

HOUSE BILL NO. 61

INTRODUCED BY GRADY, TVEIT, BECK,
CAMPBELL, O'KEEFE, HARPER

BY REQUEST OF THE DEPARTMENT OF HIGHWAYS

IN THE HOUSE

JANUARY 3, 1989	INTRODUCED AND REFERRED TO COMMITTEE ON HIGHWAYS & TRANSPORTATION.
JANUARY 4, 1989	FIRST READING.
JANUARY 14, 1989	COMMITTEE RECOMMEND BILL DO PASS. REPORT ADOPTED.
JANUARY 16, 1989	PRINTING REPORT.
JANUARY 17, 1989	SECOND READING, DO PASS.
JANUARY 18, 1989	ENGROSSING REPORT.
JANUARY 19, 1989	THIRD READING, PASSED. AYES, 91; NOES, 7.
	TRANSMITTED TO SENATE.

IN THE SENATE

JANUARY 20, 1989	INTRODUCED AND REFERRED TO COMMITTEE ON HIGHWAYS & TRANSPORTATION.
FEBRUARY 8, 1989	COMMITTEE RECOMMEND BILL BE CONCURRED IN. REPORT ADOPTED.
FEBRUARY 11, 1989	SECOND READING, CONCURRED IN.
FEBRUARY 14, 1989	THIRD READING, CONCURRED IN. AYES, 47; NOES, 0.
	RETURNED TO HOUSE.

FEBRUARY 15, 1989

IN THE HOUSE

RECEIVED FROM SENATE.

SENT TO ENROLLING.

REPORTED CORRECTLY ENROLLED.

1 HB BILL NO. 61
2 INTRODUCED BY Dwight Treist Bush Campbell
3 BY REQUEST OF THE DEPARTMENT OF HIGHWAYS Travis
4
5 A BILL FOR AN ACT ENTITLED: "AN ACT TO INCREASE THE MAXIMUM
6 OBLIGATION AUTHORITY OF STATE HIGHWAY CONSTRUCTION FUNDS TO
7 A COUNTY FOR THE FEDERAL-AID SECONDARY HIGHWAY SYSTEM; AND
8 AMENDING SECTION 60-3-206, MCA."

9
10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MONTANA:

11 **Section 1.** Section 60-3-206, MCA, is amended to read:

12 **"60-3-206. Apportionment of state funds to federal-aid**
13 **secondary highway system.** (1) Each fiscal year the
14 department shall apportion available state construction
15 funds for the federal-aid secondary highway system among the
16 financial districts. The proportion which each district
17 shall receive shall be computed on the following basis:

18 (a) one-fourth in the ratio of land area in each
19 district to the total land area in the state;

20 (b) one-fourth in the ratio of the rural population in
21 each district to the total rural population in the state;

22 (c) one-fourth in the ratio of the rural road mileage
23 in each district to the total rural road mileage in the
24 state;

25 (d) one-fourth in the ratio of value of rural lands in

1 each district to the total value of rural lands in the
2 state.

3 (2) Funds apportioned to each district shall be
4 further apportioned to each county in the district on the
5 same basis, considering ratios of land area, rural
6 population, rural road mileage, and value of rural lands. To
7 the extent necessary to permit orderly programming and
8 construction of projects, obligations in any county may
9 exceed the amount apportioned to that county to the extent
10 of three five times the amount of the last apportionment to
11 the county. The amount of any excess obligations shall be
12 deducted from future apportionments to that county.

13 (3) For the purposes of this section, terms are
14 defined as follows:

15 (a) "Rural population" means total population less the
16 population in cities over 5,000 persons and their
17 unincorporated fringe urban areas as reported in the latest
18 federal census. Federal census population figures shall be
19 adjusted in the interim between censuses in accordance with
20 the percentage of change in annual motor vehicle
21 registration figures for each county.

22 (b) "Rural road mileage" means all road mileage
23 outside of incorporated cities, exclusive of road mileage on
24 the federal-aid primary highway system and the federal-aid
25 interstate system. Rural road mileage reported by the road

1 inventory of the department shall be used in determining
2 rural road mileage.

3 (c) "Value of rural lands" includes the value of
4 state-owned lands from which the state derives grazing,
5 timber, and agricultural income.

6 (i) The basis for the value of rural lands shall be
7 computed from the latest biennial report of the department
8 of revenue.

9 (ii) The basis for the value of state-owned lands shall
10 be computed from the latest figures on the total grazing,
11 timber, and agricultural lands in each county contained in
12 the latest biennial report of the department of state lands.

13 (iii) The average value of privately owned lands shall
14 be the average value of state-owned lands if the actual
15 value is not available."

16 **Section 2. Extension of authority.** Any existing
17 authority to make rules on the subject of the provisions of
18 [this act] is extended to the provisions of [this act].

-End-

APPROVED BY COMMITTEE
ON HIGHWAYS & TRANSPORTATION

1 HB BILL NO. 61
2 INTRODUCED BY Andy Treit Rep. Condit
3 BY REQUEST OF THE DEPARTMENT OF HIGHWAYS Hoyle
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13 (iii) The average value of privately owned lands shall
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-End-

1 *HB* BILL NO. *61*
2 INTRODUCED BY *Andy Truitt*
3 BY REQUEST OF THE DEPARTMENT OF HIGHWAYS *Paul Haggard*
4 *Haggard*

5 A BILL FOR AN ACT ENTITLED: "AN ACT TO INCREASE THE MAXIMUM
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(d) one-fourth in the ratio of value of rural lands in each district to the total value of rural lands in the state.

(2) Funds apportioned to each district shall be further apportioned to each county in the district on the same basis, considering ratios of land area, rural population, rural road mileage, and value of rural lands. To the extent necessary to permit orderly programming and construction of projects, obligations in any county may exceed the amount apportioned to that county to the extent of three five times the amount of the last apportionment to the county. The amount of any excess obligations shall be deducted from future apportionments to that county.

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17 NEW SECTION. **Section 2.** Extension of authority. Any
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20 [this act].

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