

## **MINUTES**

### **MONTANA SENATE 54th LEGISLATURE - REGULAR SESSION**

#### **COMMITTEE ON HIGHWAYS & TRANSPORTATION**

**Call to Order:** By **CHAIRMAN LARRY TVEIT**, on February 16, 1995, at 12:32 p.m. in Room 410.

#### **ROLL CALL**

##### **Members Present:**

Sen. Larry J. Tveit, Chairman (R)  
Sen. Charles "Chuck" Swysgood, Vice Chairman (R)  
Sen. Mack Cole (R)  
Sen. Ric Holden (R)  
Sen. Reiny Jabs (R)  
Sen. Arnie A. Mohl (R)  
Sen. Greg Jergeson (D)  
Sen. Linda J. Nelson (D)  
Sen. Barry "Spook" Stang (D)

**Members Excused:** None

**Members Absent:** None

**Staff Present:** Connie Erickson, Legislative Council  
Carla Turk, Committee Secretary

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

##### **Committee Business Summary:**

Hearing: SB 281  
SB 283  
SB 315  
SB 321

Executive Action: None

#### **HEARING ON SB 321**

##### **Opening Statement by Sponsor:**

**SENATOR CHUCK SWYSGOOD, SD 17, Dillon**, stated SB 321 increased the percentage of the distributors gasoline license tax distributed to the Snowmobile Program. He explained that during the 1993 Special Session the funding for the Program was cut from about \$600,000 to approximately \$400,000. He further explained that a study had been done during the interim which resulted in SB 321, which increased the percentage from 23/64-of-1% to 15/28-

of-1% for a total funding of about \$664,000. He said the Department of Transportation and the contractors had worked with the snowmobile representatives to reach the compromise agreement contained in the provisions of the Bill.

**SENATOR SWYSGOOD** noted page 2, line 17 reflected an increase from 10% to 13% to go to the Department of Fish, Wildlife, and Parks (FWP). He said distribution of the \$664,032 was divided as follows: Safety Education, \$57,549; Law Enforcement, \$28,775; Noxious Weed Control Trust Fund, \$6,640; the Administrative Services, \$71,051; \$500,017 went to the Department of Fish, Wildlife, and Parks for Support Services, ongoing research, grooming grants, and equipment purchase & repairs (**EXHIBIT # 1, PAGE 7**). He felt the amount of money proposed to go to the Snowmobile Program was fair and equitable, based upon the number of registered snowmobiles in Montana, and allowed for the last five years percentage of growth in the number of registered snowmobiles. He said there had been a study which showed approximately 55,000 snowmobiles had used fuel, but around 30,000 of those snowmobiles were not registered. He said the Snowmobile Association had been instructed to make a more concentrated registration effort in order to prove their fuel usage and receive a greater reallocation. He explained the reallocation of funds was based on the fact that snowmobiles use the fuel and pay the tax, but do not utilize roads. He said all off-road vehicles such as boats, ATV's, and snowmobiles all received program funds via reallocated funds from the fuel tax they paid, but consumed off-road.

#### Proponents' Testimony:

**Ken Hoovestol, representing the Montana Snowmobile Association (MSA)**, handed out **EXHIBITS # 1, 2, AND 3**, clarified SB 321 was not a grant or gift but rather a special allocation based on the concept of a refund of highway taxes for fuel burned off-road. He further clarified SB 321 was not a tax increase but simply a transfer of money. He noted the fiscal note was technically correct at a \$200,000 increase; however the increase was only \$40,000 over their funds prior to the 1993 cut. He referred to the interim study and noted SB 321 was only half the amount recommended by the study. He explained a compromise had been reached because the study had included compensation for unregistered snowmobiles whose numbers were estimated. He said the study showed an increased registration figure of 5400 in the last five years. He stated the MSA had increased efforts for registration compliance through increasing the fine for nonregistration, distributing 10,000 reregistration reminders, concentrating efforts to verbally remind snowmobile users to register their machines, and requiring participants to have registered machines to enter in some club and snowmobile events. He said SB 321 proposed increased funding for additional enforcement. He said MSA had also alerted the Administrator of the Supreme Court that nonregistered offenders were only being

charged a \$40 bond when caught, versus the \$75-\$110 set in the bonding schedule. He summarized that MSA had made strides to increase registration compliance and planned to continue those efforts. He stated MSA had funded an \$80,000 Programmatic Environmental Impact Statement (PEIS) for their entire state-wide system to ensure their trails were environmentally sound. He said the study revealed their system was sound and the PEIS required an annual inspection regarding compliance.

**Arnie Olsen, Administrator, State Parks Division, Montana Fish Wildlife and Parks**, explained the FWP was responsible for administering the Program and read written testimony, (EXHIBIT # 4).

**Dennis Ogle, President of the Montana Snowmobile Association**, reported the economic impact of nonresident snowmobilers had doubled from \$19-million in 1988 to over \$40-million in 1994. He added that during the same period of time funding for grooming trails had decreased while the cost of grooming had nearly doubled. He stated the number one concern expressed by snowmobilers was the quality of trails, especially signing and safety. He noted snowmobilers had always paid their way through a gas tax refund for off-highway use and SB 321 requested only a portion of the gas tax paid by snowmobilers for off-highway use. He stressed that snowmobiling generated over \$100 million annually in Montana and warned that the current snowmobiling environment could not be maintained with yesterday's dollars.

**Bob Orr, Region 8 Director of Montana Snowmobile Association**, stated Montana's groomed trails were what attracted snowmobilers from all parts of the world. He reported the snowmobile business was an economic benefit to a number of Montana communities as well as being a good recreational activity for many.

**Bob Bushnell, Lincoln, Past President of the Montana Snowmobile Association**, reported the biggest problem with the groomed trails in Montana was inadequate funding to purchase new groomers and maintain antiquated equipment. He emphasized that eighteen clubs throughout Montana were grooming snowmobile trails and there was a need for funding for those grooming programs.

**John Semple, Grooming Committee Chairman for Helena Snowdrifters**, explained page 7 of EXHIBIT # 1 as to how the funding allocation would be spent. He said their Club supported the Bill and added that their trail grooming budget had historically been substantially under-funded. He stated **Jim Sylvester from the University of Montana**, was present to answer any questions which may arise regarding the study he had done for MSA.

**Opponents' Testimony:**

None

Questions From Committee Members and Responses:

**SENATOR MOHL** asked if snowmobilers had considered pursuing tax money from jet fuel, considering the number of newer snowmobiles which were running on jet fuel. **Mr. Semple** replied some of the snowmobiles had been using 100 low-lead, but he wasn't aware of any consistent use of jet fuel for snowmobiles on the trail.

**SENATOR COLE** asked who owned the grooming machines? **Mr. Semple** replied the Department of Fish Wildlife and Parks.

**SENATOR STANG** asked if there were other grooming machines which were leased? **Mr. Semple** said yes, there were some machines contracted or leased also.

**SENATOR NELSON** stated she had been on Appropriations during the Special Session and asked if the 23/64-of-1% was an obvious calculation intended to fund the MSA with the exact amount of money as before? **Mr. Hoovestol** stated that was true to a point. He said that prior to the cutback they had been receiving  $\frac{1}{2}$ -of-1%, and a bill during the Special Session proposed to cut the fund to  $\frac{1}{4}$ -of-1%. He said that because the money had already been contracted out in MSA grants to the clubs, the cutback would have required getting the money back and risked possible law suits. He said the sponsor of that proposal then totalled the completed grant expenditures and calculated back to the 23/64-of-1% figure. He said that figure was not their previous allocation nor their requested allocation, but was the actual money which had already been dispersed in grants to the clubs.

**SENATOR NELSON** asked if the Legislature's intent had been to prevent a windfall to the MSA from the gas-tax money, as there had been the feeling the Association would receive too much money? **Mr. Hoovestol** replied that may have been part of the rationale, although the primary intent of the bill had been to abolish the Association.

**SENATOR NELSON** asked exactly what the dollar difference would be in going from 23/64-of-1% to 15/28-of-1%? **Mr. Hoovestol** stated the fiscal note showed an increase of \$198,000. He explained they had negotiated an agreement for a specific dollar amount and had again worked backward to determine the percentage of 15/28-of-1%.

**SENATOR JERGESON** clarified that the alleged compromise, in effect, asked for a greater percentage than the organization had received previous to cutbacks. **Mr. Hoovestol** stated the compromise was the result of the study done by the University which showed snowmobiles had used 5-million gallons of gasoline. He said the tax paid by snowmobile operators on 5-millions gallons of gas would have justified a refund which amounted to \$3.41-million. He said the compromise was that the Association only proposed to receive half of the amount the study showed as actual consumption by snowmobiles.

**SENATOR MOHL** asked if the consumption figure of 5-million gallons was based on just registered snowmobiles or on all snowmobiles being operated? **Mr. Hoovestol** stated the number was based on the study which showed there were 54,000 snowmobiles in the State, burning almost 5 million gallons of gas. He said that was all snowmobiles.

**SENATOR MOHL** asked how the formula was developed. **Jim Sylvester, University of Montana**, stated he had been asked to estimate the number of snowmobiles in Montana and how much gas they burned in total. He reported he had used survey methodology to arrive at 54,000 and said Table 1 on page 4 of **EXHIBIT # 3** showed how that number was arrived at. He explained there were approximately 320,000 households in Montana with about 10% owning snowmobiles at an average of 1.7 snowmobiles per household, with a total of 54,000. He further explained that the calculated gasoline consumption by snowmobiles was shown in Appendix 3, last page of **EXHIBIT # 3**.

**SENATOR NELSON** asked how the Department would react to a decrease in the Highway Special Revenue Account. **Marvin Dye, Director of the MDT**, stated the Department had agreed to the compromise in the interest of equity and fairness.

**SENATOR NELSON** asked if the Highway Commission would resent the diversion of the gas-tax if the Bill passed? **Mr. Dye** stated he could not speak for the Commission but his best guess was they would not be happy about the action.

**Closing by Sponsor:**

**SENATOR SWYSGOOD** summarized that snowmobiles bought fuel, paid the tax, and burned the fuel in off-road use. He said there were established programs to fund activities associated with the recreational use of motorboats, off-road vehicles, and snowmobiles. He noted the snowmobilers had completed the study suggested by the Legislature to justify their numbers and in the interest of fairness they should be allowed to a portion of the taxes generated by their industry.

**CHAIRMAN TVEIT ANNOUNCED THE HEARING ON SB 321 AS CLOSED.**

**HEARING ON SB 283**

**Opening Statement by Sponsor:**

**SENATOR REINY JABS, SD 3, Hardin**, reported the 1993 Legislature had passed a bill, introduced by the logging industry, to limit the overall length of logging trucks which pull one trailer to 75 feet. The intent of the bill was directed at trucks hauling very

long logs and creating a safety hazard on highways. He reported that in eastern Montana the logs were shorter, 16 feet, and eastern loggers used one truck and one trailer combination to haul the logs. He explained these trucks were entirely different from the log trucks hauling the long logs. However the 1993 legislation also limited the short log haulers to the same 75-feet. He explained that had not been the intent of the 1993 Legislature and added SB 283 would correct the problem by allowing the eastern Montana loggers to continue to haul logs in their customary fashion. He said SB 283 would allow log trucks consisting of one truck and one trailer to be able to purchase a term-permit and operate at 75-feet like any other truck-trailer combination. He said the Bill would continue to limit the length of log trucks which were predominantly used in western Montana while allowing eastern Montana log trucks to operate more productively.

**Proponents' Testimony:**

**Dave Galt, Administrator, Motor Carrier Services Division, Montana Department of Transportation (MDT)**, reported the issue had been heavily discussed in the previous session. He explained the legislation had been proposed by the western Montana log haulers who were concerned about the extreme lengths of logs being hauled. When the legislation was implemented it soon became apparent the log haulers in eastern Montana, who hauled one set of logs on a truck and one set on a trailer, would be impacted by the law which had not been the intent. He explained that by striking the word "trailer" from current law it would allow the haulers who were not targeted by the legislation to obtain a permit to operate at 95-feet like every other truck and trailer in Montana.

**Dan Allen, Montana Wood Products Association**, stated he had been involved in addressing the safety problem last session and urged the Committee to correct the oversight.

**Jim Murphy, Montana Logging Association** echoed previous testimony and expressed the Association's support for SB 283.

**Dave Blaede, logger**, informed the Committee that the previous legislation had been intended to address trucks operating with an unsafe amount of overhang; it was never intended to affect a trailer being pulled by a truck. He also reported the support of log haulers who were unable to attend.

**Opponents' Testimony:**

None

Questions From Committee Members and Responses:

SENATOR COLE asked how many trucks Mr. Blaede owned and how many other haulers he was representing? Mr. Blaede said he only owned one truck and hadn't brought signatures of any other haulers. He maintained there were between 100 and 150 of these short loggers.

Closing by Sponsor:

SENATOR JABS summarized that SB 283 would allow trucks pulling trailers to purchase a permit and run up to 95-feet like any other truck in the industry.

HEARING ON SB 281

Opening Statement by Sponsor:

SENATOR BILL CRISMORE, SD 41, Libby, explained SB 281 would statutorily clarify permits currently being issued to trailers exceeding 53-feet in length.

Proponents' Testimony:

Dave Galt, Administrator, Motor Carrier Services Division, Montana Department of Transportation (MDT), explained that SB 281 was to address concerns regarding actions which could be taken by the Federal Highway Administration. He further explained that the 1991 Federal Highway Bill contained language forbidding states to allow longer vehicles than those provided for in statute as of June 1, 1991. He reported that the MDT had been required to supply the federal government with a current list of long-combination vehicles operating in Montana plus a list of statutes authorizing that operation. He said those lists were a part of the federal registry and was the limit of what could be legally operated in Montana. He said there had been attempts to limit any state from allowing any trailers longer than 53-feet. He said those attempts led to concerns being addressed in SB 281 which clarified the length of trailers allowed in Montana. He said that currently the statutes were unclear but rules currently permit the issuing of a permit for a trailer up to 57-feet long. He said a successful move by the federal government to limit over-all length of trailers would require Montana to be able to prove that State statute allowed 57-foot trailers and currently that statute was unclear on the issue.

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Ben Havdahl, Montana Motor Carriers Association, reiterated Mr. Galt's reasoning and offered their support of the Bill. He stated that the threat of the federal government restricting the

State and its ability to determine size and weights of vehicles was not an idle threat. He reported that the Intermodal Surface Transportation Efficiency Act (ISTEA) had been amended to freeze the amount states could adjust vehicle size and weights beyond existing 1991 statute. He said that even though such legislation had failed, the potential was still prevalent. He urged support of SB 281 as a necessary insurance policy against federal restrictions. He stated there was a portion of their Industry which would suffer severe economic loss if such restrictions were imposed.

**Don Allen, Montana Wood Products Association**, echoed the comments of **Dave Galt** and **Ben Havdahl** and urged passage of SB 281. He stated the federal government had previously proposed legislation which would have been harmful to the State, and Montana needed to statutorily protect itself.

**Opponents' Testimony:**

None

**Questions From Committee Members and Responses:**

**SENATOR JERGESON** asked why the Highway Commission was not authorized to establish by-rule any decisions regarding lengths and sizes of trucks rather than coming to the Legislature each session to make slight modifications? **SENATOR STANG** replied that turning the responsibility over to the Highway Commission would open the door for trucks of unsafe lengths. He said the current process allowed review and oversight which he deemed necessary.

**Closing by Sponsor:**

**SENATOR CRISMORE** closed by stating the minor change made by SB 281 could be vital to Montana. He encouraged passage of the Bill.

**HEARING ON SB 315**

**Opening Statement by Sponsor:**

**SENATOR ARNIE MOHL, SD 39, Kalispell**, explained SB 315 sought to allow Montana hotels, motels, resorts, and other lodging facilities to provide courtesy transportation to their registered guests. He explained that under current law the industry was subject to motor carrier regulations and was only allowed to transport guests to and from public transportation outlets.



**Proponents' Testimony:**

**Stuart Doggett, Montana Innkeepers Association,** explained SB 315 was intended to allow the industry to meet the needs of lodging guests and the needs of a growing tourism industry now ranking second in the State's economy. He added the Bill was not intended to put anyone out of business or to compete with taxis or local bus companies. He noted the Bill was limited to registered guests and to courtesy or free transportation. He explained courtesy vans for hotels and motels were covered by overall insurance policies or by separate policies. He reported some lodging facilities currently transported guests to a variety of locations in local communities and had done so for years without any complaints from the transportation industry. He insisted applying for a class-C license to transport registered guests free of charge seemed extreme. He stated SB 315 would allow the industry to move customers in a convenient and efficient manner, and when a taxi or bus was appropriate the industry would continue to use those services. He submitted written testimony of two leaders in their industry (**EXHIBITS # 5 AND # 6**).

**Joe Wilson, Sundowner Inn, Forsyth, and President of the Montana Innkeepers Association** reported there was no public transportation available in Forsyth. He explained that occasionally guests needed transportation and the motel provided for their needs in the interest of hospitality. He said that presently their industry was operating without a clear statutory exemption as was sought in SB 315.

**Mike Schulz, Buck's T-4 Lodge in Big Sky Montana,** reported the hospitality industry was a full service industry providing customer services extending far beyond the essentials of a bed and meal. He explained customers expected and demanded spontaneous and inclusive courtesy transportation to recreational sightseeing and cultural activities in the area. He compared their need to transport registered guests to the equipment and needs of other industries who were already exempt from motor carrier regulations. He alleged that without SB 315 the Industry would be seriously handicapped in their ability to provide quality service on a competitive level. He told the Committee that Big Sky had used their resort tax to fund a local transportation district which served the guests well but only ran every two hours. He told the Committee that people on vacation seldom wanted to wait 2 hours to attend an activity.

**Chris Kehn, 320 Guest Ranch,** reiterated Mr. Schulz's comments and said their business survived on customer service.

**Eric Ossorio, Big Sky,** reiterated Mr. Schulz's testimony and further explained courtesy transportation was an inconvenience for the industry to provide and they would not take advantage of the exemption. He said failure of SB 315 could mean an end to their business.

J. P. Crowley, representing Jeannie Matthies, owner of Your Adventure Travel, said the tremendous increase of inbound travel to Montana made it very important for lodging facilities to be able to accommodate the off-location transportation needs of their guests. He said the tourism business was important to the future well-being of the State's economy. He said that in most other states courtesy transportation of guests was allowed to restaurants, shopping, or other points of choice. He asked the Committee to consider the importance of SB 315 to the lodging and travel industry. He presented EXHIBITS # 7A-7E and read EXHIBIT # 8.

Steve Browning appeared on behalf of Grouse Mountain Lodge, and read EXHIBIT #9 which was the testimony of Mr. John Eckhardt. Mr. Browning said that Grouse Mountain Lodge was attempting to provide a special service to their guests. He said the Lodge did not plan to run a regular bus route to carry visitors to the Park, did not charge guests for transportation services, and did not intend to preclude their guests from using taxi services if those services were desired. He urged the Committee to support the Bill.

CHAIRMAN TVEIT handed out written testimony which had been submitted for Committee consideration (EXHIBIT # 10).

#### Opponents' Testimony:

Jerome Anderson, Montana Passenger Carrier Association said they opposed SB 315 as being a bill which was contrary to public interest and the Montana passenger transportation system in general. He stated that SB 315 was actually the deregulation of a large segment of the passenger business in Montana. He said the passenger carrier service was originally regulated to serve the needs of the general public, prevent discriminatory rate practices, solve massive safety problems, require maintenance of equipment, and require proper compensation of injured passengers. He maintained that federal deregulation of the passenger carrier service had resulted in substantial changes to the industry. He reported a distinct shortage in Montana's current ability to provide a viable, complete passenger transportation system. He said such a system was absolutely necessary if Montana was to compete in the tourist industry, participate in the growing health industry, etc. He paraphrased the written testimony contained in (EXHIBIT # 11) and followed his notes in (EXHIBIT # 11A). He stressed that the Committee had the future of many Montana passenger carriers and the future of passenger carrier users' safety in their hands. He asked the Committee not to jeopardize the future of these people by passing SB 315. He also handed out (EXHIBIT # 12) for submission to the Committee.

Norman Kurtz, Community of Interest, marketing firm in Whitefish, handed out (EXHIBIT # 13) and reported he had started the Whitefish/Big Mountain Ski Shuttle in 1959 using public

transportation equipment. He asked the Committee to not support the Bill as his personal experience made him feel the Bill was a self-serving exemption which was designed to allow an unfair advantage for a very few business interests. He insisted SB 315 would not help the general public and would hurt public transportation and smaller hotels and motels. He asked the Committee to oppose the Bill on the basis of practicality and in support of the growth of a well-rounded passenger carrier industry.

**Dave Brown representing the Montana Car Rental Association,** strongly opposed the Bill. He said the Association was concerned about the competitive aspects the Bill could bring to the industry. He stated SB 315 would make the small marketplace in Montana even smaller. He urged the Committee that if they decided to pass some form of SB 315 they needed to make it restrictive to a local area only; possibly through a mileage limit or possibly prohibit the ability to advertise and charge a compensation. He suggested a language change on page 2, line 29. After "facility" insert "if the vehicles are not used for carrying property or passengers for compensation". He stated **REPRESENTATIVE DEBBIE SHEA, HD 35, Butte,** had not been able to stay to present her testimony and had asked him to read and submit (**EXHIBIT # 13**).

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**Dale Duff, owner of the Diversified Transportation Company in the Flathead, Rocky Mountain Transportation,** said public transportation played an important role in serving the tourism industry and the general public. He stated SB 315 appeared to be an innocent proposal, but the proposed Bill created some problems for existing carriers and the public. He said SB 315 was not a form of deregulation but would in effect create a new class of carriers who would have no service obligation to the general public, no safety regulations, or insurance compliance requirements. He said there was an existing assumption that current carriers operated in a monopoly situation. He said that was inaccurate in a large part of Montana. He said that currently the Public Service Commission (PSC) was charged with the responsibility to safe-guard the public interest by ensuring their safety and consistently providing a reliable service at a fair price. He concluded the Bill was a specific local interest issue with state-wide ramifications to the disadvantage of the general public.

**James Michael, Manager of Flathead Area Custom Transportation,** explained that public carriers under PSC regulations were required to accommodate handicapped individuals, and the equipment required to meet that regulation was very expensive. He said the handicap regulations affected only regulated carriers, without additional transport fees being assessed. He concluded that allowing certain carriers to operate without the

same regulations and cost of doing business would place regulated carriers at a decided disadvantage.

**Mark Fusson, City Cab, Billings,** stated SB 315 was not in the best interest of the citizens of Montana. He said the exemption allowed in SB 315 would be given at the expense of local citizens who would suffer due to the loss of public transportation. He asked the Committee to vote against SB 315.

**Terry McIntosh, Owner/Operator of Havre Taxi,** stated that if SB 315 passed he would be out of business.

**Trudi Hovden, Old Trapper Taxi, Helena,** echoed Mr. McIntosh's statement, and said the local market was small and her company could not afford to lose any portion of that market.

**Jim Warren, President and CEO of Great Falls Capital Corporation, and owner of Hall Transportation,** explained he owned a taxi and wheel chair transportation company in Great Falls and expressed opposition to SB 315.

**Gary Gullickson, Karst Stage in Bozeman,** said he rose in opposition of SB 315 and stated that Committee members should have received a letter of opposition from Karst Stage.

**Greg Beach, Beach Transportation,** submitted written testimony contained in (EXHIBIT # 15) and said they would appreciate a vote in opposition to SB 315.

**George Hall, G & L Transit, Helena, and Hall Transit, Great Falls,** submitted his written testimony in (EXHIBIT # 16).

**Ben Havdahl, Montana Motor Carriers Association,** asked to go on record as opposing SB 315 and submitted written testimony contained in (EXHIBIT # 17).

#### Questions From Committee Members and Responses:

**SENATOR STANG** asked what motel operators were currently allowed to do and what they would be allowed to do if SB 315 passed? **Robin McHugh, attorney for the Public Service Commission (PSC),** reported that if SB 315 passed, motel owners would be allowed to do a number of things, which he felt would include taking bus tours to national parks. He explained under current law motels and hotels could provide courtesy transportation to airports, Amtrak depots, and other points of public transportation.

**SENATOR STANG** referred to hotels which were presently providing shuttle buses to ski areas and asked if that was currently illegal? **Mr. McHugh** replied that in the case of Grouse Mountain Lodge the Commission had issued a declaratory ruling that the Lodge could only provide courtesy transportation with respect to airports, train depots, and other points of public

transportation. He explained the decision was currently under judicial review, so the enforcement of the decision had been stayed pending the outcome of the review and the Lodge's pending application for motor carrier authority.

**SENATOR STANG** asked if the Kalispell area currently had a public transportation service which went by the motels to pick up skiers on a regular schedule? **Dale Duff** stated there was a service from Whitefish and one from Kalispell that ran every day of the ski year.

**SENATOR STANG** asked **Mike Schulz** if there was service in Big Sky that shuttled to the ski mountain on a regular basis? **Mr. Schulz** stated yes, there was a service that came as far as Buck's T-4 but did not go as far as the 320 Ranch. He reiterated that Big Sky had used their resort tax to fund a transportation district. He stated he did not transport his guests to the ski hill but simply informed them of the buses' schedule.

**SENATOR STANG** asked who paid for the public service in Kalispell/Whitefish area; was it the individual or the business? **Mr. Duff** replied it was contributed to by merchants in town, the local ski resort, and people that used the service.

**SENATOR COLE** asked if a business owner would be violating the law if he provided transportation service for a guest to somewhere other than to a public transportation point when a community did not have a public transportation service available? **Mr. McHugh** reported that Title 69 provided an accommodative transportation provision which would cover owners in instances such as taking a rafter down to the river. He stated that if the service was provided on a regular basis it may be considered a regulated activity. He continued that with no other carriers in the area, the hotel owner could easily obtain authority by applying to the Commission.

**SENATOR JERGESON** asked what process a person would undergo to obtain authority to operate a transportation company, and was it for a specific area? **Mr. McHugh** stated it could be for either a specific area or for the entire State. He said the basic concept was one of public need. He explained that if the applicant could demonstrate a public need for the transportation service to be provided and a fitness to provide that service, then the applicant could obtain authority.

**SENATOR JERGESON** asked if the PSC held a hearing to determine if public need could be demonstrated? **Mr. McHugh** said that was correct, and the public was allowed to show their support or objection.

SENATOR SWYSGOOD asked if Mr. Anderson had a comment? Jerry Anderson stated that if no transportation service existed, the application would automatically be granted. He stated there would be no hearing if there was not objection to the application.

SENATOR JERGESON asked if the PSC regulations were essentially activated in circumstances where the economy supported an existing transportation system and the regulations were used to restrict entry into that business by a new applicant? Mr. Anderson stated he understood the question, but the regulations were always present. He said the question of whether or not a matter went to a hearing depended on a protest being filed. He added that a protest could only be filed by someone with existing transportation authority.

SENATOR SWYSGOOD asked how many of the proponents were supporting SB 315 because someone had filed a complaint against them? None responded.

Closing by Sponsor:

SENATOR MOHL summarized that the hospitality industry simply wanted the right to accommodate their guests. He said a large portion of hotels and motels did not have taxi or bus service available, but unfortunately the Bill affected those who did.

CHAIRMAN TVEIT announced that an Executive Action Session would be held a 7:00 p.m. for SB 281, SB 283, SB 315, SB 321, SB 355 and possible reconsideration of some tabled bills.

ADJOURNMENT

Adjournment: CHAIRMAN LARRY TVEIT adjourned the meeting at 2:56 p.m.

  
SENATOR LARRY TVEIT, Chairman

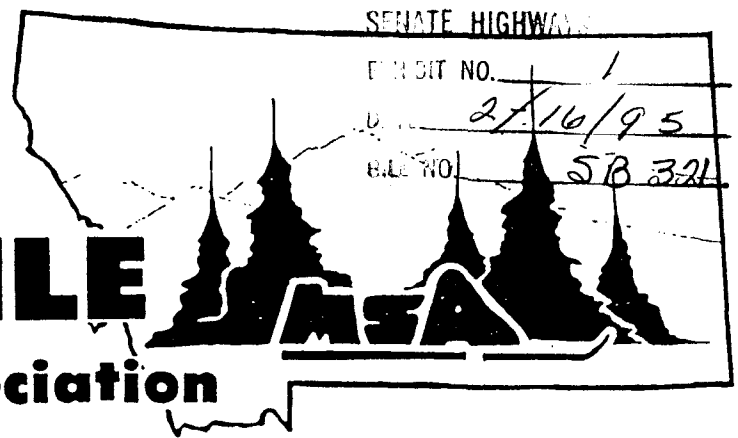
  
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Montana

# SNOWMOBILE Association



## INFORMATION PERTAINING TO SB 321

### MONTANA STATE SNOWMOBILE PROGRAM PRESENT & FUTURE NEEDS

Montana's State Snowmobile Program has been a tremendous success since its inception in the mid 1970's. Through cooperation among the state legislature, snowmobile clubs, Montana Snowmobile Association (MSA), federal, state and local land management agencies and Montana Fish, Wildlife and Parks, Montana now provides 3,400 miles of quality and safe snowmobile trails for residents and non-residents that are funded from the state snowmobile special revenue fund.

The dollars for the special revenue fund come from two sources:

1) registration decal fees paid by snowmobilers who ride on public lands (presently \$5/machine/year, 50% for law enforcement and 50% for the program), and 2) special appropriation of state gas tax dollars viewed by legislators as a refund of monies paid by snowmobilers for gas used in snowmobiles. This pays for the entire program including grants to sponsors, trail development, trail maps, equipment, safety education, law enforcement, support services and overhead.

The Montana Snowmobile Association (MSA), in cooperation with Fish, Wildlife and Parks (FWP), has expended much time in trying to satisfy the needs and demands of this successful program. However, with increasing numbers of snowmobilers and federal and state safety and environmental mandates, inflation, and especially increased equipment costs, it has become impossible to maintain the program to the standards of a few years ago.

### SNOWMOBILE TRAIL GRANT PROGRAM

Grants to snowmobile sponsors are primarily associated with trail grooming and maintenance costs. This includes groomer operator wages; gas, oil, maintenance and minor parts for groomers; labor associated with trail maintenance and some trail-head signing. Although prices have increased through inflation and rising costs for gasoline, oil, equipment parts, and insurance, the amount of funds available for grants have remained essentially constant. This has forced reduced grooming of trails, less than adequate replacement of trail-head signing and lack of funding for such things as bridges for crossing of tributaries in order to meet new stringent environmental criteria.



More funds are needed now and in the future to increase the regularity of grooming which results in higher quality and safer snowmobile trails. More funds are needed for improved trail-head signs and interpretive signs which inform the users of laws, rules, groomed trail locations, safety information, and advisories about unique natural and cultural resources that should either be avoided or appreciated for their educational values. More funds are needed to incorporate bridges at certain tributary crossings where fords are not appropriate from safety or resource impact standpoints.

#### SNOWMOBILE TRAIL GROOMER AND EQUIPMENT REPAIRS

The primary need of the program is equipment upgrade. Fourteen full size trail groomers, owned by the state and leased to snowmobile clubs, now exist in the program. These machines are necessary to maintain larger trail systems (50 - 300 miles) in Montana's mountainous terrain. Presently these machines cost between \$90,000 - \$130,000 each and expected life span is 5 - 10 years, depending on annual hours of use and terrain. It is possible in certain conditions, such as the current funding shortfall, to maintain groomers for longer periods of time by spending disproportionate amounts on repairs. However, more and more dollars are needed on older groomers for major repairs which is at best a band-aid approach and financially inefficient in the long run. In fiscal year 1994, \$37,500 was expended strictly on major repairs to groomers. This does not count thousands of dollars expended by individual snowmobile clubs from club dues and donations for daily or weekly minor repairs to equipment. If we do not achieve a reasonable replacement schedule of 2.5 to 3 groomers per year, worn-out machines that break-down will likely be parked and grooming terminated, resulting in poor, unsafe trails, a large reduction in winter tourism and a very unhappy snowmobile public.

For an effective and quality grooming program for Montana, funds are needed to purchase 2 groomers per year. In addition, funds for major repairs are always necessary. Currently, this requires \$37,500 per year. Even with a newer fleet of groomers, major repair funds are necessary for unexpected mechanical breakdowns after warranties terminate (similar to our personal automobiles).

Finally, smaller, less heavily used trail systems are maintained with smaller grooming equipment such as the Ski-Doo Alpine which cost \$8,000 - \$9,000 per machine. Montana's snowmobile program currently has six such machines in the grooming fleet ranging in age from 6 - 16 years old. These should also be replaced every 6 - 8 years.

Table 1 is an inventory of existing trail groomers and their year of manufacture. This table shows Montana's rapidly aging inventory. Replacement of the older machines must be initiated as soon as possible or some grooming programs will be eliminated.

TABLE 1. SNOWMOBILE EQUIPMENT INVENTORY - December, 1993

EQUIPMENT (Groomer)	YEAR MFG'D	LOCATION	MILES OF TRAIL
Bombardier 252	1977	Eureka	41.0
LMC 1450	1978	Anaconda	106.0
LMC 3300	1980	Libby	150.0
PB 170D	1982	Seeley Lake	218.0
PB 200D	1984	West Yellowstone	207.0
PB 200D	1984	Kalispell	210.0
PB 130 D	1985	Hobson	86.0
Tucker 1642	1986	Missoula	398.0
Tucker 2000	1987	Bozeman	350.0
PB 240D	1987	West Yellowstone	207.0
Tucker 2000	1987	Lincoln	220.0
PB 200D	1987	Great Falls	175.0
LMC 1800	1993*	Helena	245.0
LMC 1800	1993*	Dillon	184.5

\*Lease/Purchase acquisitions.

Ski Doo Alpine	1979	Livingston	85.0
Aktiv Grizzly	1985	Anaconda	106.0
Ski Doo Alpine	1988	Wisdom	86.0
Ski Doo Alpine	1988	Virginia City	97.0
Ski Doo Alpine	1989	Wise River	175.0
Ski Doo Alpine	1989	Big Timber	34.0

#### SAFETY EDUCATION, TRAIL SIGNS, MAPS & AVALANCHE AWARENESS

The snowmobile safety program provides Instructor Guides to volunteer safety instructors and manuals for students. Also, videos are purchased for classes and survival kits for instructors. There is an increasing demand for safety classes by the snowmobile public, schools and youth groups. The safety program is paramount in ensuring safe experiences for all of the snowmobile public and other individuals who use snowmobile trails.

Increased classes and students require an increased investment in student manuals and instructional videos. MSA sees the need for an annual school for safety instructors to keep them up-to-date on new information. A new series of snowmobile safety videos are now in production by the International Association of Snowmobile Administrators and will be available in June of 1995. These videos correspond with the student workbooks used in Montana's safety program. Ten sets of this complete package should be purchased.

One very effective means of providing information about safe and ethical snowmobile use is through television and radio public service announcements (PSAs). However, it costs money to produce

and air PSAs at effective times. Increased funds will be used to incorporate production and use of PSAs in the safety program.

Brochures, displays and other printed materials that stress the need for safety and user ethics should be produced.

Quality, up-to-date snowmobile trail maps are necessary for all funded trail systems. These maps not only direct snowmobilers to safe trails but also provide information about potential resource impacts, sensitive areas to avoid, avalanche danger, hypothermia, and rules and regulations. Maps must be updated every two to three years.

Signs are necessary along trails to reassure users of their location, inform about possible hazards and site-specific regulations. The cost of signs has skyrocketed in the past five years. Plastic signs are used because they are effective and cheaper than steel signs. Plastic signs are made from petroleum products so as such prices have increased, so has the cost of signs.

More improved trail maps and signing will lessen the possibility of snowmobilers becoming lost, thus reducing search and rescue costs to local governments.

Increased gas tax refunds will be invested to assist the three U.S. Forest Service (USFS) avalanche centers: Gallatin National Forest Avalanche Warning Center, Northwestern Montana Avalanche Warning Center and the Lolo/Bitterroot National Forest Advisory. These centers provide daily information to the public concerning avalanche potential and provide training and information to private and public organizations. This would benefit all winter backcountry users including cross-country skiers, snowshoers, dog-mushers and snowmobilers.

#### **LAW ENFORCEMENT**

Adequate law enforcement is necessary to protect human and natural resources and to improve compliance with state and federal laws. 50% of snowmobile registration decal fees is set aside for this program. Presently, this has provided for minimal enforcement with budgets of \$13,800 to \$17,000 per year. At the request of the Montana Snowmobile Association, the 1993 general session of the Montana legislature increased the registration decal fee from \$2.00 to \$5.00, thus increasing the dollars for law enforcement by 250% to \$45,000 per year.

Of the 13% of 15/28 of 1% of state gas tax funds scheduled for law enforcement and safety (SB 321), 1/3 is scheduled for law enforcement. Fish, Wildlife & Parks game wardens will spend more time in known problem areas and work cooperatively with other enforcement agencies to increase law enforcement efforts to reduce encroachment into restricted areas and improve registration decal compliance. In addition, game wardens will assist snowmobile clubs with winter safety education programs and attend snowmobile club

meetings to discuss snowmobile laws. This funding will<sup>^</sup> also allow for more interaction in the field with the snowmobile public to inform them of laws and safety measures that will benefit all winter trail users.

#### RESEARCH

The Snowmobile Programmatic Environmental Impact Statement relied on current national research related to snowmobiling activity. In the review of the literature, it became apparent that little research on snowmobile impacts has been conducted in Montana. An increase in the snowmobile state gas tax refund to the program will be used to contract for research in Montana on snowmobile impacts to specific wildlife species, other trail users, Montana's economy, and effective grooming technology.

#### NOXIOUS WEED CONTROL

Noxious weeds are a serious problem in the entire state. Montana's noxious weed program is administered by the Department of Agriculture. All types of human activities can result in the spread of noxious weeds. Montana's snowmobile community sees a need to increase funds for the noxious weed program. An increase in the state gas tax refund would allow the snowmobile program to work cooperatively with the Department of Agriculture and provide approximately \$6,600 per per year to assist with production of educational tapes and public service announcements to assist with public education and the reduction of noxious weeds in Montana.

#### SUPPORT SERVICES

Fish, Wildlife and Parks administers the funds in the snowmobile special revenue account. This includes the grant program, equipment, safety education program and law enforcement. The State Parks Division, State Trails Program Coordinator and Region Park Managers, work with snowmobile clubs, land management agencies and the Snowmobile Advisory Committee with grant review, compliance and long range planning. The Conservation Education Division, Recreational Vehicle Safety Coordinator, coordinates and plans for safety education programs, sign inventory and acquisition and design and provision of trail maps. The Law Enforcement Division enforces snowmobile laws in cooperation with other local, state and federal law enforcement officials.

Support services costs will increase with the implementation of the Snowmobile Grant Programmatic Environmental Impact Statement, done in 1993, increased safety education programs and law enforcement.

#### OVERHEAD

Overhead is a state assessment which recovers the cost of administrative services provided such as bookkeeping, budgeting, accounting, clerical and word processing personnel. Currently overhead is assessed at 10.7% of actual expenditures of state originated funds. The current rate would be applied to any program increases.

## TOURISM & ECONOMIC BENEFIT

Snowmobiling is a valuable segment of the tourism industry and is extremely important to the economy of the State of Montana. Many businesses that used to be closed during the winter months are now open year-round to serve resident and non-resident snowmobilers and the general public.

Annual non-resident expenditures by snowmobilers, \$40.6 million, constitute a substantial direct economic gain for Montana. When coupled with resident expenditures of \$62.5 million, the total direct economic impact of snowmobiling to Montana's economy exceeds \$100 million per year. This translates into more than 750 winter jobs.

### SNOWMOBILING'S ECONOMIC BENEFIT TO MONTANA

From: Non-Resident Snowmobilers	<u>\$ 40.6 Million</u>
Resident Snowmobilers	<u>\$ 62.5 Million</u>
<hr/>	
<u>TOTAL ECONOMIC BENEFIT</u>	<u>\$103.1 Million</u>

**PROPOSED DISTRIBUTION OF FUNDS PROVIDED BY SB 321 : FY 1996** SB 321  
**Winter 1996 - 1996**

SB 321 : 15/28 of 1% of unrefunded state gas tax = \$664,032

## 1. Specified In SB 321:

Safety Education (SB321) 2/3 (Page 3)	8.67%	\$ 57,549
13%		
Law Enforcement (SB321) 1/3 (Page 4)	4.33%	\$ 28,775
Noxious Weed Control Trust Fund (SB321)	<u>1.00%</u>	<u>\$ 6,640</u>
(Page 5)		
<u>TOTAL</u>	<u>14.00%</u>	<u>\$ 92,964</u>

2. State Assessed Overhead (Page 5) 10.70% \$ 71,051  
Established by state law

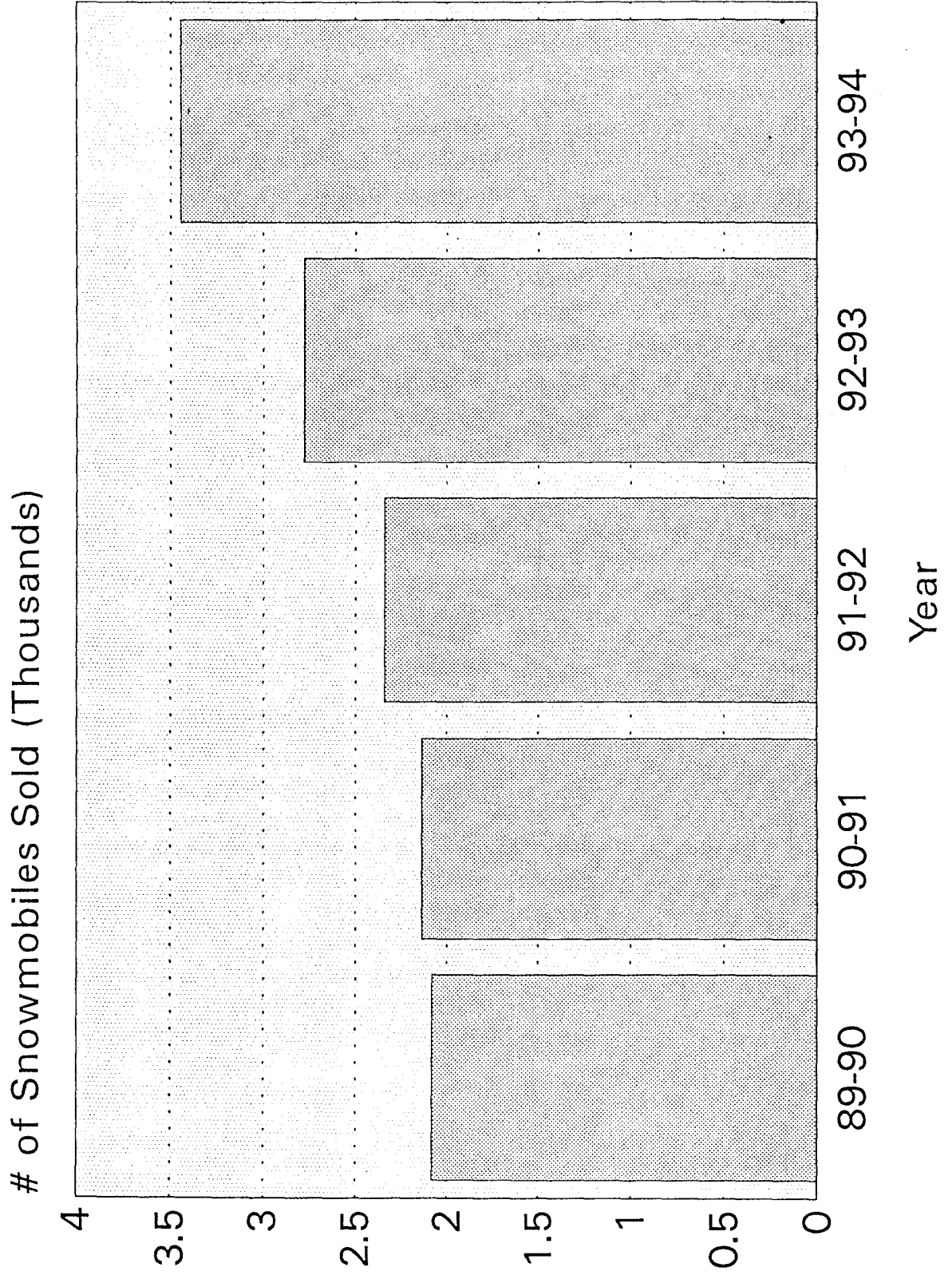
3. Distribution of balance subject to  
recommendations of Snowmobile Advisory  
Committee and decisions of Department of  
Fish, Wildlife and Parks.

FW&P Support Services (Page 5)	9.30%	\$ 62,000
Ongoing Research (Page 5)	2.00%	\$ 13,200
Grooming Grants (Page 1)	42.66%	\$283,080
Equipment Purchase & Repairs (Page 2)	21.34%	\$141,737
<u>TOTAL</u>	<u>75.30%</u>	<u>\$500,017</u>

## REVIEW OF \$ "ON THE SNOW"

Grooming Grants (Last year was \$228,000) (Page 1)	\$283,080
Equipment Purchase & Repairs (Page 2)	\$141,737
Safety Education (Signs, Maps, etc. from) (Page 3) safety education)	\$ 28,000

## INCREASING TREND OF NEW SNOWMOBILE SALES IN MONTANA



# Snowmobile Industry continues sales surge

(Minneapolis, MN) — According to figures released by Snowmobile Business Magazine, 1993-94 was a banner year for the snowmobile industry. Total retail sales of new snowmobiles worldwide reached 171,189 units, a 10.4% increase over the previous year and a 10-year high.

The picture was brightest in the U.S., where 104,637 new units were sold at retail, a 24% increase over the previous year and the highest total since the 1981-82 season. This marks the third straight

season of increased retail sales in the U.S. According to Snowmobile Business Magazine, snowmobile retailers across the snowbelt also reported increased sale of parts, clothing and accessories during the 1993-94 season.

"There are several factors that contributed to last year's surge in sales," explained Dick Hendricks, Publisher of Snowmobile Business. "There was good snowfall throughout the snowbelt last season. In fact, many parts of the East had its best snow year in recent memory.

Plus, we are seeing more and more people who dropped out of the sport in the late 1970's or early 1980's coming back. The reliability of the machines has improved dramatically and these people are seeing snowmobiling as an opportunity to spend quality time with the family."

Figures released by Snowmobile Business indicate that retail sales in the U.S. have increased by 106% since the 1984-85 season, from 50,827 units to this past year's total of 104,637. According to

Hendricks, part of this growth can be attributed to increased accessibility of riding areas.

"There are now more miles of groomed snowmobile trails in the U.S. than there are miles of interstate highway system," he said. "While good snow certainly helps retail sales, snowmobiling has really become a mobile sport. People are willing to trailer their machines to the snow. This has resulted in an incredible growth in winter tourism across the snowbelt."

EXHIBIT 1  
DATE 2-16-95  
JB 321

## Snowmobile Industry 10-Year History

	'84-85	'85-86	'86-87	'87-88	88-89	'89-90	'90-91	'91-92	'92-93	'93-94
RETAIL SALES										
U.S.	50,827	58,547	61,107	65,336	78,099	80,376	77,642	82,312	84,212	104,637
Canada	33,951	36,682	41,509	45,389	50,932	56,549	50,110	52,639	56,743	56,796
Intl	8,395	9,636	11,497	12,245	25,969	26,473	25,272	17,346	14,042	9,756
TOTAL	93,173	104,865	114,113	122,970	155,000	163,398	153,024	152,297	155,047	171,11
CURRENT MODEL YEAR SALES										
TOTAL	71,766	76,712	91,943	103,621	131,132	134,648	114,013	102,451	114,438	144,051
PRODUCTION										
TOTAL	98,017	97,979	112,334	130,771	167,291	174,902	157,198	122,300	143,877	174,910
INVENTORY										
U.S.	24,485	19,207	18,040	22,819	30,408	40,635	39,021	20,497	10,967	11,151
Canada	9,854	9,237	6,464	9,490	14,224	14,886	20,675	9,978	9,127	12,774
TOTAL	34,339	28,444	24,504	32,309	44,632	55,521	59,696	30,475	20,094	23,925



SENATE HIGHWAYS

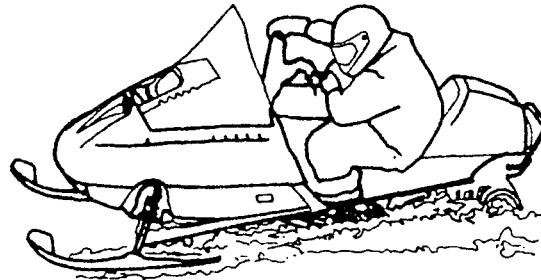
EXHIBIT NO. 2

DATE 2/16/95

SB 321

# MONTANA

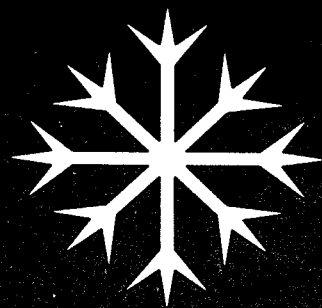
## SNOWMOBILE LAWS



The original of this document is stored at the Historical Society at 225 North Roberts Street, Helena, MT 59620-1201. The phone number is 444-2694.

**MONTANA CODE  
TITLE 23, CHAPTER 2, SECTION 601  
AND ADMINISTRATIVE RULES OF  
MONTANA  
12.6.601**

# Snowmobiling in Montana



By James C. Johnson  
and Mary Ann Johnson

The original of this document is stored at the Historical Society at 225 North Roberts Street, Helena, MT 59620-1201. The phone number is 444-2694.



## Senate Bill No. 321

February 16, 1995

Testimony presented by Arnold Olsen  
Montana Fish, Wildlife & Parks

before the Senate Highways and Transportation Committee

The Department has worked cooperatively with the snowmobilers of Montana and land management agencies to establish and maintain a 3,400 mile groomed snowmobile trail system, also providing safety education and law enforcement. Although the trail system size has begun to stabilize, increased demands by both residents and non-residents require an increased frequency of grooming to provide a safe experience. In spite of this, frequency of trail grooming has actually decreased due to the aging fleet of the states snowgroomers and increased costs of keeping these groomers functional. SB 321 provides increased funds to meet the needs of the trail users and provides a more balanced enforcement and safety program component.

The success of the program is due in part to the volunteer efforts of snowmobilers and the Montana Snowmobile Association. Last year an estimated 26,700 hours and \$105,500 were donated to supplement the fuel tax and decal registration fees provided. The snowmobilers have also taken steps to make their program more environmentally sensitive through the completion of a programmatic environmental impact statement in 1994 and educational efforts to reduce wildlife impacts.

The Department supports the compromise package embodied in SB 321 and will continue to work toward positive implementation of the program as funded by the legislature.

Therefore, we support SB 321.

SENATE HIGHWAYS

EXHIBIT NO. 5

DATE 2-16-95

BILL NO. SB 315



**Best Western  
Outlaw Inn**

1701 Highway 89 S.  
Kalispell, MT 59601  
(406) 755-6100  
Fax (406) 755-5994  
For Reservations Call  
1-800-237-7445

February 15, 1995

Senator Larry Tveit, Chairman  
Senate Highways and Transportation Committee  
Montana State Senate  
Helena, MT 59620

Dear Senator Tveit and Honorable Members of the Committee:

I urge your support of Senate Bill No. 315 which would allow Montana's motels, resorts and guest ranches to provide courtesy transportation to our registered guests.

While we are normally able to transport our guests to and from airports, it is far more difficult to assist them with needs such as transportation to ski areas, golf courses, or other area attractions, which cannot be conveniently nor affordably accessed through public transportation.

In the winter season, it is a challenge to get our guests to the Big Mountain. While we in the lodging business cooperatively underwrite the costs of providing permitted bus transportation from the valley floor, it is cost prohibitive to provide anything other than one daily trip. As a result, our guests must meet our schedule rather than their own which may be inconvenient.

We have excellent charter bus service available for larger groups, but this is not an affordable option for smaller groups, families or individuals. When there is no scheduled public transportation available, it is impossible to visit area attractions and golf courses without a rental or private vehicle. Rental cars are sometimes in short supply, too expensive for some, and not available to younger visitors.

We don't wish to compete with licensed carriers. We only want to accommodate our guests needs with courtesy transportation when appropriate. This is not just a Flathead Valley issue, but could be the case in other parts of our state whether Glasgow, Glendive or Miles City. I hope the committee will give this bill a "Do Pass" recommendation.

Sincerely,

Larry McRae  
General Manager



Kalispell's Convention Center

SB 315  
SENATE HIGHWAYS & TRANSPORTATION COMMITTEE

FEBRUARY 16, 1995

Chairman Tveit and Committee members, my name is Greg Bryan. I am a hotelier and Chairman of the Montana Innkeepers Association Legislative Committee. This testimony is offered in support of SB 315. The bill is intended to legalize that which has been happening in Montana and across the country for years - hoteliers taking care of their customers. As does any good business person, we have sought to meet the needs of our customers in efficient and effective ways. Our customers arrive by train, plane and bus and then look to be able to move about in a reasonable and economical manner to enjoy our communities. In many of our communities there are no taxi services and in those that have them, they operate many times very sporadically.

It is not our desire to compete with taxi, or bus companies. We have and will continue to utilize them. They provide an important service, but the service is incomplete to meet the needs of our customers. When our guest wants to do something now, they do not want to wait 30 minutes, while the only taxi is tied up. We simply wish to be able to service that customer in a reasonable manner, that will encourage them to return to our community again.

This service has been provided by many of our hotels for years without any complaint by the transportation industry. Why is it now a major problem? Some of these same protesting companies have rented us rental vans to haul our guests, without a word of concern. We do not want a Class C transportation license; we do not need one. All we wish to do, is to be able to move our customers from our hotel to another location in a convenient and efficient manner. When a taxi, or bus is appropriate, we will continue to use those services for our guest. When they are not appropriate, we simply ask to be able to move them ourselves in a safe and economical manner. We are not asking for any expansion, or new rights. We are simply asking that you recognize in law what has been happening for years in plain sight.

Thank you for your interest this afternoon. I urge you to give a do pass on SB 315.



Best Western  
Buck's T-4 Lodge  
"Uniquely Montanan"

SENATE HIGHWAYS

EXHIBIT NO. 7 A

DATE 2/16/95

BILL NO. SB 315

February 15, 1995

Senator Larry Tveit, Chairman  
Senate Committee Members  
Senate Highway Committee  
Capitol Station  
Helena, MT 59620

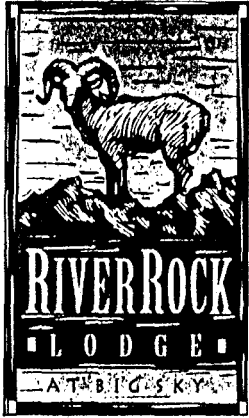
Dear Mr. Chairman and Senate Committee Members:

My business Best Western Buck's T-4 Lodge and Restaurant is located near the Big Sky Ski and Summer Resort. Our customer's expectations and demands extend well beyond the traditional big city needs of only a bed and a meal. Our promotional literature stresses the recreational activities in Montana and their accessibility. The availability of sight-seeing, recreation and cultural activities determines our market share in the competitive business of tourism. As a hospitality provider, the ability to provide spontaneous transportation to our guests is essential. Quality customer service is our primary product just as equipment and materials are the primary products of manufacturing and mining. The manufacturing and mining industries currently have exemptions from PSC regulations.

For these reasons and more, I strongly urge you to support SB #315 exempting the hospitality industry's courtesy vans from PSC regulation. Not supporting this exemption will not only put a strangle hold on the hospitality and resort industry in this state, but may be extended to the Outfitting and Dude Ranch industries. These industries rely almost exclusively on transporting their own clients around our state to their hunting, fishing, and camping sites.

Thank you.

Michael Scholz  
President, Big Sky Lodging Association  
Director, Yellowstone Country Tourism Region  
Director, Montana Innkeepers Association



February 15, 1995

Senate Highways Committee  
Helena, MT 59620

Dear Committee Members,

As a representative of the Big Sky Chamber of Commerce as well as the River Rock Lodge at Big Sky, I would like to strongly urge your support of SB 315 for the following reasons.

Contrary to popular belief, the product that we offer our guests in small Inns and Lodges is not rooms, but guest service. In an increasingly more competitive environment it has become incumbent on each successful Innkeeper to provide exceptional as well as responsive service. Without the ability to transport our guests on a local basis we would be seriously encumbered if not totally stymied in this effort.

As you well know a great deal of time, effort and tax dollars are spent each year to bring visitors to our great State. I would respectfully submit to you that this effort is in vain if we do not or are not able to provide the sort of service that will bring these individuals back for return visits. Each visitor should be considered an economic resource to our State that we can not afford to lose.

In addition, as our business tends to be both seasonal and somewhat sporadic, it is would be economic suicide for the few available carriers in the area to field a fleet large enough to handle transportation requests during busy periods without losing money during the slower periods. As a consequence, if we are forced to depend on a carrier or carriers with an insufficient supply to meet our guests transportation demand a serious service gap would become the unfortunate result.

Please untie our hands so that we may be attentive to our guests needs and show our visitors what true Montana hospitality is all about!

Sincerely,

Clay A. Miller  
General Manager  
River Rock Lodge

SENATE HIGHWAYS

EXHIBIT NO.

7B

DATE

2/16/95

BILL NO.

SB 315

3080 Pine Drive

General Delivery

Big Sky, MT 59716

406-995-2295

Fax: 406-995-2727

800-995-9966

The University of Montana  
**Western**  
Montana College

SENATE HIGHWAYS

EXHIBIT NO. 7 CDATE 2/16/95BILL NO. SB 315

February 13, 1995

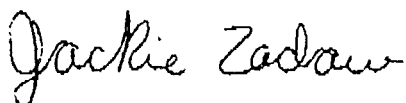
To Whom it May Concern:

As an Elderhostel coordinator for Western Montana College, I have the opportunity to work with state agencies, the University system and private hotels in an effort to provide room, board and transportation for the people participating in Elderhostel programs throughout Western Montana.

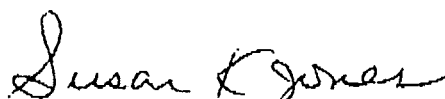
Elderhostel, a non profit/education based organization, provides an opportunity for people from all over the country, ages 55 and over living on a fixed income, to travel while learning about the surrounding area. Part of their educational experience includes field trips to local historical and educational sites.

The Elderhostel program would greatly benefit if the hotels hosting the programs could provide transportation as well as room and board.

Thank you for your consideration.



Jackie Zadow, Coordinator  
Off-Campus Elderhostel



Sue Jones, Director  
Continuing Education  
& Special Programs



Western Montana College  
710 S. Atlantic  
Dillon, Montana 59725-3598





P. 1/1  
SENATE HIGHWAYS  
EXHIBIT NO. 7 D  
DATE 2/14/95  
BILL NO. SB 315

February 14, 1995

Senator Larry Tveit, Chairman  
and Senate Committee Members  
Senate Highways Committee  
Capitol Station  
Helena, MT 59620

Dear Mr. Chairman and Senate Committee Members,

Our business, the largest employer in Madison county, strongly favors SB 315 exempting hospitality industry courtesy vans from PSC regulation. The tourism industry's success is based on our ability to serve guests needs at, and beyond their level of expectation. Our ability to provide spontaneous and affordable transportation to them is a quality service issue which we need to offer.

As an aside, we currently own a PSC license which authorizes us to provide this service regardless to the success of SB 315. We support the bill however, because it is counterproductive to require everyone in the industry to have such a license.

Please support SB 315.

Sincerely,

BIG SKY SKI AND SUMMER RESORT

Taylor Middleton  
Director, Sales and Marketing

TMmh

BIG SKY OF MONTANA  
Ski and Summer Resort

P.O. Box 160001  
Big Sky, Montana  
59716

(406) 995-5000  
Fax (406) 995-5001

National Reservations  
(800) 548-4486

Group/Convention Sales  
(800) 548-4487  
Fax (406) 995-5003

BOYNE USA RESORTS

Big Sky, MT  
Boyne Mountain, MI  
Boyne Highlands, MI  
Brighton, UT

SENATE HIGHWAYS

EXHIBIT NO. 7 E

DATE 2/16/95

BILL NO. SB 315

To: Members of the Senate Highways Committee

Re: SB 315

Date: February 16, 1995

From: Eric Ossorio, Lone Mountain Ranch, Big Sky, MT

As an active member of the Montana tourist industry, the Lone Mountain Ranch would urge your support for SB 315. Allowing Montana's hotels and resorts to provide courtesy transportation to their guests is a vitally important component of the guests' expectation and experience at Montana's destination resort areas.

In Montana's rural resort areas, reliance on third parties for a hotel or guest facilities customers' transportation needs is unrealistic. Guests not only expect, they deserve the full service that the hospitality industry can provide. Competition from our neighboring States is far too keen to not allow for Montana's hospitality businesses to provide this service.

*Eric Ossorio*

SENATE HIGHWAYS

EXHIBIT NO. 8

DATE 2/16/95

BILL NO. SB 315

February 16, 1995

**Carlson Travel Network<sup>®</sup>**

Your Adventure Travel

I am writing this letter in support of Senate Bill 315.


With the tremendous increase of inbound travel to our state, it is very important for our lodging facilities to be able to accommodate the transportation needs of their guests to off location attractions.

Our tourism business is so important to the future well being of States economy, I would think we would want to make every effort to make these folks first visit only one of many.

In most other states properties are allowed to transport their guests to restaurants, shopping or wherever they may want to go.

Please take into consideration the importance of Senate Bill 315 to our lodging partners and the Travel Industry in general. We want to be able to market our State as a full service destination our guests will want to return to again and again.

Thank you for your time.

Sincerely,  
  
Jeannie Matthies  
Owner

SENATE HIGHWAYS

EXHIBIT NO. 9DATE 2-16-95BILL NO. SB 315

FEBRUARY 16, 1995

TO: MEMBERS OF THE SENATE HIGHWAY &amp; TRANSPORTATION COMMITTEE

FROM: JOHN ECKHARDT, ELK CANYON RANCH, WHITE SULPHUR SPRINGS

SUBJECT: SENATE BILL 315

It has been my desire to appear before this committee this afternoon to speak in behalf of Senate Bill 325 - Courtesy Transportation for Hotel Guests. Unfortunately the onset of a cold yesterday afternoon has reduced my voice to a whisper, and rather than subject you all to same, I will use Stephen Browning's kind offer to read my endorsement of this Bill.

1. Our guests look to us to provide full services to them while they are at Elk Canyon.
2. To my knowledge, there are no firms providing regulated transportation in Meagher County.
3. Should such a regulated firm be available, I would have a real problem with using such services without the ability to select the vehicle and personnel to be used.
4. Our facilities are located approximately twenty nine miles from White Sulphur Springs, and again, should such regulated services be available, we would be talking about the driving of one hundred sixteen miles in order to satisfy the guest's need to travel fifty eight miles, an expensive proposition.

The partners of Elk Canyon Ranch, a dude ranch, have made an investment of several million dollars in the facilities of the ranch since 1984; we have been very successful in bringing guests to Montana and our facilities during this time; and we are very zealous in providing services of a high caliber to our guests. To this end, for example, we travel around the United States recruiting potential employees, and of approximately two hundred fifty interviewed, we will hire thirty. Being this selective in staffing the ranch, I find it undesirable to "farm out" facets of our operations to others.

I encourage your affirmative vote for Senate Bill 315!



**Pine Lodge**

920 Spokane Avenue  
P.O. Box 2069  
Whitefish, Montana 59937  
Phone: (406) 862-7600  
Toll Free 1-800-305-7463  
FAX (406) 862-7616

SENATE HIGHWAYS

EXHIBIT NO. 10DATE 2/16/95BILL NO. SB 315

February 13, 1995

TO: Senator Chuck Swysgood  
FROM: Rick McCamley, General Manager, Pine Lodge Quality Inn, Whitefish

Dear Senator Swysgood,

I strongly urge you to support SB 315. This bill would allow us to continue to use our courtesy van as a free service to our guests. Whitefish is a small town and our taxi service is often overwhelmed with fares and often times they refuse service to us because they are too busy.

In short, we need to have the ability to transport our guests. Supporting this bill would give us this ability. Please support SB 315!

Sincerely,

A handwritten signature in black ink, appearing to read "Rick McCamley".

Rick McCamley  
General Manager

**COMMENTS**  
**OF THE MONTANA PASSENGER CARRIERS ASSOCIATION**  
**IN OPPOSITION TO SENATE BILL 315**

We are concerned about SB315, pending before the Senate Highways and Transportation Committee. This bill would give hotel, motel, and resort operators the ability to transport their own guests, for hire, *without licensing or regulation*. Allowing resort operators to operate outside of the exiting regulatory framework has significant and extremely damaging consequences, not only to existing carriers but to all Montanans who rely on passenger transportation services.

Under current law, transportation providers must maintain their operating authority by providing service to *all parties*, on a *year round basis*, at a *predetermined rate* approved the by PSC. This legislation also gives hotel and motel owners the ability to completely circumvent all *safety and service* regulations; regulations that the current carriers must abide by in order to maintain their operating authority. They would effectively have the ability to operate transportation services whenever they want, at whatever price they want, without a license.

Hundreds of businesses and professionals have certification procedures and licensing requirements in place for one reason--to protect the public. Allowing this legislation to pass is akin to allowing a person to teach without a teacher's certificate or allowing a physician to practice without a license. It is clearly not in the public interest to have individual offering services without possessing proper credentials and meeting licensing requirements. Transportation services are no different. Under SB315, resort operators are allowed to provide transportation services without a license. They would be accountable to no one.

Allowing resorts to enter the transportation business will erode the revenue base of the existing passenger carriers--revenues that are used to develop rate structures reviewed and approved by the Public Service Commission. With the erosion of this revenue base, two things will happen: either the rates for this type of service will increase or the existing carriers will go out of business, or both. The permanent residents of the communities served by these carriers will bear the burden of this action.

This is clearly a bill to enhance the economic position of a limited group. It is backed by some of the largest resort operators in Montana--resorts that are, for the most part, owned by out-of-state interests. It is also our understanding that the hotel, motel, and resort industry cannot agree among themselves on whether to support or oppose this legislation. Generally, the smaller operators are opposed because it puts them at a competitive disadvantage with the larger out-of-state operators.

This is clearly special interest legislation that does nothing to serve the best interests of the people of Montana. We therefore respectfully request that you oppose this bill.

Jerome Anderson  
Representing Montana Passenger Carrier Association  
Comprised of Regulated Bus, Passenger Coach, Taxi, and Van Operators

George Allen

Identify - Mr. Paragon Carriers Inc.  
Motor Coach, Bus, Taxi + van operators  
operating for hire as common + contract  
carriers regulated by Int. P.S.C.

The House SB 315 is being a bill that is  
contrary to the public interest and  
the <sup>public</sup> transportation industry in Int.  
system

Because this is deregulation.

Brief History of Regulation and the reasons for it.

- 1887 - Congress passed the Act to Regulate Commerce which brought the railroads under federal control.
- It was done because Congress realized that economic regulation of commerce was necessary if the national transportation system was to serve the needs of the general public.
- Discrimination rates  
Inadequate service  
~~Excessive~~ Railroad business failures  
because of their distressed financial condition.
- 1913 - For same reasons the District of Columbia enacted the first law governing motor carrier operations.
- Penn., New York, Colorado and Wisconsin shortly followed suit.
- 1935 - Federal Motor Carrier Act ~~and~~  
virtually all states had passed regulatory legislation.
- ~~1931~~ 1931 - Int started regulation

Appl  
Calk  
Inter state  
move  
to Int  
state  
on  
PSC  
Reg ply

Regulation enforced because of:

- (a) Discriminatory rate practices
- (b) Massive safety problems
- (c) Inability of carriers to properly maintain + replace equipment due to lack of financial stability.
- (d) Failure of carriers to ~~provide adequate~~  
adequately compensate their

1

- In the early 1980's Motor Carrier De Regulation commenced at the Federal level,

- The results have been less than satisfactory for the general public

- For Montana we no longer have the large regular route pt to pt bus operation Greyhound - gone

Intermountain - gone

Amtrak - South route gone

Amtrak - North route cut down and probably soon gone.

Air service on route not threatened

- A viable passenger carrier group in Montana is an absolute necessity if this state is to participate in the tourist industry.

in the growing health industry in Commerce and industry generally.

- Several years ago the Oregon Public Utility

Comm. did a study of de-regulation of carriers.

but it was in the best interests of that state to continue regulatory regulation of carriers.

It found that it was -

It studied the effect of de-regulation at the Federal level -

Found -

1 - Deceptive rate practices

2 - Substantial safety problems

3 - Reduced maintenance and increased aging of equipment.

4 - Entry of new small carriers not properly equipped to handle transportation needs.

5 - Increased business failure rate and ~~bank~~ bankruptcy

6 - Substantial reduction in service to small rural communities.

Sound like Mt. - sure does.

A Price Stabilizing study of industry showed that carriers who were de-regulated



I point all of this out because the effect of this bill is to de-regulate a ~~substantial~~ substantial portion of the business structure that supports present passenger carrier operations in NY.

→ For passenger carrier economic regulation provides both benefits and burdens.

- The burden is the carrier obligation to serve the general public in a non-discriminatory way 24 hrs a day 7 days a week

- The benefit is the freedom from destructive competition by passenger carriers not required to serve the general public.

- The recent carriers supporting this bill fall in the category of passenger carriers that would shirk off the burden of traffic with no obligation to respond to general service calls. They would not provide a needed passenger service to the public.

Witness falling one mile testify is that and is the effect of this on their operations

As to the bill -

Even if ~~the~~ you agree with the philosophy of the Bill it is inadequate in its provisions.

It would exempt from regulation

"Country Transportation provided or regulated guests by a resort, hotel, motel, or other lodging facility"

- What is "Country Transportation"

It can be Free? - How know that not covered by an insurance in hotel rates

\* 250/day including trips to Apple Park - Glen

Don't know  
if present  
provision

- What is a registered guest -

- 24 hr - 12 hr - 1 hr -

Use of facilities such as dining rooms, bar  
et al on a registration basis

- Convention attended where convention  
is registered at one a hall et al.

- What is a ~~resort~~ resort

- What is a motel 1 unit - 5 units - 25 units

- What is a hotel - 1 room - 5 rooms 100 rooms

- What is a lodging facility -

Bed + Breakfast, Home, College Dormitory,  
dual ranch, vacation cabin Apt/House

- There would be no regulatory requirements that  
the hotel or motel would have to meet.

- Who would drive -

Bill man, waiter or waitress, Janitor -

- What insurance would be carried -

Auto, coverage - no requirement.

- Area coverage entire state

- Hotel + travel agency book - up  
250/day includes country  
charter operator then not the  
state

- What kind of equipment. - Costed \$225,000  
the insurance afforded a \$20,000  
motor coach or would it  
be a ~~25 year old~~ ~~20,000~~ ~~20,000~~ rely  
wear out and subject of failure  
of safety equipment

Members of the Committee you have in your hands  
the future of many passenger carriers  
from motor coach operators to taxi  
business in this state -

Don't jeopardize their future  
Please open this legislation

Occasional  
accommodation  
more motel  
except

If people  
from foreign  
need a car  
and no one else  
there can easily  
get

Plaster Body  
Buss - Export  
from bus  
requirements  
\$9,000 to \$31,000

You also  
have the  
future of  
many people  
passenger who  
would use  
the domestic  
plane

SENATE HIGHWAYS

EXHIBIT NO. 12

DATE 2/16/95

BILL NO. SB 315

FEB. 16, 1995

HONORABLE SENATOR LARRY TVEIT

RE SB 315

This Bill does nothing good for the "Ma & Pa" Montana owned & Montana run motels.

Only the large motels (out of state & Corporate \$) have shuttle buses and vans. To allow these to be used to adversely damage the Montana owned and operated motels and Montana owned and operated legally licensed transportation providers (taxis etc ) is wrong.

The Montana Innkeepers Association is of the large corporate motels and for them. The out of state \$ is talking here. In fact even though most of the rooms in Mt. are Montana "Ma & Pa" types few interest of ours are of much concern to the Montana Inn keepers Assoc or the franchise types (who by the way extract money from the local economy faster than a stock broker or an insurance agent or the IRS.

Damaging of Mt owned and operated businesses for the advantage of the "biggies" is not good. Allow them to continue as now.. to and from the motel and the train depot , bus depot, airport and back...ONLY. There are human protections and safeties built into the PSC regulated carriers and afforded the people of Montana.

PLEASE DELETE LINES 28 AND 29.

THANKS

  
L. D. WRIGHT

OWNER MA & PA MOTEL / REPRESENTING ALL THE OTHER  
SILENT MA & PA s

COI

## COMMUNITY OF INTEREST

TELEPHONE 406-862-2251

POST OFFICE BOX 411

WHITEFISH, MONTANA 59937-0411

February 14, 1995

SENATE HIGHWAYS

EXHIBIT NO. 13DATE 2/16/95BILL NO. SB 315

FAX To: The Members of The Highway And Transportation Committee

FAX Number 1 - 900 - 225 - 1600

Dear Senators:

I respectfully ask you deny your support to Senate Bill #315.

This legislation is designed to specifically assist one very large Resort Hotel, Grouse Mountain Lodge in Whitefish, allowing them to act as a motor passenger carrier to no one's advantage but their own. It would also open the door to chaos in ground transportation.

This would give them unfair advantage over, Pine Lodge Motel, Comfort Inn, Whitefish Motel, The Downtowner Motel, Whitefish Lake Resort, Mountain Holiday Motel, Chalet Motel, Alplinglow Inn, and other B&B operations who would be at a competitive disadvantage.

This bill offers nothing to the citizens who have no particular reason or desire to book their transportation specifically through Grouse Mountain Lodge. The legislation would only serve to the specific advantage of Grouse Mountain Lodge.

As one who originated the Public Ski Shuttle from Whitefish to The Big Mountain in 1959 and continues to operate daily 34 years later for ALL the businesses, Lodging Accommodations, and the GENERAL PUBLIC, I fail to see reason for you to support this bill, when additionally, it would give special support to itself at the disadvantage of our regulated Taxi and Bus Companies.

Please do not support Senate Bill #315.

Sincerely,

*Norm Kurtz*  
Norm Kurtz - Whitefish  
406 - 862 - 2251

cc: Larry Tveit  
Chuck Swysgood  
Mack Cole  
Ric Holden  
Reiny Jabs  
Arnie Mohl  
Greg Jergeson  
Linda Nelson  
Barry Stang

*Bob Brown*  
Can't get the Tax to work  
Can you have someone copy  
and run this to the C.C.'s?  
Thanks - Norm

SB-315

SENATE HIGHWAYS

EXHIBIT NO.

14

DATE

2/16/95

BILL NO.

SB 315

On behalf of small taxi service  
in Butte, MT. I stand in  
opposition to this bill.

Rep. Judith Shea  
House Dist #35



825 Mount Avenue  
Missoula, Montana 59801  
(406) 549-6121  
FAX (406) 549-5445



February 13, 1995

The Honorable Larry J. Tveit  
Montana State Senator  
Capitol Station  
Helena, MT 59620

SENATE HIGHWAYS

EXHIBIT NO. 15

DATE 2/16/95

BILL NO. SB 315

SENT VIA TELEFAX 1-900-225-1600

Ref: SB315

Dear Senator Tveit,

I am concerned about SB315, currently pending before the Senate Highways and Transportation Committee. This bill would give hotel, motel and resort operators the ability to transport their own guests, for hire, *without licensing or regulation*. Allowing resort operators to operate outside of the existing regulatory framework has significant and extremely damaging consequences, not only to existing carriers but to all Montanans who rely on passenger transportation services.

Under current law, transportation providers must maintain their operating authority by providing service to *all parties*, on a *year round basis*, at a *predetermined rate* approved by the PSC. This legislation also gives hotel and motel owners the ability to completely circumvent all *safety and service* regulations; regulations that the current carriers must abide by, in order to maintain their operating authority. They would effectively have the ability to operate transportation services whenever they want, at whatever price they want, without a license.

Hundreds of businesses and professions have certification procedures and licensing requirements in place for one reason—to protect the public. Allowing this legislation to pass is akin to allowing a person to teach without a teacher's certificate, or allowing a physician to practice without a license. It is clearly not in the public interest to have individuals offering services without possessing proper credentials and meeting licensing requirements. Transportation services are no different. Under SB315, resort operators are allowed to provide transportation services without a license. They would be accountable to no one.

Allowing resorts to enter the transportation business will erode the revenue base of the existing passenger carriers—revenues that are used to develop rate structures reviewed and approved by the Public Service Commission. With the erosion of this revenue base, two



825 Mount Avenue  
Missoula, Montana 59801  
(406) 549-6121  
FAX (406) 549-5445

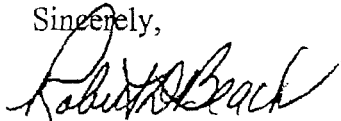


things will happen: either the rates for this type of service will increase or the existing carriers will go out of business, or both. The permanent residents of the communities served by these carriers will bear the burden of this action.

This is clearly a special interest bill. (This legislation was submitted at the request of Grouse Mountain Lodge in Whitefish and is backed by the largest resort operators in Montana—resorts that are for the most part, owned by out-of-state interests.) It is also my understanding that the hotel, motel and resort industry cannot agree among themselves on whether to support or oppose this legislation. Generally, the smaller operators are opposed because it puts them at a competitive disadvantage with the larger out-of-state operators.

This is clearly special interest legislation that does nothing to serve the best interests of the people of Montana. I therefore respectfully request that you to oppose this bill.

Sincerely,

  
Robert D. Beach  
President

RDB/sac

P.S. In previous correspondence with you, we had voiced concern regarding LC981. It is our understanding that this legislation, adhered by Senator Swysgood, has been amended to match the federal law. As such, we would not be opposed to this bill.

Good afternoon, Mr. Chairman, and members of the committee. DATE 2/16/95BILL NO. SB 315

For the record, my name is George Hall, and I live in Helena, Montana.

I operate G & L Transit, which is a bus company located in Helena. I

am very strongly opposed to Senate Bill 315.

*I am also speaking for Hall Transit from G. Falls*

60 I am a small businessman. ~~Our~~ bus company has 16 fulltime employees and several part time employees. It has taken 18 years of my life and hundreds of thousands of dollars for me to build my bus transportation business.

In addition to that, I have <sup>spent</sup> much time and resources in obtaining the necessary permits and authority to conduct a public transportation business.

~~Our~~ business may be small, but it is not simple. The transportation business involves regulation from state and federal authorities, legal liabilities, large investment and maintenance costs, and the enormous responsibility of protecting the safety of every passenger on our buses. This business cannot be undertaken lightly.

However, this bill would allow people to enter the transportation business with little or no thought to its complexities. / Who will determine whether these people will meet their responsibilities to the public? Are they prepared to protect the safety of their passengers? Are they prepared to pay all claims if there is an accident? Will they provide drivers who are skilled and trained for this work? /

I would ask that you allow the public transportation business to remain in the hands of those who are prepared to handle it. We have met all the requirements that this legislature has previously established to be in this business. It is not fair to us, as carriers, nor safe for the public, to allow others to enter this business without also meeting these standards.

Thank you.

*from G & L Transit Helena*

*&*

*Hall Transit G. Falls*



February 16, 1995  
Statement on SB 315 to the  
Senate Highways and Transportation Committee  
by Montana Motor Carriers Association

Mr. Chairman and Members of the Committee. For your record, I am Ben Havdahl, representing Montana Motor Carriers Association. MMCA is opposed to SB 315.

The bill represents piecemeal deregulation of passenger carriage under the Montana Motor Carrier Act. As you recall, on Tuesday of this week, I testified to this committee MMCA's position on economic regulation of intrastate motor carriage of freight and passengers. I said our policy was changed as a result of recent Congressional action deregulating certain intrastate commodities. I also said that we support the continuation of regulation by PSC of those commodities, including passengers, that were not affected by that federal action.

This committee agreed with that position in the passage of SB 378 which establishes the changes in the Montana law. We feel that those changes are all that should be made in the law and that no further deregulation efforts should be accepted. The allowance for an exemption to the Act proposed by SB 315 for the courtesy transportation of guests for a hotel establishment is an example of what I am referring to. It creates a dangerous precedent for allowing any number of similar exemptions. We don't think that special exemptions are in the best interest carriers of passengers nor in the best interest of the continuation of a sound motor carriage transportation system in Montana.

I would point out that the House has rejected, on second reading, a similar piecemeal approach to deregulation of passenger transportation in defeating HB 203 which would have had a deregulation effect on limousine service.

MMCA supported the establishment of a revised policy by this committee for economic regulation on intrastate motor carriage under SB 378 and we oppose any further deregulation efforts including the passenger transportation change as proposed by SB 315. Thank you.

DATE 2-16-95

SENATE COMMITTEE ON Highways

BILLS BEING HEARD TODAY: SB 315

< ■ > PLEASE PRINT < ■ >

Check One

Name	Representing	Bill No.	Support	Oppose
Tim Moren	Great Falls Capital	315		✓
Steve Boyden	Odessa Support. - Here	315		✓
Norm Smith	Community of Interest	315		✓
David Smith	Kent Stage	315		✓
Terry McIntosh	Harve Taxi	315		✓
Jim Buck	Brach Trans	315		✓
George Hall	Hall & Oak Tr	315		✓
John McNamee	Kalispel Taxi	315		✓
Mark L. Foss	Billings City Cab	315		✓
MIKE SCHULZ	BUCK'S T-4 WDJ E	315	✓	
Chris Kehn	320 West Ranch	315	✓	
Eric Ossorio	Long MTN Ranch	315	✓	
Joe Wilson	(M I K A) Sundowner Inn - Forsyth		✓	
J.P. Conley	on behalf of Leanne Matthews - Your Adventure Travel	315	✓	

## VISITOR REGISTER

PLEASE LEAVE PREPARED STATEMENT WITH COMMITTEE SECRETARY

DATE 2-16-95

SENATE COMMITTEE ON Highways

BILLS BEING HEARD TODAY: SB 281 SB 283 SB 315  
SB 321

< ■ > PLEASE PRINT < ■ >

Check One

Name	Representing	Bill No.	Support	Oppose
Ken Hoover tel	MT. Snowmobile Assn.	321	✓	
DENNIS CGLE	" " "	321	✓	
Bob Orr	" " "	321	✓	
Bob Bushnell	Ponderosa warrior	321	✓	
John Semple	Helen Snodgrass MT. Snowmobile Ass	321	✓	
Arnie Olsen	MD FWP	321	✓	
Doug Abelin	SELF	321	✓	
<del>SB 315</del> Dave Brown	MT. Car Rental Assn	315	✗	X
Fogelmeister	Great Falls Snowmobile Club	321	X	
Don Allen	MT. Wood Products Assn	281 283	✓	
Jim Sylvestra	Montana Snowmobile Study	321		
Jim Muechy	MT. Logging Assoc.	283	✓	
Jim Mo				
Mike Grayson	Citizen - Anaconda - MT	321		X

## VISITOR REGISTER

PLEASE LEAVE PREPARED STATEMENT WITH COMMITTEE SECRETARY

DATE 2-16-95

SENATE COMMITTEE ON Highways / Senate

BILLS BEING HEARD TODAY: SB 281 SB 283

SB 315 SB 321

< ■ >

PLEASE PRINT

< ■ >

Check One

Name	Representing	Bill No.	Support	Oppose
Steve Browning	Grouse Mountain Lodge	SB 315	✓	
Ben Hovland	MT Motor Carriers Assn	SB 315		✓
STEROME ANDERSON	MONTANA PASSENGER CARRIERS ASSOCIATION	SB 315		✓
Stuart Duggitt	Montana Truckers	SB 315		
Dale D. Duff	Rocky Mtn Truckers	315		✓

## VISITOR REGISTER

PLEASE LEAVE PREPARED STATEMENT WITH COMMITTEE SECRETARY