

MINUTES OF THE MEETING
TAXATION COMMITTEE
MONTANA STATE SENATE

January 30, 1979

The fourteenth meeting of the committee was held on above date in Room 415 of the State Capitol Building, Chairman Turnage presiding.

ROLL CALL: Roll call found all the members present:

Witnesses offering testimony are listed on attached Register.

CONSIDERATION OF SENATE BILLS 187 and 168: Sen. Goodover said since both bills relate to the 10% surtax repeal, he would present both bills at the same time. He said 187 is a graduated phase-out of the surtax over a three-year period and 168 is elimination of the tax. Sen. Goodover distributed copies of a chart, Exh. #1, showing different levels of income and the savings each would receive under the proposed legislation. He said contrary to most beliefs, this is not a tax relief for the rich. He went on to point out various income groups, according to charts on his handout. He said according to the Fiscal Analyst there would be tax loss of \$28 million, however he thought some of the loss could come from the coal tax money; this could go into the General Fund to be used for education. He stated Mr. Nelson of the Montana Taxpayers Association had intended to be present to testify, however other commitments prevented him from appearing.

Ms. Fallan, representing the Montana Chamber of Commerce, appeared as a proponent of the bills, saying she felt the state agencies should be servants of the people of Montana, not the other way around. She believed these bills would be a way to cut taxes and thought such action should be taken in Montana.

Chairman Turnage asked for other proponents of the bill and there being none, permitted opponents to testify. First to appear was Mr. Groff, representing the Department of Revenue. He stated he was not necessarily an opponent of the bill, he asked merely that the committee keep in mind that the tax cuts, income tax exemption increase and similar bills, if totaled, could equal total loss of revenue to the state of approximately \$57 million. He expressed the hope that the committee would hold off passing any of the bills until they see what the budget will be. He said tax relief measures are very popular, however someone has to reconcile the bills back to appropriations.

The Chairman asked for other opponents and since there were no other witnesses who asked to testify, Sen. Goodover made his closing remarks. He stated he recommended the three-year phase-out. He further stated he intended to, and had, presented both of his bills, SB168 and 187, in his original presentation. The Chairman questioned Mr. Groff and Ms. Fallan, and both understood and agreed that they gave testimony on both bills.

During questioning period Sen. Towe asked Sen. Goodover if he was suggesting that people in higher tax brackets would receive less benefits than those in lower tax brackets. They then figured the savings for individuals in various income levels, determining them to be 10% less in all brackets. Sen. Towe also said that at present 10% of the coal tax fund goes into the foundation program and further, did not think moneys from the fund should go into the General Fund. Sen. Goodover mentioned moneys from the fund being spent for energy research and he felt such research should be done on national basis.

The Chairman called for the hearing of the third bill and said the committee would return to SB168 and 187 at another time.

CONSIDERATION OF SENATE BILL 172: Sen. Story introduced his bill and said 3/10's of 1% of gasoline tax money had been given to snowmobilers to use for benefit of that group. They had been told then to return and give a report of what those moneys had been used for. Now, he said, the groups were back to report on how they had used the money, and to ask for an additional 3/10's of a % for promotion of facilities and to promote snowmobile safety for their more than 142,000 enthusiasts.

Mr. Hoovestal of the Montana Snowmobile Association presented a chart to show figures of membership, total machines, gas consumption, etc., see Exh. #2, a and b. He then introduced Mr. Didrikson, President of the Montana Snowmobilers Association who distributed Exh. #3, and Mr. Woodgerd, who handed out Exh. #4. Both of their exhibits are attached, and are their personal statements to support SB172. Mr. Keller also appeared as a proponent, reminding the committee that the members all pay county taxes in addition to the purchase of gasoline for their machines.

At this point Chairman Turnage and Senator Towe were called to testify at a meeting in the House and Vice Chairman Goodover presided over the meeting. He asked for other proponents and Mr. Miller responded, also reading his statement from Exh. #5, attached. Mr. Aasheim read a statement, Exh. #6, attached. Both are with the Fish and Game Department. Mr. Hoovestal then said there were a number of other snowmobilers who would have testified had they been needed. Vice Chrm. Goodover called for further proponents and there being none, asked for opponents' testimony.

Larry Tobiason of the Montana Automobile Association spoke first and said although many of his association rode and owned the machines, he felt that the roads and streets are more important and extra moneys should be used to improve and maintain them. He thought road projects should be completed first. He felt this to be a diversion bill, taking money out of the highway act. Harold Paulsen, appearing for Highway Users, also appeared in opposition, concurring with the testimony given by Mr. Tobiason. Mr. Beck of the Highway Department also appeared saying they had no quarrel with the concept of the bill, but felt there was concern with the fiscal impact and referred to the Fiscal Note.

Following testimony of the witnesses Sen. Story made his closing and said the bill could be compared with motor boat users who receive 9/10 of 1%; he mentioned the bicycle enthusiasts who con-

tribute nothing in revenues, yet they are getting bike paths and similar considerations. He mentioned further that the Highway Department should be doing some of the work asked for, promoting safety, improving camp or trail facilities, helping to clear parking areas. The group also wanted trail-making machines. He mentioned the points brought up by other witnesses that snowmobiles had increased tourism in the state during the winter and such use of the machine had increased gas consumption a great deal, in addition to the other revenues this business generates.

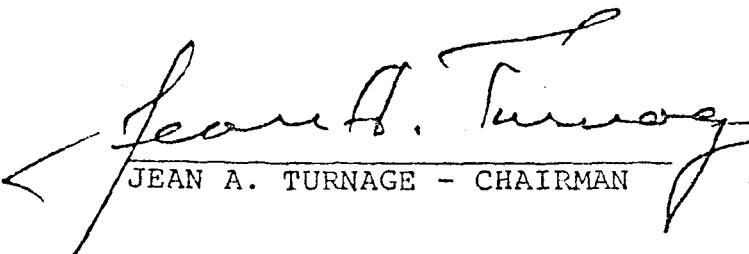
Following his closing members asked questions of the witnesses and discussed a number of points: 108 gallons, average, per machine per year; average miles per gallon per machine; cost of the snow ambulances, at approximately \$800 each (which, they stated, were primarily for injured cross country skiers); process used in 'grooming' trails, and other points.

This ended discussion on SB172 for the day.

Chairman Turnage and Senator Towe returned to the meeting and here the chairman asked the members to look at SB75, heard Jan. 11th. The bill was to permit temporary license of motor vehicle in the state for 90-day period.

Sen. McCallum Moved SB75 Do Pass. The Motion Carried. Note for the record, Sen. Hager voted "No" and the Chairman stated Sen. Roskie wished to go on record with "Yes" vote; he was excused during this meeting.

The meeting then adjourned.



JEAN A. TURNAGE - CHAIRMAN

Date 1-30-79

ROLL CALL

SENATE TAXATION COMMITTEE

46th LEGISLATIVE SESSION - 1979

Each Day Attach to Minutes.

3.8.

COMMITTEE ON

TAXATION

68, 172, 187

DATE 1-30-79

VISITORS' REGISTER

NAME	REPRESENTING	BILL #	Check One	
			Support	Oppos
James M. Beck	Highwy	172		-
James J. Mason	Montana Auto Assoc	172		✓
Ron Radwin	Parks Div - Fish & Game	172	✓	
Robert M. Miller	Env Div Fish & Game	172	✓	
Ron Holliday	Parks DIV - Fish	172	✓	
Curry E. Woodard X	Missoula Snowgoers	172	✓	
Arthur L. Rose	Missoula	172	✓	
Ken Hoovershol X	Montana Snowmobile Assoc	172	✓	
Bob Dickinson X	Mont. " " "	172	✓	
Larry A. Johnson	Mont. Auto Assoc.	172		✓
Harold Paulson	Highway Users	172		✓
Harold Miller	CMF Chamber of Commerce	168-87	✓	
W. G. Buff	Dept of Highways			
John Peterson	Dept of Revenue	172-		
Ron Sudd	Dept. of Revenue	172		

STANDARD DEDUCTIONS	MT ADJUSTED GROSS INCOME	MONTANA TAXABLE INCOME	TAX COMPUTED
1,163,803	60,012,433-	0	0
3,229,225	91,939,300	23,858,345	527,926
4,585,047	132,263,579	61,223,594	1,569,017
4,757,429	157,140,406	85,636,604	2,632,320
4,201,183	182,703,267	106,088,452	3,667,721
2,999,911	204,739,511	123,567,155	4,682,165
2,130,676	230,414,176	142,409,126	5,839,959 15.5%
1,568,364	243,000,823	150,287,693	6,611,605
1,115,510	255,947,746	159,381,722	7,480,214
795,665	252,839,787	157,900,102	7,863,763
581,500	246,161,118	155,308,338	8,180,466
388,000	217,987,603	138,155,547	7,662,975 30.9%
333,500	186,479,561	118,935,165	6,931,966
240,000	156,591,068	100,708,069	6,109,030
170,000	125,632,347	81,062,069	5,083,567
108,500	104,141,266	67,340,712	4,364,214
110,500	85,440,880	55,564,059	3,724,039 21.4%
67,000	68,096,101	44,570,365	3,074,132
59,000	56,913,894	37,537,049	2,653,533
36,000	48,407,282	31,900,022	2,303,332
42,500	39,950,312	26,544,787	1,953,310
29,500	33,587,735	22,125,705	1,661,760 9.5%
37,500	29,235,674	16,464,727	1,493,428
16,500	26,131,236	17,040,723	1,332,565
24,500	23,711,020	15,858,165	1,264,824
12,500	19,753,790	13,147,088	1,062,269
18,500	18,482,627	12,215,039	1,001,229 5.0%
11,500	17,267,034	11,542,379	957,961
15,000	16,914,842	11,048,130	927,858
12,500	14,200,943	9,370,677	795,575
6,000	14,584,561	9,524,836	816,810
3,000	11,219,081	7,538,367	652,636 3.4%
7,000	12,093,536	7,900,273	689,554
7,000	10,519,665	6,869,599	606,306
6,000	10,471,920	7,001,284	620,722
5,500	9,632,373	6,485,285	578,976
5,000	8,786,924	5,757,714	518,495 2.5%
5,000	9,090,657	5,986,727	543,995
7,500	7,517,052	5,016,333	459,821
1,500	8,609,277	5,652,337	525,980
5,000	7,574,798	4,779,000	445,166
18,500	50,598,156	32,753,604	3,149,687 4.2%
11,000	31,863,119	20,598,012	2,077,654
5,500	16,552,419	11,105,487	1,154,570
1,000	12,746,365	7,879,835	836,864
3,000	8,493,163	5,464,935	590,867
3,000	6,409,217	4,089,287	447,510
1,500	3,823,891	2,834,599	313,288
0	3,419,010	2,179,464	242,814
500	43,294,763	31,251,002	3,679,521 7.6%

8,969,812 3,513,372,742 2,190,642,508 122,365,119

100%

Part 8
Exh. #1

1605 Lewis

Billings, Montana 59102

Centana

Exhibit 2



SNOWMOBILE Association

January 30, 1979

Testimony in support of SB-172

The Montana Snowmobile Association and snowmobilers throughout North America have long recognized and accepted the responsibility of paying our own way. We have never asked for, or do we intend to ask for general fund money or any other money that is not generated by the use of snowmobiles. We bring to your attention the fact that the monies we are requesting in SB-172 is that portion of the gasoline tax funds that would not be there were it not for the operation of snowmobiles, and therefore should have no real effect on the highway fund. We further point out, that the sport of snowmobiling does contribute to the highway fund, many times this amount through the use of our cars and pickups in transporting our machines to and from the use areas. We are not talking about these or any other legitimate highway funds. We are talking about off-highway gasoline tax dollars, but since the legislature has to determine the amount used in off-highway vehicles, you have the obligation to insure these funds are used in accordance with the intent of the Constitution and the Revised Codes of Montana.

Snowmobilers not only pull our own weight, but the tourism and other winter related activities contribute an enormous economic input to Montana.

The sports of boating and snowmobiling are more closely related than with any other sport. Both are family sports, both are limited to about the same length season, both operate in controlled circumstances, neither have a direct impact on the ground, both require vehicular parking facilities, both number about the same, and both use about the same amount of gasoline, but boats currently receive three times the amount of money.

Two years ago we introduced this same bill. The House Taxation Committee suggested our request be cut in half for two basic reasons:- (1) Their concern over proper administration of the earmarked funds, and (2) Lack of specific details on what type projects would be funded and where the actual requirements were.

We accepted this compromise with the understanding that our original request could be granted by the 46th. legislature if these concerns were eliminated. The facts we present here today should adequately dispel these concerns.

We have asked the Department of Fish and Game to provide an accounting of their snowmobile related activities. They have responded by preparing the brochures and reports you will receive, as well as their testimony today.

The people of Montana need SB-172 and we urge your support.

Thank you.

Montana

SNOWMOBILE

Association

January 30, 1979

FACT SHEET IN SUPPORT OF SB- 172

- 30,000 snowmobiles now operating in Montana.
- 142,000 snowmobilers currently active in Montana.
- The above figures show an approximate 25% increase in the past two years.
- In the US, sales are up 26% in '77-'78 over '76-'77.
- A 1977 study by the Dept. of Interior HCRS showed:-
8.9 million people in the US snowmobiled 4 or more times,
5.3 million people in the US snowmobiled 4 times or less, plus
5.3 million people in the US expressed a strong interest.
This adds up to 14.2 million snowmobilers in the US compared to 12 million skiers.
- a recent Nielson poll states that snowmobiling is the 3rd. fastest growing sport in the US, following tennis and snow skiing.
- There are 165 snowmobile dealers in Montana.
- Snowmobiling constitutes a \$46 million economic impact to Montana.
- Our request amounts to about \$2.00 per Montana snowmobiler.
- Boaters receive 9/10 of 1% whereas snowmobilers currently receive only 3/10 of 1% even though they number about the same and the use about the same amount of gasoline.
- Our claim for 6/10 of 1% is based on the national average of gasoline consumption per machine per year. Montanans will average more, due to less controlled conditions.
- 30,000 snowmobiles using 110 gal. each @.08¢ = \$264,000.00
- Article 8 section 6 of the Montana constitution and 84-1855 RCM, clearly states that only those gasoline tax monies generated by highway use should be used in highway construction, therefore those tax monies generated in off-highway use should be expended for off-highway purposes. A legal opinion by the legislative council says our request does not constitute a diversion of highway funds.
- SB-172 is the only bill introduced this session that will provide additional funding for snowmobile programs.

Ken Hoovestol, legislative chairman
Montana Snowmobile Association
1805 Lewis
Billings, Montana 59102

(Documentation of the above facts can be provided upon request)

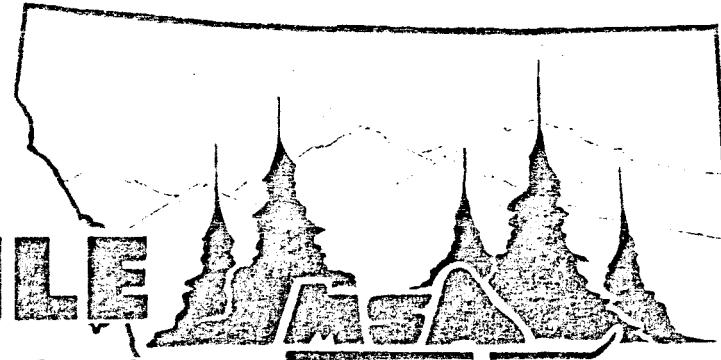
Montana

Exhibit 3

SNOWMOBILE

Association

January 30, 1979



The Montana Snowmobile Association presently represents over 2500 snowmobilers. In addition we are the only organized group working for all of the 142,000 snowmobilers in Montana.

A few years ago we Montanans used to dread winter, we suffered from cabin fever. Now winter recreation has been recognized as a time for enjoyment. Snowmobiling has released winter for a time of enjoyment for a significant number of people.

With more lands being closed and more people involved in outdoor recreation, the pressures are demanding increased facility development and more use areas. An increase in use areas will help to decrease the congestion in high use areas and help to avoid conflict with other winter sports.

For safety and comfort reasons, use of areas that have been groomed have increased.

Recreation is no longer a luxury but is recognized as a very important part of the American way of life. Winter recreation has to be expanded because the summer vacation period is no longer long enough to accommodate everyone. Snowmobiling not only fills our outdoor recreation needs, but is becoming increasingly important to the economy of our communities at the low point of the year.

Snowmobiling has become an integral part of our life in the snowbelt—particularly in Montana. People, not machines, should be the focal point of our planning. Therefore Mr. Chairman and members of the committee, on behalf of our 2500 members and the 142,000 Montana snowmobilers, I ask for your favorable consideration of this bill.

Bob Didriksen
President
Montana Snowmobile Association
Lincoln, Montana 59639

missoula

Snowgoers



611 Livingston Ave.
Missoula, Montana 59801
January 30, 1979

Senate Taxation Committee
State Capitol
Helena, Mt. 59601

Gentlemen:

Two years ago Missoula snowmobilers were completely discouraged. They felt ripped--off by the property tax paid on their equipment, as Montana is the only state with a snowmobile property tax. Other states collect nominal fees which is used almost exclusively for benefit of snowmobiling.

City and County governments offer absolutely nothing in return, no plowing of snow from parking areas, no safety training, nothing but tax collection.

State government was no better. Two dollars of the annual registration fee was used for snowmobile purposes, but the gasoline tax money generated by snowmobiling was all retained in the highway fund, none of which was returned to snowmobilers in the way of services. In desperation snowmobilers were parking their vehicles at every available spot, often in conflict with the law, and in many cases creating safety hazards and traffic congestion.

HB-340, enacted during the last legislative session, changed all that. The Parks and Recreation Division of the Department of Fish & Game has done a remarkable job of stretching the dollar. They are cooperating with the U.S. Forest Service and the Bureau of Land Management in marking snowmobile trails, in working out cooperative agreements on parking areas and in grooming snowmobile trails.

They have worked out arrangements with County and State road Departments to plow parking areas on a fee basis. Manuals on safety training have been printed and snowmobile safety training courses have been given in cooperation with local snowmobile clubs. All organized clubs have promoted snowmobile registration, and it has worked. There has been about a 25% increase in registered sleds in the past two years.

The amount of gasoline tax revenue provided for in this bill is consistent with the amount generated by snowmobile use. My personal diary of gasoline purchases for all purposes shows snowmobile consumption to average 95 gallons per year.

The system is working well with the limited funds available. We urge that the earmarked snowmobile fund be increased to more nearly reflect actual fuel consumption by Montana snowmobiles.

Everett E. Woodgerd, President

Exh #5

Testimony given before the Senate Taxation Committee on HB172
by Robert M. Miller, Safety Administrative Officer for the
Department of Fish and Game, Enforcement Division

I have been asked to present information on how additional monies could expand the snowmobile safety program and can benefit the people of the State of Montana.

Making the public aware of the snowmobile program can increase the safety certification of snowmobilers. Developing television programs, utilizing the news media, and conducting workshops by department personnel and other qualified people will upgrade the quality of instruction and make the information more beneficial to the people.

This past year the department purchased three snow ambulances and are available for use by snowmobilers in West Yellowstone, Mineral and Lewis & Clark counties. The purchase of eight more ambulances would give a fairly good coverage of the state. These vehicles are a necessity to bring an injured person out of the countryside to receive medical attention. Other equipment would include sixteen safety films for statewide distribution. Two films would be placed in each regional headquarters and two in Helena.

The development of a slide series about Montana snowmobiling and the safety factors that Montanan's should know would truly benefit the snowmobiler and make him aware of Montana conditions. Here again eight sets of this slide series would give statewide distribution. In addition, some audio-visual equipment could be purchased.

Recreational snowmobiling in Montana has greatly expanded to become one of the major recreational resources, therefore, an annual snowmobile safety week should be established.

Tragedy has accompanied this recreation, such as the two women killed last week at Condon, giving us an awareness that we must always be mindful of our shared responsibility of safe snowmobile operation and consideration for others. This annual event would help promote safety and the awareness of safe snowmobile operation.

One area that does not receive enough emphasis is surviving in the wilderness. Emergency preparedness education could be incorporated into the snowmobile safety program, and just as important, this portion of the safety program could be made available to hunters, skiers, motorists and other people travelling in Montana.

I have given a general rundown of the planned program. A more detailed breakdown is as follows:

1. Personal Services

a. Salaries & benefits	\$ 2,400
b. Travel expense	4,600
For department personnel to distribute materials, give basic instruction to snowmobile club instructors, and meeting with clubs for coordination of instruction.	

2. Operating Services

a. Contracted services	\$ 8,000
(1) Printing of instructor and student manuals	
(2) Wilderness survival manuals and literature	
b. Supplies & materials	\$ 2,000
(1) Production of a safety newsletter in conjunction with the Montana Snowmobile Association	
(2) Photographic and reproduction supplies to obtain information for manuals and produce a slide series about Montana snowmobiling safety procedures	
(3) Office and general supplies	
c. Communications	\$ 3,500
(1) Postage for mailing newsletters and materials	
(2) Public service announcements	
d. Repair & maintenance	\$ 400
For films and ambulances	

3. Equipment \$13,540

a. Sixteen 16mm safety films for statewide distribution	\$ 4,800
b. Eight sets safety slide series	1,600
c. Eight ambulances	6,040
d. Audio-visual equipment	1,100

Total budget

Personal services	\$ 7,000
Contracted services	8,000
Supplies & materials	2,000
Communications	3,500
Repair & maintenance	400
Equipment	13,540
	<u>\$34,440</u>

Exhibit #6

Testimony before the Senate Taxation Committee regarding Senate Bill 172

By: Ron Aasheim, Snowmobile Project Coordinator, Parks Division, Department of
Fish and Game

January 30, 1979

Mr. Chairman:

My name is Ron Aasheim--I work for the Parks Division of the Department of Fish and Game and am responsible for the statewide administration of the department's snowmobile program--excluding enforcement and safety education.

I would like to discuss how the program is administered, what has been accomplished to date and demands for the future.

We ask snowmobilers to contact our field personnel and inform them of their need for snowmobile facilities. Our field personnel then work with snowmobilers in preparing applications. We involve other agencies and interests as much as possible in an effort to assure conflict-free winter recreation, and for maximum benefits and efficiency.

We ask for applications by May 15 of each year. Project selections are made with assistance from an advisory committee comprised of snowmobilers. Selections are made by June 15.

One of the first things we learned in working with the snowmobile program in Montana is that trail head facilities and trail grooming are the highest priorities of our Montana snowmobilers. Trail head facilities are particularly important as they relate to safety. It is imperative to get snowmobile trailers and vehicles off highways and into designated parking areas to minimize the potential for accidents.

Trail grooming requests are initiated primarily because of increased comfort for the snowmobiler riding groomed trails. Large mounds or moguls are created by

heavy snowmobile use. Snowmobiles passing over a small bump or dip make these features more prominent and what may have started out as a minor unevenness may eventually become a source of major discomfort. Grooming helps alleviate the problem.

As a result of dollars provided for Montana's snowmobile program, to date we have snowmobile trail grooming projects in the West Yellowstone, Cooke City, Seeley Lake, Helena, Dillon, Sweet Grass County, Missoula, Garnet, Lincoln and Kalispell areas. Approximately 700 miles are being groomed in these areas and roughly \$200,000 has been expended.

Parking areas which have been developed to date can be found on the West Fork of the Bitterroot north of Darby, Mill Creek of the Yellowstone, the Boulder south of Big Timber, the Mt. Haggin Recreation Area south of Anaconda, Waldron Creek near Teton Pass, and near Helena and Townsend. Approximately \$40,000 has been spent on development to date.

Road and parking area plowing is currently ongoing in the Helena, Dillon, Garnet, Teton Pass, Darby, Cooke City and Mt. Haggin areas. Approximately \$15,000 has been expended on plowing to date.

The demand for snowmobile facilities has increased tremendously. We have requests for new grooming projects totaling \$320,000 and anticipate more. Groups from Bozeman, Swan Lake, Lincoln, Flathead County, Butte, Great Falls and Billings areas have initiated these requests. The \$320,000 does not include any dollars necessary for annual operation and maintenance of ongoing projects, which totals approximately \$50,000, or equipment depreciation. We anticipate more requests before our May 15 application deadline.

We have had requests for new development projects totaling \$63,000. These requests have come from the Great Falls, Bozeman and West Yellowstone areas.

In order to maintain existing road and parking area plowing it will take approximately \$10,000 annually. The above requests for the 1979-1980 snowmobile season total approximately \$450,000.

An interesting aspect of the snowmobile program is the potential for expanding year-round tourism in Montana. The Highway Department's Travel Promotion Bureau has asked us to participate in the funding of a statewide brochure similar to the Ski Montana brochures you see. The brochure would be distributed to all travel agencies within Montana and out of state promoting snowmobiling and winter tourism in general in Montana.

We have had relatively good success in stretching the dollars provided for Montana's Snowmobile Program. Although responses vary by area, cooperative efforts with snowmobile clubs, the U. S. Forest Service, Bureau of Land Management and counties throughout the state have helped us to improve facilities with dollars from Montana's Snowmobile Fund. Another source that has helped to stretch dollars for snowmobilers in Montana is the use of the federal Land and Water Conservation Fund which is administered by the Parks Division. The Land and Water Conservation Fund will be utilized when possible in the future as a source to match state dollars expended on snowmobile facilities in Montana.

The Future and Montana's Snowmobile Program

Operation, Maintenance and Development

E4 h. # 7
1-3c

The demand for snowmobile facilities has increased tremendously. The need for dollars to support the kind of use desired has increased proportionately. New projects have already been requested from snowmobile clubs in the following areas:

Grooming

<u>Area</u>	<u>Amount</u>
Gallatin County	\$ 60,000
Seeley Lake/Swan/Lincoln	50,000
Flathead County	60,000
Butte	50,000
Great Falls	50,000
Billings	50,000
Subtotal	\$320,000
In addition it will take approximately \$50,000 annually for operation and maintenance of existing grooming projects without considering depreci- ation of equipment or any new grooming	<u>50,000</u>
Total	\$370,000

Development

<u>Area</u>	<u>Amount</u>
Great Falls--Kings Hill, Trailhead Parking	\$ 30,000
Gallatin Canyon, Trailhead Parking	3,000
West Yellowstone, Highway Bridges	30,000
	\$ 63,000

Plowing

In order to maintain existing plowing, it will take \$10,000 annually. This figure does not include plowing of any new areas.	<u>\$ 10,000</u>
---	------------------

Total Requests for 1979-80

Grooming	\$370,000
Development	63,000
Plowing	10,000
Total	\$443,000

Should additional dollars be provided by the state for Montana's snowmobile program, other sources of revenue will be available to match state dollars and thus increase the benefits received.

Cooperative efforts with the Forest Service and BLM have helped to make state dollars provide more. These efforts will be expanded in the future. A federal program, the Land and Water Conservation Fund has been utilized in the past and will be utilized in the future as a source to match state dollars expended on snowmobile facilities.