

Merrill, Hannah

From: pearl hewett [REDACTED]
Sent: Wednesday, August 24, 2011 10:42 AM
To: zSMP; Kai Ahlburg; harry bell
Cc: earnest spees; Sue Forde; Jo Anne Estes; Ross Krumpe; Sandy Rains; Judy Miller
[REDACTED]; Vi; Don
Subject: "Explore Washington Pass" for public access to WDFW and DNR lands.

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SMP UPDATE COMMENT

WA State SMP is requiring Public access on private property at the expense of the property owner.

An "Explore Washington Pass" for access to WDFW and DNR lands. This pass would replace WDFW's current annual vehicle-use permit. Under the proposal, the cost of an annual lands access pass would be **\$40 for general users** age 19 and older, or **\$5 for those purchasing fishing or hunting licenses or a watchable-wildlife package**. Short-term passes would be available at **\$20 for a three-day pass; \$15 for a two-day pass; and \$10 for a one-day pass**. The passes can be purchased through WDFW's existing WILD recreational licensing system. **Revenue from the new pass, estimated at \$5.5 million annually**, would be split between WDFW and DNR for land management capital, operational, maintenance and enforcement needs.

If you read to the end of this document;
This will allow WDFW, DNR, and Washington State Parks to jointly **enforce land-use regulations** and would allow the agencies to **seek restitution from those who damage state lands**.

If WA State WDFW and DNR can demand access fees for the EXPENSE of allowing public access on public land?

How can private property owners be required, by the SMP Update, to provide public access on their private property without compensation for land management capital, operational, maintenance renovation, development of new facilities, trails, enforcement needs and allow them to seek restitution from those who damage their private property?

Pearl Rains Hewett
Invited member of the SMP update Committee
Trustee of the George C. Rains Sr. Trust

DNR and WDFW are jointly proposing legislation that will provide a stable funding source for ongoing maintenance and enforcement, which will free up grant funding for renovation and development of new facilities and trails. This joint proposal will provide the legislature with options besides slashing our recreation budgets and forcing closures of recreation facilities. This request includes access fees, lifting the lid on the fuel tax refund, and streamlining and improving law enforcement.

In developing the recreation reform package of legislative requests, we drew from a number of sources including the recommendations from the Sustainable Recreation Work Group

(<http://www.dnr.wa.gov/RecreationEducation.aspx>), comments from DNR's recent online forum about recreation (<http://dnrforum.wordpress.com/>), and public input through meetings with user groups, workshops, and one-on-one conversations with recreation enthusiasts like you.

The draft legislation currently includes the following key features:

Increases the portion of Washington's gas tax revenues available to DNR, WDFW and Washington State Parks for managing recreation lands for boaters, snowmobilers and off-road vehicle riders. The proposal would calculate the 1 percent refund on the full 37.5 cent-per-gallon gas tax base, rather than at the current 22 cent-per-gallon rate, beginning in 2013. (Download a three-page summary that explains the fuel tax refund in more detail.)

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A \$10 increase in the cost of personalized WDFW license plates (raising the cost of new plates from \$42 to \$52 and renewals from \$32 to \$42 annually). The change would generate an estimated \$1.3 million in additional revenue each biennium, dedicated to habitat work for threatened and endangered species on WDFW lands.

Reciprocal enforcement authority among natural resource agencies.

This will allow WDFW, DNR, and Washington State Parks to jointly enforce land-use regulations and would allow the agencies to seek restitution from those who damage state lands.