

HOUSE JOINT RESOLUTION NO. 56

INTRODUCED BY HARP, KROPP, MARKS, MUELLER,
BENNETT, STOBIE, HUENNEKENS, WINSLOW, D. BROWN,
KEYSER, WALLIN, QUILICI, SHONTZ, ANDERSON,
HEMSTAD, MEYER, BRAND, METCALF, MENAHAN,
BERGENE, IVERSON, ZABROCKI, VINCENT, R. MANNING

BY REQUEST OF

THE HOUSE HIGHWAYS AND TRANSPORTATION COMMITTEE

IN THE HOUSE

March 24, 1981	Introduced and referred to Committee on Highways and Transportation.
March 31, 1981	Committee recommend bill do pass. Report adopted. Bill printed and placed on members' desks.
April 1, 1981	Second reading, pass consideration to the 75th legislative day.
April 7, 1981	Second reading, pass consideration to the 78th legislative day.
April 9, 1981	Second reading, do pass. On motion rules suspended and bill placed on third reading this day. Third reading, passed. Ayes, 91; Noes, 3. Transmitted to Senate.

IN THE SENATE

April 10, 1981	Introduced and referred to Committee on Highways and Transportation.
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April 15, 1981

Committee recommend Minority Report be concurred in. Report adopted.

April 17, 1981

Second reading, concurred in.

On motion rules suspended. Bill placed on calendar for third reading this day.

Third reading, concurred in. Ayes, 34; Noes, 16.

IN THE HOUSE

April 20, 1981

Returned from Senate. Concurred in. Sent to enrolling.

Reported correctly enrolled.

1 HOUSE JOINT RESOLUTION NO. 56 *Mueller*
 2 INTRODUCED BY *HARF Kepp* *Mueller* *Zabrocki*
 3 BY REQUEST OF *T. Bergen* *J. ...* *David Brown*
 4 THE HOUSE HIGHWAYS AND TRANSPORTATION COMMITTEE *VINCENT*
 5 *Guluri* *Richard E. Manning* *Hennrich* *Meyer* *Brown*
 6 A JOINT RESOLUTION OF THE SENATE AND THE HOUSE OF *Mueller*

7 REPRESENTATIVES OF THE STATE OF MONTANA REQUESTING A
 8 COMPREHENSIVE INTERIM STUDY OF THE ADMINISTRATION AND
 9 OPERATION OF THE DEPARTMENT OF HIGHWAYS AND THE HIGHWAY
 10 COMMISSION.

11 WHEREAS, the administration of highway affairs has
 12 become a matter of major public importance involving vast
 13 sums of money, the development of commerce and resources,
 14 the employment of great numbers of people, the promotion of
 15 recreation, and the welfare of every citizen of the state;
 16 and

17 WHEREAS, the operation of highway affairs demands the
 18 highest order of business and technical administration,
 19 accompanied by continuity of sound long-range highway
 20 policies, and an organization attracting the services of
 21 qualified talented administrators and meriting the
 22 confidence of the people; and

23 WHEREAS, the Department of Highways has no formal
 24 planning process for incorporating long- and short-range
 25

1 goals; and

2 WHEREAS, there is a lack of project coordination
 3 between Department programs; and

4 WHEREAS, the Department has shown an inability to
 5 maintain strict completion dates on projects; and

6 WHEREAS, the Department has no contingency planning
 7 process for project cost overruns, which causes the state to
 8 lose large sums of interest income on federal matching funds
 9 that would be available, as well as causing the use of state
 10 funds; and

11 WHEREAS, the dual role of the Department and the
 12 Highway Commission in planning and letting bids on projects
 13 allows each entity to shield the other from criticism so
 14 that no strict public accountability exists; and

15 WHEREAS, the roads of the state are in a generally
 16 deplorable condition; and

17 WHEREAS, it does not appear that Montana's road system
 18 will ever be completed and maintained in an efficient and
 19 timely manner; and

20 WHEREAS, since the Legislature is responsible to the
 21 electorate for the expenditure of public funds, it is
 22 particularly incumbent upon the legislature to carefully
 23 examine a department of this size; and

24 WHEREAS, only after a comprehensive study of the
 25 administration and operation of the Department of Highways

-2- INTRODUCED BILL
 HJR 56

1 and the Highway Commission has been conducted in conjunction
2 with performance audits requested by the Highways and
3 Transportation Committee of the Montana House of
4 Representatives can the Legislature reach sound decisions on
5 whether the Department and Commission are effectively and
6 prudently administering programs and expending public funds
7 so that the people receive the highest value for their tax
8 dollars; and

9 WHEREAS, any study of the Department and Commission
10 would be incomplete unless a legislative interim study
11 committee had studied their functions and had studied the
12 mechanisms used by other states and considered methods to
13 improve the functioning of the Department and Commission in
14 order to make them more efficient and responsive to the
15 people of Montana.

16

17 NOW, THEREFORE, BE IT RESOLVED BY THE SENATE AND THE HOUSE
18 OF REPRESENTATIVES OF THE STATE OF MONTANA:

19 That an appropriate interim committee be assigned to
20 conduct a comprehensive study of the administration and
21 operation of the Department of Highways and the Highway
22 Commission in areas in which performance audits are not
23 conducted and submit a written report of its findings,
24 together with its recommendations, to the 48th Legislature.

-End-

Approved by Committee
on Highways & Transportation

1 HOUSE JOINT RESOLUTION NO. 56 *Mueller*

2 INTRODUCED BY *HARP Knapp* *Mark Sabrochi* *Winnett*

3 BY REQUEST OF *T. Bergen* *David Brown*

4 THE HOUSE HIGHWAYS AND TRANSPORTATION COMMITTEE *Vidient*

5 *Richard Manning* *Hornstad Meyer* *Brown*

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14 sums of money, the development of commerce and resources,

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16 recreation, and the welfare of every citizen of the state;

17 and

18 WHEREAS, the operation of highway affairs demands the

19 highest order of business and technical administration,

20 accompanied by continuity of sound long-range highway

21 policies, and an organization attracting the services of

22 qualified talented administrators and meriting the

23 confidence of the people; and

24 WHEREAS, the Department of Highways has no formal

25 planning process for incorporating long- and short-range

1 goals; and

2 WHEREAS, there is a lack of project coordination

3 between Department programs; and

4 WHEREAS, the Department has shown an inability to

5 maintain strict completion dates on projects; and

6 WHEREAS, the Department has no contingency planning

7 process for project cost overruns, which causes the state to

8 lose large sums of interest income on federal matching funds

9 that would be available, as well as causing the use of state

10 funds; and

11 WHEREAS, the dual role of the Department and the

12 Highway Commission in planning and letting bids on projects

13 allows each entity to shield the other from criticism so

14 that no strict public accountability exists; and

15 WHEREAS, the roads of the state are in a generally

16 deplorable condition; and

17 WHEREAS, it does not appear that Montana's road system

18 will ever be completed and maintained in an efficient and

19 timely manner; and

20 WHEREAS, since the Legislature is responsible to the

21 electorate for the expenditure of public funds, it is

22 particularly incumbent upon the Legislature to carefully

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24 WHEREAS, only after a comprehensive study of the

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-2- SECOND READING
 HJR 5-6

1 and the Highway Commission has been conducted in conjunction
2 with performance audits requested by the Highways and
3 Transportation Committee of the Montana House of
4 Representatives can the Legislature reach sound decisions on
5 whether the Department and Commission are effectively and
6 prudently administering programs and expending public funds
7 so that the people receive the highest value for their tax
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9 WHEREAS, any study of the Department and Commission
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16 WHEREAS, the administration of highway affairs has
17 become a matter of major public importance involving vast
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19 the employment of great numbers of people, the promotion of
20 recreation, and the welfare of every citizen of the state;
21 and

22 WHEREAS, the operation of highway affairs demands the
23 highest order of business and technical administration,
24 accompanied by continuity of sound long-range highway
25 policies, and an organization attracting the services of

1 qualified talented administrators and meriting the
2 confidence of the people; and

3 WHEREAS, the Department of Highways has no formal
4 planning process for incorporating long- and short-range
5 goals; and

6 WHEREAS, there is a lack of project coordination
7 between Department programs; and

8 WHEREAS, the Department has shown an inability to
9 maintain strict completion dates on projects; and

10 WHEREAS, the Department has no contingency planning
11 process for project cost overruns, which causes the state to
12 lose large sums of interest income on federal matching funds
13 that would be available, as well as causing the use of state
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15 WHEREAS, the dual role of the Department and the
16 Highway Commission in planning and letting bids on projects
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20 deplorable condition; and

21 WHEREAS, it does not appear that Montana's road system
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24 WHEREAS, since the Legislature is responsible to the
25 electorate for the expenditure of public funds, it is

1 particularly incumbent upon the Legislature to carefully
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3 WHEREAS, only after a comprehensive study of the
4 administration and operation of the Department of Highways
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