



Re: (non-resident sticker OHV Legislation)

I am writing in regards to the non-resident Pay-to-Play OHV Legislation that is currently being drafted by the Idaho Recreation Council (IRC). I am the President the Panhandle Trail Riders Association (PANTRA) which consists of 95 family and individual club members. PANTRA also has 641 Facebook Group members and almost 700 monthly users of our [website](#) with the “Call-to-Action” webpage of [Pay-to-Play OHV Legislation](#) being the number one trending issue right now.

PANTRA is aware that 3 out of 4 trails in our area do not meet Federal standards and that more funding is needed to bring them to standard. We are also aware that the county PANTRA is based out of (Kootenai County) only receives a fraction of our OHV sticker fees back for our area trail maintenance.

On the surface, having non-residents help pay for trail maintenance is a good idea. Having non-residents pay \$10 or \$12 is probably not going to discourage too many of them (there will be some) from enjoying Idaho’s OHV opportunities. However, when one state charges another State’s residents to recreate in their State, 100% of the time, the other states will retaliate by doing away with reciprocity. For Idaho residents that never leave the State with their OHV, the loss of reciprocity will have no effect on them. The problem is that Idaho residents that live in the Panhandle region of the state (which makes up about 20% of the State’s population), live in an area where our OHV recreation area extends into Washington and Montana because it’s only 75 miles between border to border in our region of Idaho. With the loss of reciprocity, North Idaho residents who wish to continue to ride in the region they live, will have to pay \$27 a year for Montana, \$26 a year for Washington, in addition to the \$12 a year for Idaho. It is PANTRA’s position that it is not fair or equitable to Idaho residents that live in the Panhandle region to pay up to \$65 a year ($\$27 + \$26 + \$12 = \65) to continue riding in our area as opposed to Idaho residents who live in the Central and Southern part of the State who will continue to pay only \$12 because their OHV area is least likely to extend into bordering states.

Sandra Mitchell, the Executive Director of the IRC, has stated that “there are virtually no OHV trail opportunities in MT or WA in the areas adjoining Idaho”. With a statement like that it is no wonder that Idaho residents who live in the Panhandle region feel like they are not being represented. Even though there are no shortage of trails over the border in Montana and the fact that PANTRA and its members go there yearly for activities and group rides, let’s concentrate on the OHV opportunities just over the border in Washington. Every year, PANTRA holds our annual spring “Kids Ride” at the Liberty Lake OHV Park in [Washington](#) and our fall, ladies only, “Dusty Cleavage Ride” in Airway Heights [Washington](#) or at

the 7-Mile OHV Park in Washington. PANTRA also hosts our annual Father's Day Weekend Campout at the Little Pend Oreille ORV Trail System (LPO) near Colville Washington. In addition, PANTRA will be working with Colville National Forest District Ranger Gayne Sears and Pend Oreille County Commissioner Mike Manus to upgrade the Batey-Bould ORV Trail system, located just over the border in Washington, to change it from a 'fun' trail system into a 'destination' trail system. These are just some, of the many, areas in Washington that PANTRA sponsors activities and group rides in. Therefore, for someone that is supposed to represent all of Idaho and who is in the process of drafting Legislation that will affect all OHV users in Idaho, to make a statement implying it won't affect you because it's not worth going over the border(s) because there's no OHV opportunities anyhow, is indicative of a lack of understanding of the ramifications that the proposed legislation would have.

With PANTRA's limited resources and with the help of our members, we have spent in excess of 1000 hours clearing trails ([PANTRA trail clearing data](#)) in Idaho, Washington, and Montana this year alone that benefit both motorized and non-motorized trail users. One of the reasons we volunteer to do trail clearing is to show our value to the trail managers and community and also to relieve some of the costs associated with trail maintenance. However, as mentioned before, we are aware that more funding is needed to bring our trails up to standards. Having a sticker fee for out of state OHV users may eventually be needed. However, it's PANTRA's position that implementing this sticker fee is an effort to push the cost of trail maintenance onto non-resident OHV users without considering the consequences to the Idaho OHV users that live in the Panhandle region of the state.

An alternate, and PANTRA preferred, trail funding source to the non-resident Pay-to-Play legislation would be to simply double our current \$12 sticker fee with a provision in the legislation that the increase can only be used for building or maintaining trails. Doubling our current sticker fees to \$24 would bring our fees more in line, but still lower, than our bordering states and would spread the cost of OHV use more fairly and equitably to all of Idaho's residents. If that's still not enough funding, then a non-resident fee should be investigated.

Finally, before implementing an out of state OHV sticker requirement or increasing Idaho's current fee, it would be nice for OHV users and our Representatives to know the answers to the following questions so they can make an informed decision/vote:

- How much is needed to bring our trails up to standard and adequately fund the OHV program?
- What is the projected revenue from the proposed out of state sticker sales?
- What would be the projected revenue from doubling the cost of Idaho's current sticker fee?
- What happens if out of state sticker sales don't meet projected revenue? (Increase resident fees, non-resident fees, or both?)

At the minimum, until these questions are answered, any OHV legislation that would negatively affect such a large group of the states OHV users should be tabled until a fairer and equitable compromise can be drafted.

Regards,

Steve Hart
President – Panhandle Trail Riders Association (PANTRA)