

MINUTES
FISH AND GAME COMMITTEE
MONTANA STATE SENATE

March 16, 1977

The twenty-first meeting of the Fish and Game Committee was called to order by Chairman Dunkle at 8:00 A.M., in Room 405 of the State Capitol Building.

ROLL CALL: All members were present with the exception of Senator Warden, who was excused.

CONSIDERATION OF HB 158, an act to clarify the law relating to registration of snowmobiles; providing a \$3 recording fee; deleting annual registration requirements other than obtaining an annual tax-paid decal; and amending the definition of "snowmobile" to exclude all-terrain vehicles.

Representative Steve Waldron, Chief Sponsor of the bill, asked that the committee set the bill aside until certain amendments to it could be drawn.

CONSIDERATION OF HB 159, an act to impose a penalty for failure to register a snowmobile during the grace period following transfer of the snowmobile and to change the grace period for obtaining a tax-paid decal from 10 to 20 days.

Chairman Dunkle announced that HB 159 would also be set aside momentarily.

CONSIDERATION OF HB 340, an act to provide a portion of the fuel tax for development and maintenance of snowmobile facilities. Representative Russell Baeth, Chief Sponsor of the bill, introduced Mr. Ken Hoovestol, of the Montana Snowmobile Association, who spoke in support of the bill. He said gasoline used in snowmobiles is for off-road purposes, thus the state highway tax paid on this fuel should be refunded to a designated fund and earmarked for snowmobile facility development, maintenance and operation. (Attachment #1).

Legislative Co-Chairman of the Montana Snowmobile Association, Mr. Everett Woodgerd, spoke in support of HB 340. He stated that on an average a snowmobile gets 95.8 miles to the gallon.

Mr. Ron Holliday, Administrator of the Recreation and Parks Division of the Montana Fish and Game Department, presented a statement which included a run-down on the snowmobile facility development report, guidelines for proposed snowmobile area development projects, and a law enforcement report. (Attachment #2).

Mr. Don Malmberg of the Montana Fish and Game Department presented proposed expenditures for a snowmobile safety education program. (Attachment #3).

Chairman Dunkle asked if there were any other proponents and then called for opponents to the bill.

Mr. Larry Tobiason, representing the American Automobile Association of Helena, spoke in opposition to HB 340. He said the money being diverted can best be used in the Highway Trust Account. (Attachment #4).

Mr. Earl Moritz, representing the Highway Users Federation quoted figures from a Montana Highway Department "Monthly Motor Fuel Tax Report," dated December 1976, and a Highway Department "Planning and Research Bureau Comparisons of Motor Fuel Tax Collections and Refunds" report. He said at the present time 1 million dollars are being diverted from the highway fund for motorboats, snowmobiles, highway safety, etc.

He quoted from articles taken from the magazine, TRIP (February, 1977) and also read a statement of the necessity for highway funds. (Attachments #5, #6, and #7). He mentioned that at the present time, half of the gasoline tax goes for the maintenance of highways, and Montana is still unable to keep up with maintenance.

Chairman Dunkle asked Representative Baeth to close. Representative Baeth stated that snowmobiling is the third largest sport in Montana.

Mr. James Beck of Helena testified as an individual in opposition to HB 340. He said in these times of energy crises and in view of the dwindling supply of fossil fuels, he thinks the legislature should not encourage the use of gasoline for recreational purposes.

Chairman Dunkle asked for questions.

Senator Manley asked if anyone had an idea of approximately what percentage of the gasoline sold was used by snowmobiles. Mr. Beck said that a representative of the Snowmobile Association said they use 80 gallon per year on an average.

Mr. Hoovestol said studies they have conducted have pointed out that snowmobiles are consuming more than the .3 percent figure and that the .3 percent figure his association is requesting is much less than what is actually being consumed.

Senator Galt asked if there were any figures indicating how much the refund is for off-road use of gasoline. Mr. Hoovestol said the snowmobilers have not been asking for refunds because keeping records is too difficult. He said very few people apply for a refund.

Chairman Dunkle asked the committee secretary to obtain copies of Mr. Holliday's report and distribute them to the committee.

Senator Lensink asked Mr. Beck of the Montana Department of Highways if he knew how much gasoline is consumed by lawn mowers in the State of Montana. Mr. Beck replied that he did not know.

Senator Manley asked how much of the gasoline tax is for oil. Mr. Beck said as far as he knew the tax on oil is strictly federal tax, and there is no state tax.

Chairman Dunkle closed the hearing on HB 340.

RECONSIDERATION OF HB 159: Representative Steve Waldron, Chief Sponsor of the bill, went through it. He said it would increase the grace period allowed for titling snowmobiles. He said he wanted to make the title transfer similar between snowmobiles and motor vehicles. It was noted by Representative Waldron that if the county treasurer has one procedure set up to follow, it makes it easier for him. He also said the bill would provide a method of enforcement.

Senator Dunkle asked if there were any other proponents or opponents. Since there were none, he called for questions from the committee.

There being no questions, Chairman Dunkle closed the hearing on HB 159 at 9:10 A.M.

Senator Lowe made a motion that HB 159 be concurred in. Senator Smith said he wanted to discuss it further, so no action was taken.

CONSIDERATION OF HB 221, an act to maintain snowmobile noise standards at the levels prescribed to take effect June 30, 1975.

Representative William Menahan, Chief Sponsor of the bill, turned the discussion over to Mr. Hoovestol. Mr. Hoovestol read a statement from the Montana Snowmobile Association. (Attachment #8). This was in support of HB 221. He said the

the snowmobile industry is committed to continuing progress in the area of sound level reduction wherever technologically and economically feasible. However, it is simply unable to produce machines in compliance with Montana's law as now written. Moreover, according to Mr. Hoovestol, the need for further reduction simply cannot be shown.

Chairman Dunkle asked for other proponents. Mr. Everett Woodgerd read letters from three snowmobile dealers, in support of HB 221. (Attachments #9, #10, and #11).

Mr. Don Malmberg of the Montana Fish and Game Department presented a written statement in support of HB 221. He said the bill provides that snowmobile sound levels be maintained at the present level. (Attachment #12).

After discerning there were no questions from the committee, Senator Dunkle closed the hearing.

DISPOSITION OF HB 221: Senator Manley made a motion that HB 221 BE CONCURRED IN. The motion was seconded by Senator Smith and carried unanimously.

Senator Manley agreed to carry the bill on the floor.

ADJOURNMENT: Chairman Dunkle adjourned the meeting at 9:20 A.M.


SENATOR FRANK DUNKLE, CHAIRMAN

NAME: Larry Tobiason DATE: 3/16/77

ADDRESS: 607 Lamborn

PHONE: 442-5920

REPRESENTING WHOM? AAA

APPEARING ON WHICH PROPOSAL: HB 390

DO YOU: SUPPORT? _____ AMEND? _____ OPPOSE? X

COMMENTS: _____

Money being diverted Can best be used
in the Highway Trust Account.

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: Ratl Monix DATE: 3-16-77

ADDRESS: 1024 Evelyn St

PHONE: 442-5920

REPRESENTING WHOM? Highway User

APPEARING ON WHICH PROPOSAL: N.B. 340

DO YOU: SUPPORT? _____ AMEND? _____ OPPOSE? X

COMMENTS: _____

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: Don Malmberg DATE: 3-16-77

ADDRESS: _____

PHONE: _____

REPRESENTING WHOM? Fish & Game

APPEARING ON WHICH PROPOSAL: ~~221~~ 340

DO YOU: SUPPORT? AMEND? _____ OPPOSE? _____

COMMENTS: Will provide monies for a snowmobile safety program

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME:

Don Malinberg

DATE:

3-16-77

ADDRESS:

PHONE:

REPRESENTING WHOM?

APPEARING ON WHICH PROPOSAL:

221

DO YOU:

SUPPORT?

AMEND?

OPPOSE?

COMMENTS:

A sound level requirement
of less than 75 dBA at 50'
is a mute question

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: Ron Holliday DATE: 3-16-77

ADDRESS: Fish & Game State Office

PHONE: 449-3750

REPRESENTING WHOM? FISH & GAME DEPT.

APPEARING ON WHICH PROPOSAL: HB 340

DO YOU: SUPPORT? AMEND? OPPOSE?

COMMENTS: WILL TESTIFY & LEAVE
SNOWMOBILE REGISTRATION FEE
EXPENDITURE REPORT WITH
COMMITTEE SEC.

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: Ken Hoover DATE: 3/17/77

ADDRESS: Billings, MT

PHONE: 656-9614

REPRESENTING WHOM? Montana Snowmobile Assn

APPEARING ON WHICH PROPOSAL: AB - ~~220~~ 221

DO YOU: SUPPORT? AMEND? OPPOSE?

COMMENTS: _____

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: James R. Beck DATE: 3-10-77

ADDRESS: 515 Gilbert

PHONE:

REPRESENTING WHOM? Myself

APPEARING ON WHICH PROPOSAL: H.B. 340

DO YOU: SUPPORT? _____ AMEND? _____ OPPOSE? _____

COMMENTS: IN these times of the energy crisis and in view of the dwindling supply of fossil fuels, I think that this legislature should NOT encourage the use of gasoline for recreational purposes.

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME Everett E. Woodgerd Bill No. HB. 221

ADDRESS 611 Livingston Ave Date 3-16-77
Missoula

WHOM DO YOU REPRESENT? Missoula SnowGoers
Missoula Snowmobile Dealers

SUPPORT OPPOSE AMEND

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments:

See Letters From
Missoula Snowmobile Dealers

STANDING COMMITTEE REPORT

March 16, 19 77

MR. PRESIDENT

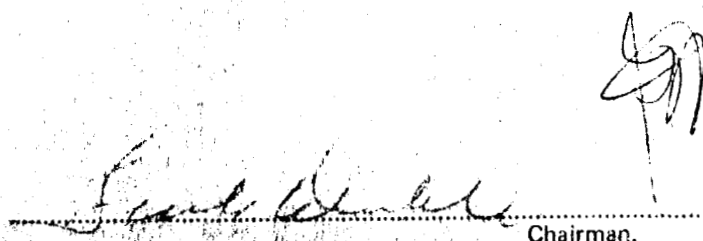
We, your committee on FISH AND GAME

having had under consideration HOUSE Bill No. 221

Respectfully report as follows: That HOUSE Bill No. 221,
third reading bill,

BE CONCURRED IN

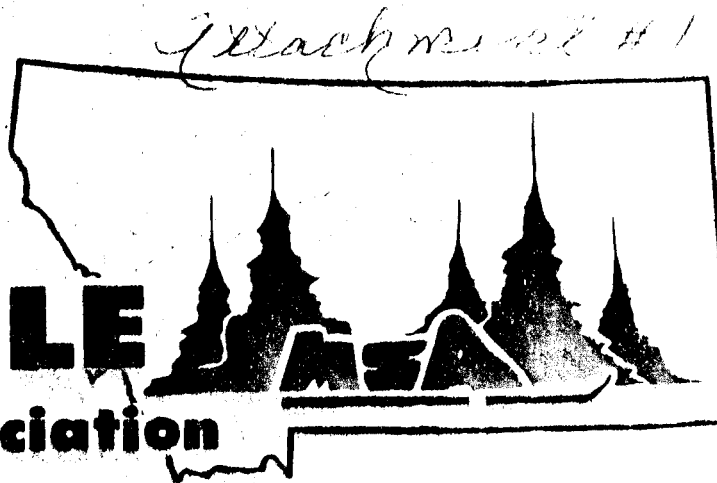
DO PASS


Chairman.

Montana

SNOWMOBILE

Association



January 29, 1977

HB-340

In support of HB-340

Gasoline used in snowmobiles is for off-road purposes, thus the state highway tax paid on this fuel should be refunded to a designated fund and earmarked for snowmobile facility development, maintenance and operation.

Although only one of many concerns, parking facilities at trail heads are the most crying need. The elimination of parking and traffic congestion in these areas would be a great benefit to the general public as well as the snowmobiler.

The boaters of Montana currently enjoy public docks, loading ramps and other facilities paid for by the return of their highway tax dollars.

The sports of boating and snowmobiling are more closely related than with any other sport. They are both family sports, both are limited to about the same length season, both operate in certain areas and under controlled circumstances, neither have a direct impact on the ground, and both require vehicular and trailer parking facilities, and both use about the same amount of fuel per year.

The attached report "Recreational use of taxes on snowmobile fuel" prepared by the International Snowmobile Industry Association, shows examples of off-road fuel tax usage in six states.

The attached report "Gasoline taxes and the Montana Snowmobiler" is the result of extensive surveys conducted nationwide. This study shows an average consumption of 80.5 gallons of gas per year per snowmobile. This figure was substantiated by a survey conducted at random by the Montana Snowmobile Association. The MSA survey showed 81 gallons per year per machine.

Three factors lead us to believe that this report is very much on the conservative side; (1) The survey was conducted in 1974 during the height of the energy crisis, (2) This report on the number of machines operating in Montana does not include machines sold prior to 1970 or those sold this 1976-77 season, (3) These figures do not reflect the large volume of gas used by out of state tourists.

With the above factors in mind, we feel justified in our claim to 6/10 of one percent of the total state fuel tax collected.

ADDITIONALFACTS TO CONSIDER IN SUPPORT OF HB-340

Local government will receive a large share of the monies thru contracts for snow removal and local government will be the recipient of additional year-round recreational facilities.

Governor Judge was the sponsor of the bill that refunded the off-road fuel tax monies to the boaters, when he was in the Senate.

We support a committee amendment to provide 15% of these monies the first year, and 10% annually thereafter for the development and implementation of a comprehensive snowmobile safety and education program.

We support the amendment as recommended in the technical note on the fiscal note for HB-340

Snowmobiling is still the third fastest growing sport in America.

MONTANA ECONOMIC IMPACT ASSESSMENT

Operating snowmobiles (estimated)	
verified by Industry shipment figures - - -	30,000
Snowmobile Users (estimated) (conservative) - - -	100,000
Annual sales of new and used snowmobiles	
and trailers - - - -	\$8,911,131.
Annual Value of Accessory purchases and repairs -	\$2,556,382.
Annual expenditures for gas and oil	
used in snowmobiles - - - -	\$1,238,628.
State gasoline taxes @.0775 cents per gallon - -	\$ 174,435.*
Expenditures on trips and outings - - - - -	\$1,869,405.
Insurance Expenditures - - - - -	\$ 601,140.

TOTAL annual expenditures
(* not including the state gas tax) \$15,176,686.

Note:- Additionally hundreds of thousands of dollars in wages are paid to those employed in snowmobile sales, service and support roles. The state and counties thus benefit directly through additional jobs during the traditionally high unemployment winter period. Moreover, augmented wintertime economic activity increases the rate of capital movement, in itself a positive economic stimulant.

Attachment # 2

HB 270
3-16-77
RON HOLLAY

SNOWMOBILE FACILITY DEVELOPMENT REPORT

As a result of concerted efforts by the state snowmobile association, the 43rd legislative session, in 1975, passed a law, Senate Bill 254, which required that all snowmobiles be assessed an annual \$2.00 registration fee which was earmarked for use by the Montana Department of Fish and Game. One-half of this fee was allocated to the Recreation and Parks Division for development of snowmobiling facilities and one-half was allocated to the Enforcement Division for enforcement of snowmobile laws.

Since passage of this bill, from 17,000 to 21,000 snowmobiles have been registered each year. Approximately \$10,000 has been spent or is committed to date, and the department currently has approximately \$50,000 set aside with which to develop facilities.

Expenditure of this money has been slow, partly due to the early complexities of setting up a new program and formulating guidelines, a copy of which is attached to this report.

These guidelines were distributed widely to department personnel, the state snowmobile association and to numerous individuals and clubs. No adverse comments were received and these guidelines were adopted as policy.

An early proposal for a parking area on Waldron Creek which was accepted as a pilot project brought to light a serious problem that has further limited the expenditure of these funds. The legislation clearly restricts the department's expenditures to development and enforcement. No maintenance expense such as snow removal or purchase of grooming equipment can be charged to these funds. These restrictions have made it impossible to consider many otherwise worthwhile proposals.

The following projects are either completed, under construction, or in the planning stages.

WALDRON CREEK (North Fork of Teton River, Teton County)

Project Scope: Conceived as pilot project in 1975. Provides parking for approximately 15 vehicles, sanitary facilities, and signing. Construction on USFS land.

Approximate cost: \$2,500

Status: Project completed. Sanitary facility maintenance assumed by USFS. Snow removal was initially paid for by Choteau Snowmobile Club and is now being done by operator of adjacent ski area.

VANCE HILL (North Fork of Flathead River, Flathead County)

Project Scope: Signing, dozer work and brush removal on approximately one-half mile of trail. On USFS land.

Approximate cost: \$300

Status: Project completed. No maintenance necessary.

3. 16-77

Attachment

3

HB 340

Proposed expenditures for a snowmobile safety education program.

Figures are based on a Department of Revenue Fiscal Note figure of \$104,000 gasoline tax (.3%). Assuming 15% of this used each of the first two years and 10% for each of the following years, the following expenditures would be suggested:

First Two Years

Public Service Announcement	\$ 200
Instructor Manuals	300
Student Manuals	5,000
Postage	2,500
16 mm. safety film	300
Slide series	200
Administration	4,000
Misc. printing	200
Workshops	2,400
Audio-visual equipment	500
	<u>\$15,600</u>

Following Years

Public Service Announcement	\$ 150
Instructor Manuals	100
Student Manuals	2,600
Postage	1,100
Film maintenance	50
Administration	4,000
Misc. printing	200
Workshop	1,600
Audio-visual equipment	600
	<u>\$10,400</u>

Don A. Maluberg

Attachment # 1

My name is Larry Tobiason, Executive Vice President of the Montana Automobile Association.

I rise in opposition to HB 340, not because we are anti-snowmobile users, but because we believe there is a far greater need for this money to be left in the Highway Account and be used for maintenance and construction of our present Highway system.

Montana's ~~roads~~ roads are deteriorating rapidly.

Many of our roads and streets were built decades ago and are dangerous presenting hazards to life and property. According to the Highway Department at least 2,843 miles of primary and rural extension highways urgently need repair and upgrading today to carry today's traffic. At 1977 prices this would cost approximately 992 million dollars. ^{For construction, Reconstruction or surfacing only!} This does not include the Secondary or Urban roadways that are in need of repair or replacement. In addition there are a total of 146 bridges that need replaced due to either structural or width deficiencies.

Why do these conditions exist? For one thing, extremists among environmentalists, mass transit enthusiasts and urban planners have made headway in convincing state and government officials, editorial writers and other opinion leaders that we should stop investing money in highways.

In many cases, road tax revenues that should be used solely for construction and repair have been diverted to other uses without full public realization of the consequences.

We feel we must complete, upgrade and maintain our network of highways and bridges in Montana first. Rural and urban roadways must be made safer and more modern. Montana is a very mobile state, and without a good system of highways Montana will take a step backwards. Even snowmobile users need good highways to get to those remote areas to use their machines.

I ask this committee to weigh the need for this money and set the priority. Whether it be best used for snowmobile facilities that would only benefit a chosen

3-16-77

STATE OF MONTANA
DEPARTMENT OF HIGHWAYS
PLANNING AND RESEARCH BUREAU
MONTHLY MOTOR FUEL TAX REPORT

Mr. Johnson
Attachment # 4

	Month of December 1976		Accumulated Total To December 31, 1976	
	GALLONS	AMOUNT	GALLONS	AMOUNT
GASOLINE				
GROSS TAXABLE GALLONAGE @ 7 3/4¢	18,930.106	1,467,083.22	478,722,562	37,100,998.62
Less: 2% loss allowance @ 6¢	-644,254	-38,655.82	-9,841,981	-590,518.79
AVIATION				
GROSS TAXABLE GALLONAGE @ 1¢	1,413,388	14,133.88	35,084,163	350,841.63
NET TAX COLLECTED	19,699,240	1,442,561.88	503,964,744	36,861,321.46
Less Refunds @ 7 3/4¢	-1,814,486	-140,622.64	-35,272,677	-2,733,632.56
NET TAX PAID	17,884,754	1,301,939.24	468,692,067	34,127,688.90
Adjustments: Penalty & Int. \$ 1,517.87 Credits \$ -1,876.99		-359.12		-12,393.68
TOTAL AVAILABLE FOR DISTRIBUTION	17,884,754	1,301,580.12	468,692,067	34,115,295.22
To: Aeronautics Commission	-1,413,388	-14,133.88	-35,084,163	-350,841.63
Fish & Game for State Parks		-8,653.36		-221,093.85
State Treasurer for Cities & Counties		-547,916.66		-6,575,000.02
NET GASOLINE REVENUE FOR HIGHWAYS	16,471,366	85,766,415	433,607,904	26,968,359.72
DIESEL				
GROSS TAXABLE GALLONAGE @ 9 3/4¢	7,986,558	778,689.39	86,512,219	8,434,941.53
Less: Refunds @ 9 3/4¢	-62,071	-6,051.95	-745,804	-72,751.90
NET TAX PAID	7,924,487	772,637.44	85,766,415	8,362,189.63
Adjustments: Penalty & Int. \$ 12,832.85 Credits \$		12,832.85		126,180.65
Special Fuel Trip Permits		67,320.00		522,820.00
NET DIESEL REVENUE FOR HIGHWAYS	7,924,487	852,790.29	85,766,415	9,011,190.28
LPG				
LPG LICENSE FEE		730.00		39,510.99
SUMMARY ALL FUELS				
GROSS TAXABLE GALLONAGE	28,330,052	2,259,906.49	600,318,944	45,886,911.78
Less: Loss Allowance	-644,254	-38,655.82	-9,841,981	-590,518.79
Refunds	-1,876,857	-140,622.64	-35,272,677	-2,806,384.46
NET TAX PAID	25,809,241	2,074,576.68	554,458,482	42,490,008.53
Other Income		80,523.73		675,987.96
TOTAL AVAILABLE FOR DISTRIBUTION	25,809,241	2,155,100.41	554,458,482	43,165,996.49
To: Aeronautics Commission	-1,413,388	-14,133.88	-35,084,163	-350,841.63
Fish & Game for State Parks		-8,653.36		-221,093.85
State Treasurer for Cities & Counties		-547,916.66		-6,575,000.02
NET REVENUE FOR STATE HIGHWAYS	24,395,853	2,084,396.51	519,374,319	39,993,060.99
NET GASOLINE TAXES COLLECTED	18,884,754	1,442,561.88	468,692,067	34,115,295.22
GASOLINE TAX REFUNDS	1,814,486	140,622.64	35,272,677	2,733,632.56
PERCENTAGE OF GASOLINE TAX REFUNDS OF GASOLINE TAXES COLLECTED	9.92	9.84	7.52	7.49

TRIP/77

THE ROAD INFORMATION PROGRAM



Roads, Streets Can Be Killers

Bad roads and streets can cause unwary drivers to have an average of 79,400 highway accidents a year in the state of Ohio alone, says a study undertaken by a Washington, D. C. - based group called The Road Information Program . . . TRIP

Human error was present in almost all of the 370,882 highway accidents reported in this state during 1975, but something like 21.4 percent of these probably would not have occurred except for obsolete road and design engineering . . . or at least so says TRIP in their latest set of findings.

Cited as instances causing mishaps and sometimes fatalities were such as sharp curves, steep dips, pavement edge drop-offs and narrow lanes . . . as well as worn-down shoulders, roadside obstructions, restricted sight distances and inadequate warning signs.

And, where there are injuries, there is expense . . . \$471.9 million in hospital costs, property damage and payments to accident victims and survivors, also in '75.

A general lack of sufficient funding notwithstanding, it is all too obvious there are far too many miles (and miles) of streets and roadways built for the driving habits and vehicles of decades past. This in itself is like a tiger lurking around the corner.

In reality, an estimated 18.8 percent of Ohio's roads were designed for the lighter vehicles and slackened traffic volume of the 1920's and 1930's and these roads have not been modernized

for the oft-stated dollars and cents reason.

Ohio must begin an aggressive modernizing concept for its obsolete, dangerous roads and must do it post haste.

In the end, the public pays for inadequate roads in escalated accident costs. The money, therefore, is going to flow, so why not have it flow in such a manner as to be truly beneficial?

Here are some other facts which serve to point up what has been stated here.

(1) Each year, Ohio highway accidents from all causes result in an average of 1,800 fatalities and 151,000 injuries.

(2) Seventy percent of the accidents are reported in metropolitan urban areas, 15 percent occur on turnpikes and state rural highways, and the other 15 percent happen on local rural roads.

(3) The average cost per reported accident is \$3,700, an increase of \$900 since 1971. (The total includes hospital charges, damage payments, and so forth).

(4) In addition to the accidents caused by human error and obsolete roads, 15.4 percent are attributed to weather and 11.6 percent to vehicle failure.

Summary: If we are to operate our motor vehicles in a safe and sane manner, obeying the 55 mph speed limit and taking into consideration the welfare of others, we must first have improved roads . . . roads that keep in step with the drummer of modern trends.

11 5
"OHIO MUST BEGIN AN AGGRESSIVE MODERNIZING CONCEPT FOR ITS OBSOLETE, DANGEROUS ROADS AND MUST DO IT POST HASTE."

GREENVILLE DAILY ADVOCATE
GREENVILLE, O.
P.M. - CIRC. 10,300

JUN-16-76

Today's Editorial

Road to rising prices

Tired of being told of spring flood here, summer drought there and fall frost somewhere else have wiped out this or that crop and that the family food bill is going up, up, up?

Well, try this one on as a reason for increasing food prices: the deterioration of the nation's rural roads and bridges.

The price you pay for beans or beef or anything else has transportation costs cranked into it. If bad roads wear down a farmer's or a hauler's truck, or a dangerous bridge forces him to take an extensive detour, the cost of the repairs or the extra gasoline is figured into the selling price of what he carries.

FONTANA, CALIF.
HERALD & NEWS

D. 5,558
SAN BERNARDINO METROPOLITAN AREA

Multiply this by the tens of thousands across the country and inadequate roads can have a real effect on your grocery bill, says The Road Information Program (TRIP), a highway-oriented research and information group based in Washington, D.C.

The railroads have abandoned about 40,000 miles of track since 1938, TRIP notes, and have proposed dropping another 7,000 miles, mostly in rural areas. This increases the burden on existing roads for trucking food to market. Already trucks handle about 75 per cent of all food products.

Yet the Federal Highway Administration considers more than a third of America's rural roads — a total of 1.2 million miles — to be "intolerable" because of ruts, bumps, patches and potholes.

Not only that, but about one out of every six of the country's 560,000 bridges is dangerous, says Sen. Jennings Randolph (D-Va.), chairman of the Senate Public Works Committee. This doesn't mean they will fall down tomorrow. It does mean that they are not safe for the loads they are carrying.

What's the answer? According to TRIP, a concerted, sustained effort to repair and strengthen our country roads and bridges. The alternative is even higher food and road repair costs in the future.

U.S.A.

mend development of them first for the financial statements of federal, state, and local government units.

Ben L. Trykowski
Assistant Professor, Finance
California State University
Los Angeles

Senator Lee Metcalf (D-Mont.) seems to have a personal grudge against accountants. He is making charges without documentation and is suggesting that the federal government set rules and standards of accountancy. This is hard to swallow. What has happened to our free-enterprise system? As a future CPA, I feel that the publicity from this report is bound to have a long-term impact on the public opinion of accountancy.

Albany, N. Y.

In proper perspective

We at Texasgulf thoroughly enjoyed your bullish story, "Why metals markets have started rising" (Commodities, Feb. 7).

I would like to draw your attention, however, to the statement that tin is "... the only major nonferrous metal not mined in North America . . ."

You will be interested to know that

Texasgulf mines tin as a byproduct of our zinc-copper-silver production at the Kidd Creek Mine near Timmins, Ont. Since 1974 Texasgulf has produced approximately 1,525,000 lb. of tin in the concentrates from the Kidd Creek Mine.

William D. Askin

Texasgulf
New York

■ *Texasgulf's tin production since 1974 has been equivalent to about 1/4 of 1% of U. S. tin consumption.*

Defending the highways

BUSINESS WEEK makes some surprising leaps in logic for "Close out the trust fund" (Editorials, Jan. 17).

While acknowledging that the nation's "highways are deteriorating at an alarming rate," the editorial calls for a windup to the user-supported trust fund that pays for most highway upgrading. That's one leap.

The second is to suggest that the people who have paid highway-user taxes for over 50 years should continue to be taxed (at a sales tax rate near 20%) to support something "better." The inevitable result would be that successful transportation modes—such as highway and motor-vehicle transpor-

Attachment #4
tation—would be called upon to bail out inefficient rail and transit systems.

Peter G. Koltnow

President
Highway Users Federation
Washington

Comparatively speaking

In reading "Textiles threaten to test an alliance" (International business, Jan. 31), I was appalled by the statement: "The U. S., little hurt by imports, eager to win political capital among such nations as Korea, Taiwan, and Brazil, and convinced that changes in the present pact would unleash full-scale protectionism, does not want to restrict the import levels set by the agreement."

Unless something is done to restrict imports of textiles into the U. S., we will have little or nothing left of what was once a flourishing and profitable part of the U. S. industrial picture.

Maybe what is needed today is a strong "Buy American" campaign.

Morton W. Levi

Philadelphia

■ *The intended point was that the U. S. has suffered somewhat less from imports than the European Community, a major economic ally.*

Mr. Earl Moritz

Attachment
7

NECESSITY FOR HIGHWAY FUNDS

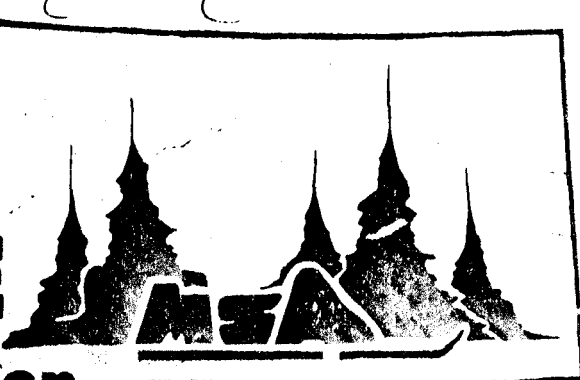
January 24, 1971

1. Elimination of Ry. - Need Highway
'56 report to '57 ses. page 17
"of 505 cities, towns and unincorporated villages ¹³⁷ ~~137~~ not served by Ry."
Incl. three County seats
Broadus
Ekalaka
Jordan
2. Industrial Growth
 1. Agriculture
 2. Mining
 3. Lumber
 4. Oil
 - * 5. Tourist '56 Rep. page 20
"One-day Additional stay \$20,000,000 per year"
Using 1969 figures an additional day would be approximately
\$37,000,000 per year.
 6. Education
 7. Postal Service
 - * 8. Employment
3. Secondary Roads - Farm to market
1956 report - Eng. Study
Construction cost - page 60
20 years ('56 to '76) \$232,541,000
Now Highway Department is considering maintenance
Cost \$6,700,000 Page 66 - '56 Rep.
4. Streets SB 203 ('67) \$2,500,000
'56 Report, page 67
Streets 2% of mileage - carry 15% of travel.

Attachment #1

Montana

SNOWMOBILE



Association

January 27, 1977

TESTIMONY SUPPORTING THE PASSAGE OF HB-221

3-16-77

Snowmobile sound levels have dropped dramatically in the past six years and new snowmobiles being sold today are 94% quieter than their counterparts from the 1968 era. Perhaps the reduction in noise emissions is best dramatized when you consider that it would take 252 modern snowmobiles, all accelerating at full throttle, to equal the sound of just one 1968 unmuffled snowmobile.

Needless to say, this sound reduction was not achieved painlessly. Many millions of dollars of development and manufacturing costs have been paid already by snowmobilers through out North America. In 1970-71, there were more than 100 manufacturers producing snowmobiles, but today just eight companies remain that are able and willing to produce today's quiet snowmobiles.

In state after state and in province after province, the snowmobile sound level problem is viewed by the public and government officials as having been resolved. As a consequence, all of Canada and 25 of the 31 snowbelt states simply require that new snowmobiles continue to meet today's quiet sound level. They recognize that new snowmobiles are already quieter than virtually any other motorized transportation product, and in most cases dramatically so.

In each of the six remaining states currently requiring future sound levels more restrictive than 78 db(A), the requirements are being changed. The situation facing the snowmobile community in Montana, the last of the jurisdictions in North America to require a change, is especially acute because the Montana Legislature is not scheduled to meet in 1978. Thus, unless action is taken during this session, Montana may have the notoriety of being the only state or province in North America banning the sale of new snowmobiles.

The snowmobile industry is committed to continuing progress in the area of sound level reduction wherever technologically and economically feasible. However, it is simply unable to produce machines in compliance with Montana's law as now written. Moreover, the need for further reduction simply cannot be shown.

Montana officials cannot justify their law on grounds of any real need. Even the EPA has removed snowmobiles from their list of major noise sources in the United States. This action by the EPA was a result of a two year study. This study also determined that 78 db(A) should be the maximum allowable noise level for snowmobiles.

Attachment #7

T & W SPORTLAND

3939 BROOKS

MISSOULA, MONTANA 59801

PHONE 542-0394

March 15, 1977

Legislature
State of Montana
Helena, Mont.

RE: House Bill 221

Regarding House Bill 221 and the provision to reduce the snowmobile decibel rating from the present 78 to 73, we urge you to leave the DB rating at 78. At the present time there are no snowmobile manufacturers who can comply with the 73, and they have no plans which would enable them to do so.

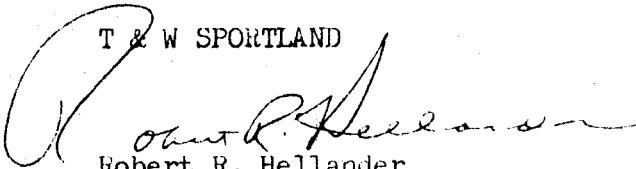
This provision would put all the snowmobile dealers in the state of Montana out of business and would also greatly reduce the revenue to the state from the recreation of snowmobiling.

We feel there is no reason to reduce the decibel rating on snowmobiles and that to do so would be unfair to the dealers and to the public.

Again, we urge you to leave the decibel level at 78.

Sincerely

T & W SPORTLAND


Robert R. Hellander
General Manager

RRH/db



Contract number 1110

Sales and Service...Automobiles • Motorcycles • Power Products

2900 RESERVE STREET • MISSOULA, MONTANA 59801 • (406) 543-3153

March 14, 1977

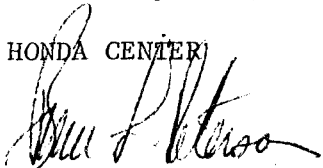
Mr. Frank Dunkle
Fish & Game Department

Gentlemen:

This letter is to notify you that Mr. Everett E. Woodgerd is our representative to represent our views on H.B. #221. We understand that the public hearing is to be held this week and have asked Mr. Woodgerd to represent us at this public hearing.

Yours very truly,

HONDA CENTER



Bruce L. Peterson
Owner - General Manager

BLP:jp