Client name	Michael Ramirez
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Montana Licensing Reform Task Force

This Task Force was created pursuant to Executive Order 1-2026 on January 29, 2026.

Purpose of the Licensing Reform Task Force

The Task Force shall provide the Governor with recommendations and strategies for the State of Montana to reform the professional occupational licensing system for the purposes of:

• identifying and removing burdens and barriers faced by licensees that are not necessary to protect the public; and
• improving access to and availability of professional services for citizens across Montana, including rural communities.

In developing recommendations and strategies, the Task Force shall seek input from Montana citizens, legislators, Montana associations whose members are licensed occupational professionals, professional licensing boards, relevant state agencies, advisory groups and researchers focused on occupational licensing, and other appropriate stakeholders as determined by the Task Force.

Public Record

Please note that all information received through this form is public record.

Which committee would you like to receive your comment?

Full Task Force
Construction Subcommittee
Barriers Subcommittee

We want to hear from you!

We would like to receive any comments you would like the Task Force, or one of its subcommittees, to review. In addition, we are specifically looking for feedback for:

1. Specific topics a committee or the task force should consider, and
2. Specific people or organizations you think the task force should hear from.

Do you have a general comment or a specific person or topic for the Task Force to hear from?

Specific person or topic

What are your comments?

Montana requires junk hauling and dumpster rental businesses to obtain a Class D motor carrier permit and a Certificate of Public Convenience and Necessity before operating. Existing certificate holders receive notice of applications and may protest them, forcing hearings and allowing discovery into the applicant's business records. The Public Service Commission then considers not only public need but also the impact on existing carriers when deciding whether to issue a certificate. This I believe creates an unfair advantage for large companies to keep small companies out of the industry. The current system creates an undue burden and barrier to entry that stifles new growth, Job creation, and market freedom. In addition, when contacting PSC in regard to applications for permits we were informed a lawyer would have to submit the application on our behalf only increasing the size of the barrier to entry.

Key takeaways

A business's direct competitors can delay market entry.
Competitors have incentives to oppose new entrants regardless of public benefit.
The process increases costs, delays, and uncertainty.
Consumers ultimately have fewer choices.

Although the PSC, not competitors, makes the final decision, the protest process gives incumbent businesses significant leverage over new entrants.