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COMMONWEALTH OF PENNSYLVANIA
HOUSE OF REPRESENTATIVES
TOURISM AND RECREATIONAL DEVELOPMENT COMMITTEE

MAIN CAPITOL BUILDING
ROOM B31
HARRISBURG, PENNSYLVANIA

PUBLIC HEARING
HOUSE BILL 2047

WEDNESDAY, JUNE 18, 2014
9:31 A.M.

BEFORE:

- HONORABLE JOHN PAYNE, ACTING MAJORITY CHAIRMAN
- HONORABLE KAREN BOBACK
- HONORABLE GORDON DENLINGER
- HONORABLE MIKE FLECK
- HONORABLE MATTHEW GABLER
- HONORABLE MARCIA HAHN
- HONORABLE DOYLE HEFFLEY
- HONORABLE RYAN MACKENZIE
- HONORABLE KURT MASSER
- HONORABLE DAVID MILLARD
- HONORABLE MIKE REGAN
- HONORABLE THADDEUS KIRKLAND, MINORITY CHAIRMAN
- HONORABLE DANIEL DEASY
- HONORABLE FRANK FARINA
- HONORABLE MARK LONGIETTI

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ALSO PRESENT:

HONORABLE MARTIN CAUSER

ALLEN TAYLOR, MAJ. EXECUTIVE DIRECTOR,
LAURA WAGNER-MILLER, MAJ. LEGISLATIVE
ADMINISTRATIVE ASSISTANT

LORI SMITH, MIN. LEGISLATIVE ADMINISTRATIVE
ASSISTANT

BRENDA J. PARDUN, RPR
REPORTER - NOTARY PUBLIC

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SUBMITTED WRITTEN TESTIMONY

* * *

(See submitted written testimony and handouts
online.)

1 P R O C E E D I N G S

2 ACTING MAJORITY CHAIRMAN PAYNE:

3 Call the House Tourism and Recreational
4 Development Committee to order.

5 Will the secretary take the roll?

6 (Whereupon, roll call was taken.)

7 ACTING MAJORITY CHAIRMAN PAYNE:

8 Thank you.

9 And I want to thank the members
10 for their attendance today. It is June. It's
11 a crazy time of the year. And we have the
12 budget and pensions and liquor and a lot of
13 other issues. So, I appreciate your
14 attendance. This is an important issue.

15 And I want to thank Representative
16 Causer, Marty, for bringing this up. It's
17 House Bill 2047.

18 I would ask Chairman Kirkland if
19 he has any comments before we start.

20 REPRESENTATIVE KIRKLAND: Just to
21 say good morning, Mr. Chairman, and thank
22 you. I look forward to hearing about the
23 snowmobile industry in June.

24 ACTING MAJORITY CHAIRMAN PAYNE:

25 Never thought of it that way, but that's a

1 good point.

2 House Bill 2047 amends the vehicle
3 code to divide DCNR's snowmobile and ATV
4 restricted account into two separate funds.
5 The current account receives approximately 3.4
6 million in revenue every year in the
7 registration and titling of both snowmobiles
8 and ATVs. DCNR's required to use the revenues
9 from registration and title in costs,
10 training, enforcement, trails, and equipment.

11 Under House Bill 2047, the ATV
12 fund would receive the revenue attributed to
13 ATVs, and the snowmobile fund would receive
14 the revenue attributed to snowmobiles.
15 Existing revenue in the account at the time
16 will be split between the two funds based on
17 active registrations.

18 Today we're going to hear from the
19 sponsor of the bill and from testifiers
20 representing off highway vehicles and
21 snowmobiles. DCNR has provided written
22 testimony for the record.

23 First up is Representative Causer,
24 Marty, on House Bill 2047.

25 Thanks, Marty, for being here, and

1 thanks for this bill.

2 REPRESENTATIVE CAUSER: Thank you,
3 Chairman Payne and Chairman Kirkland and also
4 Chairman Stern, for having this public hearing
5 today to discuss House Bill 2047, an issue
6 that I think is very important.

7 As the chair explained, House Bill
8 2047 proposes to create two separate accounts
9 in the Department of Conservation and Natural
10 Resources: one for ATV management, and one
11 for snowmobile management. And, currently,
12 the combined account collects registration
13 fees, title fees, fines related to both
14 snowmobiles and ATVs into this single account,
15 and aside from administrative costs, a
16 significant portion of the money is invested
17 in trail maintenance.

18 I see the bill as being about
19 accountability. It's about, you know, making
20 sure that we know exactly where the funds are
21 going from the account. By separating the
22 account, we will see exactly what comes in
23 from snowmobile activities and what comes in
24 from ATV activities, and to be able to see
25 exactly where the money is going out of the

1 two separate funds.

2 So, to me, it's about ensuring
3 fairness, accountability, and transparency
4 when it comes to the collection and
5 distribution of these funds.

6 It's somewhat disturbing to me
7 when you ask the Department of Conservation
8 and Natural Resources where the funds -- to
9 give a complete list of where the funds have
10 been expended, asking for a list of ATV funds,
11 snowmobile funds, and then to be told from the
12 department that they're unable to separate
13 them, I think, is disturbing. So, this is
14 truly an accountability measure.

15 You know, as a representative from
16 probably one of the most rural parts of the
17 state, I can tell you that I strongly support
18 both snowmobiling and ATV riding, and, in
19 fact, many people do both. And I think that
20 there needs to be plenty of opportunities for
21 both. And, currently, I'm concerned that the
22 Department of Conservation and Natural
23 Resources doesn't provide enough opportunities
24 for -- for either, to be honest with you, and,
25 particularly, they provide very little

1 opportunity for ATV riders.

2 And I'm going to give you one
3 example of that. Cameron County, which I
4 represent, offers a perfect example where 60
5 percent of the county is owned by the state,
6 as in state forest land, and the people in
7 Cameron County, certainly many of them are
8 avid ATV riders, and they pay their
9 registration fees, and they take care of their
10 ATVs, but there are absolutely no trails for
11 them to ride in Cameron County.

12 So -- and with that sizable
13 portion of state forest land, certainly
14 there's an opportunity there for the
15 Department of Conservation and Natural
16 Resources to be providing trails for ATV
17 riding. And the people in Cameron County are
18 being shortchanged by the state by not having
19 any opportunities. Certainly, with this vast
20 amount of state land available in the area,
21 the Department of Conservation and Natural
22 Resources should be providing riding
23 opportunities.

24 So, I think there's an opportunity
25 here for us to make sure that there are riding

1 opportunities for both snowmobilers and ATV
2 riders, and that this is a measure of
3 accountability.

4 And I appreciate the chairman
5 bringing this bill up for consideration, and I
6 look forward to the discussion.

7 Thank you, Chairman Payne.

8 ACTING MAJORITY CHAIRMAN PAYNE:

9 Thank you, Representative.

10 Next up, we'll have Fred Brown, PA
11 Off Highway Vehicle Association.

12 Fred.

13 MR. BROWN: Thank you, Acting
14 Chairman Payne, Chairman Kirkland, good to see
15 you, members of the committee and staff.

16 First, let me silence my
17 telephone. Sorry for the interruption.

18 (Whereupon, there was an comment
19 by an unidentified individual.)

20 MR. BROWN: The legislation has
21 been adequately aired in terms of what the
22 content is and what the objective is, and so I
23 won't belabor the first several paragraphs of
24 my testimony to recount that. But I would
25 like to start with what has occurred since

1 2001, and the -- the substantial upgrade in
2 Chapter 77 of the vehicle code related to
3 snowmobiles and ATVs.

4 Shortly after the passage of Act
5 68 of 2001, the reconstituted snowmobile/ATV
6 advisory committee made several requests of
7 the department staff to generate financial
8 reports that would provide the information
9 being sought through House Bill 2047. On
10 repeated occasions, the information provided
11 to the committee failed to provide clarity on
12 what is being spent and where it is being
13 spent.

14 This legislation we are seeking is
15 to attain two goals that are fundamentally
16 fair. First, we believe it is only proper
17 that a full accounting of the placement of ATV
18 registration money be provided annually. Our
19 members pay into the fund; they are entitled
20 to see what they get. Second, it is also
21 proper that snowmobile riders should not pay
22 for ATV projects; and ATVs should not pay for
23 snowmobile projects. Segregation of funds
24 make it certain that those who pay are those
25 who benefit.

1 We fully recognize that this
2 accounting may not always work to ATV owners'
3 advantage. We note from the department's data
4 that 88 percent of the vehicles paying into
5 the fund are all-terrain vehicles, 12 percent
6 are snowmobiles, yet the department's
7 testimony, we believe, will show, on average
8 over the last three years, 1.7 million
9 dollars, or 18 percent, is spent on state
10 parks, where ATVs are illegal, not allowed to
11 operate; 7.65 million, or 63 percent, is drawn
12 from the fund for trails in the state forest
13 system where snowmobiles and ATVs can both
14 ride.

15 Keep in mind that snowmobile trail
16 miles outnumber ATV trail miles by ten to
17 one. And, also, that the riding is only
18 permitted in seven out of twenty of the
19 state's forest districts, whereas snowmobiling
20 takes place in seventeen out of the twenty
21 forest districts.

22 The conclusion here is that the
23 department spends way more from the fund on
24 snowmobile trails than all-terrain vehicle
25 trails. But, DCNR states that the grant

1 program through the Bureau of Recreation and
2 Conservation has directed -- excuse me -- 92
3 percent of its funding to all-terrain vehicle-
4 related projects. By this measure, it
5 advantages all-terrain vehicles.

6 House Bill 2047 will allow us to
7 measure cash flow in a clear and definable
8 way. Through the late 1990s and early 2000s,
9 Pennsylvania experienced a dramatic increase
10 in the number of actively registered
11 all-terrain vehicles, while at the same time
12 the number of snowmobiles actively registered
13 remained fairly constant. As a result, the
14 revenue the department had to work with grew
15 considerably from the increase in actively
16 registered all-terrain vehicles.

17 I've attached or you should have
18 in your file a spreadsheet highlighting the
19 income from all-terrain vehicle and snowmobile
20 registrations, fines, and other incomes over
21 the last eight years.

22 The difference between the income
23 of the two activities is striking, yet the
24 department provides only two hundred forty-
25 seven miles of trails on state forest lands

1 for all-terrain vehicle use and more than
2 twenty-five hundred, perhaps as much as three
3 thousand, miles of state forest roads, trails
4 and parks for snowmobile use.

5 Additionally, the Game Commission
6 provides access to game lands for snowmobile
7 use; again, ATVs are prohibited, except under
8 special consideration and for hunting only.

9 These trails need to be groomed --
10 snowmobile trails need to be groomed, at great
11 cost, in order to provide the kind of
12 experience that will keep snowmobilers coming
13 back.

14 As of June 3rd, 2014, there were
15 163,908 actively registered all-terrain
16 vehicles and an additional 99,603 limited
17 registered all-terrain vehicles. As of the
18 same date, there were 33,860 actively
19 registered snowmobiles and 2,648 limited
20 registered snowmobiles.

21 With the exception of twenty-nine
22 miles of connectors, DCNR has done nothing to
23 address the need for expanding trails for ATVs
24 on state forest land. Instead, the
25 administration is continuing the policy of the

1 Rendell administration to locate and develop,
2 at great expense, large parks in an attempt to
3 address ATV riders' needs.

4 Two pay-to-play multiple-use
5 riding areas -- Rock Run, in northern Cambria
6 County, and the Anthracite Outdoor Adventure
7 Area, in Northumberland County -- have been
8 built in the last several years. These are
9 spectacular facilities, to be sure, but they
10 are only part of trail mile parity. State
11 forest land must remain a staple of the trail
12 system.

13 In a letter on the segregation of
14 funds to Representative Causer, Secretary
15 Ferretti wrote, and I quote --

16 (Whereupon, lights went dim.)

17 UNIDENTIFIED INDIVIDUAL: Part of
18 the budget crisis, we're running out of
19 money. We can't pay the electric bill.

20 (Lights were restored.)

21 MR. BROWN: That may well be the
22 case, Matt.

23 UNIDENTIFIED INDIVIDUAL: Could
24 have been a warning, you know, one-minute
25 warning.

1 MR. BROWN: Okay. Well, we're
2 getting there.

3 She writes, quote, While it can
4 technically be split into separate units, DCNR
5 feels this would unnecessarily increase costs
6 and budgetary complexity without helping to
7 advance the department's support for either
8 the snowmobiling or ATV communities. The
9 registration process for both vehicle types is
10 handled by a unified team of employees and
11 singular computerized registration system.
12 Splitting snowmobile and ATV income and
13 expenditures into two separate restricted
14 accounts, with the corresponding need to track
15 employee time and billing to either account,
16 would only increase administrative costs while
17 not creating any significant value. Likewise,
18 time accounting and billing of forestry staff
19 supported by these revenues would create
20 additional unneeded costs. Furthermore,
21 accounting for sales tax collections would
22 necessitate adding additional administrative
23 work to ensure that tax is properly collected
24 and allocated into the appropriate funds
25 rather than a single account, again adding

1 time and cost to what is currently an
2 efficient system. Closed quote.

3 PAOHV ardently disagrees with the
4 concept that the passage of this bill would
5 not create any significant value. Quite the
6 contrary, transparency and accountability are
7 required of our government and are of
8 considerable value and importance to all
9 citizens of the Commonwealth. Secrecy, much
10 like familiarity, breeds contempt.

11 PAOHV believes that a more cost
12 effective and more immediate way to expand
13 riding opportunities for all-terrain vehicle
14 users is to locate, develop, and maintain
15 challenging, sustainable trails on state
16 forest land. While the parks provide
17 additional opportunities for a variety of
18 outdoor interests, including ATVs, we believe
19 that additional trail mileage on state forest
20 land can be developed and maintained within
21 the resources generated by the registration
22 fees currently paid by actively registered
23 all-terrain vehicle users.

24 Management of the fund and the
25 lack of access to state forest land resources

1 have been a concern to the ATV community for
2 more than two decades. The inability or lack
3 of interest on the part of the department to
4 be transparent and accountable with the users
5 that generate the funds with which the
6 department operates the program is
7 inexcusable and needs to be remedied.

8 PAOHV believes that once there is
9 a proper accounting of the income and expenses
10 as proposed in House Bill 2047, the resources
11 will exist to provide and maintain added
12 trails on state forest land.

13 On behalf of the Pennsylvania
14 Off-Highway Vehicle Association, I want to
15 thank Representative Causer for providing
16 us -- and the cosponsors of House Bill 2047,
17 you, Mr. Chairman, for providing us the
18 opportunity to bring to light the concerns of
19 these users.

20 I look forward to working with
21 you, Chairman Kirkland, your respective
22 staffs, in advancing this legislation to the
23 governor.

24 Thank you.

25 ACTING MAJORITY CHAIRMAN PAYNE:

1 Thank you.

2 Questions? Representative Masser.

3 REPRESENTATIVE MASSER: Thank you,
4 Mr. Chairman,

5 And thank you for your testimony.

6 As being my district where the Anthracite
7 Outdoor Adventure Area is located, I can
8 testify as to the great outcomes that come
9 from the fund being invested in that park and
10 in an area that desperately needed some sort
11 of spark of economic activity. That park
12 certainly has proven to generate interest and
13 I'm excited for the things to come from the
14 park.

15 I have one question, though. You
16 mentioned limited registered all-terrain
17 vehicles. What does that mean?

18 MR. BROWN: Good question,
19 Representative. I thought that might be one
20 that would spark some interest.

21 In 2001, Act 68, there was concern
22 over what the department refers to as illegal
23 riding and the ability of law enforcement,
24 whether it be DCNR personnel or municipal law
25 enforcement, to be able to visually identify

1 and perhaps track back who these violators may
2 be.

3 So, in an effort to not require
4 everyone to actively register with the
5 department, it was decided that we would
6 create -- or the administration would create a
7 separate category where we'd still have the
8 ability to visually identify, by way of plates
9 on all-terrain vehicles and registration
10 decals on snowmobiles, the fact that they are
11 in somehow, in some fashion registered with
12 the department. They don't have to pay --
13 those particulate categories of registrations,
14 don't have to pay the biennial fee or pay for
15 the validation decals, but they are provided
16 the plates and otherwise recognizable ways to
17 identify the ownership of those vehicles.

18 REPRESENTATIVE MASSER: And the
19 second question I would have is, wouldn't the
20 snowmobile trails in state forest lands be
21 able to be dual purposed except in the
22 wintertime, when they're groomed? I mean --

23 MR. BROWN: I think, in some -- to
24 some extent, they can and perhaps should be.
25 But the -- the ATV riders like a more

1 challenging terrain. Flat, level, straight
2 trails are really not enticing. Though I
3 would say, in an effort to help alleviate some
4 of the, again, quote, illegal riding, many
5 municipalities have and counties have opened
6 up secondary and low-volume-use roads to help
7 meet user needs. But, generally speaking,
8 what you find at Anthracite and Rock Run are
9 more the style of trails that ATV riders would
10 prefer to ride on.

11 REPRESENTATIVE MASSER: That makes
12 sense. All right.

13 Thank you so much.

14 MR. BROWN: You're welcome.

15 ACTING MAJORITY CHAIRMAN PAYNE:

16 Any other questions?

17 All right. Thank you, Fred

18 MR. BROWN: Thank you.

19 ACTING MAJORITY CHAIRMAN PAYNE:

20 Next we have Elizabeth Krug and Glen -- do I
21 say it right -- Knisey?

22 Yeah. Elizabeth and Glen, if
23 you'd come up.

24 And they're from the PA State
25 Snowmobile Association.

1 And, again, I thank the members
2 for their attention.

3 MS. KRUG: Good morning.
4 Greetings from Erie.

5 Let's try that again. Greetings
6 from Erie, the number one small city
7 snowmobile state in the U.S. Good morning.

8 I know what some of you're
9 mumbling under your breath. You can keep it.
10 Keep it in Erie. But snowmobiling has an
11 economic significance of approximately 232
12 million dollars across the state, so I think
13 that's one of the reasons we're here today.

14 Chairman Payne, Chairman Kirkland,
15 members of the House Tourism and Recreational
16 Development Committee, guests, and staff, I am
17 Liz Krug, the current president of the
18 Pennsylvania State Snowmobile Association. I
19 have with me our vice president, Glen Knisley,
20 and our executive director, Lori Elliott.
21 Lori is right here in Harrisburg.

22 Thank you for the opportunity to
23 speak on the issues concerning House Bill
24 2047.

25 PSSA was founded in 1969. Its

1 mission is to enhance the Pennsylvania
2 snowmobiling experience of family recreation,
3 fellowship, and tourism, by striving to assure
4 high quality trails and safe, environmentally
5 responsible recreational use of snowmobiles.
6 PSSA and its member clubs do more than just
7 snowmobile.

8 During its forty-five years of
9 existence, PSSA has enjoyed a working
10 relationship with the Department of
11 Conservation and Natural Resources, DCNR as we
12 know it, and with various regional and state
13 tourism organizations, such as the
14 Pennsylvania Association of Travel and
15 Tourism. These relationships are very
16 important in promoting the sport of
17 snowmobiling, increasing outdoor tourism, and
18 advancing the economy in the commonwealth.

19 The association also acts as a
20 liaison with fifty-five-plus member clubs.
21 PSSA and its members donate their time and
22 talents to help promote snowmobiling on state,
23 federal, and private land. They volunteer to
24 help maintain and groom over three thousand
25 miles of trails on state and national forest

1 land, such as the Allegheny National Forest,
2 and approximately twenty-five hundred miles of
3 trails on private land open to the public.

4 Other valuable services our
5 association provides to promote the sport
6 include writing grant applications to help pay
7 for the cost of grooming and maintaining
8 trails, producing a powersport show, which
9 includes ATVs, motorcycles and so on, and
10 supporting snowmobile safety classes.

11 PSSA also periodically conducts
12 economic impact studies. The current economic
13 significance, as I related to earlier, is
14 approximately 232 million dollars.

15 PSSA's publications, press
16 releases, and alerts keep the general
17 snowmobiling public aware of state and
18 national issues and laws.

19 PSSA is a member of the American
20 Council of Snowmobile Associations, commonly
21 referred to as ACSA. ACSA researches current
22 snowmobile issues, including the one that was
23 alluded to earlier about ATVs sharing trails
24 with snowmobiles, and keeps PSSA informed of
25 issues related to both snowmobiles and ATVs.

1 This information is shared with all clubs and
2 PSSA members, including our legislators by way
3 of our monthly publication, The Keystone
4 Snowmobiler. The general public can access
5 information on our public website,
6 pasnow.org. We also have a Facebook.

7 This valuable membership in ACSA
8 is paid for by the PSSA members and not the PA
9 snowmobile/ATV fund.

10 The American Council of Snowmobile
11 Associations is well known for its work to
12 keep access to all trails open, including ATV
13 trails. It recently established the legal
14 defense fund, whose purpose is to provide
15 financial help to those organizations who are
16 directly involved in lawsuits that would deny
17 or greatly diminish access to trails.

18 The International Snowmobile
19 Manufacturers Association also supports the
20 work of ACSA and all state associations.

21 House Bill 2047 aims to split the
22 ATV/snowmobile fund into two separate
23 accounts. It is difficult to speak on this
24 issue because I am not certain how DCNR
25 accounts for its spending. I suspect there

1 are projects where multiple stakeholders
2 benefit from the work done. How does one
3 split the costs of these projects? A
4 snowmobile trail may cross over or run
5 parallel to a DCNR road or share a trail with
6 another user group. Who pays?

7 PSSA supports transparency in
8 relationship to spending funds. Other states
9 have combined their ATV/snowmobile funds.

10 I would like to point out, though,
11 that the ATV registration numbers that were
12 quoted here are misleading. Many owners use
13 them on their own land or camps and not in ATV
14 parks or on trails.

15 PSSA has indicated for several
16 years a need to increase the snowmobile
17 registration fee. Clubs need help to maintain
18 over twenty-five hundred miles of trails
19 across Pennsylvania, and unlike several other
20 states, PA clubs are not currently reimbursed
21 for their many hours of trail maintenance and
22 grooming activities each year. They must
23 depend on PSSA to write grants and disburse
24 limited funds by way of various grant
25 opportunities. These grants are neither large

1 nor consistent, and politics play a part in
2 many decisions. This presents planning
3 problems for both clubs and PSSA.

4 The potential effects of House
5 bill 2047 reach far beyond the separation of
6 the ATV/snowmobile fund and the division of
7 remaining monies in the account.

8 Therefore, PSSA makes the
9 following recommendations:

10 Establish a state-wide snowmobile
11 program which would include a formal
12 partnership between DCNR and the Pennsylvania
13 State Snowmobile Association. This
14 partnership would include, but not be limited
15 to, funding of the trail maintenance and
16 grooming program, signage, and promotion of
17 the sport and so on.

18 Develop shared, multi-use, year-
19 round trails that would be paid and maintained
20 by all user groups. I think you get the idea
21 that the grassroots people maintain and pay
22 for over half snowmobile trails in
23 Pennsylvania, not the registration fund.

24 Add the president of the
25 Pennsylvania State Snowmobile Association to

1 the distribution list of all audit and
2 financial reports.

3 Encourage the ATV users group to
4 contribute to the PA powersport shows and to
5 the American Council of Snowmobile
6 Associations' legal defense fund.

7 We are having two shows this year,
8 instead of one. One is in York and the other
9 one will be in Monroeville, near Pittsburgh.

10 In conclusion, I'd like to mention
11 that I have an ATV, actually my second one, in
12 addition to a snowmobile. I would like to see
13 the ATV and snowmobile groups work together to
14 promote both sports. Together we can develop
15 trails which are cost-efficient and
16 effectively managed.

17 Pertinent information concerning
18 PSSA and the sport of snowmobiling has been
19 passed out to you before the meeting. I'm
20 available for any questions or comments.

21 And I appreciate this committee's
22 and interest in House Bill 2047.

23 Thank you. And I'm open.

24 ACTING MAJORITY CHAIRMAN PAYNE:

25 Thank you very much, Liz. And for the record,

1 probably every member in this committee has
2 been to Erie on the Tourism Committee.

3 MS. KRUG: Good. Keep coming.

4 ACTING MAJORITY CHAIRMAN PAYNE:
5 In my tenure here, both in Tourism and Liquor
6 and Consumer Affairs, I've been to Erie.

7 And I would suggest that there's a
8 third trail system in Erie, not just ATVs and
9 snowmobiles, but there's a beautiful winery
10 trail, and one of the largest grape-producing
11 areas in the United States.

12 So, with that, Representative
13 Masser.

14 REPRESENTATIVE MASSER: Thank you,
15 Mr. Chairman.

16 In your testimony, you pointed out
17 that really the ATV registration numbers are
18 misleading, that many of these owners use them
19 on their own land or camps. But wouldn't it
20 be -- isn't it true that they don't have to
21 pay registration fees if they're using them on
22 their own farms or on their land? Is that
23 correct, or am I mistaken?

24 MS. KRUG: If you buy an ATV
25 through a dealer, I believe they give you the

1 registration to sign and fill out immediately,
2 and then you get it from DCNR. My ATV's
3 registered, and I don't use it on public
4 trails.

5 REPRESENTATIVE MASSER: Okay. I
6 was just --

7 MS. KRUG: Fred might know better
8 than I.

9 REPRESENTATIVE MASSER: If an ATV
10 is bought for use on a farm or their own
11 private land, do they have to register that
12 ATV?

13 MR. KNISLEY: That would be a
14 limited category.

15 REPRESENTATIVE MASSER: Okay.

16 MS. KRUG: For farms. But who
17 knows if they're going to take it to a camp or
18 whatever. We've heard comments about owners
19 of ATVs who take them to their camp and
20 they're not allowed to ride them down beside
21 of the road to go to the store near their camp
22 or to another camp. That presents problems.

23 REPRESENTATIVE MASSER: Sure.

24 All right. Thank you.

25 ACTING MAJORITY CHAIRMAN PAYNE:

1 Any other questions?

2 Go back to Representative Causer.

3 Marty, anything to close?

4 REPRESENTATIVE CAUSER: I would
5 like to thank Liz for her testimony and
6 appreciate the information that she's brought
7 to the committee today. And I recognize, from
8 meeting with you and your association, that
9 the snowmobile association has some concerns
10 and also has some issues that you folks would
11 like to look at, and I'm certainly --
12 certainly open and willing to do that.

13 I did have a chance to review the
14 testimony from the Department of Conservation
15 and Natural Resources, and my hope is that
16 they'll take a look at the testimony that's
17 presented today and realize that the
18 department can do a better job.

19 And I think that, once again, this
20 is about accountability, knowing where the
21 funds are going, and about opportunities and
22 providing opportunities for both snowmobile
23 riders and ATV riders. And when you look at
24 the number of trails on state forest land,
25 people are being shortchanged, and we're

1 missing out on a huge opportunity, and the
2 department can do much better.

3 I've been here for -- through four
4 DCNR secretaries, along with the chairman, and
5 I've raised this issues with all four DCNR
6 secretaries, and it seems as though their eyes
7 glaze over when you start talking to them
8 about it, because the policy in the Department
9 of Conservation and Natural Resources is they
10 don't want any more ATV trails on state forest
11 land. We're missing out on a huge
12 opportunity. And the people who live in these
13 areas are really being shortchanged.

14 And I go back to the example that
15 I used in Cameron County. We're paying our
16 fees, and we're getting no places to ride ATVs
17 in Cameron County, and that's just not right.

18 And you propose even connector
19 trails, a very short trail that could connect
20 Cameron County with and ATV trail in Potter
21 County, very close by, the department
22 absolutely will not even consider it. But yet
23 we're paying the fees into the snowmobile/ATV
24 fund. So, we're missing out on an
25 opportunity. And my hope is that, through

1 this legislation, we can take more advantage
2 of those opportunities.

3 So, I appreciate the committee
4 taking up this issue today and appreciate the
5 testimony.

6 MS. KRUG: Representative Causer
7 mentioned Cameron County. We also have a
8 snowmobile club in that area who is have a
9 very difficult time because of the lack of
10 funds, and their trails are open to the public
11 without charge. So, you know, we're talking
12 about ATVs and snowmobiles, but we're actually
13 talking about the two together, I think, here,
14 and sometimes people want to separate us, and
15 we're better off being together in some
16 issues.

17 Also, in my testimony, I
18 referenced the American Council of Snowmobile
19 Associations. If you go to their website, and
20 they have -- it's just coming up this week,
21 snowmobilerinfo.org -- they have done some
22 research and some testing on ATV use on
23 snowmobile trails. That's the tired ATVs,
24 motorcycles, anything you can put a tire on,
25 and they're just starting the research on ATVs

1 with the tracks. So, you might want to take a
2 look at that website. It's very informative,
3 and they keep us up to date.

4 Part of the reason, I think, for
5 the lack of ATV trails is -- I know this on a
6 national level, belonging to the ACSA
7 association, the environmentalists will throw
8 everything at you to keep those trails out.
9 And that's why we've set up that legal defense
10 fund. So, again, I would encourage any ATV,
11 motorcycle, anybody else that can contribute
12 to that fund, please do so. We all need it.

13 ACTING MAJORITY CHAIRMAN PAYNE:
14 Thank you.

15 Chairman Kirkland.

16 REPRESENTATIVE KIRKLAND: Thank
17 you for your testimony this morning. I was
18 impressed when I read -- when you said that
19 you still snowmobile.

20 MS. KRUG: Oh, absolutely. The
21 main trail's like two seconds from my house in
22 Erie County.

23 REPRESENTATIVE KIRKLAND: Do you
24 ride with her?

25 MR. KNISLEY: No.

1 MS. KRUG: If he does, that's a
2 miracle.

3 ACTING MAJORITY CHAIRMAN PAYNE: I
4 think Chairman Kirkland's looking for a, you
5 know, excursion to come up and ride with you.

6 MS. KRUG: You can come any time.
7 See, the value of that system is it's so close
8 to everybody's home, you don't need to buy a
9 truck or a trailer or anything else, you can
10 just --

11 ACTING MAJORITY CHAIRMAN PAYNE:
12 If you live where you do. But if you live
13 where Chairman Kirkland is, in center city
14 Philadelphia, it's a little different story.

15 MS. KRUG: Move to Erie.

16 ACTING MAJORITY CHAIRMAN PAYNE:
17 Let me close by this, we have written
18 correspondence testimony from DCNR, and it
19 doesn't surprise me they're opposed to the
20 bill.

21 I have to add that the last time I
22 looked, we have hunting licenses, and we have
23 fishing licenses. And I think they're
24 separate. I don't think the fishing licenses
25 get used for hunters, and hunter license gets

1 used for fishers. So, it isn't like we're
2 setting new ground to create two separate
3 funds and try to use those.

4 And, I really just think it makes
5 sense, Marty. So, I think it's a good bill,
6 and I think it's something we should move
7 forward on.

8 Thanks, again, for all the
9 members' attendance today.

10 And real quick, go ahead.

11 MR. KNISLEY: I've been riding
12 snowmobiles since 1965. I've witnessed an
13 awful lot of changes across -- I've ridden in
14 all of the northeastern United States and
15 Ontario and Quebec.

16 I don't think you're going to get
17 a good system in Pennsylvania with DCNR until
18 they get a trail boss or trails manager,
19 because each, in the district forests -- take
20 Roth Rock and the one right across 322, they
21 have two different systems, two different
22 managements. Every district forest you go
23 into has its own way of doing things, and the
24 Rachel Carson Building will not change them.
25 They will not say, "Do it this way." It's

1 everybody for themselves. So, you got, what,
2 seventeen, eighteen, twenty different district
3 forests, and you've got that many different
4 groups going.

5 ACTING MAJORITY CHAIRMAN PAYNE:

6 We appreciate that. I think most of the
7 members understand the diversity of
8 Pennsylvania as we undertake the budget.

9 So, thanks.

10 And with that, this hearing's
11 adjourned.

12 (Whereupon, the hearing concluded at
13 10:10 a.m.)

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REPORTER'S CERTIFICATE

I HEREBY CERTIFY that the foregoing is
a true and accurate transcript, to the best of my
ability, produced from audio on the said
proceedings.

BRENDA J. PARDUN, RPR
Court Reporter
Notary Public