

HOUSE BILL NO. 9

INTRODUCED BY WALDRON, TVEIT, STIMATZ,
PISTORIA, ELLIOTT, LYNCH, HARP, CURTISS

BY REQUEST OF THE JOINT SUBCOMMITTEE ON HIGHWAYS

IN THE HOUSE

January 3, 1983	Introduced and referred to Committee on Highways and Transportation.
January 11, 1983	On motion by Chief Sponsor Representative Curtiss was added as an author to the prefiled bill.
February 9, 1983	Committee recommend bill do pass as amended. Report adopted.
February 10, 1983	Bill printed and placed on members' desks.
February 11, 1983	Second reading, do pass as amended.
February 12, 1983	Correctly engrossed.
February 14, 1983	Third reading, passed. Transmitted to Senate.

IN THE SENATE

February 15, 1983	Introduced and referred to Committee on Highways and Transportation.
March 23, 1983	Committee recommend bill be concurred in. Report adopted.
March 24, 1983	Second reading, concurred in.
March 28, 1983	Third reading, concurred in. Ayes, 44; Noes, 3.

IN THE HOUSE

March 28, 1983

Returned to House.

March 29, 1983

Sent to enrolling.

Reported correctly enrolled.

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A BILL FOR AN ACT ENTITLED: "AN ACT AUTHORIZING THE MONTANA
HIGHWAY COMMISSION TO DESIGNATE SUFFICIENCY LEVELS FOR
APPORTIONMENT OF CONSTRUCTION FUNDS TO THE FEDERAL-AID
PRIMARY SYSTEM; AUTHORIZING THE DEPARTMENT OF HIGHWAYS TO
ALLOCATE FUNDS ACCORDINGLY; AMENDING SECTION 60-3-205, MCA;
AND PROVIDING AN IMMEDIATE EFFECTIVE DATE."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MONTANA:

Section 1. Section 60-3-205, MCA, is amended to read:

"60-3-205. Apportionment of state funds to federal-aid
primary highway system. (1) Each fiscal year the department
shall determine the amount of incomplete mileage of the
federal-aid primary system within each of the financial
districts. As a basis for determination of incomplete
mileage, the department shall compare the present condition
of the system with the latest approved state standards. Any
mileage failing to meet those standards shall be included in
the determination as partially completed. The proportion of
completion shall be determined by estimating the amount of
work which must be performed to complete the highway prior
to the beginning of each biennium. The commission referring

to highway sufficiency ratings developed by the department
shall designate a level of sufficiency considered adequate
and a lesser level of sufficiency considered critical, both
to be used to compute the apportionment of construction
funds for the federal-aid primary system during the
succeeding biennium.

(2) The department shall then compute the ratio:

(a) between the incomplete mileage rated below
adequate sufficiency in each financial district and the
total incomplete mileage rated below adequate sufficiency
of the federal-aid primary system in the state; and

(b) between the mileage rated at or below critical
sufficiency in each financial district and the total mileage
rated at or below critical sufficiency of the federal-aid
primary system in the state.

(3) The department shall then apportion divide the
available state construction funds to for the federal-aid
primary system in each district on the basis of the computed
ratio into two equal portions and distribute one portion
among the financial districts according to the ratios
computed in subsection (2)(a) and the other portion among
the financial districts according to the ratios computed in
subsection (2)(b)."

NEW SECTION. Section 2. Effective date. This act is
effective upon passage and approval.

-End-

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INTRODUCED BILL

HB 9

STATE OF MONTANA

REQUEST NO. 021-83

FISCAL NOTE

Form BD-15

In compliance with a written request received January 6, 19 83, there is hereby submitted a Fiscal Note for House Bill 9 pursuant to Title 5, Chapter 4, Part 2 of the Montana Code Annotated (MCA).

Background information used in developing this Fiscal Note is available from the Office of Budget and Program Planning, to members of the Legislature upon request.

DESCRIPTION OF PROPOSED LEGISLATION:

House Bill 9 revises the formula used to apportion construction funds to the Federal Aid Primary Highway System. The total funds apportioned each year would not change, but the allocation for each financial district would change, depending on the sufficiency levels adopted as adequate and critical by the Highway Commission. More weight is also provided in the new allocation formula to critically deficient roadway mileage.

ASSUMPTIONS:

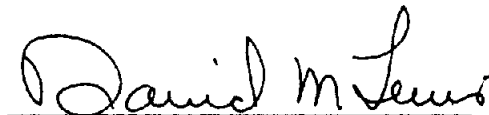
- 1) The following estimated percentage allocations are based on 1982 sufficiency ratings.

FISCAL IMPACT:

No additional revenue will be distributed as a result of this bill. However, the allocation to each financial district will be:

<u>Financial Districts</u>												
	1	2	3	4	5	6	7	8	9	10	11	12
Present	12.76	6.07	10.32	6.59	7.10	8.57	5.17	11.3	5.63	8.80	8.97	8.92 = 100%
Formula	%	%	%	%	%	%	%	%	%	%	%	%
Proposed	27.94	4.03	5.81	8.26	2.93	6.40	3.91	16.62	3.80	5.23	9.46	5.34 = 100%
Formula	%	%	%	%	%	%	%	%	%	%	%	%

FISCAL NOTE 3:H/1



BUDGET DIRECTOR

Office of Budget and Program Planning

Date: 1-11-83

Approved by Committee
on Highways & Transportation

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primary highway system. (1) Each fiscal year the department
shall determine the amount of incomplete mileage of the
federal-aid primary system within each of the financial
districts as a basis for determination of incomplete
mileage; the department shall compare the present condition
of the system with the latest approved state standards; Any
mileage failing to meet those standards shall be included in
the determination as partially completed; the proportion of
completion shall be determined by estimating the amount of
work which must be performed to complete the highway. Prior

to the beginning of each biennium, the commission, referring
to highway sufficiency ratings developed by the department,
shall designate a level of sufficiency considered adequate
and a lesser level of sufficiency considered critical, both
to be used to compute the apportionment of construction
funds for the federal-aid primary system during the
succeeding biennium.

(2) The department shall then compute the ratios

(a) between the incomplete mileage rated below
adequate sufficiency in each financial district and the
total incomplete mileage rated below adequate sufficiency
of the federal-aid primary system in the state; and

(b) between the mileage rated at or below critical
sufficiency in each financial district and the total mileage
rated at or below critical sufficiency of the federal-aid
primary system in the state.

(3) The department shall then apportion divide
DISTRIBUTE THREE-FOURTHS OF the available state construction
funds to for the federal-aid primary system in each district
on the basis of the computed ratio into two equal portions
and distribute one portion among the financial districts
according to the ratios computed in subsection (2)(a) and
the other portion ONE-FOURTH OF THE AVAILABLE STATE
CONSTRUCTION FUNDS FOR THE FEDERAL-AID PRIMARY SYSTEM among
the financial districts according to the ratios computed in

- 1 subsection_(2)(b)."
- 2 NEW SECTION. Section 2. Effective date. This act is
- 3 effective upon passage and approval.

-End-

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to the beginning of each biennium, the commission, referring to highway sufficiency ratings developed by the department, shall designate a level of sufficiency considered adequate and a lesser level of sufficiency considered critical, both to be used to compute the apportionment of construction funds for the federal-aid primary system during the succeeding biennium.

(2) The department shall then compute the ratio:

(a) between the incomplete mileage rated below adequate sufficiency in each financial district and the total incomplete mileage rated below adequate sufficiency of the federal-aid primary system in the state; and

(b) between the mileage rated at or below critical sufficiency in each financial district and the total mileage rated at or below critical sufficiency of the federal-aid primary system in the state.

(3) The department, SUBJECT TO THE LIMITATION PROVIDED IN SUBSECTION (4), shall then apportion ~~divide~~ DISTRIBUTE ~~THREE-FOURTHS~~ ONE-FOURTH OF the available state construction funds to for the federal-aid primary system in each district on the basis of the computed ratio ~~into two equal portions and distribute one portion among the financial districts according to the ratios computed in subsection (2)(a) and the other portion~~ ONE-FOURTH OF THE AVAILABLE STATE CONSTRUCTION FUNDS FOR THE FEDERAL-AID PRIMARY SYSTEM among

THIRD READING

1 ~~the financial districts according to the ratios computed in~~
2 ~~subsection (2)(b).~~

3 ~~(4) A FINANCIAL DISTRICT MAY NOT RECEIVE MORE THAN~~
4 ~~ONE-THIRD OF THE TOTAL FUNDS AVAILABLE FOR THE FEDERAL-AID~~
5 ~~PRIMARY SYSTEM IN ANY BIENNium. IF A FINANCIAL DISTRICT~~
6 ~~WOULD RECEIVE MORE THAN ONE-THIRD OF THE TOTAL FUNDS~~
7 ~~AVAILABLE UNDER THE FORMULA IN SUBSECTION (3), ITS~~
8 ~~APPORTIONMENT IS LIMITED TO THE ONE-THIRD MAXIMUM AND ANY~~
9 ~~EXCESS FUNDS IT WOULD HAVE RECEIVED MUST BE REDISTRIBUTED~~
10 ~~AMONG THE OTHER DISTRICTS ACCORDING TO THE FORMULA."~~

11 ~~NEW SECTION. Section 2. Effective date. This act is~~
12 ~~effective upon passage and approval.~~

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1 the financial districts according to the ratios computed in
2 subsection (2)(b).

3 (4) A FINANCIAL DISTRICT MAY NOT RECEIVE MORE THAN
4 ONE-THIRD OF THE TOTAL FUNDS AVAILABLE FOR THE FEDERAL-AID
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