

MICROFILM DIVIDER

OMB/RECORDS MANAGEMENT DIVISION
SFN 2053 (2/85) 5M



ROLL NUMBER

DESCRIPTION

1357

2005 HOUSE TRANSPORTATION

HB 1357

2005 HOUSE STANDING COMMITTEE MINUTES

BILL NO. HB 1357

House Transportation Committee

Conference Committee

Hearing Date January 27, 2005

Tape Number	Side A	Side B	Meter #
1	X		.5-8.9
2	X		7.2-20.6
Committee Clerk Signature <i>De Loue D. Hemek</i>			

Minutes:

Chairman Weisz opened the hearing on HB 1357 A Bill for an Act to amend and reenact subsection 39-12-02 of North Dakota Century Code, relating to longer combination vehicle permits.

Rep. Monson:(.7) This bill is being submitted on behalf of one of my constituents who is a farmer and has a truck with a pup behind it. He was falling through the cracks to be able to excess this 10% load permit because of the length of his truck and the number of axles. He asked if there was anything we could do with this. The bill would make a fee for him to be able to purchase a length permit rather than an over weight permit, which is available for many semi's, during the winters when it is frozen. I will try to answer some questions. There are people here from DOT who could explain it better.

Grant Levi with DOT: This bill allows an annual permit, where today the highway patrol issues a single permit for long combination vehicles. There is a policy the highway patrol has in

place, which allows visible loads to exceed 105,500 lbs. when the ground is frozen and allows it to go up to 131,000 pounds. It allows it, but still limits the axle weights on the vehicle. Axle weights still have to be within state statute of limitation. Loads vehicle weight can increase for long combination vehicle. All the permit does is it makes the single permit that is \$20 permit allows to get a monthly permit of \$50. This is not a big revenue issue for the DOT. The loads are still permitted on a monthly basis and we could still control it with a map that is in place to where they could travel. There should not be any offense to the transportation system. So the department supports the bill.

Chairman Weisz Do you have an amendment for this bill?

Grant Levi: I was going to suggest that it would be in the best interest that we amend the bill, but I don't have an amendment with me. Presently, the single permit that is issued allows the movement of all commodities. This bill limits it to raw agriculture commodities. So an amendment would simply be to remove the words raw agriculture from this bill.

Chairman Weisz(4.0) Have you seen the fiscal note on this bill?

Grant Levi: No, I have not seen the fiscal note.

Chairman Weisz The reason I asked is the fiscal note is showing a positive revenue. I assume there should actually be a lose in revenue due to the fact you are going to a \$50/month. I understand the fiscal note was done by the highway patrol.

LeAnn Emery (sp?) (4.7) Highway Patrol. In reference to the fiscal note. How we came up with this figure; it is difficult because it is a single trip permit and we are not eliminating it, but we are giving the carrier an option of paying \$50/month. For fiscal year 2003, not through 2005, but within that realm, we sold 542 permits at \$20/each. Keep in mind we don't know how many

trucks a carrier has out there. Basically we averaged it out. We went back to 1999 and the number of permits we actually issued to 2004 and we divided that into six years and came up with approximately 221 permits at \$50/each.

Rep. Bernstein Is that permit written out to a vehicle or a person?

LeAnn Emery: It is vehicle specific for each company.

Rep. Price (5.8) Why are you looking for revenue for this biennium? There is no emergency clause so the bill will not go into affect until the next biennium. So how are you anticipating \$10,000 of revenue?

LeAnn Emery: Actually we based these dollars off what we already collected in 2003 & 2004 under the current law.

Rep. Schmidt Why don't we put an emergency clause on this bill? We could use it now this winter.

LeAnn Emery: LTD's permit is not a widely used permit. There are not a lot of permits that we issue. The emergency clause is something that could be done, but I don't know if there is a real huge demand out there.

Chairman Weisz (7.1) With this permit they don't qualify for the 10% over for the winter.

They can already go up to the 131,000 under the LTD permit? Is that correct.

Grant Levi: That is correct. What this does is allow 10% over on an axle.

Rep. Ruby(7.5) Does this apply to anything that is pulling a second trailer?

Have they been getting a permit every time they are use this, each trip? Is that correct?

Grant Levi: It applies to all vehicles which fall into the long combination vehicle classification.

Where it applies is if an individual wants to exceed 105,500 pounds; they can get permits when

the ground is frozen to go above this weight. As LeAnn Emery indicated to you; there are at the present time not that many permits issued. In 2004 there were 198; 2003 there were 344. It does vary by year.

Chairman Weisz Anyone else in support of HB 1357? Any opposition to HB 1357?

Hearing closed (8.9)

Hearing Opened: Tape 2, Side A 7.2

Rep. Meyer The pups, you have to buy a special permit for \$20 a time; a trip permit. Is it \$50/month plus the \$20 or is it just \$50/month?

Chairman Weisz No, it is \$50/month. This permit you need if you want to run to the 131,000 pounds. No matter how many axle combinations, you have to get only for those winter months you can run up to 131,000. This is not actually for licensing a combination vehicle. You are not paying this for just pulling the pup. You are paying for the axle combinations going up to the 131,000 pound total. Similar to the 10% over load we allow on standard trucks in the winter time. So it changes it from a day permit to a monthly permit.

Rep. Weiler(8.3) What constitutes a trip?

Chairman Weisz It is a single day permit. That means it is a one round trip; otherwise, if you go from Bismarck to Fargo and back that is a trip permit.

Rep. Weiler Where do you purchase this?

Chairman Weisz You can purchase it on line or go to most weigh stations or down here to the office. Or the highway patrol can give you one on the spot.

Rep. Ruby In the interest of consistency, should we remove the requirement of what it is being used for?

Chairman Weisz The amendment was suggested. Discussed amendment to change the bill.

Should change it just to commodities and that would mean any thing.

Motion Made by Rep. Ruby Seconded by Rep. Owens

Line 23 we are going to remove raw agriculture.

Voice vote and yes. No opposition.

Chairman Weisz Now we have an amended bill in front of us.

Rep. Price (9.8) I spoke to LeAnn a little bit after the hearing was closed and there are some real questions. Their expert said it was going to cost \$8000. I really have some questions on the fiscal note.

Chairman Weisz There should be some income; most of the people that are going to use this will be doing allot more than 2 trips a month?

Rep. Weiler Maybe we should be looking at raising the fee per month.

Chairman Weisz I think the reason we put \$50 in was that it the fee. We did that last session. Either way it is somewhat minimal.

Rep. Weiler What ever it takes so we would not have a negative impact.

Rep. Hawken Why can't they do a single trip?

Rep. Meyer If you a making that trip every day it gets to be a real hassle to get permits all the time. I know you can get these permits on line, but it is such a hassle to get them. It might generate if they know they can buy it once a month or buy it for four months?

Chairman Weisz I have visited with DOT and LeAnn. Every vehicle that can run over 80,000 has to get a single day permit on the interstate. That is Federal law and we can't change that.

DOT indicated it would save them money if we changed it to a monthly or yearly rate just from

the stand point of time. It is not that they except or deny them. You get one if you put in for one if your vehicle meets the requirements. In their respect it is a money safer; on the interstate it is thousands of permits. Here we are looking at a limited number.

Rep. Bernstein (13.3) Raise it for a monthly permit and an individual could still get a trip permit for \$20, if he wants to. If your running trips from Fargo and back and making two trips a week; that would save those folks a considerable amount of money. That is on the interstate; where ever they want to haul it would be cheaper. Do Pass Motion made by Rep. Meyer Seconded by Rep. Weiler.

Rep. Ruby I am going to resist the Do Pass until we at least make an attempt to put an amendment on it to increase the fee for monthly to \$100

Chairman Weisz Rep. Meyer do you want to withdraw your motion? Rep. Weiler withdraw his second until we can get the amount figured out. Rep. Meyer and Rep. Weiler both withdrew their motions.

Rep. Kelsch made a motion to increase the monthly fee to \$100. Seconded by Rep. Weiler.

Rep. Delmore The \$20 a month trip, is that still available.

Chairman Weisz Yes you still have the option.

Rep. Weiler Let the people that do the trips figure it out, which type of permit they would purchase.

Rep. Hawken Questioned the fiscal note? Wanted to know if the \$4,000-\$8,000 to make up a new permit?

Chairman Weisz (16.3) Yes, that happens regardless of a do pass or not.

Page 7
House Transportation Committee
Bill Number HB 1357
Hearing Date January 27, 2005

Rep. Ruby We have the over weight permits \$50; you can buy it for the year for \$250 and once a month for \$100. That doesn't seem to make sense.

Do Pass on the Amendment 9 Yes 6 No 0 Absent

Chairman Weisz Motion passed 9 to 6 so we have an amended bill in front of us.

Rep. Vigesaa I have a question about the weight you talked about? Does this allow for an over weight capacity?

Chairman Weisz Currently we are limited to 105,500 pounds regardless of how many axles we run. This allows you to go to 131,000, but you can never exceed the limit per axle. So you are not going to get any over load per axle. It just says if you have enough axles and if you want to get that permit up to 131,000. But if you are limited to 24,000 on the tandem you can't go to 48 or what ever. The 10% permit that is available for winter time; that allows you to loan 10% more per axle. This doesn't allow that. FEDX is pulling triple, you could get a permit to go to 131,000 because they have enough axles. The combination allows you to get this. Can't just be truck trailer.

Motion made by Rep. Weiler Seconded by Rep. Kelsch

Do Pass As Amended 13 yes 2 No 0 Absent Carrier: Rep. Ruby

(20.6)

FISCAL NOTE

Requested by Legislative Council
03/07/2005

Amendment to: Engrossed
 HB 1357

1A. **State fiscal effect:** *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	2003-2005 Biennium		2005-2007 Biennium		2007-2009 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues		\$21,680		\$22,100		\$25,260
Expenditures			\$3,000	\$1,000		
Appropriations						

1B. **County, city, and school district fiscal effect:** *Identify the fiscal effect on the appropriate political subdivision.*

2003-2005 Biennium			2005-2007 Biennium			2007-2009 Biennium		
Counties	Cities	School Districts	Counties	Cities	School Districts	Counties	Cities	School Districts

2. **Narrative:** *Identify the aspects of the measure which cause fiscal impact and include any comments relevant to your analysis.*

Impact on loss or gain of revenue is dependent on the number of vehicles the carrier would purchase 30-day Longer Combination Vehicle (LCV) permits for. A carrier is presently required to purchase a single trip LCV permit for each vehicle for each load movement. The vehicle used to haul the load can change from one load movement to the next.

3. **State fiscal effect detail:** *For information shown under state fiscal effect in 1A, please:*

A. **Revenues:** *Explain the revenue amounts. Provide detail, when appropriate, for each revenue type and fund affected and any amounts included in the executive budget.*

The fees are for LCV permits; they are collected by the Highway Patrol and deposited into Highway Fund 200.

B. **Expenditures:** *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

If the changes to the LCV are passed, we will need to update our current permitting system to include the new permit type. These changes will run between \$4,000-\$8,000 to complete. The main changes will be to our E-permit application.

C. **Appropriations:** *Explain the appropriation amounts. Provide detail, when appropriate, of the effect on the biennial appropriation for each agency and fund affected and any amounts included in the executive budget. Indicate the relationship between the amounts shown for expenditures and appropriations.*

N/A

Name:	Bryan Klipfel	Agency:	Highway Patrol
Phone Number:	328-2455	Date Prepared:	03/08/2005

FISCAL NOTE

Requested by Legislative Council
01/31/2005

Amendment to: HB 1357

1A. **State fiscal effect:** *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	2003-2005 Biennium		2005-2007 Biennium		2007-2009 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues		\$21,680		\$22,100		\$25,260
Expenditures			\$3,000	\$1,000		
Appropriations						

1B. **County, city, and school district fiscal effect:** *Identify the fiscal effect on the appropriate political subdivision.*

2003-2005 Biennium			2005-2007 Biennium			2007-2009 Biennium		
Counties	Cities	School Districts	Counties	Cities	School Districts	Counties	Cities	School Districts

2. **Narrative:** *Identify the aspects of the measure which cause fiscal impact and include any comments relevant to your analysis.*

Impact on loss or gain of revenue is dependent on the number of vehicles the carrier would purchase 30-day Longer Combination Vehicle (LCV) permits for. A carrier is presently required to purchase a single trip LCV permit for each vehicle for each load movement. The vehicle used to haul the load can change from one load movement to the next.

3. **State fiscal effect detail:** *For information shown under state fiscal effect in 1A, please:*

A. **Revenues:** *Explain the revenue amounts. Provide detail, when appropriate, for each revenue type and fund affected and any amounts included in the executive budget.*

The fees are for LCV permits; they are collected by the Highway Patrol and deposited into Highway Fund 200.

B. **Expenditures:** *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

If the changes to the LCV are passed, we will need to update our current permitting system to include the new permit type. These changes will run between \$4,000-\$8,000 to complete. The main changes will be to our E-permit application.

C. **Appropriations:** *Explain the appropriation amounts. Provide detail, when appropriate, of the effect on the biennial appropriation for each agency and fund affected and any amounts included in the executive budget. Indicate the relationship between the amounts shown for expenditures and appropriations.*

N/A

Name:	Colonel Bryan Klipfel	Agency:	Highway Patrol
Phone Number:	328-2455	Date Prepared:	02/01/2005

FISCAL NOTE

Requested by Legislative Council

01/13/2005

Bill/Resolution No.: HB 1357

1A. **State fiscal effect:** *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	2003-2005 Biennium		2005-2007 Biennium		2007-2009 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues		\$10,840		\$11,050		\$12,630
Expenditures			\$3,000	\$1,000		
Appropriations						

1B. **County, city, and school district fiscal effect:** *Identify the fiscal effect on the appropriate political subdivision.*

2003-2005 Biennium			2005-2007 Biennium			2007-2009 Biennium		
Counties	Cities	School Districts	Counties	Cities	School Districts	Counties	Cities	School Districts

2. **Narrative:** *Identify the aspects of the measure which cause fiscal impact and include any comments relevant to your analysis.*

Impact on loss or gain of revenue is dependent on the number of vehicles the carrier would purchase 30-day Longer Combination Vehicle (LCV) permits for. A carrier is presently required to purchase a single trip LCV permit for each vehicle for each load movement. The vehicle used to haul the load can change from one load movement to the next.

3. **State fiscal effect detail:** *For information shown under state fiscal effect in 1A, please:*

A. **Revenues:** *Explain the revenue amounts. Provide detail, when appropriate, for each revenue type and fund affected and any amounts included in the executive budget.*

The fees are for LCV permits; they are collected by the Highway Patrol and deposited into Highway Fund 200.

B. **Expenditures:** *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

If the changes to the LCV are passed, we will need to update our current permitting system to include the new permit type. These changes will run between \$4,000-\$8,000 to complete. The main changes will be to our E-permit application.

C. **Appropriations:** *Explain the appropriation amounts. Provide detail, when appropriate, of the effect on the biennial appropriation for each agency and fund affected and any amounts included in the executive budget. Indicate the relationship between the amounts shown for expenditures and appropriations.*

N/A

Name:	Colonel Bryan Klipfel	Agency:	ND Highway Patrol
Phone Number:	328-2455	Date Prepared:	01/18/2005

50585.0101
Title.0200

Adopted by the Transportation Committee
January 27, 2005

VK
1/27/05

HOUSE **AMENDMENTS TO HOUSE BILL NO. 1357 TRANS 1-27-05**

Page 1, line 23, remove "raw agricultural" and replace "fifty" with "one hundred"

Renumber accordingly

Date: 1-27-05
Roll Call Vote #:

2005 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1357

House Transportation Committee

Check here for Conference Committee

Legislative Council Amendment Number _____

Action Taken Do Pass As Amended

Motion Made By Rep. Kelsch Seconded By Rep. Weiler

Representatives	Yes	No	Representatives	Yes	No
Rep. Weisz - Chairman		✓	Rep. Delmore	✓	
Rep. Hawken - Vice Chair.	✓		Rep. Meyer		✓
Rep. Bernstein	✓		Rep. Schmidt		✓
Rep. Dosch	✓		Rep. Thorpe	✓	
Rep. Iverson	✓				
Rep. Kelsch	✓				
Rep. Owens		✓			
Rep. Price	✓				
Rep. Ruby		✓			
Rep. Vigesaa		✓			
Rep. Weiler	✓				

Total (Yes) 9 No 6

Absent 0

Floor Assignment _____

If the vote is on an amendment, briefly indicate intent:

Passed

Date: 1-27-05
Roll Call Vote #:

2005 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1357

House Transportation Committee

Check here for Conference Committee

Legislative Council Amendment Number _____

Action Taken No Pass As Amend.

Motion Made By Rep. Weiler Seconded By Rep. Kelsch

Representatives	Yes	No	Representatives	Yes	No
Rep. Weisz - Chairman	✓		Rep. Delmore	✓	
Rep. Hawken - Vice Chair.	✓		Rep. Meyer		✓
Rep. Bernstein	✓		Rep. Schmidt		✓
Rep. Dosch	✓		Rep. Thorpe	✓	
Rep. Iverson	✓				
Rep. Kelsch	✓				
Rep. Owens	✓				
Rep. Price	✓				
Rep. Ruby	✓				
Rep. Vigesaa	✓				
Rep. Weiler	✓				

Total (Yes) 13 No 2

Absent 0

Floor Assignment Rep Ruby

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE (410)
January 28, 2005 8:05 a.m.

Module No: HR-19-1283
Carrier: Ruby
Insert LC: 50585.0101 Title: .0200

REPORT OF STANDING COMMITTEE

HB 1357: Transportation Committee (Rep. Welsz, Chairman) recommends
AMENDMENTS AS FOLLOWS and when so amended, recommends **DO PASS**
(13 YEAS, 2 NAYS, 0 ABSENT AND NOT VOTING). HB 1357 was placed on the
Sixth order on the calendar.

Page 1, line 23, remove "raw agricultural" and replace "fifty" with "one hundred"

Renumber accordingly

2005 SENATE TRANSPORTATION

HB 1357

2005 SENATE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HB 1357

Senate Transportation Committee

Conference Committee

Hearing Date 3-03-05

Tape Number	Side A	Side B	Meter #
1		x	4450-end
2	x		0-970
Committee Clerk Signature <i>Mary K Monson</i>			

Minutes:

Chairman Trenbeath opened the hearing on HB 1357 relating to longer combination vehicle permits.

Representative David Monson (District 10) Introduced HB 1357 on behalf of a constituent who didn't qualify for certain types of permits. The constituent was in contact with Legislative Council, the Highway Patrol, and DOT to work out the language to solve the problem.

Representative Robin Weisz (District 14) Testified in favor of HB 1357. This bill was to allow longer combination vehicles the ability to buy permits on a monthly basis instead of having to buy single trip permits. In response to some concerns, he clarified that the House Transportation Committee did not intend to make every longer combination vehicle have a permit to run legally where they don't need one now. The intent was that, if a trip permit is needed now, it could be done on a monthly basis. The only other change they made to the original bill was to raise the monthly cost for the permit from \$50 to \$100. The point was to

make it simpler for law enforcement. Testimony on the House side implied that people aren't getting the permit when they are doing this occasionally. They are taking their chances. It was also implied that there may not be much revenue difference. The House did not intend to add any restrictions on combination vehicles. This is to make it easier for those who needed a trip permit on a regular basis. He emphasized that it is not restricting.

Senator Trenbeath asked why the change from the original raw agriculture commodities to just commodities.

Rep. Weisz said the discussion was "why should this apply strictly to agriculture commodities?" Maybe commodities doesn't need to be in there at all. What is really being talked about is that trip permit for combination vehicles. The bill was introduced to address a concern with an agriculture constituent. The committee questioned why it should be restricted. They felt it should apply to everybody.

Senator Trenbeath asked if it could say "the fee for a longer combination vehicle permit is \$100 per month for fees paid on a monthly basis".

Rep. Weisz said that was actually a better way to say it unless someone can show there is an issue there.

Senator Espegard asked if this was just the length of the truck and nothing to do with weight.

Rep. Weisz said it is the weight because of the axles and length. They are combination vehicles and there are road limitations. Because of the combination of all the axles, the trip permit allows them to bump the weight up legally. Axle weight is not exceeded.

Senator Espegard asked if they are actually allowed to haul more with a longer truck.

Rep. Weisz said that is correct. They can now legally haul more but they are not overloading per axle.

Senator Espgaard asked about a commercial hauler.

Rep. Weisz said there is a difference between state highways and the Interstate Systems.

(Meter 5661) These vehicles don't need a permit now on state highways. If they don't run on Interstate or on a regular basis, they don't care.

Senator Bercier asked if this would help the multi trailer low boys.

Rep. Weisz said it could apply if they are doing it on a regular basis.

Tape 2 (Meter 20)

Grant Levi (ND DOT) Testified that the Highway Patrol working with the DOT has put into place policies that allow long combination vehicles, during the months of December 1 through March 7 or until load restrictions go into effect, to travel on designated state roadways with weights that exceed 105,500 lbs. Those weights cannot exceed 131,000 lbs. Those permits are only issued if the tire and axle weights are legal and there are sufficient axles and the bridge length requirements are met. Working with the bill sponsors, DOT thought it was in the best interest of the state of ND, for processing purposes and because it does not have a major impact on revenue, to agree with and support the issuing of a monthly permit for \$100.

Senator Warner asked if these are available on the Internet.

Grant Levi said the Highway Patrol handles the actual permit and his understanding is they probably are not available on the Internet at this time.

Senator Warner asked where you get the permit.

Grant Levi said the trucking industry usually plans pretty well in advance. They would work with the Highway patrol to get the permit. Now they can only get a single trip permit. This would allow them to plan ahead and get the permit on a monthly basis.

Senator Espegard asked if the present practice allows them to fill out the slip and fax it in.

Grand Levi deferred to the Highway Patrol.

Doyle Schultz (Director of Motor Carrier Operations, State Patrol) The long combination vehicle permit is just for a very specific time, December 1 through March 7 unless road restrictions come off sooner. It is just designed to allow people to haul heavier loads on frozen highways. It will eventually be processed onto the Internet. Currently, they call the permit section and they can get the single trip permits they fill out as they go. An ID supplement is not required. Only about 75-100 are sold a year. The idea of the bill was simply to simplify it.

Senator Mutch asked about the length and how long it would be extended with a permit.

Doyle Schultz said the reason it is called a long combination permit is because they have to have a link to carry the heavy weight. The maximum they could go would be 105 ft. and carry 131,000 lbs. on a nine axle load.

Senator Trenbeath asked where the \$100 figure came from.

Doyle Schultz said it sounded like the House Transportation Committee came up with the figure.

Grant Levi offered that the suggestion to remove "used for the transportation of commodities" would make it clearer.

John Roswick (Midwest Motor Express) Testified that they had some concerns over the language of the bill. After the explanations, the way he understands it is that item "g" on the amendment is more akin to item "a" of the amendment. It doesn't seem to affect the ability of

someone traveling down the interstate and on prior approved state highways who are currently buying the non self issuing interstate permits.

Doyle Schultz said the long combination vehicle is not allowed on the interstate. It is only allowed on designated routes. (Meter 710)

Senator Espegard asked about the sugar beet trucks.

Doyle Schultz said the trans system usually loading out of the depot will buy an interstate permit and they can go 105,500 with the interstate permit.

Senator Espegard asked what they do when they go on state highways and other roads.

Doyle Schultz replied that if it's restricted to 80,000 they have to be at 80,000. If it happened to be a 105,500 road, which some are, then they can travel 105,500.

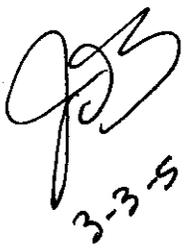
The hearing on HB 1357 was closed.

Senator Warner motioned to amend HB 1357 to delete, beginning on line 22, the language "used for the transportation of commodities".

Senator Bercier seconded the motion. The motion carried on a voice vote.

Senator Espegard motioned a **Do Pass as Amended**. Seconded by **Senator Bercier**.

Roll call vote 6-0-0. **Passed**. Floor carrier is **Senator Espegard**.



Handwritten signature and date: 3-3-05

PROPOSED AMENDMENTS TO ENGROSSED HOUSE BILL NO. 1357

Page 1, line 22, remove "used for the transportation of"

Page 1, line 23, remove "commodities"

Renumber accordingly

REPORT OF STANDING COMMITTEE (410)
March 3, 2005 4:15 p.m.

Module No: SR-39-4120
Carrier: Espegard
Insert LC: 50585.0201 Title: .0300

REPORT OF STANDING COMMITTEE

HB 1357, as engrossed: Transportation Committee (Sen. Trenbeath, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (6 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). Engrossed HB 1357 was placed on the Sixth order on the calendar.

Page 1, line 22, remove "used for the transportation of"

Page 1, line 23, remove "commodities"

Renumber accordingly