGHWAY SYSTEM THERE WAS AN UNSUCCESSFUL ATTEMPT TO LIMIT TRAILERS TO 53 FEET. MORE ATTEMPTS ARE ON THE WAY. IF ONE OF THESE ATTEMPTS ARE SUCCESSFUL AND WE CAN NOT SHOW SPECIFIC STATUTORY AUTHORITY WE WOULD HAVE TO RESTRICT CARRIERS WITH TRAILERS OVER 53 FEET LONG. SOME OF OUR LARGEST AND I MIGHT ADD SAFEST CARRIERS WOULD FACE A SEVERE HARDSHIP.

THIS BILL DOES NOT RESTRICT INDUSTRY MORE THAN THEY ARE ALREADY, NOR DOES IS ALLOW LONGER TRAILERS THAN WHAT IS IN CURRENT OPERATION. I URGE A DO PASS, THANK YOU.

HOUSE OF REPRESENTATIVES
VISITOR'S REGISTER

Highways & Trans. COMMITTEE

BILL NO. SB86 & SB281

DATE 3-8-95

SPONSOR(S) Sen. Gage &

Sen. Crismore

PLEASE PRINT

PLEASE PRINT

PLEASE PRINT

NAME AND ADDRESS	REPRESENTING	SUPPORT	OPPOSE
Ben Hardall	MT Motor Camera Assn	✓ SB281	
Bill Salisbury	MT Dept of Trans	SB86	
Don Allen	MT Wood Products Assn	✓ SB281	
Dave GALT	MDT	SB281	

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