

**MINUTES**

**MONTANA SENATE  
52nd LEGISLATURE - REGULAR SESSION**

**COMMITTEE ON HIGHWAYS & TRANSPORTATION**

**Call to Order:** By SENATOR CECIL WEEDING, Chairman, on March 19, 1991, at 3:00 p.m.

**ROLL CALL**

**Members Present:**

Cecil Weeding, Chairman (D)  
Betty Bruski, Vice Chairman (D)  
Bill Farrell (R)  
John Harp (R)  
Francis Koehnke (D)  
Jerry Noble (R)  
Jack Rea (D)  
Lawrence Stimatz (D)  
Larry Tveit (R)

**Members Excused:** None.

**Staff Present:** Paul Verdon (Legislative Council).  
Pat Bennett, Secretary

**Please Note:** These are summary minutes. Testimony and discussion are paraphrased and condensed.

**Announcements/Discussion:** None.

**HEARING ON HOUSE BILL 763**

**Presentation and Opening Statement by Sponsor:**

REPRESENTATIVE BARRY STANG, District #52, opened the hearing on HB 763. (SEE EXHIBIT 1)

**Proponents' Testimony:**

GAIL GRAY, Office of Public Instruction, stated they would like 3 amendments to HB 763. (SEE EXHIBIT 2) Referring to amendment #1, Ms. Gray stated that by leaving in "classroom instruction" OPI would only be able to establish the qualifications for a classroom instructor or the classroom instruction. Those involved in the motorcycle safety instruction would not be in OPI's purview, and she stated they feel it is necessary. Amendment #2 is a typing error and amendment #3 would be to add back to the title the sections which have been deleted.

Ms. Gray stated that since it is a new program, they would rather not have a sunset provision.

DAL SMILIE, Chairman of the Montana Motorcycle Safety Advisory Committee, expressed great support for HB 763. They particularly support not have a sunset provision. There will be some start up costs, the constituent user groups are more than happy to give up the user fees they volunteered for this program.

Opponents' Testimony:

None.

Questions From Committee Members:

None.

Closing by Sponsor:

REPRESENTATIVE STANG closed the hearing on HB 763. The insurance companies provide reduced rates for anyone who goes through the classes. He stated that the amendments from OPI are all right with him.

HEARING ON HOUSE BILL 65

Presentation and Opening Statement by Sponsor:

REPRESENTATIVE TIM WHALEN, District #93, stated he was asked to carry HB 65 by Gordon Morris, Montana Association of Counties. This bill adds November and December as months which vehicle registration can be provided. Under the old system, registration took place during the ten months because the license plates numbered 0 through 9. The number on the plate indicated the month you have to renew. The change to 12 months will help that flow to be a little more even.

Proponents' Testimony:

RAY HARBIN, Commissioner for Lake County, representing MACo, state this bill just extends the registration period from 10 to 12 months. It will reduce the work load as well as the problem of people waiting in line. The treasurers are happy with the concept.

CORT HARRINGTON, representing the Montana County Treasurers, stated they support the concept of having 12 registration periods rather than 10.

BUD SCHOEN, Registrar of Motor Vehicles, Motor Vehicle Division, stated the Department supports HB 65.

Opponents' Testimony:

None.

Questions From Committee Members:

None.

Closing by Sponsor:

REPRESENTATIVE WHALEN closed the hearing on HB 65.

HEARING ON HOUSE BILL 150

Presentation and Opening Statement by Sponsor:

REPRESENTATIVE TIM WHALEN, District #93, stated HB 150 was at the request of Montana Association of Counties. House Bill 150 adds to the types of vehicles which can be registered through the mail. Those added being: motor homes, travel trailers, and application for camper decals. Bud Schoen submitted amendments in the House that were not adopted. Mr. Schoen feels these amendments will make it a more workable piece of legislation.

Proponents' Testimony:

RAY HARBIN, representing MACo, stated they support HB 150 as well as the amendments.

BUD SCHOEN, Registrar of Motor Vehicles, Motor Vehicle Division, distributed amendments to HB 150. (SEE EXHIBIT 3) The department has no problem with mail registration for motor homes, travel trailers, and campers. He stated that MACo agreed that it is better to insert "light vehicles" and keep motorcycles out of the mail system.

CORT HARRINGTON, representing the Montana County Treasurers Association, expressed support for HB 150.

Opponents' Testimony:

None.

Questions From Committee Members:

SENATOR NOBLE asked Representative Whalen if he was in agreement with the amendments. REPRESENTATIVE WHALEN said the amendments make the bill more workable.

SENATOR NOBLE asked if the title should be changed.

REPRESENTATIVE WHALEN said that very well may need to be done.

Closing by Sponsor:

REPRESENTATIVE WHALEN closed the hearing on HB 150.

HEARING ON HOUSE BILL 732

Presentation and Opening Statement by Sponsor:

REPRESENTATIVE BEN COHEN, District #3, explained that House Bill 732 asks that a person operating a loaded vehicle on a highway for the purpose of hauling solid waste, except commercial vehicles, have the load covered or secured.

Proponents' Testimony:

None.

Opponents' Testimony:

None.

Questions From Committee Members:

SENATOR REA asked if this legislation applies to grain, sawdust, etc.

REPRESENTATIVE COHEN stated that the exception is "except a commercial motor vehicle", those hauling wood chips or sawdust are using a commercial vehicle. He stated the wood chip trucks would not be included under this bill. Commercial vehicles are already regulated. The unprocessed agricultural products specifically excludes grain, potatoes and sugar beets. This bill was to address the refuse hauling problem.

SENATOR KOEHNKE asked about hauling firewood.

REPRESENTATIVE COHEN stated that if a person has the wood on their truck in such a way that chunks of wood could come bouncing off, it would come under this bill.

SENATOR TVEIT asked how they would handle baled hay and if it is considered processed.

REPRESENTATIVE COHEN stated he didn't believe it would be considered processed.

SENATOR TVEIT said that by this bill he would have to have his bales of hay tied down, securely fastened.

REPRESENTATIVE COHEN stated it was his intent that hay bales be considered unprocessed agricultural products. He stated he was only concerned with those hauling garbage out of their garages without a tarp over it or making sure it is in there secured. The problem is if a Highway Patrolman sees someone hauling an unsecured load they can not say anything until stuff is flying out, this is too late.

SENATOR NOBLE stated that in the tire business they are required to strap down to be sure one doesn't fly out.

SENATOR WEEDING stated that it seemed to him the bill was to address solid waste and that the agriculture exemption was put in to clarify that point.

REPRESENTATIVE COHEN stated that was right. His intent was to address the problem of unsecured loads of solid waste.

SENATOR REA ask if there was a penalty clause.

REPRESENTATIVE COHEN stated it was codified as a part of title 61, chapter 8, part 3 which is where the penalty is.

PAUL VERDON confirmed that this section is codified in this part of the law therefore, the provisions apply. Enforcements are the standard penalty provisions, \$25 to \$100 for misdemeanors.

Closing by Sponsor:

SENATOR COHEN closed the hearing on HB 732.

EXECUTIVE ACTION ON HOUSE BILL 65

Motion:

SENATOR NOBLE MOVED that HB 65 BE CONCURRED IN.

MOTION PASSED UNANIMOUSLY that HB 65 BE CONCURRED IN.

Discussion:

SENATOR REA will carry HB 65.

EXECUTIVE ACTION ON HOUSE BILL 62

Motion:

SENATOR NOBLE MOVED that HB 62 BE CONCURRED IN AS AMENDED.

**Discussion:**

The Committee discussed the amendments to include a statement of intent and to make it applicable to all vehicles. (SEE EXHIBIT 4)

**Amendments, Discussion, and Votes:**

SENATOR FARRELL MOVED to ADOPT THE AMENDMENTS TO HB 62.

MOTION to ADOPT AMENDMENTS PASSED UNANIMOUSLY.

**Recommendation and Vote:**

SENATOR NOBLE WITHDREW his motion in order to get more information regarding snow tires.

**HEARING ON HOUSE BILL 117****Presentation and Opening Statement by Sponsor:**

REPRESENTATIVE JAN BROWN, District #46, opened the hearing on HB 117. This bill regulates the conduct of funeral procession.

**Proponents' Testimony:**

JERED SCHERER, owner of Smiths Funeral Chapels in Billings and Vice President of the Montana Funeral Directors Association, stated that for many years funeral processions were escorted by the Police Department. As the city grew larger, the staff of the Police Department did not grow in proportion and as a result funeral homes were left on their own. In 1989 the funeral directors met with the Assistant City Attorney and the Police Chief in Billings to see if the city could enact an ordinance allowing vehicles in funeral processions to disobey traffic devices by designating the vehicles as authorized emergency vehicles. The Billings City Attorney wrote the attorney general's office for an opinion, and it was stated that a city of self governing power such as Billings, could not make an ordinance. During this period of time a private funeral escort service in Billings was started. This service was doing an excellent job, but had to cease its service when the Attorney General's opinion was handed down. This created problems with the processions having to stop at intersections, extending the processions out many blocks. In some instances, those attending the procession would not stop at red lights, causing severe hazards. In the past several months the National Funeral Directors Association had drafted some model legislation for states with this problem such as Montana. The Montana Funeral Directors Association used this as a basis to get the proposed legislation which is before the Committee. (SEE EXHIBIT 5)

GIG RIDELE, President of the Montana Funeral Directors Association, stated he is also a funeral service practitioner in St. Ignatius and Browning. He stated they pride themselves on being able to provide the families involved all the values of a full traditional funeral. He asked the Committee to please give HB 117 a do pass recommendation.

BONNIE TIPPY, representing the Montana Funeral Directors Association, stated that HB 117 received a very good going over in the House Committee. At which time the Police Chief Bill Ware and Colonel Griffith were both opposed to it. Bill Ware was involved in a staff committee and amendments came from that. She stated that the amendments never hurt the bill in any way. HB 117 will limit the liability for the mortician and the law enforcement people. It does not mean they are totally immune from liability. This bill will set standards for the operation of a funeral procession.

Opponents' Testimony:

None.

Questions From Committee Members:

SENATOR KOEHNKE asked how this legislation would apply to small towns who don't have traffic lights.

BONNIE TIPPY stated that the same rules would apply, however when there are no traffic signals you don't have to worry about any problems with the procession.

SENATOR KOEHNKE asked if the procession would still need a lead car.

BONNIE TIPPY stated that any time you would be going through stop signs or any other kinds of traffic signals, you would be required to have a lead car with oscillating lights.

SENATOR KOEHNKE asked if a police car by the stop sign as well as one on the outskirts of town to be adequate.

BONNIE TIPPY said that under this bill it would not be adequate. Where there are traffic signals there would have to be a lead car with an oscillating amber light.

SENATOR TVEIT asked if you are going to have to have a police car at every intersection.

BONNIE TIPPY referred to page 4, line 18.

SENATOR KOEHNKE asked Mr. Ridele if this bill has been run by even the funeral directors in small towns.

GIG RIDELE said that his constituents in the small towns believe this bill is good. This bill will give the actual procession legitimacy as well as safety. The attendance of a funeral is higher usually in rural areas than they are in urban areas.

SENATOR NOBLE asked if the funeral directors will put out a pamphlet on what to do during a procession.

GIG RIDELE stated that at most funerals there are memorial folders, which on the back have a list of suggestions. He stated he was for announcing prior to the funeral that there would be speed limits set, lights on, etc.

Closing by Sponsor:

REPRESENTATIVE JAN BROWN closed the hearing on HB 117.

EXECUTIVE ACTION ON HOUSE BILL 117

Motion:

SENATOR NOBLE MOVED that HB 117 BE CONCURRED IN.

MOTION PASSED UNANIMOUSLY.

Discussion:

SENATOR NOBLE will carry HB 117.

EXECUTIVE ACTION ON HOUSE BILL 59

Motion:

SENATOR NOBLE MOVED that HB 59 BE CONCURRED IN AS AMENDED.

Discussion:

SENATOR NOBLE stated that he wanted to change the \$6 back to \$3 and the \$15 back to \$10 for the fees.

SENATOR TVEIT pointed out that it was reported that the original fees were adequate.

SENATOR TVEIT MOVE TO ADOPT THE suggested STATEMENT OF INTENT. (SEE EXHIBIT 8 OF 3-14-91 MINUTES)

MOTION PASSED UNANIMOUSLY TO ADOPT the STATEMENT OF INTENT.



Amendments, Discussion, and Votes:

SENATOR NOBLE MOVED TO AMEND HB 59 on page 2, line 12 back to \$3 and page 2, line 13 back to \$10 along with correction to the title. (SEE EXHIBIT 6)

REPRESENTATIVE HARRINGTON indicated that SENATOR LYNCH would carry HB 59.

Recommendation and Vote:

MOTION PASSED UNANIMOUSLY that HB 59 BE CONCURRED IN AS AMENDED.

EXECUTIVE ACTION ON HOUSE BILL 263

Motion:

SENATOR NOBLE MOVED that HB 263 BE CONCURRED IN.

Discussion:

SENATOR WEEDING will carry HB 263.

Recommendation and Vote:

MOTION PASSED UNANIMOUSLY.

EXECUTIVE ACTION ON HOUSE BILL 309

Motion:

SENATOR REA MOVED that HB 309 BE CONCURRED IN.

Discussion:

The Committee requested that a new fiscal note be made up to reflect the reduction and that the bill not be read on the rostrum until it has the new fiscal note.

SENATOR NOBLE will carry HB 309.

Recommendation and Vote:

MOTION PASSED UNANIMOUSLY.

EXECUTIVE ACTION ON HOUSE BILL 306

Discussion:

PAUL VERDON explained the amendments which the Committee had requested. (SEE EXHIBIT 7) This amendment provides that the local authority can decrease the speed limits in an area not less than 80% rounded to the nearest whole number divisible by 5 but not less than 25 mph. Representative Barnett requested to provide on page 3, line 21 to strike "park or playground" and inserts "within municipal boundaries, pedestrian crosswalks, open parks or playgrounds". Mr. Verdon stated that he checked with the Department of Highways, Justice and Office of Public Instruction and none of them had any pertinent rules regarding crosswalks, school zones.

Motion:

Executive Action pending further information.

CHAIRMAN WEEDING assigned Senator Tveit, Senator Rea, and Paul Verdon to get together with the Department of Highways.

EXECUTIVE ACTION ON HOUSE BILL 150

Motion:

SENATOR NOBLE MOVED that HB 150 BE CONCURRED IN AS AMENDED.

Discussion:

SENATOR NOBLE will carry HB 150.

Amendments, Discussion, and Votes:

SENATOR BRUSKI MOVED TO ADOPT the AMENDMENTS TO HB 150.  
(SEE EXHIBIT 9)

MOTION PASSED UNANIMOUSLY.

Recommendation and Vote:

MOTION PASSED UNANIMOUSLY that HB 150 BE CONCURRED IN AS AMENDED.

EXECUTIVE ACTION ON HOUSE BILL 732

Motion:

SENATOR KOEHNKE MOVED that HB 732 BE CONCURRED IN.

MOTION PASSED UNANIMOUSLY.

Discussion:

SENATOR TVEIT will carry HB 732.

EXECUTIVE ACTION ON HOUSE BILL 763

Discussion:

The Committee discussed HB 763. PAUL VERDON informed the Committee about HB 763 being in conflict with HB 560. House Bill 560 at the present time is in the House Appropriations Committee. The Committee requested to wait on executive action until they could review HB 560.

Motion:

Pending further information.

ADJOURNMENT

Adjournment At: 5:30 p.m.

  
\_\_\_\_\_  
SENATOR CECIL WEEDING, Chairman

  
\_\_\_\_\_  
PAT BENNETT, Secretary

CW/pb

SENATE HIGHWAYS  
EXHIBIT NO. 1  
DATE 3-19-91  
BILL NO. HB 763

TESTIMONY FOR HB 763

House bill 763 is a bill at the request of the Superintendent of Public Instruction.

As you recall last session, we agreed to establish a motorcycle safety program. The motorcyclists even agreed to increase the fee they pay to register their bikes to help fund the program. Like any new program any more, we said OK, you can try it for a while, but we are going to sunset the program so you'll have to come back and prove it is working.

Well, the program appears to be working, and this bill removes the sunset and permanently establishes this program in the traffic education program of the Office of Public Instruction. The present responsibilities of the program are unchanged. The bill also guarantees to the motorcycle community that an amount equal to the revenues earmarked for the program will be spent on that program.

Accomplishments

	FY90	FY91
Novices trained	100	140
Experienced riders trained	60	100
Instructors trained	22	12
Training sites established	6	12
Expenditures	\$59,000	\$89,000 (budgeted)

The novice rider program takes an entire weekend with 8 hours of classroom instruction and 12 hours of practical riding experience. The advanced course is 8 hours long and is mostly practical riding skills and evasive maneuvers. Many insurance companies provide reduced insurance rates for riders who successfully complete the course.

In addition to the licensing revenue, the program also receives funding from \$30,000 in federal highways money. The remaining cost of the program is paid exclusively by motorcyclists and fees charged for the course.

Honda motorcycle corporation has donated 20 motorcycles to the program for use in the novice rider course. In addition other motorcycle dealers have incentives to their dealers to encourage them to loan motorcycles to the program and then be able to sell them at 75% of dealer cost after they have been used for 100 miles in the training program.

The expenditures of the program pay for a full time program coordinator who arranges the training sites, contracts with the instructors, works with dealers to supply motorcycles, and insures the instructors are trained according to national requirements. Also included are contract costs for the instructors, promotional materials, advisory board meetings and travel.

There were no opponents on this bill, and the motorcycle safety advisory committee supported the bill.



SENATE HIGHWAYS

EXHIBIT NO. 2

DATE 3-19-91

BILL NO. HB 763

OFFICE OF PUBLIC INSTRUCTION

STATE CAPITOL  
HELENA, MONTANA 59620  
(406) 444-3095

Nancy Keenan  
Superintendent

March 19, 1991

To: Senator Cecil Weeding  
Chairman  
Senate Highways and Transportation Committee

From: Gail Gray  
Assistant Superintendent  
Department of Curriculum Services

Re: Amendments to HB 763

1. Page 4, Line 23--Delete "classroom instruction"  
The purpose of this amendment is to make it clear that the superintendent of public instruction has the duty to establish all qualifications for teachers of traffic education and instructors of motorcycle safety training.
2. Page 5, Line 6--replace "instructions" with "instructors."  
This corrects a typographical error.
3. Page 1, Lines 11-12--Add back a section of the title.  
REPEALING SECTION 61-2-406, MCA, AND SECTION 10, CHAPTER 324, LAWS OF 1989; AND PROVIDING AN EFFECTIVE DATE."

## HOUSE BILL 150 - STATEMENT

PREPARED BY: DARYLL E. (BUD) SCHOEN  
CHIEF, REGISTRAR'S BUREAU  
MOTOR VEHICLE DIVISION  
DEPARTMENT OF JUSTICE

Date: March 19, 1991

**Section 3** Page 3 Lines 1 and 2 - In the new language, the "other vehicles subject to tax" are motorcycles and quadricycles. This subsection (2) provides that an applicant must sign a statement stating that their vehicle is insured. Motorcycles and quadricycles are exempt from the mandatory liability requirements. It is suggested that the words "and other vehicles subject to tax under 61-3-504(2)" be stricken.

Page 3 Line 10 - By striking the words "light vehicle" this subsection (3) would require the mailing of renewal notice cards to owners of motorcycles and quadricycles. The department contracts with N.A.D.A. to obtain a computer tape which provides values of light vehicles. At the present time, N.A.D.A. does not have values for motorcycles and quadricycles on tape nor do they have any plans to do so in the near future. The department can send renewal notices to motorcycle and quadricycle owners but they will not be valued and will have to be assessed before they can be reregistered. It is suggested that "light vehicles" be reinserted or add new language which would allow the department to send renewal notices for motorcycles and quadricycles at such time as the valuation information is available on computer tape.

Amendments to House Bill No. 62  
Third Reading Copy

For the Senate Committee on Highways and Transportation

Prepared by Paul Verdon

March 15, 1991

1. Title, line 6.  
Strike: "TRUCKS AND TRUCK TRAILER COMBINATIONS"  
Insert: "VEHICLES"

2. Title, line 7.  
Following: "HIGHWAY;"  
Insert: "PROVIDING A PENALTY;"

3. Page 1, line 10.  
Following: line 9  
Insert: "

STATEMENT OF INTENT

A statement of intent is necessary for this bill because it amends 61-9-406 by adding subsection (5) that allows the department of highways to recommend or require the use of chains or other approved traction devices under certain conditions in conformance with rules authorized in subsection (6) to be established by the department of justice. It is the intent of the legislature that the recommendations or requirements of the department of highways or the rules established by the department of justice not require the installation of chains or approved traction devices on the driver wheels of more than one axle of a vehicle."

4. Page 2, line 25.  
Page 3, line 4.  
Page 3, line 17.  
Strike: "TRUCKS AND TRUCK TRAILER COMBINATIONS"  
Insert: "vehicles"

5. Page 3, line 23.  
Strike: "all"

6. Page 3, lines 23 and 24.  
Strike: "TRUCK AND TRUCK TRAILER COMBINATION"

7. Page 3, line 24.  
Following: "WHEELS"  
Insert: "of one axle of a vehicle"

8. Page 4, line 2.  
Following: "gear-"  
Insert: "The signs or traffic-control devices may differentiate in recommendations or requirements for four-wheel-drive



vehicles in gear."

9. Page 4, line 3.

Following: line 2

Insert: "NEW SECTION. Section 2. Penalty. (1) A person violating the provisions of 61-9-406(5) through (7) is guilty of the nonmoving offense of failure to use chains or approved traction devices when required and upon conviction shall be punished by a fine of \$25, and no jail sentence may be imposed. Bond for this offense shall be \$25.

(2) A violation of 61-9-406(5) through (7) is not a misdemeanor subject to 45-2-101, 61-9-511, 61-9-512, or 61-9-519.

NEW SECTION. Section 3. Codification instruction. [Section 2] is intended to be codified as an integral part of Title 61, chapter 9, part 5, and the provisions of Title 61, chapter 9, part 5, apply to [section 2]."

## Testimony Regarding House Bill 117

House Highways Committee

January 24, 1991

Submitted by: The Montana Funeral Directors Association

Contact: Bonnie Tippy or Margaret Richardson, 449 7244

Many members of the House Highways committee have expressed surprise that funeral directors currently have a problem regarding funeral processions. At first glance, it is surprising, because we all know that the traditional Montana funeral includes a procession of family and friends to the cemetery. The progression of the need for this bill is as follows:

1) Police departments have by and large stopped providing escorts for funerals because of liability and budget considerations, and that means that a processions' ability to delay red lights or have a police escort has been lost.

2) The Billings area funeral homes asked the City Council to adopt an ordinance allowing funeral processions to "escort themselves" and to disregard red lights and stop signs with proper precautions.

3) The City of Billings requested an Attorney General's opinion on the subject of the self-governing powers regarding these processions. The Attorney General's opinion basically said that the designation of what is an "emergency vehicle" must be done by the Justice Department taking into account certain provisions within current law. In order to be designated an emergency vehicle, vehicles must comply with certain safety requirements. In other words, a change in statute was necessary in order to allow funeral processions.

4) The Montana Funeral Directors Association obtained a very recently drafted model funeral procession bill from the National Funeral Directors Association, which was presented to the Attorney General. Upon the recommendations of that office last June, MFDA has reworked the National associations' model bill to adapt to Montana concerns. Section 1 of the bill deals with the Attorney General's opinion, and the rest is the modified model bill.

The Montana Funeral Directors Association has presented this bill to the Sheriff's and Peace Officers Association, the Police Chiefs Association and, again, the attorney general. The amendments submitted to you today we believe cover the major concerns of the police chiefs. The bill has strict safety requirements that funeral directors must meet in order to direct processions, and the amendments also add still more strict safety requirements.

One of the goals of Montana's funeral directors is to maintain for the families they serve the traditional funeral. They believe that the traditional procession rightly marks the passing of loved ones and helps to enable families to work through the grieving process. This will allow the tradition to continue in a safe and legal fashion.

Another important aspect of this bill limits funeral directors liability regarding the processions. Amendment three as submitted by Representative Brown also includes paid and nonpaid escorts in this liability limitation. This takes care of another major concern of police chiefs.

We ask that this committee give a do pass recommendation to House Bill 117.

Amendments to House Bill No. 59  
Third Reading Copy

For the Senate Committee on Highways and Transportation

Prepared by Paul Verdon  
March 20, 1991

1. Title, lines 7 and 8.

Strike: "INCREASING FEES FOR REQUESTS FOR DRIVING RECORDS;"

2. Page 1, line 10.

Following: line 9

Insert: "

STATEMENT OF INTENT

To implement 61-11-105(2), a statement of intent is required for this bill to provide guidelines for the adoption of rules under which the department of justice may determine if a person or firm has a legitimate purpose for requesting the individual driving record of a licensee. "Legitimate purpose" includes the formation and execution of a contract when the contract relies in part upon the contents of an individual's driving record."

3. Page 2, line 12.

Strike: "\$6"

Insert: "\$3"

4. Page 2, line 13.

Strike: "\$15"

Insert: "\$10"

8  
3-19-91  
HB 306

Amendments to House Bill No. 306  
Third Reading Copy

For the Senate Committee on Highways and Transportation

Prepared by Paul Verdon  
March 16, 1991

1. Page 3, line 22.

Strike: "70%"

Insert: "80%, rounded to the nearest whole number evenly  
divisible by 5 but not less than 25 miles an hour,"

SENATE HIGHWAYS

EXHIBIT NO. 9

DATE 3-19-91

BILL NO. HB 163

Amendments to House Bill No. 150  
Third Reading Copy

For the Senate Committee on Highways and Transportation

Prepared by Paul Verdon  
March 19, 1991

1. Page 3, lines 1 and 2.

Strike: "and other vehicles subject to tax under 61-3-504(2)"

2. Page 3, line 10.

Strike: "the"

Insert: "a light vehicle"

3. Page 3, line 11.

Following: "vehiele"

Insert: "his vehicle"

COMMITTEE ON: HIGHWAYS AND TRANSPORTATION

DATE: 3-19-91

HB 65  
 HB 117  
 HB 150  
 HB 732  
 HB 763

VISITOR'S REGISTER

NAME	REPRESENTING	BILL #	SUPPORT	OPPOS
DAVILL (BUT) SCHON	DOJ - MV DIVISION	HB 65	✓	
" " "	" " "	HB 150	—	
DAL Smilie	MT Motorcycle Safety Advisory Com	HB 763	✓ Amend	
Bonnie Tippy	MT Funeral Directors	HB 117	✓	
Jared H. Scherer	Smith Funeral Chapels	HB 117	✓	
J.E. "Big Red" <sup>201</sup>	Montana Funeral Directors Ass	HB 117	✓	
Jim Bennett	OPI MMSEP	HB 763		
Liz Jay	OPD	HB 763	✓	
Ray Hurlin	MACO	HB 65 HB 150	✓ ✓	

(PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY)