

HB

231

FISCAL NOTE

No: 1

STATE OF ALASKA
1998 LEGISLATIVE SESSION

BILL NO: Bill Version: CSHB 231 (JUD)
 (H) Publish Date: 2/6/98

Revision Date: 2/2/98 Dept. Affected: Administration
Title: "An Act relating to the regulation of BRU: Motor Vehicles
Snowmachines..." Component: Administration
Sponsor: Representative Masek
Requestor: H. JUD COMPONENT SERIAL NO. 2149

EXPENDITURES/REVENUES: (Thousands of Dollars) (inflation not included)

OPERATING	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
PERSONAL SERVICES	43.0	43.0	43.0	43.0	43.0	43.0
TRAVEL	5.0	2.5	2.5	2.5	2.5	2.5
CONTRACTUAL	18.0	3.0	7.7	7.7	10.9	10.9
SUPPLIES	5	5	5	5	5	5
EQUIPMENT	10.0					
LAND & STRUCTURES						
GRANTS CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	76.5	49.0	53.7	53.7	56.9	56.9

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES (1005) Revenue Code	100.0	100.0	200.0	200.0	300.0	300.0
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FUNDING: (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts	76.5	49.0	53.7	53.7	56.9	56.9
1006 GF/MHTIA						
Other						
TOTAL						

Estimate of current year (FY 98) impact: \$ _____

POSITIONS:

FULL-TIME	1	1	1	1	1	1
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary.)

SEE ATTACHED

Prepared By: Juanita M. Hensley Phone: 465-5648
Division: Motor Vehicles Date: 2/3/98
Approved by Commissioner: Mark Boyer Date: 2/5/98
Agency: Department of Administration

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COMMITTEE COPY

STATE OF ALASKA
1998 LEGISLATIVE SESSION

BILL NO: CSHB 231(JUD)

Revision Date: 02/3/98

Dept. Affected: Administration

ANALYSIS CONTINUED:

This bill moves the registration requirement for snowmachines from Title 5 to Title 28 and requires dealers to have purchases complete applications prior to leaving the dealership with the snowmachine. The bill also authorizes the dealers to act as agents for DMV and issue the registrations and decals for snowmachines.

Snowmachines are currently required to be registered if they are operated on public land. There are 14,642 snowmachines registered but the estimates from dealers and snowmachine organizations indicate there are 70,000 snowmachines in the state. Not all of these machines will be registered under this bill even if the law requires it and the primary reason is a lack of effective enforcement.

For the purpose of this fiscal note the following projection will be used:

FY99	FY00	FY01	FY02	FY03	FY04
10,000	10,000	20,000	20,000	30,000	30,000

The increase of 10,000 registrations every two years is based on the number of machines estimated to be registered a year and those that must renew the registration on a biennial basis. Mail-in renewal of registrations will increase 10,000 to 20,000 a year. A Motor Vehicle Customer Service Representative III will be required to manage the contracts negotiated with the snowmobile dealers; train the dealer personnel, audit the program and maintain the security of the forms and decals.

COST SUMMARY	FY 99
PERSONAL SERVICES	
1 PFT MVCSR III, Page 14	\$43.0
TRAVEL to train and audit dealer work	\$ 5.0
CONTRACTUAL	
Forms and tabs	\$3.0
Computer Programming	\$15.0
EQUIPMENT	
1 computer workstation --one time cost (this includes PC, desk, chair, file cabinet)	\$10.0
TOTAL	\$76.5

REVENUE

It is estimated 10,000 registrations at \$10 for the biennial period. Assuming even distribution with 10,000 in each year after the startup, there will be an increase of revenue from registration fees.

FY99	FY00	FY01	FY02	FY03	FY04
\$100.0	\$100.0	\$200.0	\$200.0	\$300.0	\$300.0



Alaska State Legislature

Please enter into the record my testimony to the STRA.
committee name

committee on HB231, dated 3-19-98
bill # / subject

Written testimony for Senate Transportation Committee hearing 3/19/98

HB231-

The Caribou Hills Cabin Hoppers with a membership of over 200 families, strongly supports HB231. Alaska only received approximately \$85000.00 in SYMMS money this year because we have so few snowmachines registered. Please pass this bill so we can get registrations up and receive our share of SYMMS money for trails.

Mr. Howard T. Davis,
Caribou Hills Cabin Hoppers
PO Box 395 Clam Gulch, Alaska 99568

Signed: _____
 Testifier

Representing (Optional)

Address

Phone number



ALASKA SNOWMOBILE REPRESENTATIVES ALLIANCE

P.O. Box 243664 • Anchorage, AK 99524-3664 • (907) 258-3700

March 12 1998

The Honorable Jerry Ward
State Capitol
Juneau, AK 99801-1182

Dear Representative Ward,

Thank you for supporting HB 231 snowmobile point of sale registration. I am pleased that this bill has successfully passed in the House. It is a good bill for Alaska and snowmobilers.

Sincerely,

A handwritten signature in cursive script that reads "Max J. Lowe".

Max J. Lowe
President

MJL:ta





Alaska State Legislature

Representative Beverly Masek

Chair, Military & Veterans Affairs

Vice Chair, Transportation

Vice Chair, Resources

Legislative Council

During Interim:
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Wasilla, AK 99654
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907-376-6180 (fax)

During Session:
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Juneau, Ak. 99801-1182
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(800) 505-2678

MEMORANDUM

Jerry
TO: Sen. Jerry Ward, Chairman
Senate Transportation Committee

Beverly
FROM: Rep. Beverly Masek

RE: HB 231 "An Act relating to the point of sale registration of snowmobiles."

DATE: Mar. 11, 1998

I would appreciate having this bill scheduled for a hearing in the Senate Transportation Committee at your earliest convenience.

HB 231 will allow for dealers to register snowmobiles at the time of purchase. By getting a reliable registration in place, we will be able to qualify for grant funding for trails from the National Recreational Trails fund. This funding is important as Alaska grows, trails will become more of a necessity.

I would like to thank you for any expedited consideration you may be able to give my request.



Alaska State Legislature

Representative Beverly Masek
Chair, Military & Veterans Affairs
Vice Chair, Transportation
Vice Chair, Resources
Legislative Council

During Interim:
600 East Railroad Avenue
Wasilla, AK 99654
907-376-2679
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State Capitol
Juneau, Ak. 99801-1182
(907) 465-2679
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(800) 505-2678

SPONSOR STATEMENT HB 231

HB 231 was the result of several years of effort on the part of Alaska's organized snowmobile associations. The need for viable winter economic opportunities prompted my involvement in this issue. I view this legislation as an important tool in promoting those opportunities. I also believe the development of trails will help protect snowmobiling opportunities throughout Alaska.

There has been a statutory requirement for registering snowmobiles since 1968; however, few Alaskans participated in registration of their snowmobiles. This is primarily due to the problems that existed in the registration process. When somebody purchased a new snowmobile they had to take the title to the Division of Motor Vehicles and wait in line to get the five-dollar registration. Also, since the Division was not been able to implement a mail in system for registration renewal, individuals have to repeat that performance every two years.

By allowing dealers to handle registrations at time of purchase, HB 231 will create a better process for people to comply with current statutes. This legislation will also allow dealers and other agents to handle renewal of registrations.

It is important to snowmobile enthusiasts to have a good system in place for the purpose of providing a good accounting of the number of machines in Alaska. This information is an integral part of the formula for acquiring trail moneys available from the National Trails Fund. The National Trails Fund was established to provide

needed funding for trail construction, trailheads, trail signing, and grooming equipment. The importance of being able to acquire funds through this system cannot be stressed enough. The establishment and maintenance of good trail systems throughout Alaska will provide Alaskans a place to ride, and more importantly provide us with an opportunity to expand winter recreation and tourism.

I believe HB 231 is a good first step toward developing an important facet of winter tourism. I further believe now is the time to identify and allocate trail systems so that future Alaskans will always have a place to recreate. I feel this is important, as some trails have already been lost due to population growth without any forethought given to protecting these types of uses. HB 231 provides us with the tools to better plan for future growth and its associated problems.

part b_national recreational trails trust fund act

Summary

Part B establishes a National Recreational Trails Trust Fund, drawn from the excise tax paid on nonhighway recreational fuels, which will provide states with funding for projects promoting safe and environmentally sensitive opportunities for use of recreational trails. A provision of current law allowing a refund of nonhighway recreational fuel taxes is repealed.

Discussion

Americans going to and from their places of recreation constitute eight percent of national highway usage.

Access to fishing, hunting, camping, climbing and a number of other forms of recreation is often provided by trails; but such trails can also be the source of recreation themselves for hikers, joggers, horseback riders, bicyclists, snowmobilers, trail bikers and others. Recognizing this, the President's Commission on Americans Outdoors in 1987 recommended the establishment of a dedicated trust fund financed by the fuel use taxes paid on "nonhighway recreational fuels", the balance of which would assist the states in providing and maintaining recreational trails. This concept is very similar to the Aquatic Resources (Wallop-Breaux) Trust Fund, which dedicates motorboat fuel taxes to the protection and enhancement of fisheries and boating facilities.

Part B follows the Commission's recommendation by establishing a National Recreational Trails Fund. The Fund is created out of "nonhighway recreational fuel taxes." By definition, this revenue source is not derived by any usage of

highways, and under the "user-fee" concept of highway funding, should either be refunded or dedicated to a program more directly related to the activity being taxed. While the recreational fuel taxes paid by individuals are not practically refundable, the taxes paid by outfitters and guides, snowmobile excursion operators, motorcross racing establishments, ski lodge and snow trail groomers, and other commercial fuel users are currently refunded. Part B eliminates the existing refund mechanisms for all nonhighway recreational fuel taxes, and dedicates this revenue source to a Fund that directly benefits recreation in general.

The Fund is distributed to the states, one-half divided equally and one-half divided based on a measure of recreational usage. Under this formula, those states which face the greatest recreational demands will receive a proportionately greater share of funds to address that demand.

Many states already dedicate taxes and fees on equipment and fuels for funding recreational programs. The availability of federal Trails Fund moneys should not reduce any state's financial commitment in this regard. In fact, after three years, states with certain trail-recreation-based revenue sources are required to make a reasonable estimation of such revenues available for recreational trail funding within that state.

The Fund provides assistance to state and local governments, since it is at this level that the goal of "closer-to-home" recreation can be best achieved. While trails on federal lands can be expected to benefit when the impacts of heavy usage are mitigated by the provision of more local trail opportunities, the Fund is not

intended as a substitute, or supplement, to appropriations for trail programs on federal lands. To emphasize this, the bill does not authorize the use of Fund moneys for trail construction on federal lands, except to the extent that such construction furthers a specific objective of a State Comprehensive Outdoor Recreation Plan (SCORP).

Section 143(d) lists the authorized uses of Fund moneys. The various activities lettered (A) through (K) have been listed in order of suggested priority. It is well recognized among trail users that the need for construction of new trails is often not as immediate as the need for maintenance and repair of the existing trails system. Furthermore, education, enforcement and training activities are essential to prevent further erosion and damage to existing trails. These activities are therefore ranked when allocating Fund moneys.

The Recreational Trails Fund is designed so that, once a decision is made concerning a trail, states have access to funds that will improve the enjoyment, safety and environmental soundness of that trail. The Fund itself is not intended to alter public land management policies, dictate when or where a trail is to be built, or what kind of usage should occur on that trail. Rather, it is assumed that such decisions have already been made through public policy processes, such as state or local recreation plans. In conformance with this process, states should specify trail needs and priorities in statewide park and recreation plans or their supplements prior to commitment of Fund moneys.

In regard to administration and allocation of funds to states, it is recognized that institutions and processes for administering recreation and park grants already exist, including assistance for trails and trail-related projects. To avoid a proliferation of agencies and administrative burdens, the state and local activities benefitting from the Fund should, to the extent practicable, be administered in conjunction with the state grant program authorized by the Land

and Water Conservation Fund Act, including the utilization of existing administration procedures and organization. For the purposes of Federal-State coordination, the Secretary should encourage each Governor to appoint the entity currently administering the Land and Water Conservation Fund state assistance program to administer Trails Fund moneys.

The Fund is structured to encourage as much consensus between diverse trail users as possible. In order to remain eligible for Fund money after three years, a trail-user representative advisory committee must exist within each participating state. Many such committees already exist as provided under the National Trails System Act, and it is not anticipated that duplicate committee structures would be necessary to satisfy the eligibility requirement. These committees should reflect the diversity of trail use within each state.

Priority is given to those proposals which satisfy more than one recreational demand, i.e. hiking and bicycling, horseback riding and skiing, alternating and time-shared use proposals, and other combinations of differing uses. In no case, however, should this encouragement for diversified use of trails result in the placement of two or more incompatible or dangerous uses together on a trail.

The Fund also ensures that states seriously consider proposals which address different trail needs, including motorized and non-motorized use. A "minimum reservation" for each form of recreation affords all trail users an opportunity to advance sound proposals. In the absence of acceptable proposals, however, this reservation of funds may be dropped with the approval of the trail-user advisory committee in that state.

Further, given that some smaller states may lack a wide array of recreational trail use options, states with a total land area of less than 3,500,000 acres and that contribute less than one percent of total nonhighway recreational fuel use, may choose to be exempted from any consideration of a "minimum reservation" for expenditures relating to motorized or non-motorized recreation.

Part B also establishes a National Recreational Trails Advisory Committee to advise the Department of the Interior on Fund administration. It is anticipated that trail-user involvement will result in policies that reduce administrative overhead, promote volunteerism, and increase and improve trail experiences. As is required under the Federal Advisory Committees Act, the Secretary should select committee members who are most qualified and knowledgeable on the issues of importance to trail users.

part c: intelligent vehicle-highway systems

Section 151. Short title

Summary

MEMORANDUM

Department of Natural Resources

State of Alaska

Division of Parks and Outdoor Recreation
Director's Office



TO: Eddie Grasser
Rep. Masek staff
Craig Johnson
Senator Pearce staff

DATE: February 6, 1998

TELEPHONE NO: 269-8701

FAX NO: 269-8907

FROM: Jim Stratton *JS*
Director

SUBJECT: snowmobile sales numbers

I just received information from the International Snowmobile Manufacturers Association about the number of snowmobiles sold in Alaska over the past six years. These numbers are based on the warranty cards sent in after a sale. There are more than this number of snowmobiles sold in Alaska as a certain segment of the population does not send their warranty card because it really does them no good (no local dealer).

1997 - 7,856
1996 - 8,021
1995 - 7,740
1994 - 6,820
1993 - 5,400
1992 - 3,850

These numbers should help us determine the potential funds available to operate the registration program at DMV and a trails program at Parks. The average life of a snowmobile is 7 years, so the vast majority of these 39,687 snowmobiles are still on the trail and would be registered.



From the desk of the President:

Mr. Carlson,

It has come to my attention that you are in Juneau this week in order to help with the initialization of the legislation concerning Point of Sale Registration of snowmobiles in Alaska.

As the elected representative of thousands of snowmobilers statewide, I would like to offer our wholehearted support of this legislation and extend to you any and all means of assistance at our disposal. It is time that the organized sportspersons of Alaska spoke in unison on a critical crossroad of our recreational choice.

Any information that we can provide that has bearing on this subject will be made readily available to yourself or any other interested persons upon request. The Anchorage Snowmobile Club can be reached at (907) 566-0272. The Alaska State Snowmobile Association can be reached at (907) 566-0212.

Kevin E. Hite
kevin_hite@fmc.com

FAX

To: Ted Carlson
Of: Municipal League
Pages: 3, including this cover sheet.
Date: January 27, 1998

The following are the supporters thus far of the statewide trail system. They know in order to accomplish the establishment of a statewide trail system that Point of sale legislation is the critical funding component for success. As the future unfolds, it also may become necessary to implement a user pay system as well. All other snowbelt states with organized snowmobile trail systems have implemented both. Alaska is the last state that does not have mandatory point of sale registration for recreational vehicles, specifically snowmobiles. Without accurate registration or recorded snowmobile sales numbers Alaska loses out on hundreds of thousands of dollars every year in federal funds for trail development and maintenance. We do know there were 15817 new snowmobiles sold just in the last two winters and yet the most accurate data the Dept. Of Motor Vehicles can supply is that there are approximately only 11000 registered machines in the state. This is aggregate over the course of time since registration is strictly voluntary although state law requires registration. Point of Sale registration is the only solution to this mounting problem. Also, point of sale may help to alleviate another serious problem of snowmobile theft which is running rampant across Alaska. This legislation is a strong deterrent and protects dealers from servicing and selling used stolen snowmobiles. The most accurate estimate comes from Alaska State Parks indicating there may be as many as 70,000 unregistered snowmobiles in Alaska. The following is a partial list of supporters and does not reflect the growing list of support from private enterprise through out the state.

Alaska Snowmobile Representatives Alliance (ASRA)
Alaska State Snowmobile Association (ASSA)
Anchorage Snowmobile Club (ASC)
Anchorage Economic Development Corporation (AEDC)
Mayor Rick Mystrom, Municipality of Anchorage
Mayor Sarah Palin, City of Wasilla
State of Alaska, Division of Parks and Outdoor Recreation
International Snowmobile Manufacturers Association (ISMA)
Bombardier Motor Corporation (Includes 16 statewide dealers)
Polaris Industries Inc. (Includes 62 statewide dealers)
Yamaha Motor Corporation (Includes 23 statewide dealers)
Artic Recreational Distributors Inc. (Includes 40 statewide dealers)
Iron Dog Gold Rush Classic
Muldoon Community Council
Eagle River Community Council

- Eagle River Chamber of Commerce
- Wasilla Chamber of Commerce
- Big Lake Chamber of Commerce
- Anchorage Convention and Visitors Bureau (ACVB)
- Alaska Visitors Association (AVA)
- Governor Tony Knowles, State of Alaska
- Anchorage Trails and Greenways Coalition (ATCG)
- Alyeska Resort
- Anchorage Hilton Hotel
- Regal Alaskan Hotel
- Chilkoot Charlies
- Days Inn Anchorage
- Klondike Mikes Adventures
- Alaska Sales and Service
- Anchorage Hotel/Rumrunners Bar & Grill
- Bovey Trophies
- Alaska Regional Hospital
- E&A Enterprises
- Golden North Van Lines
- Grizzley's Inc.
- Linford of Alaska
- Almost Home Accomodations
- Anchorage Daily News
- Best Western Barratt Inn
- Comfort Inn
- Food Services of America
- Holland America
- MACtel Inc
- Mat-Su Resort
- Sheraton Anchorage Hotel
- Windy Creek
- National Bank of Alaska
- Ship Creek Hotel
- The Rusty Harpoon
- PIP Printing
- Thrifty Car Rental of Alaska
- Westmark Anchorage Hotel
- Mat-Su Motor Musers
- Caribou Hills Cabin Hoppers
- Alaska Motor Musers

Ted, if you need anything further please do not hesitate to call. While in Juneau see if you can find out where the registration money over the years has gone and why motorized recreational users have never recieved any benefits from all the fuel taxes they have paid.

Thanks,
Tim

Bozje



TELEPHONE (907) 694-1202

FAX (907) 694-1203

Chugiak-Eagle River Chamber of Commerce

PO BOX 770353
EAGLE RIVER, ALASKA 99577

11401 OLD GLENN HIGHWAY SUITE 1102A
EAGLE RIVER, ALASKA 99577

"Place of Many Places"

February 27, 1998

Representative Beverly Masek
State Capitol
Juneau, AK 99801

Dear Representative Masek

The Chugiak-Eagle River Chamber of Commerce supports HB 231, Point of Sale Snowmobile Registration. The Chamber wants to see this recreational industry developed with appropriate planning, public safety and regulation. We support user fees and matching grants as the means to do this. Point of Sale Registration is absolutely necessary in order to accomplish this goal.

If you have questions, please feel free to contact me at 694-4200 or the Chamber at 694-4702.

Sincerely,

Al Romaszewski

Al Romaszewski
Snowmobile Task Force Committee Chair
Chugiak-Eagle River Chamber of Commerce
Board of Directors



ALASKA OUTDOOR COUNCIL

211 4th St. #302A
Juneau, AK. 99801
(907) 463-3830

Feb. 1, 1998

The Honorable Joe Green, Chair
House Judiciary Committee
Alaska State Capitol
Juneau, Ak. 99801

Dear Representative Green:

The Alaska Outdoor Council and its member organizations strongly support SB 231 and would appreciate your assistance in moving this piece of legislation this session.

HB 231 "An act relating to the registration of snowmobiles" was discussed at our legislative workshop held in Anchorage this past November. At that time, the many delegates from around Alaska voted unanimously to endorse this legislation. As you may be aware, the AOC is an umbrella organization of outdoor user groups covering a broad spectrum of uses.

Currently there are four snowmobile clubs affiliated with the AOC and this is their number one priority. Also, trails and access is one of the AOC's primary areas of concern. We would like to thank you for your past support of our issues and hope you will once again give us your assistance on this important piece of legislation. If there is something further we can do to assist you in this effort, please feel free to contact us.

Sincerely,

Rod Arno
President



P.O. Box 243664 • Anchorage, AK 99524-3664 • (907) 258-3700

February 26, 1998

The Honorable Beverly Masek
State Capitol
Juneau, AK 99801-1182

Dear Representative Masek,

I am writing to you in support of HB 231 point of sale registration for snowmobiles. This bill is the anticipated funding mechanism to provide safe, marked, groomed snowmobile trails for Alaskan recreational users. As President of A.S.R.A. I can assure you that the majority of snowmobile users in Alaska are in favor of this bill. To date we have worked with the Anchorage Snowmobile Club, The Alaska State Snowmobile Association, The Mayor's of Anchorage and Wasilla, the Chamber of Commerce of Eagle River, Wasilla and Seward, the State Department of Parks and Outdoor Recreation, and other key groups on this issue. We are trusting that our legislators will listen to and react to the wishes of the snowmobilers in Alaska.

I would be pleased to discuss this important bill further at your convenience.

Sincerely,

A handwritten signature in cursive script that reads 'Max J. Lowe'.

Max J. Lowe
President, A.S.R.A.



Feb 18, 1988

Representative Beverly Masek

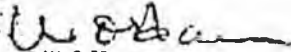
Dear Beverly,

I would like to take this opportunity to support HB 231, snowmobile registration. We further would like to see the revenues collected put into an account to be dedicated to improving trails, education and access for snowmobilers.

As a dealer, this will put an additional workload on us, however we feel strongly that this is a step in the right direction to help control theft, provide for better tracking of machines and eventually provide funds for improvement of the sport.

Thank you for your support of this bill

Sincerely,



Bill O'Hara
Bill's Car House
Big Lake, AK

TOTAL P. 01



DENALI STATE BANK

"Your Community Bank"

Member FDIC

February 11, 1998

Representative Beverly Masek
Alaska State Capitol
Juneau, AK 99801

RE: House Bill 231

Dear Representative Therriault,

I am writing in support of point of sale registration for snowmobiles. As a major area lender, I find that my customers do not have the necessary time to spend in a Department of Motor Vehicles line to register their snowmachines.

Registration will deter thefts and assist in the recovery of stolen machines by providing easily visible registration numbers. It will also identify snowmachiners' economic impact and their contribution to the gas tax. Trail development should follow with an appropriate allocation of those tax dollars. Registration has been a law for nearly thirty years and registration (user) fees should be utilized for the user group they are extracted from. I would appreciate your support from both a business and personal perspective, as I am also an avid snowmachine user.

Sincerely,

Brent LeValley
Assistant Vice President

MAIN BRANCH
P.O. BOX 74568
119 N. CUSHMAN
FAIRBANKS, AK 99707
(907) 456-1400
FAX (907) 458-4240

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TOK BRANCH
P.O. BOX 579
MILE 1314 ALASKA HWY
TOK, AK 99780
(907) 863-2265
FAX (907) 863-2268



Fairbanks Area Alaska State Parks Citizen Advisory Board

3700 Airport Way Fairbanks, Alaska 99709-4613 (907) 451-2695

February 12, 1998

Representative Gene Therriault
Co-Chair, House Finance Committee
Alaska State Legislature
State Capitol, Room 511
Juneau, AK 99801-1182

Dear Representative Therriault,

The Fairbanks Area State Parks Citizens Advisory Board fully supports House Bill 231, the point of sale snowmobile registration legislation. The bill will streamline the registration process for snowmobiling and may eventually provide better trails for a variety of trail users.

Trail use is an important concern of the Citizen Advisory Board. The trail systems within our park units and our community need to be improved to better serve the recreating public. More and better trails lead to more trail use. More trail use contributes to healthier communities – physically, mentally, economically, and environmentally.

We applaud your efforts to provide point of sale registration and mail-out renewals. Additionally, House Bill 231 will give public land managers and local government a means to better quantify the numbers of snowmobilers, which should result in improved trail program development. We would like to see any additional funds collected through this legislation be applied to develop and manage a shared-use trail program.

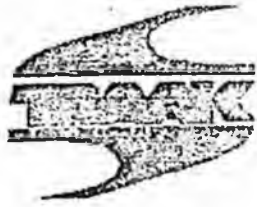
Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script, reading "Jack L. Jefferies".

Jack L. Jefferies
Chair

cc: Representative Beverly Masek



Trails & Recreational Access for Alaska Citizens Advisory Board

Department of Natural Resources
Division of Parks & Outdoor Recreation
3061 C Street, Suite 1200
Anchorage, AK 99503-5921

Department of Transportation & Public Facilities
Division of Statewide Planning
3132 Channel Drive, Room 200
Juneau, AK 99801-7698

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Glenallen 822-3476

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Anchorage 269-8703

TOM BRIGHAM, ADOT&PF
Juneau 465-6978

Staff
ODIN BRUDIE, ADOT&PF
Juneau 465-8769

FAX TRANSMITTAL

March 3, 1998

TO: Representative Beverly Masek

FAX: 465-~~6618~~ 4822

PAGES: 2

FROM: Odin Brudie, DOT&PF TRAAK Board Staff
PHONE: 465-8769
FAX: 465-6984

I am transmitting Resolution No. 98-4 on behalf of the Trails and Recreational Access for Alaska - TRAAK Citizens Advisory Board, who passed the resolution at a meeting in Juneau on February 20 & 21. TRAAK brings together the state agencies that deal with recreation in order to make the best possible use of the limited resources available for community and recreational access improvements. The TRAAK Citizens Advisory Board advises the Departments of Transportation & Public Facilities and Natural Resources on matters relating to TRAAK. Please do not hesitate to give me a call if you have any questions about the TRAAK program or this resolution.

TRAAK Citizens Advisory Board

RESOLUTION 98 - 4

In Support of Snowmobile Point of Sale Registration Legislation, HB 231

At a meeting of the Trails and Recreational Access for Alaska (TRAAK) Citizens Advisory Board held on the 20th and 21st of February, 1998 in Juneau, the following resolution was duly adopted:

WHEREAS, the Governor of the State of Alaska has appointed the TRAAK Citizens Advisory Board to review state policy regarding trails and recreational access;

WHEREAS, snowmobiles are recognized as an important form of transportation as well as important for recreation;

WHEREAS, snowmobile theft is a problem in many areas;

WHEREAS, Alaska is in need of a snowmobile safety and education program throughout the state;

WHEREAS, there is a continuing need for trail staking and trail shelters in rural and bush areas;

WHEREAS, federal grant money is available for construction and maintenance of both motorized and non-motorized trails and trail facilities based on the number of registered off-road vehicles, including snowmobiles, in a state;

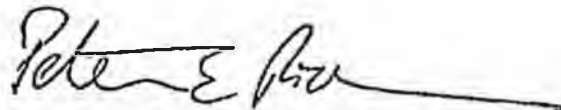
WHEREAS, legislation currently being considered by the Alaska State Legislature can provide the means for securing funding to provide for these needs; and

WHEREAS, due to the inefficiency of the current registration program, a large percent of snowmobiles in Alaska are not registered, resulting in a significant loss of federal grant funds to meet safety and trail needs;

NOW THEREFORE, BE IT RESOLVED:

1. That the TRAAK Citizens Advisory Board supports HB 231 legislation requiring point of sale registration of snowmobiles; and
2. That this resolution be distributed to Governor Tony Knowles, Senator Drue Pearce, and Representative Beverly Masck.

Adopted on the 21st. day of February, 1998



Peter Rice, Acting Chairperson

February 11, 1998

Alaska State Capitol
Juneau AK 99801

Dear Representative Therriault, Chair, House Finance Committee

I would like you to know that I fully support HB 231 and that many of the snowmobilers I meet with across the state fully support it. I currently represent trail users as a member of the following organizations. Alaska State Parks Citizens Advisory Board, Fairbanks Snow Travelers Inc., Fairbanks North Star Borough Trails Advisory Commission, past member of the Governors TRAAK CAB and I am currently working on two winter trail projects for Alaska State Parks. For the past ten years I have studied the winter trail programs of many snowbelt states and focused this attention on what parts of their programs were successful and what programs were less successful. This research has taught me several things but one of the most important is that all successful snowmobile programs started with registration fees and gas tax funds being spent on the people that pay them. HB 231 is a great start for Alaska and I hope we can see past the usual complaints and view the long range potential for this the first step in statewide snowmobile trail program development.

What follows are a few thoughts on the positive attributes of HB 231. The current statute does not provide for the same conveniences of initial registration and renewal that currently apply to my snowmobile trailer. This new statute will keep me from taking time off work to wait in lines at DMV and that will make me very happy.

As for the registration fee, I think the current level of \$5.00 is more than adequate to fund the fiscal note associated with point of sale requirements. If however, funds are left over after processing I would encourage the legislature to make those funds available to an agency for snowmobile trail programming. As a matter of fact most snowmobilers I know would gladly pay \$40.00 every two years just to have groomed trails with good signing. Any funding in support of snowmobiling will help preserve existing access and promote additional access which according to the recent SCORP survey is exactly what snowmobilers wanted.

Point of sale registration will also help all interested parties quantify the numbers of snowmobiles used statewide which in turn enhances our understanding of the extent of snowmobiling's social and economic impacts. Also, by quantifying the number of snowmobiles we begin to address the formula for determining snowmobiling's gas tax contribution. To determine the value of this tax account two issues require defining. These are the number of snowmobiles that gas is being bought for and the number of gallons being bought. For our immediate purpose current registration stands at approximately 13,000. Snowmobile sales figures for the 1995-1996 and 1996-1997 seasons are 15,700 unit sold and data is probably available for the three seasons prior to

that. In other words data is available to show that approximately 35,000 snowmobiles were sold in this state over the past five seasons and I'm confident this is conservative.

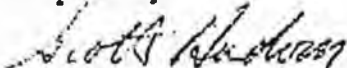
The second question is how much fuel are snowmobilers using. Over the years states publish information on user characteristics and I've noticed that east and west coast riders each travel about 1100 miles per year. I have done some informal surveys and found that Alaskans also ride on the average 1100 mile per year. The average gas mileage on today's machines is probably 11 mpg. This shows that the average Alaskan snowmobiler purchases 100 gallons of gas per season of which \$8.00 goes for a tax. If 35,000 snowmobilers are contributing \$8.00 each then the general fund receives \$280,000 each year from this user group. The boater and aircraft owners are being taxed similarly but I am not aware if they are benefiting from the tax. Let me know if you need some actual figures from other states or I can at least supply you with contact in other states to verify their program procedures. This tax should be used to develop a snowmobile program that maintains trails and promotes snowmobile safety education and conservation awareness.

In addition to removing the hassle of waiting in line and the benefits of quantifying the social and economic impacts of snowmobiling this legislation will also act as a theft deterrent. Right now no method of tracking a machine exists and HB 231 will require notification of transfer of ownership which will keep the Department of Public Safety's records updated with current owner names.

This is important legislation to the future of snowmobiling and I respectfully request your committees support in assuring that the future remains a bright one. If you are interested in lighting the way with a 280,000 candle power headlight I am confident you would garner considerable interest and support from the paying customers. The gas tax is an entirely different issue but no better time then the present to be proactive toward snowmobiling.

Thank you for your time and consideration.

Respectfully,



Scott Heidorn
PO Box 757380
Fairbanks AK 99775-7380
474-5558

cc Representative Beverly Masek