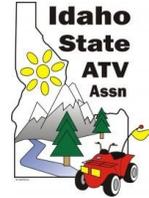




ITMA Newsletter:

February 2017

Idaho Recreation Council and Idaho State ATV Association Seek your Feedback on Idaho OHV Sticker Program



The Idaho State ATV Association, in collaboration with the Idaho Recreation Council, is exploring the possibility of making changes to the IDPR OHV sticker program. To learn more about the sticker program, visit the IDPR website at ----- <https://parksandrecreation.idaho.gov/activities/atv-motorbike>. We need your help and input to determine the best course of action, or whether any action is needed at all. Concepts under consideration include – · imposing a nonresident OHV sticker fee, and/or · raising resident sticker fees, and/or · imposing a separate sticker fee for OHVs used for commercial rental purposes. Please review the information below to acquaint yourself with the issues, and then please participate in our survey – link provided below. Current Status An Idaho resident must have an IDPR issued OHV sticker to operate on off-highway routes in Idaho. The sticker is purchased annually, valid for a calendar year, and costs \$12.00. The \$12.00 is allocated as follows – · \$1.50 to the vendor as a vendor fee; · Up to \$1.80 to IDPR for administration costs (up to 15% of sticker fee); · \$1.00 to OHV law enforcement fund for distribution to county sheriff's; · \$1.00 to Idaho Department of Lands to provide OHV opportunity and mitigate OHV damage; · At least \$6.70 (the remainder) to motorbike recreation account (used for trail acquisition, construction, maintenance and rider education). Currently, the sticker fee for OHV's used for commercial rental purposes is the same cost as the resident sticker fee paid for personal use. By contrast, the snowmobile sticker program requires commercial rental snowmobiles to pay more for the use sticker on the account the increased use by commercial rentals.

There is no sticker fee for nonresident OHV use so long as the nonresident has a use sticker from his home state. By contrast, the snowmobile sticker program requires nonresidents to purchase an Idaho use certificate at the same cost as an Idaho resident, even if they have a sticker from their home state. Approach by Other Western States Of the eleven western states (Alaska and Hawaii are excluded), the average resident OHV sticker fee is \$23.00. Nine of the 11 states allow some type of exemption for non-residents that visit their state to recreate with an OHV. These states are Idaho, Washington, Oregon, Nevada, Utah, Montana, California, Arizona, and New Mexico. Note that Montana is unique in that it only exempts and recognizes stickers issued by Idaho and North Dakota. Also, Nevada's exemption is limited to 15 days. Of the three states that require a nonresident sticker, the average fee is \$20.00. These states are Nevada (after 15 days), Wyoming, and Colorado. Considerations Fairness: Idaho has the best trail opportunities in the nation and everyone who comes to ride them should pay. \$12.00 is a bargain and imposes no undue burden on those that come to Idaho to play. Diversity of Funding: Idaho is fortunate to have multiple funding sources for its' OHV Program. In addition to the registration sticker fee, we have ORMV (state gas tax) and RTP (federal gas tax). Many of the other western states with higher sticker fees don't have such robust and diverse funding. They rely solely on their sticker fee. Funding Pposals for creation of county-based programs should retain the current state trail ranger program and not take from its current funding levels. Reciprocity: Currently Idaho participates in reciprocity. If you are a nonresident with a sticker from your state, you need no sticker in Idaho. If you are from Idaho and travel to those states, you don't have to buy that state's sticker. This is a benefit to Idaho's OHV enthusiasts who like to play in other states. On the other hand, the other states may have reciprocity because it's a better deal for them. People from other states want to come to Idaho because we have the best trails. Reciprocity is only fair when both "partners" have an equitable resource – are the trail opportunities of other states as good as what is available in Idaho?

buy that state's sticker. This is a benefit to Idaho's OHV enthusiasts who like to play in other states. On the other hand, the other states may have reciprocity because it's a better deal for them. People from other states want to come to Idaho because we have the best trails. Reciprocity is only fair when both "partners" have an equitable resource – are the trail opportunities of other states as good as what is available in Idaho?

Needs: There is a need for additional funding for OHV programs. Current funding is insufficient to fulfill all legitimate and worthy motorbike and ORMV grant requests. The IDPR trail ranger program has been downsized from four crews to three crews. The IDPR rider education program has been downsized from three educators to two educators. Overall grant funding from the motorbike program is down more than one-half from several years ago (from about \$500,000 annually to below \$200,000 annually). The share of sticker fees allocated to IDPR for OHV program costs has not increased in nearly twenty years, while the cost of goods has increased. Finally, counties are looking for additional OHV funds to improve opportunities in their areas. **Create Opportunity for County Growth:** Additional fees may allow for creation of county-based OHV recreation programs. This would allow counties to obtain funding from state OHV sticker fees to develop specialized OHV recreation opportunities in their county. This could include improvement of trailhead facilities, improved trail maintenance, new trail opportunities, and OHV play areas.

Proposals for creation of county-based programs should retain the current state trail ranger program and not take from its current funding levels. **Reciprocity:** Currently Idaho participates in reciprocity. If you are a nonresident with a sticker from your state, you need no sticker in Idaho. If you are from Idaho and travel to those states, you don't have to buy that state's sticker. This is a benefit to Idaho's OHV enthusiasts who like to play in other states. On the other hand, the other states may have reciprocity because it's a better deal for them. People from other states want to come to Idaho because we have the best trails. Reciprocity is only fair when both "partners" have an equitable resource – are the trail opportunities of other states as good as what is available in Idaho?

Consistency with other Programs: The snowmobile program already requires nonresidents to have a snowmobile sticker. Idaho eliminated reciprocity with the snowmobile program and it has continued to grow and thrive. Other recreation programs also do not allow for reciprocity. When we hunt out of state we pay nonresident fees, and they are typically much higher than resident fees. The same happens with fishing, camping and state park use. **Proposals;** Need for your Opinion · Require all nonresident OHVs to have an Idaho sticker · Increase the cost of a resident OHV sticker · Impose a higher sticker fee on in-state OHVs used for commercial rental purposes · Create a County-based OHV recreation program, in part funded by sticker fees **WE NEED YOUR INPUT AND VOICE PLEASE TAKE A BRIEF SURVEY – IT SHOULD ONLY TAKE A FEW MINUTES THE SURVEY CAN BE FOUND AT THE FOLLOWING LINK** <https://www.surveymonkey.com/r/IdahoOHV>

THE PASSCODE FOR THE LINK HAS BEEN SENT BY POSTCARD TO ALL REGISTERED OHV USERS

2017 State Ride

The 2017 State Ride will take place at the High Creek Corrals on the Fairfield Ranger District of the Sawtooth National Forest from July 19—23, 2017. This riding area is located about 25 miles north of Fairfield along the South Fork of the Boise River very near to the Methodist Camp.

