

MINUTES OF THE MEETING  
HIGHWAYS AND TRANSPORTATION COMMITTEE  
MONTANA STATE  
HOUSE OF REPRESENTATIVES

February 14, 1985

The meeting of the Highways and Transportation Committee was called to order by Chairman Harp on February 14, 1985, at 3:40 p.m. in Room 420 of the State Capitol.

ROLL CALL: All members of the Committee were present, except Representative Abrams and Smith, who were excused.

CONSIDERATION OF HOUSE BILL 661: Representative Paul Pistoria, District 36, sponsor, stated House Bill 661 would amend the liability insurance law to provide an area on the motor vehicle registration, for the owner's signature verifying insurance coverage, under penalty of law (Exhibit 1). He provided committee members with copies of proposed amendments to the bill (Exhibit 2).

PROPONENTS: Mr. Emery Geyer, Helena, told committee members he supports the bill and explained he and his wife were involved in an accident with a young man who had no liability insurance and from which his wife received a broken neck. He stated her medical expenses totalled \$83,000 and that he believes such legislation would make people more careful.

Mrs. Martha McGee, Representating Lewis and Clark County, could not be present and left prepared testimony in support of the bill (Exhibits 3 and 3a).

OPPONENTS: Mr. Charles Gravely, Montana County Treasurer's Association, explained the County Treasurer's believe requiring a signature will not solve the problem as people appear with a binder and cancel it the next day. He said this is really a law enforcement problem and not one for the Treasurer's.

Mr. Gravely advised committee members they could require that a driver lose his license for failure to carry liability insurance but that action would still not prevent people from driving. He said the penalty should be increased from the present \$25 fine to \$250, which would provide an incentive to individuals to carry insurance. Mr. Gravely reminded committee members there is sometimes a problem in not getting an insurance card on a timely basis.

Mrs. Gloria Paladichuk, Sidney, representing the Montana County Treasurer's Association, stated the Treasurer's don't want to be in law enforcement positions and that she believes the bill will put a burden on the honest taxpayer, while not achieving the intended results.

There were no questions from the Committee, and in closing, Representative Pistoria stated his bill is different from the one he introduced in the 1981 Session. He commented it would cost between \$400,000 and \$500,000 to make the bill foolproof, adding, "county treasurer's are elected to do a job and the bill won't make any more work for them".

CONSIDERATION OF HOUSE BILL 452: Representative Paul Rapp-Svrcek, District 41, sponsor of House Bill 452, explained, "it is a tourist bill with potential". He said the bill removes the requirement for a special fuel user's permit for tourist buses entering the State and would apply only to those carriers who have no bulk fuel storage in Montana.

PROPOSERS: Mr. John Wilson, Administrator, Montana Promotion Division, Department of Commerce, told committee members the bill is a result of information received from tour bus operators who have stated, "Montana's bureaucratic maze is not worth the hassle", to them in obtaining a special fuel user's permit each time they enter the State (Exhibit 4).

Mr. Wilson explained that the 40 persons per bus (at 3,000 tour buses annually), contribute \$65 million to the State's economy. He said each tour bus entering the State must (1) register its Interstate Commerce Authority with the Public Service Commission; (2) purchase a temporary trip permit at a gross vehicle weigh station; (3) purchase a special fuel user's permit at the same time; or (4) post a surety bond with the Department of Revenue.

Mr. Wilson advised members of the Committee that the Montana State Department of Highways has existing reciprocity with 41 states and has agreed to extend reciprocity to 48 states should the bill pass. He explained the bill allows for a courtesy permit for tour buses and that his department believes the travel industry in Montana will benefit by allowing tour buses easier access.

Mr. Patrick Melby, representing the Northern Ski Area Operators Association, Inc., could not be present and left written testimony in support of the bill (Exhibit 5).

Mr. Bob Kerke, Montana Innkeepers Association, told the Committee he supports the bill.

Mr. Jim Manion, Montana Automobile Association, stated his organization supports the bill as it would benefit tourism.

There were no other proponents and no opponents of the bill.

QUESTIONS: Representative Harbin asked if the bill could have a \$90,000 impact to the State where surety bonds were concerned. Mr. Norris Nichols, Administrator, Motor Fuel Tax Division, Department of Revenue, stated most surety bonds remain on the books as renewals and that the bill was drafted as a time-saver for buses.

Representative Campbell asked for figures on projected increases in tour buses entering the State if the bill were to pass. Mr. Wilson replied the initial increase is estimated at 5-6% and between 3-4% over the long term.

Representative Keyser asked who would check on bulk fuel storage facilities. Mr. Nichols replied no tax is paid until the fuel is used on the highway. Mr. Wilson added, "the Department of Commerce plans to have bus drivers sign an affidavit as to whether or not his company has bulk fuel storage in the State". He said one copy of the form would be retained by the driver and one by the Department.

Representative Keyser asked Mr. Don Copley, Administrator, Gross Vehicle Weight Division, Department of Highways, why there could not be a combined permit for partial fees and for special fuel user's permits. Mr. Copley replied that 41 states have no GVW requirements and that the Department of Highways has a neutral position on the bill. He said there could be a loss of revenue of \$50,000-\$60,000 in earmarked funds, but he has no statistics on how many carriers have trip permits.

Representative Campbell asked for an average number of days a tour bus might spend in the State. Mr. Wilson replied, the usual stay is 2 or 3 days.

In closing, Representative Rapp-Svrcek, told committee members the bill would alleviate "double-dipping" and asked for their support.

CONSIDERATION OF HOUSE BILL 356: Representative Ray Brandewie, District 49, sponsor, stated House Bill 356 would exempt pickup trucks up to 1-ton rated capacity from the special fuel user's permit requirement. He said many persons who purchase such vehicles are not aware of the special user's permit requirement and told committee members about a situation in which he was hauling goods from his place of business to another community in the State and was eventually stopped for not having a permit.

Representative Brandewie told committee members truck stops won't sell fuel to him since he acquired the special fuel user's permit as they don't want to do the required recordkeeping for such sales.

PROPOSERS: Mrs. Esther Rudd, Montana Cattlemen's Association, read from prepared testimony in support of the bill (Exhibit 6). Mrs. Rudd told committee members a hassle is involved in obtaining a special fuel user's permit or surety bond and asked if subsection 3 of section 1 of the bill would eliminate the exemption for home bulk storage. She stressed, "there is a need for less complicated permit regulation".

OPPOSERS: Mr. Norris Nichols, Administrator, Motor Fuels Division, Department of Revenue, stated that of \$256 million in diesel fuel, \$153 million is unaccounted for. He told committee members House Bill 403 would address this problem.

QUESTIONS: Chairman Harp asked Mr. John Graunbeck, representative of the Montana Intermountain Marketing and LP Gas Association, if the Association was working on an approved methodology for LP gas and special fuels. Mr. Braunbeck replied his association supports House Bill 33, which requires a fee for permits, based upon vehicle weight, and would put diesel fuel back in special fuels category, while separating alternate fuels. He advised committee members House Bill 33 has passed the House and is in the Senate.

Representative Brandewie closed without additional comment.

DISPOSITION OF HOUSE BILL 697: Chairman Harp asked Mr. Tom Gomez, Legislative Researcher, to explain proposed amendments to the bill. Mr. Gomez read through each amendment for committee members.

Representative Kennerly made a motion that the amendments be approved. Representative Harbin seconded the motion, which was given unanimous approval by the Committee.

Representative Harbin made a motion that House Bill 697 DO PASS AS AMENDED. The motion was subject to a roll call vote (Exhibit) and passed with 8 members voting aye, Representatives Harp, Harbin, Kennerly and Peterson voting no, and Representatives Abrams and Smith excused.

CONSIDERATION OF HOUSE BILL 331: Representative Joe Quilici, District 71, sponsor, stated House Bill 331 would authorize special license plates to members of the reserve armed forces, similar to those issued to National Guard Reserve members in the State. He said the request was made in order to allow easy identification of such persons in special circumstances. Representative Quilici advised the Committee the language of the bill was drafted by members of the reserve armed forces and the cost involved was not addressed.

There were no proponents and no opponents of the bill.

QUESTIONS: Representative Zabrocki asked if the plate fee would be \$25. Representative Quilici replied he was uncertain. Mr. Larry Majerus, Motor Vehicle Division, Department of Justice, advised committee members the plates were not in the personalized plate category and would be the same as all other license plates.

Representative Glaser commented that the National Guard works for the Governor of the State of Montana and the reserve armed forces work for the President.

Representative Quilici closed without comment.

DISPOSITION OF HOUSE BILL 331: Representative O'Connell made a motion that House Bill 331 DO PASS.

Chairman Harp told committee members he is against the bill as the distinguishing of separate groups will create additional problems.

The motion made by Representative O'Connell was subject to a roll call vote and passed by the Committee. Representatives Compton, Harbin, Howe, Kennerly, O'Connell, Peterson, and Zabrocki voted aye, while Representatives Harp, Campbell and Koehnke voted no. Representatives Glaser and Keyser abstained from voting and Representatives Abrams and Smith were excused and left no vote.

DISPOSITION OF HOUSE BILL 661: Representative Harbin made a motion that the bill be Tabled. The motion was approved with all members voting aye, except Representatives Kennerly, O'Connell and Zabrocki, who voted no.

DISPOSITION OF HOUSE BILL 452: Representative Zabrocki made a motion that House Bill 452 DO PASS. The motion was given unanimous approval by the Committee.

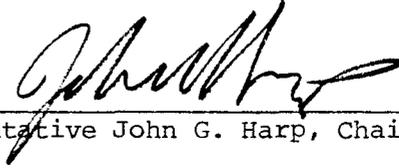
DISPOSITION OF HOUSE BILL 356: Representative Harbin made a motion that House Bill 356 be Tabled. The motion was seconded by Representative Compton and given the approval of all committee members except Representative Campbell, who voted no.

DISPOSITION OF HOUSE JOINT RESOLUTION 30: Representative Zabrocki made a motion that House Joint Resolution 30 DO PASS. The motion was given unanimous approval by committee members.

DISCUSSION OF HOUSE BILL 19: Chairman Harp advised committee members he would check to see if House Bill 19 could be considered to be a revenue bill, which would allow the Committee to defer action on the bill until the 59th legislative day or March 19, 1985.

Highways and Transportation Committee  
February 14, 1985  
Page 6

There being no further business before the Committee, the meeting was adjourned at 5:10 p.m.



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Representative John G. Harp, Chairman

DAILY ROLL CALL

HOUSE HIGHWAYS AND TRANSPORTATION COMMITTEE

49th Legislative Session

Date Feb 14, 1985

Name	Present	Absent	Excused
Harp	✓		
Abrams			E
Campbell	✓		
Compton	✓		
Glazer	✓		
Harbin	✓		
Howe	✓		
Kennerly	✓		
Keyser	✓		
Koehnke	✓		
O'Connell	✓		
Peterson	✓		
Smith			E
Zabrocki	✓		



Exhibit 1  
HB661

Mr H.B. 661

Sat - Feb. 2, 1985

Now, by law a vehicle owner must carry the insurance receipt (pd up) in the glove compartment of the vehicle.

Therefore, why not use it along with the OATH CARD from the Registrar of Motor Vehicles, when paying for your license.

Also, Jerry Meyerus Registrar of Motor Vehicles has agreed with me to STAMP ON BACK OF OATH CARD TO BE SURE TO TAKE ALONG THE INSURANCE RECEIPT. He will soon start this process.

Paul A. Astoria

MONTANA OWNERS CERTIFICATE OF REGISTRATION AND TAX RECEIPT			
Current Plate	Type (Veh. Yr)	Make	Model
Color	Style	Color	OWN/WT
EXPIRATION DATE	Vehicle Ident. (Motor No.)	Title Number	
Tab No.	Gas (1) LPG (2) Diesel (3)	Vehicle Type	Equipment No.
Registered Owner's Name and Address	Year	Year	Ton
Lienholder's Name and Address	Lien Amount	F.O.B. Price	
Year	By	Market Value	Taxable Val.
School Dist. No.	Mill Levy	Co.	
Trans. or Dep.	I CERTIFY UNDER PENALTY OF LAW THAT THIS VEHICLE IS REGISTERED AS PERMITTED BY MONTANA STATUTE 81-6-102, M.C.A.		
Date Issued	Signature of Registered Owner		
State	State	State	State
City	City	City	City
Zip	Zip	Zip	Zip
REGISTRAR'S COPY	0785813		

REGISTRAR'S COPY 0785813

vehicle owner must meet Pkay insurance call or slip - by H.B. 210 - by Astoria - Jan 12, 1983, are not telling the truth under oath. General doing this & lie.

G.V.V. FEE PERIOD	
(A) ANNUAL	(C) 3rd & 4th
QUARTERS	(7) 1st & 2nd
ONE QTR.	(8) 2nd & 3rd
(5) 2-3-4th	(9) 1-2-3rd
(7) TRANS.	(3) 1st
(1) 100%	(4) SCH. 3
(2) 75%	(5) 55%
FEES PAID	
Co. Tax	
Reg. Fee	
G.V.V. Tax	
New Use Tax	
Title	
Junk Vehicle	
RMV/F&G	
Co. Total	
Title	
Lien	
Dup Reg	
Pers. Plato	
TOTAL	

DETACH GRASP FIRMLY AND PULL FROM RIGHT SIDE.

2-14-85  
Exhibit 2  
HB 661

AMENDMENT TO HOUSE BILL 661

Amend House Bill 661 as follows:

Page 1:

Line 6, following "vehicle":

Strike: "AND SUSPENSION OF DRIVER'S LICENSE FOR CERTAIN OFFENSES"

Line 6, following "61-6-302";

Strike: "AND 61-6-304"

Page 3:

Lines 11 through 25:

Strike in entirety

Page 4:

Lines 1 through 7:

Strike in entirety

2-14-85  
Exhibit 3

WITNESS STATEMENT

NAME Mucha B. McFee BILL NO. HB 661  
ADDRESS City-Co. Bldg - Helena, Mt. 59601 DATE 2/14/85  
WHOM DO YOU REPRESENT? Lewis and Clark County  
SUPPORT X OPPOSE \_\_\_\_\_ AMEND \_\_\_\_\_

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments: attached please find rough draft of notes which indicate the increased workload in County Treasurer's Office without no staff increases in dealing just with the collection of re-registrations over the 4 years + titling process.

In asking the Treasurers to enforce insurance, past history indicates - people just purchase <sup>insurance</sup> only quarterly or even stop payment on their <sup>when they leave our office</sup> checks - so still don't have insurance I believe it is really a problem and when enforcement discovers that no insurance exists, the judgement should be stiff and people would realize the law is serious. Increase the violation fine and get the judges to stick to it.

# Lewis and Clark County

2-14-84  
Exhibit 3a  
HB 661

## Record of Registrations

Fiscal 83-84 July 83 thru June 84

# of Titles 14,516

### # of cars and small trucks

Calendar yr. 1981 - 32,570

" " 1982 - 35,150

" " 1983 - 37,121

" " 1984 - 39,902

increased  
7,332 in 4 years  
re-registration of small trucks & cars  
not counting snowmobiles,  
trailers, large trucks  
and other reg.

### Titles Processed

Jan 84 - 1076.00

Feb 84 - 1204.00

March 84 - 1321.00

April 84 - 1271.00

May 84 - 1359.00

June 84 - 1352.00

July 84 - 1249.00

Aug 84 - 1265.00

Sept 84 - 1052.00

Oct 84 - 1244.00

Nov 84 - 984.00

Dec 84 - 829.00

added to this  
is the increasing  
amount of titles  
every year

Total Titles } 14,206  
for 1984 }

Please note no staff increases  
since 1978 in L & C. County



DEPARTMENT OF COMMERCE

2-14-85  
HB 452  
Exhibit 4



TED SCHWINDEN, GOVERNOR

1424 9TH AVENUE

STATE OF MONTANA

(406) 444-3494

HELENA, MONTANA 59620-0401

Department of Commerce

Testimony HB 452

Submitted by: John Wilson, Administrator  
Montana Promotion Division

One tour bus expends an estimated \$2000 per day while in Montana. The American Bus Association estimates that in 1983 the expenditures by bus traffic in Montana was \$65 million.

Motorcoach tour business is a growing industry nationally and in Montana. The Department of Commerce actively promotes the state as a destination for tour buses. Since September of 1983 the Department has been successful in garnering 71 new tour itineraries to and through Montana.

However, tour operators and bus operators have often pointed out to us that the permitting of a motorcoach to operate in Montana is a bureaucratic maze for them. And thus serves as a barrier and a deterrent for them to operate in Montana. Under current law, a bus operator must obtain three permits to bring their bus into the state.

1. They must register their I.C.C. authority with the Public Service Commission.

2-14-85  
HB 452  
Ex 4-p.2

2. They must purchase a temporary trip permit from the Department of Highways or involve their state's reciprocity agreement.
3. They must either purchase a \$30 Special Fuel Users permit every time they enter the state or post an annual special Fuel Users Surety Bond with the Department of Revenue.

We support the registration of I.C.C. authority with the Public Service Commission. This is the only way to assure the operator has liability insurance.

The Department of Highways has agreed to extend reciprocity to 48 states for motorcoaches. Currently 31 states have reciprocity with Montana. This action effectively eliminates the requirement of the temporary trip permit for motorcoaches.

House Bill 452 addresses the need for a special fuel users permit and/or surety bond posting.

Because motorcoaches pay special fuels tax at the pump when they purchase their diesel fuel and because the revenue gained through the Special Fuel Users \$30 permit is insignificant relative to the total tax that would be paid due to increasing bus tour business, House Bill 452 reduces the barriers and deterrents to bus operators by extending a courtesy permit, obtained at the weigh station, for those bus operators carrying persons engaged in tourist type activities.

2-14-85  
HB 452  
EX 4 p. 3

To assure that the special fuel tax is paid at the pump, courtesy permits would not be issued to motorcoach operators who have bulk storage facilities in Montana. This provision would be enforced by requiring the bus driver/operator to sign an affidavit certifying that they have no bulk storage facility in Montana. The affidavit would be signed at the weigh station while they are showing their I.C.C. authority.

The courtesy permit would be issued at the weigh station upon completion of the affidavit.

The net effect of passage of House Bill 452 would be to eliminate both the special fuel users permit and the \$30 fee for buses engaged in tourist type activity. Together with the Department of Highways action to grant reciprocity to 48 states for temporary trip permits for buses two of the three permits would be eliminated.

This would reduce the bureaucratic barriers and create a much improved business climate for tour buses. In turn more buses will choose Montana as a destination.

This would bring more money into the state and thereby help the travel industry to continue to grow and to continue to provide new jobs for Montanans.

2-14-85  
Exhibit 5  
HB 452

# LUXAN & MURFITT

ATTORNEYS AT LAW

H.J. LUXAN (1918-1984)  
WALTER S. MURFITT  
MICHAEL J. MULRONEY  
GARY L. DAVIS  
TERRY B. COSGROVE  
DALE E. REAGOR  
PATRICK E. MELBY  
MICHAEL J. RIELEY

MONTANA CLUB BUILDING • 24 W. SIXTH AVE.

P.O. BOX 1144 • HELENA, MONTANA 59624

(406) 442-7450

February 14, 1985

Rep. John Harp  
Chairman  
Highways & Transportation Committee  
Legislature of Montana  
Capitol Building  
Helena, MT 59620

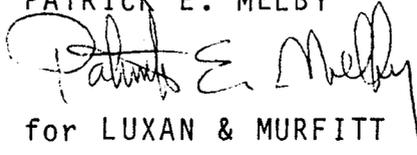
Re: House Bill 452 Special Fuel Courtesy Permit for Out of  
State Tourist Vehicles

Dear Chairman Harp:

I represent the Northern Ski Area Operators Association, Inc., an association of the majority of the state's ski areas. Unfortunately, because of a conflict I am unable to attend the hearing on the above mentioned bill. On behalf of the ski area operators, however, I would like to offer my support of this legislation. Many of our member areas are visited by skiers who arrive from out of state by chartered bus. House Bill 452 would remove red tape and make it much easier for a chartered bus to bring out of state skiers into Montana to ski at Montana ski areas. We think that passage of this legislation would help encourage skiers from surrounding states and provinces to arrange for ski trips to Montana ski areas by chartered bus and request the committee give favorable consideration to this bill.

Sincerely,

PATRICK E. MELBY



for LUXAN & MURFITT

PEM/gv

cc: Mr. John L. Wilson



Exhibit 6  
Feb. 14, 1986  
HB 356

TESTIMONY CONCERNING HOUSE BILL 356, PRESENTED IN BEHALF OF THE  
MONTANA CATTLEMEN'S ASSOCIATION

Mr. Chairman, members of the committee, H. B. 356 contains some much needed legislation. The use of special fuels, such as propane and diesel, has become widespread. Both ranchers and urban dwellers are taking advantage of the savings inherent in operating pickup trucks on special fuel. Yet, the hassle of obtaining a special fuel permit, obtaining a fuel bond, and making out the tax returns creates an unwarranted obstacle. H. B. 356, as introduced, is certainly a step toward solving this dilemma, especially for non-agricultural special fuel users.

The inclusion of 1-ton vehicles is very important because they are used in the same manner as 3/4 ton or 1/2 ton rated pickups. In fact, one might even buy a used pickup not realizing that it had a 1-ton rating, since there are frequently no differences in outward appearance.

This bill may not adequately handle the problem for farm and ranch operators. Subsection 3 of Section 1 exempts users who purchase special fuel "solely" for the propulsion of pickups and cars. But, most ranches have a bulk tank of diesel fuel for tractors and machinery. This fuel is, of course, purchased tax-free for off-road use. Does this section intend to mean that these people can't get an exemption from the special fuel permit requirement, even though they do fill their diesel vehicle in town with tax-paid fuel or from a separate on-farm bulk tank? We <sup>request the</sup> ~~propose~~ language <sup>to be</sup> changed to make it clear that such use is exempt. While some honesty would be called for on the part of ranchers, the Department of Revenue stands to lose more money trying to enforce and process fuel permits on these light diesel trucks than would be lost to ranchers who might drive on tax-free fuel. Additionally, we should point out that the same opportunity to cheat exists for homeowners who possess a propane tank for heating their house, and who convert their pickup to propane.

Special fuel users do the public a service by pioneering alternate forms of energy in practical, everyday applications. They do not deserve to be confronted with complicated permit regulations. The Montana Cattlemen's Association asks for a "do pass" on this bill. We ask, in addition, <sup>with</sup> for language which extends the exemption to ranchers who do buy some tax-free fuel for off-road purposes, but keep it separate from road-use fuel purchases.

Thank you.

↑

Feb 14, 1985  
Exhibit 7

Amendments to House Bill 697, Introduced Bill

1. Page 1, Line 10:

Following "may,"

strike: "in road maintenance"

insert: "for sanding"

2. Page 1, Line 12:

following "sand"

strike: "."

insert: "when its use has been declared a health hazard by the Montana Department of  
Health and Environmental Sciences."

ROLL CALL VOTE

HOUSE COMMITTEE HIGHWAYS AND TRANSPORTATION

DATE February 14, 1985 BILL NO. 697 TIME 4:05pm

NAME	AYE	NAY	ABSTAIN
REP. HARP		X	
ABRAMS			E
CAMPBELL	X		
COMPTON	X		
GLASER	X		
HARBIN		X	
HOWE	X		
KENNERLY		X	
KEYSER	X		
KOEHNKE	X		
O'CONNELL	X		
PETERSON		X	
SMITH			E
ZABROCKI		X	
Totals	8	4	2

Joann T. DeWolf  
Secretary

Representative John Harp  
Chairman

Motion: Do Not Pass - Campbell - 8 aye  
4 no

2 excused



ROLL CALL VOTE

HOUSE COMMITTEE HIGHWAYS AND TRANSPORTATION

DATE Feb. 14, 1985 BILL NO. 331 TIME 4:00 pm.

NAME	AYE	NAY	ABSTAIN
REP. HARP		✓	
ABRAMS			E
CAMPBELL		✓	
COMPTON	✓		
GLASER			✓
HARBIN	✓		
HOWE	✓		
KENNERLY	✓		
KEYSER			✓
KOEHNKE		✓	
O'CONNELL	✓		
PETERSON	✓		
SMITH			E
ZABROCKI	✓		
Totals	7	3	4

Joann T. DeWolf  
Secretary

Representative John Harp  
Chairman

Motion: Do Pass 7 aye  
3 no  
2 abstain  
2 excused

# STANDING COMMITTEE REPORT

February 14

19 85

MR. SPEAKER:

We, your committee on HOUSE HIGHWAYS AND TRANSPORTATION

having had under consideration HOUSE BILL Bill No. 331

FIRST reading copy (WHITE  
color)

**AUTHORIZING THE ISSUANCE OF SPECIAL LICENSE PLATES TO MEMBERS OF THE  
RESERVE ARMED FORCES OF THE UNITED STATES OF AMERICA;**

Respectfully report as follows: That HOUSE BILL Bill No. 331

DO PASS

# STANDING COMMITTEE REPORT

February 14

1965

MR. SPEAKER:.....

We, your committee on HOUSE HIGHWAYS AND TRANSPORTATION.....

having had under consideration HOUSE BILL..... Bill No. 452.....

FIRST reading copy ( WHITE )  
color

ALLOWING AN OUT-OF-STATE PERSON WHO OPERATES A VEHICLE CARRYING  
PERSONS SOLELY ENGAGED IN TOURIST-TYPE ACTIVITIES TO OBTAIN A  
SPECIAL FUEL USER'S COURTESY VEHICLE PERMIT;

Respectfully report as follows: That..... HOUSE BILL..... Bill No. 452.....

DO PASS

# STANDING COMMITTEE REPORT

February 14

1935

MR. SPEAKER:

We, your committee on HOUSE HIGHWAYS AND TRANSPORTATION

having had under consideration HOUSE BILL Bill No. 697

FIRST reading copy ( WHITE )  
color

**PROHIBITING THE USE OF SLAG OR OTHER MINING OR SMELTING BYPRODUCTS  
IN ROAD MAINTENANCE.**

Respectfully report as follows: That HOUSE BILL Bill No. 697

DO NOT PASS

DO PASS

# STANDING COMMITTEE REPORT

February 14

1935

MR. SPEAKER:

We, your committee on HOUSE HIGHWAYS AND TRANSPORTATION

having had under consideration HOUSE JOINT RESOLUTION Bill No. 30

FIRST reading copy (WHITE color)

A JOINT RESOLUTION OF THE SENATE AND THE HOUSE OF REPRESENTATIVES OF THE STATE OF MONTANA URGING CONGRESS TO APPROVE A REVISED INTERSTATE HIGHWAY COST ESTIMATE AND TO MAINTAIN THE CURRENT FUNDING FORMULA FOR RESURFACING, RESTORING, REHABILITATING, AND RECONSTRUCTING ROUTES OF THE FEDERAL INTERSTATE SYSTEM.

Respectfully report as follows: That HOUSE JOINT RESOLUTION Bill No. 30

DO PASS