

# Bill as Introduced

HB 1620-FN-A -- AS INTRODUCED

2010 SESSION

10-2044  
03/01

HOUSE BILL

***1620-FN-A***

AN ACT

establishing state park number plates.

SPONSORS:

Rep. A. Peterson, Hills 3; Rep. Campbell, Hills 24; Rep. Bergin, Hills 6; Rep. Nixon, Hills 17; Rep. G. Katsakiores, Rock 5; Sen. Hassan, Dist 23; Sen. Odell, Dist 8; Sen. D'Allesandro, Dist 20

COMMITTEE:

Transportation

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ANALYSIS

This bill establishes state park number plates to fund maintenance and use of the park system.

.....

Explanation:

Matter added to current law appears in ***bold italics***.

Matter removed from current law appears [~~in brackets and struck through~~].

Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.



HB 1620-FN-A - AS INTRODUCED

- Page 2 -

1 state park fund established in RSA 216-A:3-i to fund maintenance and use of the park system. The  
2 cost of replacement number plates shall be identical to the cost of initial number plates and the  
3 revenue from replacement number plates shall be distributed in the same manner as revenue  
4 derived from initial number plates.

5 IV. Plates may be used on passenger motor vehicles and recreation vehicles.

6 4 State Park Number Plates; Design. The design for state park number plates issued pursuant  
7 to RSA 261:97-g shall be determined by a contest administered by the governor and the department  
8 of safety. Entrants shall be asked to submit images to be used for any of the 4 designs required by  
9 RSA 261:97-g.

10 5 Effective Date. This act shall take effect July 1, 2010.

LBAO  
10-2044  
12/14/09

HB 1620-FN-A - FISCAL NOTE

AN ACT establishing state park number plates.

**FISCAL IMPACT:**

The Departments of Resources and Economic Development and Safety state this bill will increase state restricted revenue and expenditures by an indeterminable amount in FY 2011 and each fiscal year thereafter. This bill will have no fiscal impact on county and local revenue or expenditures.

**METHODOLOGY:**

The Department of Resources and Economic Development (DRED) states this bill establishes four state park number plate types to fund maintenance and use of the park system. The fee for these plates is \$85 per year and entitles the owner to no fee day-use admission to the state park system, with revenue deposited in the state park fund. DRED assumes \$5 of the fee will be retained by the Department of Safety consistent with the conservation number plate (CNP) program, resulting in net park plate revenue of \$80 per plate. In addition, DRED assumes people who purchase the new plate would have purchased New Hampshire state park season passes at \$60 per year, resulting in a net increase to the state park fund of \$20 per plate purchased (\$80 net plate revenue minus \$60 season pass revenue). Assuming 500 new plates will be sold each year, DRED estimates state park revenue would increase by \$10,000 in FY 2011 (\$20 X 500 plates), and \$20,000 in FY 2012 (\$20 X 1,000 plates). It is also assumed that all plate fees will be deposited in the state park fund, net of plate costs, so RSA 235:23 provisions sending 12% of total revenue from plate sales to municipalities for local aid, do not apply.

The Department of Safety states although they cannot predict the actual number of persons who would purchase park plates, they assume 8,000 plates will be manufactured and eventually issued. The cost to produce 8,000 sets of plates is \$67,174; including purchasing 4 rolls of new sheathing for \$8,000, computer programming time of 250 hours at \$175 per hour, (\$43,750), and mailing costs of \$15,424.

HB 1620-FN-A - AS AMENDED BY THE HOUSE

17Mar2010... 0833h

2010 SESSION

10-2044  
03/01

HOUSE BILL            ***1620-FN-A***

AN ACT                establishing state park number plates.

SPONSORS:            Rep. A. Peterson, Hills 3; Rep. Campbell, Hills 24; Rep. Bergin, Hills 6; Rep. Nixon, Hills 17; Rep. G. Katsakiores, Rock 5; Sen. Hassan, Dist 23; Sen. Odell, Dist 8; Sen. D'Allesandro, Dist 20

COMMITTEE:          Transportation

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ANALYSIS

This bill establishes state park number plates to fund maintenance and use of the park system.

---

Explanation:        Matter added to current law appears in ***bold italics***.  
                         Matter removed from current law appears ~~[in brackets and struck through.]~~  
                         Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

STATE OF NEW HAMPSHIRE

*In the Year of Our Lord Two Thousand Ten*

AN ACT establishing state park number plates.

*Be it Enacted by the Senate and House of Representatives in General Court convened:*

1 1 New Paragraph; Fees for Park System; State Park Number Plates. Amend RSA 216-A:3-g by  
2 inserting after paragraph V the following new paragraph:

3 VI. No fee shall be charged for day-use admission to the state park system to any person  
4 holding state park number plates. Any fees for the use of metered parking or enterprise activities as  
5 defined in paragraph II shall be charged to such person.

6 2 State Park Fund. Amend RSA 216-A:3-i, I to read as follows:

7 I. The state treasurer shall establish a separate and distinct account to be known as the  
8 state park fund. The treasurer shall establish within the state park fund separate and distinct  
9 accounts known as the park account and the ski area account. The treasurer shall deposit in said  
10 accounts actual revenue derived by the commissioner of the department of resources and economic  
11 development in excess of budget expenses from fees, services, accommodations, rentals, revenue from  
12 lift and tramway operations, retail sales, and net profit from concession operations, and including  
13 any federal moneys which become available, **state park number plate fees collected under**  
14 **RSA 261:97-g**, and all donations and gifts. The accounts shall be continuing and nonlapsing.

15 3 New Subdivision; State Park Number Plates. Amend RSA 261 by inserting after section 97-f  
16 the following new subdivision:

17 State Park Number Plates

18 261:97-g State Park Number Plates.

19 I. The director is hereby authorized to issue special state park number plates, in lieu of other  
20 number plates. The plates shall retain the "live free or die" motto. The commissioner shall design 4  
21 state park number plates depicting the following themes: seashore, mountains, lakes, and skiing.  
22 Such plates shall be issued only upon application and upon payment of a \$85 fee that shall be in  
23 addition to the regular motor vehicle registration fee and any other number plate fees otherwise  
24 required.

25 II. The commissioner is also authorized to issue vanity state park number plates. The fee for  
26 any such vanity state park number plate shall be the fee as provided in paragraph I, in addition to  
27 the fees for vanity plates which are otherwise established by law. The vanity plate portion of the fee  
28 shall be distributed as provided in RSA 261:89 and RSA 263:52.

29 III. Plates shall be renewed on an annual basis for the fee established in paragraph I. Of  
30 this sum, the department shall retain an amount as is necessary to recover production and

HB 1620-FN-A – AS AMENDED BY THE HOUSE

- Page 2 -

1 administrative costs. The remaining funds shall be paid to the state treasurer and deposited in the  
2 state park fund established in RSA 216-A:3-i to fund maintenance and use of the park system. The  
3 cost of replacement number plates shall be identical to the cost of initial number plates and the  
4 revenue from replacement number plates shall be distributed in the same manner as revenue  
5 derived from initial number plates.

6 IV. Plates may be used on passenger motor vehicles and recreation vehicles.

7 4 State Park Number Plates; Design. The design for state park number plates issued pursuant  
8 to RSA 261:97-g shall be determined by a contest administered by the governor and the department  
9 of safety. Entrants shall be asked to submit images to be used for any of the 4 designs required by  
10 RSA 261:97-g.

11 5 Initial State Park Number Plates. The director shall issue number plates bearing 4-digit  
12 registration numbers to the first 10,000 applicants for state park number plates. Four-digit plate  
13 numbers shall be issued serially in the order that applications are received, beginning with "0001"  
14 and ending with "9999."

15 6 Effective Date. This act shall take effect July 1, 2010.



LBAO  
10-2044  
12/14/09

**HB 1620-FN-A - FISCAL NOTE**

AN ACT            establishing state park number plates.

**FISCAL IMPACT:**

The Departments of Resources and Economic Development and Safety state this bill will increase state restricted revenue and expenditures by an indeterminable amount in FY 2011 and each fiscal year thereafter. This bill will have no fiscal impact on county and local revenue or expenditures.

**METHODOLOGY:**

The Department of Resources and Economic Development (DRED) states this bill establishes four state park number plate types to fund maintenance and use of the park system. The fee for these plates is \$85 per year and entitles the owner to no fee day-use admission to the state park system, with revenue deposited in the state park fund. DRED assumes \$5 of the fee will be retained by the Department of Safety consistent with the conservation number plate (CNP) program, resulting in net park plate revenue of \$80 per plate. In addition, DRED assumes people who purchase the new plate would have purchased New Hampshire state park season passes at \$60 per year, resulting in a net increase to the state park fund of \$20 per plate purchased (\$80 net plate revenue minus \$60 season pass revenue). Assuming 500 new plates will be sold each year, DRED estimates state park revenue would increase by \$10,000 in FY 2011 (\$20 X 500 plates), and \$20,000 in FY 2012 (\$20 X 1,000 plates). It is also assumed that all plate fees will be deposited in the state park fund, net of plate costs, so RSA 235:23 provisions sending 12% of total revenue from plate sales to municipalities for local aid, do not apply.

The Department of Safety states although they cannot predict the actual number of persons who would purchase park plates, they assume 8,000 plates will be manufactured and eventually issued. The cost to produce 8,000 sets of plates is \$67,174; including purchasing 4 rolls of new sheathing for \$8,000, computer programming time of 250 hours at \$175 per hour, (\$43,750), and mailing costs of \$15,424.

**HB 1620 FISCAL NOTE**

AN ACT            establishing state park number plates.

**FISCAL IMPACT:**

The Departments of Resources and Economic Development and Safety state this bill, as amended by the House (Amendment #2010-0833h), will increase state restricted revenue and expenditures by an indeterminable amount in FY 2011 and each fiscal year thereafter. This bill will have no fiscal impact on county and local revenue or expenditures.

**METHODOLOGY:**

The Department of Resources and Economic Development (DRED) states this bill establishes four state park number plate types to fund maintenance and use of the park system. The fee for these plates is \$85 per year and entitles the owner to no fee day-use admission to the state park system, with revenue deposited in the state park fund. DRED assumes \$5 of the fee will be retained by the Department of Safety consistent with the conservation number plate (CNP) program, resulting in net park plate revenue of \$80 per plate. In addition, DRED assumes people who purchase the new plate would have purchased New Hampshire state park season passes at \$60 per year, resulting in a net increase to the state park fund of \$20 per plate purchased (\$80 net plate revenue minus \$60 season pass revenue). Assuming 500 new plates will be sold each year, DRED estimates state park revenue would increase by \$10,000 in FY 2011 (\$20 X 500 plates), and \$20,000 in FY 2012 (\$20 X 1,000 plates). It is also assumed that all plate fees will be deposited in the state park fund, net of plate costs, so RSA 235:23 provisions sending 12% of total revenue from plate sales to municipalities for local aid, do not apply.

The Department of Safety states although they cannot predict the actual number of persons who would purchase park plates, they assume 8,000 plates will be manufactured and eventually issued. The cost to produce 8,000 sets of plates is \$67,174; including purchasing 4 rolls of new sheathing for \$8,000, computer programming time of 250 hours at \$175 per hour, (\$43,750), and mailing costs of \$15,424.

HB 1620-FN-A - FINAL VERSION

17Mar2010... 0833h  
04/21/10 1425s  
02Jun2010... 2293cofc

2010 SESSION

10-2044  
03/01

HOUSE BILL            ***1620-FN-A***

AN ACT                establishing a special registration plate symbol for the purpose of benefitting the state park system.

SPONSORS:            Rep. A. Peterson, Hills 3; Rep. Campbell, Hills 24; Rep. Bergin, Hills 6; Rep. Nixon, Hills 17; Rep. G. Katsakiores, Rock 5; Sen. Hassan, Dist 23; Sen. Odell, Dist 8; Sen. D'Allesandro, Dist 20

COMMITTEE:           Transportation

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AMENDED ANALYSIS

This bill authorizes a special registration plate symbol for the purpose of benefitting the state park system.

.....

Explanation:        Matter added to current law appears in ***bold italics***.  
                         Matter removed from current law appears [~~in brackets and struck through~~].  
                         Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

HB 1620-FN-A – FINAL VERSION

17Mar2010... 0833h  
04/21/10 1425s  
02Jun2010... 2293cofc

10-2044  
03/01

STATE OF NEW HAMPSHIRE

*In the Year of Our Lord Two Thousand Ten*

AN ACT                    establishing a special registration plate symbol for the purpose of benefitting the state park system.

*Be it Enacted by the Senate and House of Representatives in General Court convened:*

1            1 New Paragraph; Fees for Park System; Special Registration Plate Symbol. Amend RSA 216-  
2 A:3-g by inserting after paragraph V the following new paragraph:

3            VI. No admission fee shall be charged for day use of the state park system to the occupants  
4 of a vehicle with a number plate bearing a special registration plate symbol authorized by  
5 RSA 261:75-c. Any fees for the use of metered parking or enterprise activities as defined in  
6 paragraph II shall be charged to such persons.

7            2 State Park Fund. RSA 216-A:3-i is repealed and reenacted to read as follows:

8            216-A:3-i State Park Fund Established.

9            I. The state treasurer shall establish a separate and distinct account to be known as the  
10 state park fund. The treasurer shall establish within the state park fund separate and distinct  
11 accounts, known as the state park account and the state-owned ski area account. The accounts shall  
12 be continuing and nonlapsing. The treasurer shall deposit in the state park account actual revenues  
13 from fees, services, accommodations, rentals, retail sales, net profit from concession operations, and  
14 special registration plate symbol fees collected under RSA 261:75-c in excess of budget expenses and  
15 excluding revenues associated with state-owned ski areas. The treasurer shall deposit in the state-  
16 owned ski area account actual revenues associated with the state-owned ski areas, derived by the  
17 department of resources and economic development from fees, services, accommodations, rentals,  
18 revenue from lift and tramway operations, retail sales, and net profit from concession operations in  
19 excess of budget expenses. Any federal moneys which become available and all donations and gifts  
20 shall be deposited into their appropriately designated accounts.

21            II. Any funds deposited into the state park account and state-owned ski account are hereby  
22 continually appropriated to and may be expended by the commissioner of the department of  
23 resources and economic development only with the prior approval of the governor and council and  
24 the fiscal committee of the general court, provided that additional funds above those authorized in  
25 the budget are necessary for the division of parks and recreation to provide an adequate level of  
26 service and maintenance in the state park system, to restore park facilities, and for proper operation  
27 of the state-owned ski areas. The commissioner may use funds in the park account to promote the

1 special registration plate symbol program authorized by RSA 261:75-c.

2 3 Reference Changed. Amend RSA 216-A:3-j to read as follows:

3 216-A:3-j Debt Service for Cannon Tramway. Effective July 1, 1996, debt service for the Cannon  
4 Tramway shall be a charge against the state park fund, *state-owned* ski area account.

5 4 New Section; Special Registration Plate Symbol. Amend RSA 261 by inserting after section  
6 75-b the following new section:

7 261:75-c Special Registration Plate Symbol. The director is hereby authorized to assign  
8 registration numbers that include a special registration plate symbol for the purpose of benefitting  
9 the state park system. The special registration plate symbol shall serve as a character in the  
10 registration number. A special registration plate symbol may be used on any type of number plate  
11 issued by the division for private passenger vehicles, recreational vehicles, and motorcycles. The  
12 design and size of an appropriate symbol shall be determined by the commissioner in consultation  
13 with the commissioner of resources and economic development. The department shall determine the  
14 means of identifying the special resignation plate symbol in the computerized records of the  
15 department. A special registration plate symbol shall be available to any applicant upon payment of  
16 a special registration plate symbol fee of \$85, which shall be in addition to any other registration and  
17 number plate fees. An applicant may include the symbol on any vanity number plate upon payment  
18 of the special registration plate symbol fee and the vanity plate service fee in RSA 261:89. Vanity  
19 plate service fees shall be distributed as provided in RSA 261:89 and RSA 263:52. The fees described  
20 in this section shall apply to original registrations and annual registration renewals. The  
21 department shall retain from the special registration plate symbol fees an amount as is necessary to  
22 recover any additional production and administrative costs associated with use of the symbol. The  
23 remaining funds shall be paid to the state treasurer and deposited in the state park fund established  
24 in RSA 216-A:3-i to fund maintenance and use of the park system and promotion of the special  
25 registration number program. All other registration fees, permit fees, number plate fees, and special  
26 number plate fees shall be distributed as required by law. The cost of replacement number plates  
27 shall be identical to the cost of initial number plates and the revenue from replacement number  
28 plates shall be distributed in the same manner as revenue derived from initial number plates.

29 5 Application. The department of safety shall implement the use of a special registration plate  
30 symbol authorized by RSA 261:75-c as soon as practicable after the effective date of this act.

31 6 Effective Date. This act shall take effect January 1, 2011.

LBAO  
10-2044  
Amended 05/17/10

**HB 1620-FN-A - FISCAL NOTE**

AN ACT            establishing a special registration plate symbol for the purpose of benefitting the state park system.

**FISCAL IMPACT:**

The Department of Resources and Economic Development states this bill, **as amended by the Senate (Amendment #2010-1425s)**, will increase state restricted revenue by an indeterminable amount in FY 2011 and each fiscal year after. The Department of Safety states this bill will increase state restricted revenue and expenditures and local expenditures by an indeterminable amount in FY 2011 and each fiscal year thereafter. This bill will have no fiscal impact on county and local revenue or county expenditures.

**METHODOLOGY:**

The Department of Resources and Economic Development (DRED) states this bill establishes registration numbers that include a special registration plate symbol for the purpose of benefitting the state park system. The fee for these plates is \$85 per year and entitles the owner to no fee day-use admission to the state park system, with revenue deposited in the state park fund. The Department states it is not able to estimate the number of such plates that will be issued or renewed annually. The Department states comparisons to the Conservation Number Plate ("Moose Plate") cannot be reasonably made due to the significant differences in plate costs (\$30 Moose plate vs. \$85 State Park plate), nor can comparisons be made to the Maine state parks plate for the same reason (\$15 "Loon" plate renewal).

The Department of Safety states under this bill a special registration plate symbol will be issued for the use of state parks. The Department assumes it will be required to purchase at least one each of the 12 different types of sheathing used to manufacture all plates used by private passenger vehicles, recreational vehicles, and motorcycles (12 x \$2,000 per sheathing roll = \$24,000). Plate material purchases are a charge to the plate inventory fund under RSA 228:25. The Department states it is not able to predict the annual number of plates purchased with a special registration plate symbol. There will be additional costs to the Department for the mailing of newly issued plates. The Department states under this bill it will need to re-program its computer systems at a cost of \$61,250 (350 hours x \$175 per hour). The Department further states cities and towns of the state who perform registration transactions

LBAO  
10-2044  
Amended 05/17/10

for the DMV will be required to contract with their vendors to upgrade their software, at an indeterminate cost.

# Amendments



Sen. Kelly, Dist. 10  
Rep. A. Peterson, Hills. 3  
Sen. Odell, Dist. 8  
April 7, 2010  
2010-1269s  
03/04

Amendment to HB 1620-FN-A

1 Amend the bill by replacing sections 2-3 with the following:

2

3 2 State Park Fund. Amend RSA 216-A:3-i, I to read as follows:

4 I. The state treasurer shall establish a separate and distinct account to be known as the  
5 state park fund. The treasurer shall establish within the state park fund separate and distinct  
6 accounts known as the park account and the ski area account. The treasurer shall deposit in said  
7 accounts actual revenue derived by the commissioner of the department of resources and economic  
8 development in excess of budget expenses from fees, services, accommodations, rentals, revenue from  
9 lift and tramway operations, retail sales, and net profit from concession operations, and including  
10 any federal moneys which become available, *state park number plate fees collected under*  
11 *RSA 261:97-g*, and all donations and gifts. The accounts shall be continuing and nonlapsing.

12 *I-a. At the close of each fiscal year, the treasurer shall determine the revenue for*  
13 *that fiscal year of the conservation number plate trust fund established in RSA 261:97-b. If*  
14 *such revenue is less than the revenue of the conservation number plate trust fund for the*  
15 *fiscal year ending June 30, 2009, the treasurer shall transfer an amount equal to the*  
16 *difference from the state park fund to the conservation number plate trust fund.*

17 3 New Subdivision; State Park Number Plates. Amend RSA 261 by inserting after section 97-f  
18 the following new subdivision:

19

State Park Number Plates

20

261:97-g State Park Number Plates.

21

22

23

24

25

26

I. The director is hereby authorized to issue special state park number plates, in lieu of  
other number plates. The plates shall retain the "live free or die" motto. The commissioner shall  
design up to 4 state park number plates which may depict the following themes: seashore,  
mountains, lakes, and skiing. Such plates shall be issued only upon application and upon payment  
of a \$85 fee that shall be in addition to the regular motor vehicle registration fee and any other  
number plate fees otherwise required.

27

28

29

30

II. The commissioner is also authorized to issue vanity state park number plates. The fee  
for any such vanity state park number plate shall be the fee as provided in paragraph I, in addition  
to the fees for vanity plates which are otherwise established by law. The vanity plate portion of the  
fee shall be distributed as provided in RSA 261:89 and RSA 263:52.



1           III. Plates shall be renewed on an annual basis for the fee established in paragraph I. Of  
2 this sum, the department shall retain an amount as is necessary to recover production and  
3 administrative costs. The remaining funds shall be paid to the state treasurer and deposited in the  
4 state park fund established in RSA 216-A:3-i to fund maintenance and use of the park system and to  
5 promote the state park number plate program in coordination with the conservation number plate  
6 program. The cost of replacement number plates shall be identical to the cost of initial number  
7 plates and the revenue from replacement number plates shall be distributed in the same manner as  
8 revenue derived from initial number plates.

9           IV. Plates may be used on passenger motor vehicles and recreation vehicles as defined in  
10 RSA 259:84-a.

11

12 Amend the bill by deleting section 4 and renumbering the original sections 5-6 to read as 4-5,  
13 respectively.

Sen. Fuller Clark, Dist. 24  
Sen. Odell, Dist. 8  
Sen. Hassan, Dist. 23  
Sen. Kelly, Dist. 10  
April 14, 2010  
2010-1356s  
03/05

Amendment to HB 1620-FN-A

1 Amend the title of the bill by replacing it with the following:

2

3 AN ACT                establishing special registration numbers for the purpose of benefitting the state  
4                                park system.  
5

6 Amend the bill by replacing all after the enacting clause with the following:

7

8        1 New Paragraph; Fees for Park System; Special Registration Numbers. Amend RSA 216-A:3-g  
9 by inserting after paragraph V the following new paragraph:

10                VI. No admission fee shall be charged for day use of the state park system to the occupants  
11 of a vehicle with a number plate bearing a special registration number authorized by RSA 261:75-c,  
12 as indicated by the tree-shaped symbol. Any fees for the use of metered parking or enterprise  
13 activities as defined in paragraph II shall be charged to such persons.

14        2 State Park Fund. RSA 216-A:3-i is repealed and reenacted to read as follows:

15                216-A:3-i State Park Fund Established.

16                I. The state treasurer shall establish a separate and distinct account to be known as the  
17 state park fund. The treasurer shall establish within the state park fund separate and distinct  
18 accounts, known as the state park account and the state-owned ski area account. The accounts shall  
19 be continuing and nonlapsing. The treasurer shall deposit in the state park account actual revenues  
20 from fees, services, accommodations, rentals, retail sales, net profit from concession operations, and  
21 special registration number fees collected under RSA 261:75-c in excess of budget expenses and  
22 excluding revenues associated with state-owned ski areas. The treasurer shall deposit in the state-  
23 owned ski area account actual revenues associated with the state-owned ski areas, derived by the  
24 department of resources and economic development from fees, services, accommodations, rentals,  
25 revenue from lift and tramway operations, retail sales, and net profit from concession operations in  
26 excess of budget expenses. Any federal moneys which become available and all donations and gifts  
27 shall be deposited into their appropriately designated accounts.

28                II. Any funds deposited into the state park account and state-owned ski account are hereby  
29 continually appropriated to and may be expended by the commissioner of the department of  
30 resources and economic development only with the prior approval of the governor and council and

Amendment to HB 1620-FN-A

- Page 2 -

1 the fiscal committee of the general court, provided that additional funds above those authorized in  
2 the budget are necessary for the division of parks and recreation to provide an adequate level of  
3 service and maintenance in the state park system, to restore park facilities, and for proper operation  
4 of the state-owned ski areas. The commissioner may use funds in the park account to promote the  
5 special registration number program authorized by RSA 261:75-c.

6 3 Reference Changed. Amend RSA 216-A:3-j to read as follows:

7 216-A:3-j Debt Service for Cannon Tramway. Effective July 1, 1996, debt service for the Cannon  
8 Tramway shall be a charge against the state park fund, *state-owned* ski area account.

9 4 New Section; Special Registration Numbers. Amend RSA 261 by inserting after section 75-b  
10 the following new section:

11 261:75-c Special Registration Numbers. The director is hereby authorized to assign special  
12 registration numbers for the purpose of benefitting the state park system. Special registration  
13 numbers may be used on any type of number plate issued by the division. Each special registration  
14 number shall include a tree-shaped symbol as one of its registration characters. The design and size  
15 of the tree-shaped symbol shall be determined by the commissioner. The tree-shaped symbol  
16 character shall be entered as a blank space in the computerized records of the division. Special  
17 registration numbers shall be available to any applicant upon payment of a special registration  
18 number fee of \$85, which shall be in addition to any other registration and number plate fees. An  
19 applicant may include the tree-shaped symbol on any vanity number plate upon payment of the  
20 special registration number fee and the vanity plate service fee in RSA 261:89. Vanity plate service  
21 fees shall be distributed as provided in RSA 261:89 and RSA 263:52. The fees described in this  
22 section shall apply to original registrations and annual registration renewals. The department shall  
23 retain from the special registration number fees an amount as is necessary to recover any additional  
24 production and administrative costs associated with use of the tree-shaped symbol. The remaining  
25 funds shall be paid to the state treasurer and deposited in the state park fund established in RSA  
26 216-A:3-i to fund maintenance and use of the park system and promotion of the special registration  
27 number program. All other registration fees, permit fees, number plate fees, and special number  
28 plate fees shall be distributed as required by law. The cost of replacement number plates shall be  
29 identical to the cost of initial number plates and the revenue from replacement number plates shall  
30 be distributed in the same manner as revenue derived from initial number plates.

31 5 Effective Date. This act shall take effect July 1, 2010.

**Amendment to HB 1620-FN-A**  
**- Page 3 -**

2010-1356s

**AMENDED ANALYSIS**

This bill authorizes special registration numbers for the purpose of benefitting the state park system.

Amendment to HB 1620-FN-A

1 Amend the title of the bill by replacing it with the following:

2

3 AN ACT establishing a special registration plate symbol for the purpose of benefitting the  
4 state park system.

5

6 Amend the bill by replacing all after the enacting clause with the following:

7

8 1 New Paragraph; Fees for Park System; Special Registration Plate Symbol. Amend RSA 216-  
9 A:3-g by inserting after paragraph V the following new paragraph:

10 VI. No admission fee shall be charged for day use of the state park system to the occupants  
11 of a vehicle with a number plate bearing a special registration plate symbol authorized by  
12 RSA 261:75-c. Any fees for the use of metered parking or enterprise activities as defined in  
13 paragraph II shall be charged to such persons.

14 2 State Park Fund. RSA 216-A:3-i is repealed and reenacted to read as follows:

15 216-A:3-i State Park Fund Established.

16 I. The state treasurer shall establish a separate and distinct account to be known as the  
17 state park fund. The treasurer shall establish within the state park fund separate and distinct  
18 accounts, known as the state park account and the state-owned ski area account. The accounts shall  
19 be continuing and nonlapsing. The treasurer shall deposit in the state park account actual revenues  
20 from fees, services, accommodations, rentals, retail sales, net profit from concession operations, and  
21 special registration plate symbol fees collected under RSA 261:75-c in excess of budget expenses and  
22 excluding revenues associated with state-owned ski areas. The treasurer shall deposit in the state-  
23 owned ski area account actual revenues associated with the state-owned ski areas, derived by the  
24 department of resources and economic development from fees, services, accommodations, rentals,  
25 revenue from lift and tramway operations, retail sales, and net profit from concession operations in  
26 excess of budget expenses. Any federal moneys which become available and all donations and gifts  
27 shall be deposited into their appropriately designated accounts.

28 II. Any funds deposited into the state park account and state-owned ski account are hereby  
29 continually appropriated to and may be expended by the commissioner of the department of  
30 resources and economic development only with the prior approval of the governor and council and  
31 the fiscal committee of the general court, provided that additional funds above those authorized in  
32 the budget are necessary for the division of parks and recreation to provide an adequate level of

1 service and maintenance in the state park system, to restore park facilities, and for proper operation  
2 of the state-owned ski areas. The commissioner may use funds in the park account to promote the  
3 special registration plate symbol program authorized by RSA 261:75-c.

4 3 Reference Changed. Amend RSA 216-A:3-j to read as follows:

5 216-A:3-j Debt Service for Cannon Tramway. Effective July 1, 1996, debt service for the Cannon  
6 Tramway shall be a charge against the state park fund, *state-owned* ski area account.

7 4 New Section; Special Registration Plate Symbol. Amend RSA 261 by inserting after section  
8 75-b the following new section:

9 261:75-c Special Registration Plate Symbol. The director is hereby authorized to assign  
10 registration numbers that include a special registration plate symbol for the purpose of benefitting  
11 the state park system. The special registration plate symbol shall serve as a character in the  
12 registration number. A special registration plate symbol may be used on any type of number plate  
13 issued by the division for private passenger vehicles, recreational vehicles, and motorcycles. The  
14 design and size of an appropriate symbol shall be determined by the commissioner in consultation  
15 with the commissioner of resources and economic development. The department shall determine the  
16 means of identifying the special registration plate symbol in the computerized records of the  
17 department. A special registration plate symbol shall be available to any applicant upon payment of  
18 a special registration plate symbol fee of \$85, which shall be in addition to any other registration and  
19 number plate fees. An applicant may include the symbol on any vanity number plate upon payment  
20 of the special registration plate symbol fee and the vanity plate service fee in RSA 261:89. Vanity  
21 plate service fees shall be distributed as provided in RSA 261:89 and RSA 263:52. The fees described  
22 in this section shall apply to original registrations and annual registration renewals. The  
23 department shall retain from the special registration plate symbol fees an amount as is necessary to  
24 recover any additional production and administrative costs associated with use of the symbol. The  
25 remaining funds shall be paid to the state treasurer and deposited in the state park fund established  
26 in RSA 216-A:3-i to fund maintenance and use of the park system and promotion of the special  
27 registration number program. All other registration fees, permit fees, number plate fees, and special  
28 number plate fees shall be distributed as required by law. The cost of replacement number plates  
29 shall be identical to the cost of initial number plates and the revenue from replacement number  
30 plates shall be distributed in the same manner as revenue derived from initial number plates.

31 5 Application. The department of safety shall implement the use of a special registration plate  
32 symbol authorized by RSA 261:75-c as soon as practicable after the effective date of this act.

33 6 Effective Date. This act shall take effect July 1, 2010.



2010-1425s

AMENDED ANALYSIS

This bill authorizes a special registration plate symbol for the purpose of benefitting the state park system.



# Committee Minutes

SENATE CALENDAR NOTICE

TRANSPORTATION AND INTERSTATE COOPERATION

- ✓ Senator Robert Letourneau Chairman
- ✓ Senator Peggy Gilmour V Chairman
- ✓ Senator Martha Fuller Clark
- ✓ Senator Molly Kelly
- ✓ Senator David Boutin

open: 10:35  
recess: 11:50

For Use by Senate Clerk's Office ONLY	
<input type="checkbox"/>	Bill Status
<input type="checkbox"/>	Docket
<input type="checkbox"/>	Calendar
Proof: <input type="checkbox"/>	Calendar <input type="checkbox"/> Bill Status

Date: March 25, 2010

HEARINGS

Thursday

4/1/2010

TRANSPORTATION AND INTERSTATE COOPERATION

LOB 101

10:30 AM

(Name of Committee)

(Place)

(Time)

EXECUTIVE SESSION MAY FOLLOW

Comments: THE PURPOSE OF THIS AMENDED NOTICE IS TO ADD HB 1418, WHICH WAS RECESSED ON 3/25/10.

- |  |  |
|--|--|
| <p>10:30 AM HB1418</p> <p>10:35 AM HB1620-FN-A</p> <p>10:55 AM HB546-FN</p> <p>11:15 AM HB1561-FN</p> <p>11:35 AM HB629-FN-A</p> <p>11:55 AM HB1452-FN</p> | <p>naming a bridge across the Connecticut River from Hinsdale, New Hampshire to Brattleboro, Vermont the Charles Dana Bridge and correcting the naming of a bridge across the Connecticut River in the town of Chesterfield, New Hampshire from the Judge Harlan Fiske Stone Bridge to the Justice Harlan Fiske Stone Bridge.</p> <p>establishing state park number plates.</p> <p>(New Title) relative to authorizing temporary registrations of off-highway recreational vehicles for nonresidents.</p> <p>relative to off highway recreational vehicle registrations.</p> <p>(New Title) relative to habitual offenders, relative to implements of husbandry, and relative to registration of vehicles under the Unified Carrier Registration Act of 2005.</p> <p>relative to commercial motor vehicle operation.</p> |
|--|--|

Sponsors:

- |                      |                          |                       |                         |
|----------------------|--------------------------|-----------------------|-------------------------|
| <b>HB1418</b>        |                          |                       |                         |
| Rep. Steven Lindsey  | Rep. Timothy Butterworth |                       |                         |
| <b>HB1620-FN-A</b>   |                          |                       |                         |
| Rep. Andrew Peterson | Rep. David Campbell      | Rep. Peter Bergin     | Rep. David Nixon        |
| Sen. Margaret Hassan | Sen. Bob Odell           | Sen. Lou D'Allesandro | Rep. George Katsakiores |
| <b>HB546-FN</b>      |                          |                       |                         |
| Rep. Paul Ingersoll  | Rep. Robert Theberge     | Rep. Yvonne Thomas    | Sen. John Gallus        |
| <b>HB1561-FN</b>     |                          |                       |                         |
| Rep. Gary Hopper     | Rep. Neal Kurk           | Sen. John Gallus      |                         |
| <b>HB629-FN-A</b>    |                          |                       |                         |
| Rep. Richard Drisko  | Rep. Peter Bergin        |                       |                         |
| <b>HB1452-FN</b>     |                          |                       |                         |
| Rep. Richard Stuart  | Rep. Robert Williams     |                       |                         |

# Transportation & Interstate Cooperation Committee Hearing Report

**TO:** Members of the Senate  
**FROM:** Gene Martin, Legislative Aide

**RE:** Hearing report on **HB 1620-FN-A - AN ACT establishing state park number plates.**

**HEARING DATE:** April 1, 2010

**MEMBERS OF THE COMMITTEE PRESENT:** Senators Letourneau, Gilmour, Fuller Clark, Kelly, Boutin

**MEMBERS OF THE COMMITTEE ABSENT:** No one.

**Sponsor(s):** Rep. A. Peterson, Hills 3; Rep. Campbell, Hills 24; Rep. Bergin, Hills 6; Rep. Nixon, Hills 17; Rep. G. Katsakiores, Rock 5; Sen. Hassan, Dist 23; Sen. Odell, Dist 8; Sen. D'Allesandro, Dist 20

**What the bill does:** This bill establishes state park number plates to fund maintenance and use of the park system.

**Who supports the bill:** Rep. Peterson; Pete McNamara, NHADA; Mike Somers, NH Lodging Restaurant Association; Rep. Brown; Sen. Hassan; Sen. Odell; Richard Ober, State Parks Council; Will Abbott, Forest Society; Comm. Bald, DRED; Brice Berke, Ski NH; Rep. Bergin; Bob Quinn, NH Realtors.

**Who opposes the bill:** Rep. Williams;

**Who takes no opinion:** Rep. Almy; Rep. Wall; Kevin O'Brien, Dept. of Safety; Rep. Spang

## **Summary of testimony received:**

**Rep. Peterson (prime sponsor)** testified in support of the bill. HB1620-FN-A is a result of conversations with DRED & DOS. This helps to address the deteriorating park system in our state. It offers people a choice to support the parks and you can become a member of the Park System and get a day pass to the parks. NH Park System is the only park system that is self-funded. This is a way to move forward on this issue.

**Senator Hassan** testified in support of the bill. She is a member of the Park Advisory Council and although last year she gave a speech on the Senate floor about these types of plates she believes this is different. Senator Hassan stated that our parks are seen a jewel and a core state function and it is the only one that funds itself. She said that our parks need to be attractive to the general public. She believes this could be a potential answer. Although, Senator Hassan does feel that 4 plates is too many.

**Rep Almy** testified with no stance on the bill. However, she does believe that it should have gone to a money committee in the House and that she too wants to help the State Parks, but that this bill makes no numerical sense. She shared with the committee that the Moose Plate costs \$35 and with roughly 34,000 people it brings in 1.2 million and \$200k goes to ads. Rep. Almy stated that DRED went on to assume 500 and then 100 but people do not know that the season pass exists and if they cannot advertise the pass how can they do that with this plate. She believes it should be just one plate.

In response to questions from the committee:

- The plates would not make money in the short run due to the upfront costs of productive
- There are a very small amount of season passes sold, because people don't know about them
- You are correct, it is unclear in the bill whether the driver gets in for free or whether it is the whole car.

**Rep. Spang** testified with no stance on the bill. She went through and listed many of the items the Conservation Heritage plate supports: LCHIP, culture, microfiches, State Conservation Commission grants, Natural Heritage Bureau, and highway beautification. Rep. Spang discussed that when the Moose plate was created they used innovated ways to help various state agencies and she is concern that this plate will take money away from the Moose plate. She believes these to items should be working in concert not in competition.

**Rep. Bergin** testified in support of the bill. He stated that our state parks are national resources and we have beautiful state parks and we have neglected them over the decades. He said they work hard to turn this around on the floor after it was ITL'd by committee. Rep. Bergin concluded by saying that if we don't help fund this need we could start to lose tourist dollars.

- Yes, I was aware that \$300k went to DRED
- I don't believe there would be a loss of Moose plate money, because they are separate entities and people will get to go into the parks and it will bring attention to the state park system.
- There is no guarantee that people won't go from the Moose plate to the State Parks plate.
- If you want to support both, you can buy a state parks plate and make a donation to the Conversation fund.

**Rep. Brown** testified in support of the bill. As a member of the House Transportation Committee he believes this plate is different because it is the state raising money for the state; instead of acting as an agent. The four different plates would be used as a marketing device for the parks.

- I believe this is a different from the other plate bills, because it's the state helping the state.

**Commissioner George Bald, DRED** testified in support of the bill. The parks are treasurers we need to protect and the work of the 10 year plan really put a focus on this need. He stated that memories are created in our parks and there are great pressures are put on this and our park system can't fund all of the things it needs to do. He is convinced that it will not take away from the moose plate. He believes this is a good way of helping state parks.

- DRED has a great relationship with the DOS, so wherever the Senate wants to put the administration is fine with him
- I believe that only person to use the pass is the driver
- We plan to promote the state park plate by using the Travel & Tourism division
- The season pass is promoted, just not as well as it could be, resources are tight.
- There is no current plan for the plates marketing.

**Peter McNamara, NHADA** testified in support of the bill. The promotion could be assisted by the dealers they put on signs for various causes now and would be happy to do for this.

- I'm not sure if they could be placed on OHRV, I would have to look closer at the language.

**Kevin O'Brien, DOS** testified in support of the bill. The Department of Safety usually opposes new license plates, because the reason we have them is to 1) identify vehicles 2) raise money for the highway fund. The more plates we have the harder it is to identify people. However, the DOS believes this is for a good cause.

- I do see a difference between this one and others, although it is hard to oppose others this is for a state function.
- Yes, I do believe having four different designs is a problem.
- Yes, the renewal piece is possible issue. Since all plates are tied to renewal it would take time for people to get this plate; however, there is a window of 4 months you can renew but for others the Department would have to make a policy decision to all any one to switch.
- The minimum order has gone between 8-10k.

**Fiscal Impact:** See FN

**Action:** Committee recessed the hearing until April 8, 2010

epm  
[file HB1620-FN-A]  
Date: April 2, 2010



support of an outstanding bipartisan group of co-sponsors, HB 1620 was brought forward for drafting.

The bill offers a choice of attractive license plates on recreational themes, available for a voluntary additional fee to be paid by the registrant, with the funds directly to benefit the ongoing maintenance and capital improvement needs of New Hampshire's parks and treasured historic sites.

In addition to obtaining the plate, the recipient will thereby become a "member of the parks system", with the plates serving as a day use pass. This should not only be an incentive to buy a plate, but will open up access to the parks to the State's residents, increasing the number of visits to the parks, and creating a vested interest among a wider group of residents in the parks upkeep and care.

In January, the State Parks Commission issued a comprehensive report on the parks, which includes the following facts:

The New Hampshire State Parks System is the only totally self-funded system in the nation, and, the annual economic benefit to the state's economy is estimated to exceed \$300 million annually.

New Hampshire is estimated to be visited by over 9.5 million tourists annually, totaling seven to eight times our population each year.

The Parks System has borne, on average, of \$419,000.00 annual deficit in operation and management over the past few decades. The cumulative deficit is currently rising to more than \$1.8 million, and the system has identified critical capital needs for the system totaling over \$78 million.

The park plate is not a magic bullet or cure for the ills of the park system. But, if only one in a hundred vehicles in the State choose to use these plates, the gross annual revenues generated by those sales will exceed \$1.1 million; an excellent start on all that needs to be done. In Maine, a state of approximately identical population to our own, over four times as many plates are sold to support their parks, though, that plate is somewhat different; that's the loon plate.

HB 1620 represents an important opportunity to take effective action in support of our state parks. It is supported by the Department of Resources and Economic Development, (I see Commissioner Bald is here today,) Division of Parks and Recreation, the Bureau of Historic Sites, and prominent members of the State Parks Advisory Commission. In addition, many civic and business groups have formally endorsed the bill, including Ski

WJ

NH, Society for the Protection of New Hampshire Forests, the New Hampshire Travel and Lodging Association, the New Hampshire Auto Dealers. I received a call this morning that the New Hampshire Realtors Association is also going to be here today to indicate their support by signing in for the bill. We hope that you'll find it merits your support as well.

Chairman, I don't normally read testimony, but I knew that you had a compressed timeframe today to get this bill heard. What we, as sponsors, are asking of the Committee today, following on meetings I've had with each of you individually, which I appreciate you giving me the time to do, and, importantly, a meeting that was convened yesterday by Dick Ober, by many of the stakeholders in the current conservation plate bill, and other people who are interested in this state parks bill. What came out of that meeting, which Senator Fuller Clark attended, was that Senator Odell and I might draw an amendment to this bill and bring it forward so that the Senate could put their own imprimatur on this legislation, and hopefully we could find a way to move forward on it in a way that is positive for the citizens of the State and for the parks system, which I know you all share an interest in protecting and seeing maintained well.

So, our request for today would be that, after hearing what we hope would be crisp, to the point testimony from the number of people who are here today, that this hearing would be recessed, and that we would be able to bring back that amendment to you so that you'd be able to meet your deadline of mid-April to report out the bill. I have my testimony in writing, and also a handout that has a mockup on the back of it of what the park plates might look like, and the recreational themes which are involved. So, if those could be given to the Senators, I'd appreciate it very much. I have copies here for the public, as well. And, I thank you for your attention.

**Please see Attachment #1 – Representative Peterson's typewritten testimony and NH State Parks flyer and mockup.**

Senator Robert J. Letourneau, D. 19: Thank you, Representative Peterson. Yes, I had a conversation with Senator Clark this morning with regards to recessing the hearing. Any questions from the Committee? Senator Gilmour.

Senator Peggy Gilmour, D. 12: Can you speak conceptually about the amendment, Representative Peterson?

Representative Peterson: Well, what I'd like to do is, you know, save some opportunity for Dick Ober, who is the head of the State Parks Advisory Council, to characterize our meeting yesterday.



aw)

One of the key elements of the amendment, I do understand and do support, would be a hold harmless clause for the state conservation plate, so that the state conservation plate and the recipients of those funds would not have a downside of people shifting out of the conservation plate and into the state park plate. And, we never... We took pains to not have this plate be a direct competitor, do not feel, frankly, that this shift will be overly significant, but would be willing to guarantee it with such an amendment.

Senator Robert J. Letourneau, D. 19: Further questions from the Committee? Seeing none. Thank you very much, Representative.

Representative Peterson: Thank you, Senator.

Senator Robert J. Letourneau, D. 19: I see Senator Hassan is here, and, welcome to Senate Transportation. And, good morning.

Senator Margaret Wood Hassan, D. 23: Good morning. For the record, my name is Maggie Hassan. I am honored and privileged to represent the people of District 23 in the New Hampshire Senate. And, thank you for hearing me now, and my apologies to others who were here before me; I'm due back over in Finance.

I am a co-sponsor of this bill, although, as many of my Senate colleagues will recall, last year, I gave a fairly passionate speech about the fact that we shouldn't keep doing new license plates for various causes that we all care about. So, finding myself in a bit of a pickle in terms of the questions that people have been asking me about why I'm a sponsor of this bill. And, there are a couple of responses to that; one, I am a member of the State Park Advisory Council, and I have been looking, along with my colleagues, at the state of our state park system, and I know, as all of you do, from interacting with my constituents, that our constituents see our state parks as a jewel that the State needs to protect, and the operation of them as a core state function that we should never abandon.

I also know that we are one of the only, if not the only, state to require our state park system to fund itself. And, that is a huge challenge, given what we need to be able to do to make our state parks attractive to the general public, functional for our citizens, and sustaining and modernized. So, with that role in mind, it seemed to me that this was an important strategy to consider.

I will also say that it seems to me that there is a functional difference in this license plate for this purpose than the other license plates that have been proposed over the past, where the idea is just to leverage a little bit of additional money to something that the state already funds. We ask the state

al)

parks system to be self-funding; this license plate could serve as a pass and as an advertisement to attract tourists to our state and into our state park system. So, it seems to me consistent with an actual functional purpose that is different than the other license plates. I don't know if that is compelling to my fellow Senators, and I know that the issue of whether, and how much, to expand the use of license plates is of significant concern, not only to us, but to the Department of Safety. And, I think those concerns are legitimate and valid. So, I will leave that bigger policy issue to this Committee. But, I would hope you would take it under consideration and think about whether it's different than the other license plate suggestions we have had.

The other couple of things I would say is that, I'm in full support of the notion of holding harmless the conservation plate fund that already exists. And, I also have to say that I think having four different designs is probably too much, and all it does is make the task harder for Safety, more expensive to do, and I think, probably, we should be focused on one license plate.

So, with that, I thank you for hearing my testimony. I'm happy to take a question or two, but I also am aware of how many people are behind me wishing to testify.

Senator Robert J. Letourneau, D. 19: Questions from the Committee?

Senator Margaret Wood Hassan, D. 23: Thank you.

Senator Robert J. Letourneau, D. 19: Thank you very much. Susan Almy? Is Susan here? There you are. Representative Almy, good morning.

Representative Susan Almy: Good morning. I didn't think you'd get to me for a while. Thank you very much for hearing me.

Senator Robert J. Letourneau, D. 19: You're welcome.

Representative Almy: Senator Boutin, welcome to your new position.

Senator David R. Boutin, D. 16: Thank you, very much.

Representative Almy: For the record, my name is Representative Susan Almy, Grafton 11. I'm here in my individual capacity, though I would like to say that this bill really should have gone to a money committee in the House, and I do not understand why it did not get a second committee hearing.

I would like very much to help out the park fund. We did pass a bill that does something about enforcement that we did quite a lot of work on in my

committee, after you left, for the park fund. But, this bill makes no numeric sense. And, I registered- not in opposition or in favor; I did speak in opposition on the floor, because there are some things that could be done, perhaps, to make it not lose money for the parks, which is what it does now.

Just, if you look at the fiscal note...

Senator Robert J. Letourneau, D. 19: Are you looking at the new fiscal note or the old one?

Representative Almy: I'm looking at the one that says 3-23-10.

Senator Robert J. Letourneau, D. 19: Because, we do have a new fiscal note.

Representative Almy: Yes. That, I believe is...

Senator Robert J. Letourneau, D. 19: That's the one. Yes. Okay.

Representative Almy: ...that's the one that was there, on...I picked it up to make sure it hadn't changed much.

The moose plate, the conservation plate, costs \$35.00; they've gotten up to about 34,000 plates. They bring in a fairly respectable amount of money; it's \$1.2 million a year. Of that money, \$240,000.00 last year went to advertising. They put a substantial amount of money into advertising every year. It's taken them, I don't know how many years, to get up to those 34,000 plates.

Senator Robert J. Letourneau, D. 19: About ten years.

Representative Almy: About ten years. Thank you. DRED is assuming they will be able to sell 500 plates next year, and 1,000 plates the year after that. But, especially if you have four plates, you have to manufacture 8,000 plates up front. Safety wants that money back. So, you have to look at the two parts of the fiscal note together.

I was assuming that what DRED is not assuming, that most of these people that are going to buy it wouldn't have a season pass, because apparently most people don't know a season pass even exists, which is another marketing problem. If they can't tell people that a season pass exists, how are they going to tell people that this plate exists? If you assume that only 20 percent of the buyers have season passes right now, and that a season pass is only for one person in the car instead of everybody in the car, which is unclear, then they could make \$30,000.00 for the 500 plates in that first year. But, they have to

give Safety \$67,000.00. And then, sometime in the next year, they would start to make a little bit of money on these plates that are sitting out there.

As far as I'm concerned, there are two things you do. One of them is one plate only, because that means they only have to do 2,000 plates up front, until they see how many are getting sold. And, the other one is that, on every single organization that was just named by Representative Peterson that is in support of this bill, gets together with the group and produces a marketing plan that they will participate in that will get this marketed early and hard. You obviously... Parks can't put out \$250,000.00 for what is ongoing advertising for the moose plate; you'd probably need more than that if you didn't have volunteer efforts behind this. But, if all of these groups that really want this were willing to send out to their members... I don't know whether the Auto Association's dealers can have a little placard where people are buying their new cars; you might possibly be able to get the plate up to a level where you were producing something. But, right now, it doesn't.

And so, I hope that while they're working on that amendment, that somebody does some serious work on getting commitments for the kind of volunteer labor that we specialize in this state in, and figuring out a marketing plan that doesn't cost money, that will work.

Thank you.

Senator Robert J. Letourneau, D. 19: Representative Almy.

Representative Almy: Yes?

Senator Robert J. Letourneau, D. 19: Looking at the fiscal note, and it's assuming that \$5.00 of the fee for each plate will go to the Department of Safety.

Representative Almy: Right.

Senator Robert J. Letourneau, D. 19: It doesn't say anything about the Department of Safety getting \$67,000.00 up front.

Representative Almy: Yes, I know. I think you should ask the Department of Safety whether they'd be willing to carry all of this money.

Senator Robert J. Letourneau, D. 19: I intend to.

Representative Almy: They're feeling a little deprived, too.

Senator Robert J. Letourneau, D. 19: They're also assuming 8,000 plates. In the past, I've been told that the requirement for going to the vendor to get a new plate designed, there's a minimum of 10,000 plates.

Representative Almy: Oh, good.

Senator Robert J. Letourneau, D. 19: Well, I mean, that's what I was told in the past; I don't know...

Representative Almy: You know a lot more about this. I was just using the fiscal note, and assuming that the 8,000 was because there were four of them and they could cut it in four. If they need 10,000 plates, then this is 40,000 plates.

Senator Robert J. Letourneau, D. 19: That's correct. That's the way I understand it.

Representative Almy: I'm pretty sure Safety wouldn't pay for that.

Senator Robert J. Letourneau, D. 19: I will be asking those questions of the Department so I can get some straight answers.

Representative Almy: Thank you.

Senator Robert J. Letourneau, D. 19: So, I'm assuming that under the... You're in favor of the bill, except that you're not in favor of the way it fiscally is designed.

Representative Almy: I would be... If it had come to my committee, we would have worked as hard as we could to get this scheme worked out. And, if we couldn't get it worked out, we would have put it into interim study to try and finish it. I don't know whether it's viable or not, because I don't know if there are that many people who don't already have a moose plate that would be willing to shell out \$85.00 for a plate in this economy.

Senator Robert J. Letourneau, D. 19: Thank you. Any questions? Senator Boutin has a question.

Senator David R. Boutin, D. 16: Thank you, Representative Almy, for your testimony today. And, having learned many things from your leadership on House Ways and Means Committee, the question I have is this. With the basic cost for one plate, 500 plates, you still have, it appears from the numbers, and these numbers are very confusing to me, the way this is... I know that you wouldn't allow something like this to come out of your

committee. But, it still shows a shortfall, with the minimum one plate, 500 sold, it comes up short \$15,000.00. How would you propose to bracket that gap?

Representative Almy: Well, it shows a shortfall in the short run. Once they get themselves above a certain number of plates, if they aren't giving a season pass to everybody...I understand most people don't have a season pass that know about it because they can play Russian roulette and go to the park and nobody is there to collect the money and so they don't leave the money. So, we have a staffing problem in the parks, which is probably unfixable. But, so, I think that...I don't believe that this would be coming much out of the season pass revenue, in which case you really are talking about a larger amount of money for a plate.

Senator David R. Boutin, D. 16: Thank you.

Senator Robert J. Letourneau, D. 19: Senator Clark.

Senator Martha Fuller Clark, D. 24: Yes, Representative Almy. I tried to get information on how many season passes had been sold and what the dollar amount was. And, I went to Senate Research, and they were unable to find any documentation...

Representative Almy: Oh, good.

Senator Martha Fuller Clark, D. 24: ...to provide that information. Can you be helpful in any way? It's my understanding that it's a very, very small amount of season passes, at this point, that have been sold.

Representative Almy: That's what I've been told. One, people don't know it exists. And, two, if they do, they go to the parks a lot, and they realize that most the time, they're supposed to be paying, but there's nobody there to take the money, because we can't afford to keep someone there just for the small number of people that might come to that park on that day.

Senator Martha Fuller Clark, D. 24: So, just a follow-up.

Senator Robert J. Letourneau, D. 19: Follow-up.

Senator Martha Fuller Clark, D. 24: Is it your understanding that most people don't know about this pass because DRED does not have the resources to be able to promote it?

Representative Almy: That may also be true. But, it's...I mean, this is total speculation on my part. We didn't get this bill, or any bill like it. So, I've been developing most of what I know from the fiscal note itself.

Senator Robert J. Letourneau, D. 19: So, just a follow-up question to that is, I thought this was a one-time pass into the state parks system; this is a season pass, then? So, as many times, and as many people in one car with that plate on there...

Representative Almy: Well, that's unclear in the bill, whether everybody in the car would be able to do it. And, there were also problems brought up, such as that the parking lot is here and the entrance to the park is there, and you park and then you go into the park, and how do people know you've got a license plate? But, I'm sure these are things that could be worked out with more attention to detail.

Senator Robert J. Letourneau, D. 19: Thank you. Thank you, Representative. Further questions? Seeing none.

Representative Almy: Thank you.

Senator Robert J. Letourneau, D. 19: Thank you very much.  
Representative Judith Spang. Good morning and welcome to Senate Transportation.

Representative Judith Spang: Good morning, Mr. Chair, and members of the Committee. I'm going to be very brief. I think that Representative Almy did a wonderful job of expressing her concerns about the potential for this plate to be competing with the moose plate, as I know you don't prefer to call it that; the conservation heritage plate.

I don't think that many people are very aware of everything that the conservation license plate does. In addition to helping to keep the lights on at LCHIP, it also provides a lot of money for preserving our cultural resources, from historic sites to microficheing historic documents; the Fish and Game non-game species, a lot of public education that comes out of that; the State Conservation Commission, which gives grants out to largely conservation commissions to do things like erosion control; and the Department of Resources and Economic Development, both the Natural Heritage Bureau, which deals with the endangered species and protecting New Hampshire's natural features; Department of Transportation for planting lilacs, oddly enough. But, also, a significant amount of money goes to the parks already to preserve the historic resources. And, I think that last year, before we began to think as much about the parks as a whole, we became very concerned

about the deterioration of our very significant historic resources owned by the State. For example, \$250,000.00 has been budgeted out of moose plate money, excuse me, conservation license plate money...

Senator Robert J. Letourneau, D. 19: That's okay. We understand what you mean.

Representative Spang: ...for the Week's Estate. And, other money for historic structures, like the Robert Frost Homestead, and the original Governor's Homestead in Portsmouth. So, it is already supporting some of the things that need to be supported in the state parks.

I think that no matter what, we, as the Chair of Resources, who have been dealing with the parks and its problems for years, whatever we can do to help to fund the parks is necessary. And, clearly we have to think of innovative ways to do this. We're not going to be pulling it out of the general fund for years to come, I don't believe. And, I think that it's only appropriate for legislators like Representative Peterson to be taking the lead and making innovative funding sources possible.

But, I am very concerned about robbing Peter to pay Paul, here. I would like to see some assurance that these are going to be two different market segments, those for the conservation plates and those for the park plates. I would like to see an effort put forward to have coordinated marketing plans between the two so that one does not overwhelm the other. As Representative Almy said, we have been putting, by statute, up to \$50,000.00 into marketing for the conservation plate, and, is that all going to be for not if it's completely overwhelmed by a massive marketing program for the parks plate. So, I would like to, if this is going to go forward, to make sure that there is going to be coordination among the marketing efforts of the two. Possibly beginning with making it clear to the public what the difference is between the funding that...where the ones go for the conservation plate and that that goes to the parks as a whole.

So, that said, I would welcome hearing further ideas about how to make these two work in concert rather than in competition.

Senator Robert J. Letourneau, D. 19: Questions from the Committee? Representative Spang, and, I respect your work as the Chairman of the conservation license plate...

Representative Spang: Oh, you've blown my cover.



Senator Robert J. Letourneau, D. 19: Oh, that's okay. I respect your work there. And, I'm wondering if you know what the effect on the conservation license plate has been over the past year, with the increase in the vanity plate fees. Have you got any documentation on that?

Representative Spang: I haven't seen that; no.

Senator Martha Fuller Clark, D. 24: I do have that, if you want me to testify in support.

**Please see Attachment #2 – Information & mockups provided by Senator Fuller Clark.**

Representative Spang: Oh, excellent.

Senator Robert J. Letourneau, D. 19: Well, thank you.

Representative Spang: Thank you.

Senator Robert J. Letourneau, D. 19: Any questions from the Committee? Seeing none. Thank you very much.

I'm going to call Commissioner George Bald. Is he still here? Oh, there he is; he's standing right there. Oh, I'm sorry. Representative Bergin's here; did you sign in, sir?

Representative Peter Bergin: No, I didn't.

Senator Robert J. Letourneau, D. 19: Would you like to speak?

Representative Bergin: Just briefly.

Senator Robert J. Letourneau, D. 19: You don't mind yielding?

Commissioner George Bald: Not at all.

Senator Robert J. Letourneau, D. 19: Thank you.

Representative Bergin: My name is Representative Peter Bergin. I represent Hillsborough District 6, the Towns of Amherst and Milford.

And, basically, I signed on for this bill because of the fact that the state parks really are wonderful natural resources. Two New Hampshire folks recently did one on the national parks, Ken Burns and Duncan, on the beauty of the

national parks, but it relates to the state parks. And, we have some beautiful state parks. But, unfortunately, we have neglected them over the last several years or decades because of funding.

And, when Representative Peterson came to me and said, would you be willing to sponsor a state park license plate, I thought it was a great idea. And, I knew the obstacles, because I had served on Transportation for two years, and I knew the obstacles of trying to move a plate forward. And, to Representative Peterson's credit, he worked diligently on this project with the various agencies to make sure that this would be a feasible and an excellent idea to fund state parks. And, it passed through the House, even though it came out of the Transportation Committee with an Inexpedient to Legislate because of the logistics, mostly with the Department of Safety trying to implement special plates. That's one of the difficulties, is the Department of Safety, although they do a great job at the Department of Motor Vehicles, they're not set up to do a lot of multiple type of plates, and, as a result, when plate requests come into that Committee, nine out of ten times, or, most of the time, they're turned down.

But, this was modeled after the conservation plate, or the moose plate. And, it's a plate that would fill a funding need that we really need. And, that's what the premise is, to fund a need that is so necessary to keep these treasures that we have in the state of New Hampshire, our state parks. And, if we continue to neglect these state parks, we turn away tourist dollars, we turn away facilities for our own residents to use. And, it's something that we shouldn't do. And, we have an opportunity with this bill, with this special plate, to fund the state parks and help them move forward. They've done a lot of work on...and, they'll talk to you about their findings that they have on what they need for funding, etcetera, what they need for capital improvements. So, this is an initial step to get that process moving forward. So, I'm a supporter of this bill.

Senator Robert J. Letourneau, D. 19: Questions from the Committee?  
Senator Clark.

Senator Martha Fuller Clark, D. 24: Representative Bergin, when you signed onto this bill, were you aware that there was as much as \$350,000.00 from the conservation plate that went to DRED, and that there were additional monies on an annual basis from the Department of Cultural Resources that have also gone to help with historic sites at DRED? Were you aware of that?

Representative Bergin: Yes. Yes.

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Senator Martha Fuller Clark, D. 24: You were.

Representative Bergin: Right.

Senator Martha Fuller Clark, D. 24: And, do you have any concern that we would see the monies that are coming from the moose plate to assist in those programs diminished by creating the state park plate?

Representative Bergin: No. I think it wouldn't, because, conservation...there's a lot of areas of conservation. There's a lot of areas that LCHIP reaches. But, the state parks are a separate entity. They're part of our environmental and our conservation, but, they're a separate entity. And, the key to this thing, too, is the fact that if you buy one of these plates, you do get to go into the parks, not free, but for the \$85.00 fee. And, what these plates will bring is attention to our state park system so, that a lot of residents that probably haven't been utilizing these parks, because they're not aware of the system, will now become more aware of it.

And, as previously said, there's no doubt about it, these...You'll have to publicize the fact that these plates are available, and what the \$85.00 will give you; not only the plate, but the admission to the parks. But, it's an excellent vehicle. If you start seeing all these plates show up, you'll start thinking about state parks. I see moose plates and I start thinking about the moose that I might hit on the road. No, but I mean, the beauty of the moose are conservation. So, I don't think it will affect that.

Senator Martha Fuller Clark, D. 24: But...

Senator Robert J. Letourneau, D. 19: Follow-up.

Senator Martha Fuller Clark, D. 24: Follow-up. But, you would have to buy one or the other of these plates; you couldn't...

Representative Bergin: Yes, you would.

Senator Martha Fuller Clark, D. 24: ...you couldn't buy both.

Representative Bergin: Right.

Senator Martha Fuller Clark, D. 24: So, what guarantee is there that there are people who are currently purchasing a moose plate who will shift to the state parks plate?

Representative Bergin: Well, there's no guarantee. But, there's also the fact that people that have vanity plates might that get their own vanity plate, might, instead of using their special vanity plate, might go to using a state park plate because of the same type of fees. So, you could have some tradeoff there.

Senator Martha Fuller Clark, D. 24: And, are you aware of the fact that there is considerable... investment has been made in a new marketing program that's just being... about to be released to promote the sale of the moose plate?

Representative Bergin: Yes, I am.

Senator Martha Fuller Clark, D. 24: You are.

Representative Bergin: Right.

Senator Martha Fuller Clark, D. 24: And, how do you see the marketing going forward for both of these plates?

Representative Bergin: Again, I think they're both sort of...they're separate. There's an umbrella with both of these plates. Obviously, one is for conservation, one is for the state parks. When you think of state parks, you think of the environment, you think of conservation, you think of all these things. But, they are two different entities, because, as you had mentioned, the conservation plate is used for a number of purposes, LCHIP included, and all of the preservation, etcetera. This plate is just going to be used strictly for state parks; for the upkeep of the state parks. It'll give the purchaser an opportunity to go into the state parks with the fee that they pay for the plate. So, they're two different issues, although the umbrella of both of them is conservation, environmental, keeping New Hampshire the beautiful state that it is.

Senator Martha Fuller Clark, D. 24: So, what do...Follow-up.

Senator Robert J. Letourneau, D. 19: Follow-up.

Senator Martha Fuller Clark, D. 24: What do I do, who wants to both support the opportunities under the conservation heritage plate and also wants to support the state parks? What do I do?

Representative Bergin: Well, what I would suggest you do is you write a check out for \$85.00 for the state park plate, and another check out for a donation to conservation in whatever capacity you'd like to do it. That's the

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choice you have. So, if you want to keep continuing to support conservation, you could do that; you could make a donation. Because, a lot of people that are buying these plates realize that it's a donation, also, to conservation. So, you do have that choice. But, you'd have to make a choice of which plate you liked.

Senator Martha Fuller Clark, D. 24: Thank you. Thank you.

Senator Robert J. Letourneau, D. 19: Further questions from the Committee? I just have one.

Representative Bergin: Sure.

Senator Robert J. Letourneau, D. 19: At the beginning of your testimony, you said that you support this, and you served on Transportation, and you supported this because it was a good cause.

Representative Bergin: Right.

Senator Robert J. Letourneau, D. 19: Would you support a Red Sox plate, or a Patriots plate for the Jimmy Fund?

Representative Bergin: No, because I think...Here's the difference, Senator. We had plates for Red Sox, cancer, a number of different plates. This money is staying right in the State. This is money that's going to go into the state park system.

Senator Robert J. Letourneau, D. 19: But, what's the difference? Based upon your testimony, it was a good cause.

Representative Bergin: They're all good causes. But, the other one, Jimmy Fund, or whatever...I don't want to pick on the Jimmy Fund. But, let's say the cancer...we've had cancer plates. Those are going, usually, to a national organization. This is a plate that money is going to go right into the State, stay here in New Hampshire, be utilized by the state park system for the benefit...

Senator Robert J. Letourneau, D. 19: We understand that. Nobody here is opposed to the state parks.

Representative Bergin: I mean, that's the difference. That's how I differentiate it.

Senator Robert J. Letourneau, D. 19: Okay. Thank you.

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Senator Martha Fuller Clark, D. 24: So, could I just ask one more question?

Senator Robert J. Letourneau, D. 19: Follow-up.

Senator Martha Fuller Clark, D. 24: Which is, currently, there seems to be no marketing program at DRED to let people know about the existing opportunity to be able to buy passes into the park. From what I can determine, there has been no aggressive effort to market that pass. Most people don't know that it exists. Is your feeling that the only way that they will be able to find out that this pass exists is through purchasing a plate?

Representative Bergin: Well, I think I'm going to leave that up to when DRED's going to testify. Also, the Director of the state parks. So, I think I'll leave that up to them.

Senator Martha Fuller Clark, D. 24: Thank you.

Senator Robert J. Letourneau, D. 19: Thank you, Representative.

Representative Bergin: Thank you.

Senator Robert J. Letourneau, D. 19: Representative Penn Brown? I didn't see you put down Rep, but I happened to notice Rockingham 9, so I said, well...I don't want to leave you out. And, I apologize to the Commissioner; we'll get to you very shortly.

Representative Pennington Brown: I can be very quick because everything...most everything has been discussed.

Senator Robert J. Letourneau, D. 19: As long as we're not redundant here.

Representative Brown: No, I won't be redundant.

Senator Robert J. Letourneau, D. 19: Thank you.

Representative Brown: For the record, Penn Brown, Representative of Rockingham 9, the Towns of Epping and Freemont. And, I would just say, from a perch in the Transportation Committee, the House Transportation Committee, I would second the fact that what appealed to me with this bill versus all those other wonderful causes, be they cancer, be they the Red Sox, be they whatever, this is the State raising money for the State. I have no trouble going back to the Transportation Committee and going thumbs-down

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on the plates for all of these numerous worthy causes where we would be acting as an agent for an outside cause. This is the State supporting the State.

And, a quick comment on the plates I know that it seems cumbersome to have four design possibilities brought into the picture here, but, where I see a big difference in terms of marketing this state park, is focusing on activities that people do rather than animals that come out of the woods every now and then to make driving dangerous. The skier plate, in particular, I could see that being a terrific marketing device. Maybe there's a way to incorporate sailing and hiking and skiing into a single design. But, that, I think, in terms of marketing and in terms of image, that makes a big difference from wildlife.

And, I won't linger any longer.

Senator Robert J. Letourneau, D. 19: Questions from the Committee?  
Question from Senator Clark.

Senator Martha Fuller Clark, D. 24: I do have a question for you. If, say, you have the plate for skiing, will any money from this plate go to Ski?

Representative Brown: I don't believe so. The idea is, it goes to the state parks, and there are state parks that have no skiing facilities and vice versa. That would be cumbersome, I would think. But, I will leave that to the sponsor and to others.

Senator Martha Fuller Clark, D. 24: Thank you.

Representative Brown: Mm-hmm.

Senator Robert J. Letourneau, D. 19: Senator Gilmour?

Senator Peggy Gilmour, D. 12: Thank you, Mr. Chairman. Thank you, Representative. So, in your mind, as a member of the House Transportation Committee, that you could bright line this as a different type of license plate then...So, there's a very clear distinction. Is that what you were testifying to?

Representative Brown: Let's say that is what...That's the distinction that, in my mind, made the difference in my vote within the Committee, and my willingness to tag along and try to support this bill. The Transportation Committee in the House is currently working with a subcommittee to try to come up with a definitive policy on special plates. I think we've always had an unspoken one, which is no.

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Senator Peggy Gilmour, D. 12: I think it's been spoken.

Representative Brown: But, I just see this...And, you know, the Committee voted inappropriate to legislate on this, so obviously not everybody agrees with me. But, I feel it's a clear cut difference when we're doing something where the State is supporting the State versus being an agent for an outside cause, however worthy.

Senator Peggy Gilmour, D. 12: Thank you.

Senator Robert J. Letourneau, D. 19: Senator Clark.

Senator Martha Fuller Clark, D. 24: Two things. First of all, are you aware that there was legislation that was put forth several, several years ago to create the criteria going forward with specialty plates?

Representative Brown: No, I, myself, am not aware of that.

Senator Martha Fuller Clark, D. 24: Okay. So, I think it would be important, if that's what you're working on, to draw attention to that. And, there was...Part of that was, if I may add, but it was part of...There was some criteria like how many people would have to agree to purchase the plate before it could be created.

Senator Robert J. Letourneau, D. 19: That legislation sunsetted, by the way. Yeah. But, it's out there; you can find it.

Senator Martha Fuller Clark, D. 24: But, it is out there. But, the second question that I have to ask you is, in the past, we've also had requests come in like to create a plate where the monies would go for, let's say, children in New Hampshire; in other words, it wasn't going to a national organization. It might have been going to supplement a program that the State is already funding. So, how would that be different, in terms of the State helping the State, than this plate? We know that we have a number of aspects of state responsibility that are either underfunded or not funded at all. And, so I'm just interested, going forward, if someone were to bring forth a plate that was to, you know, support a program under Health and Human Services that would have the State helping the State, how would you respond to that?

Representative Brown: It's not easy. You're creating a gray area scenario, here. But, I still think it's very clear cut that this would be raising money for a part of the State, not an independent agency, even if that independent agency was dealing with citizens of the State.



Senator Martha Fuller Clark, D. 24: Thank you.

Representative Brown: So, I wouldn't have a problem with it, but others might.

Senator Martha Fuller Clark, D. 24: Thank you.

Senator Robert J. Letourneau, D. 19: Thank you, Representative Brown. I just have one last question. And, this is...And, I'm not trying to be adversarial, here. How do you reconcile this with Article 6-A of the Constitution, that says that all monies spent for the Highway Fund stay within the Highway Fund?

Representative Brown: My understanding is that this has been looked into and is not a problem; that we're talking about a surcharge, not the actual registration monies.

Senator Robert J. Letourneau, D. 19: But, the Department of Safety is collecting in on a number plate. Whether you call it a surcharge or fee, or whatever you call it, it's still going into the Department of Safety.

Representative Brown: Well, I'm not a scholar in this matter, but, I see it as being a separate thing, even if the Department of Safety is involved as an agent.

Senator Robert J. Letourneau, D. 19: Thank you.

Representative Brown: I guess the lawyers can figure that out.

Senator Robert J. Letourneau, D. 19: Right. Exactly.

Representative Brown: Thank you.

Senator Robert J. Letourneau, D. 19: Thank you. And, now we'll hear from Commissioner Bald. Welcome to Senate Transportation. We haven't seen you here for a while.

Commissioner George Bald: Good morning. It's nice to be back. Thank you.

Senator Robert J. Letourneau, D. 19: Yes. Welcome.

Commissioner Bald: My name is George Bald, Commissioner of the Department of Resources and Economic Development. I'm going to be brief;

but I just want to say that I strongly support this legislation, and I'm deeply appreciative to Representative Peterson and the sponsors.

You know, our parks are truly treasures, not only for our visitors, because it helps us to attract visitors, but also for our citizens. And, when you think about how truly important they are, and, I think the work of the 10-year plan really put a focus on our system. And, you know, I can just tell you story after story about how important they are. The only public access for our citizens in the State to Lake Sunapee is at our state beach. There are numerous instances where people wouldn't have that opportunity to really enjoy some of the true beauty of our state without that public access that we provide. We create memories in our parks, that people that visit us...I can't tell you how happy I am when somebody says to me, "Well, I remember when I was 12 years old, we used to go to White Lake, and I would see trout swimming between my legs because the water was so clear," or, somebody talking about Franconia Notch State Park, or...And, now we have Umbagog, so people can...There are memories that are created there.

We know that our park system can't financially operate by itself. We are the only state system in the country, and I know you've probably heard that so many times. But, the reason other states do it is, and the range is anywhere from 30 to 50 percent that's general funds, is they know that parks systems can't operate on their own. Or, if they did, it would be at a price that would really preclude most people from getting to enjoy it. If we could guarantee that we were going to have 15 beautiful summer weekends every summer, then we would get closer. But, that doesn't happen, as you know. And so, it puts great pressures on us. I think that this is a way of addressing that at a time that it also helps us to further promote our parks; that it helps us to be able to have people talk more about the park system. It is consistent with the work of the 10-year master plan, so that you know that there is a direction of where these improvements are going to go and what work needs to be done in our parks.

I'm convinced that this is not going to detract from the conservation license plate, but it'll enhance the conservation license plate, and people will get a lot more attention on the parks, and a lot more attention on the so-called "moose plate", because it will be more of a discussion, more promotion, and it'll be better for both of them.

I know it's a difficult situation that you run into because of people always asking for additional things on the plates, and I'll leave that piece up to you. But, I really believe that this is a good way of helping the park system that has desperate needs, identified needs, and I think that most people would

agree that it's something that we have to protect. It's where memories are made, and we need to protect that.

Senator Robert J. Letourneau, D. 19: Thank you for your testimony. I'd like to ask you a question. The emphasis of this bill puts the administration of it into the hands of the Department of Safety. Would the Department, DRED, would you be willing to administrate a program, if this Committee was able to find a way to do it, administrate the program so the money would go directly to you?

Commissioner Bald: Whatever way would work best. We have a very good relationship with the Department of Safety, and there are numerous things that we've done over time that, you know, they have a lot of their communications on our mountaintops. So, we work very closely with them. I'm sure that if it stayed with them, that we would have no problem with that. But, if it was something that came to us, I just think...I don't know enough about that process to say it's better with them, better with us...If there was an agreement to do it, and it said that DRED should be part of that, we would be part of that.

Senator Robert J. Letourneau, D. 19: Thank you for that. So, your answer is no? Or, yes?

Commissioner Bald: I don't think I said no.

Senator Robert J. Letourneau, D. 19: Oh. I don't know what you said. It sounded like you want the Department of Safety to administrate it.

Commissioner Bald: No. I said I think whatever is the best and most appropriate and efficient method, I would support.

Senator Robert J. Letourneau, D. 19: Okay. Thank you. Further questions?  
Senator Clark.

Senator Martha Fuller Clark, D. 24: Yes, Commissioner Bald, thank you for being here today. My question goes more to the issue of the fact that you...One of the selling points of the plate would be that you get this pass to go to the state parks. And, one, if you could clarify for us exactly...if that's a season pass, is it for the car, is it for the people in the car? And, secondly, could you explain to us what has been the program and promotion around the existing opportunity to buy, which I understand, is a season pass to the parks, and why so few people have bought that?

Commissioner Bald: The intention is that the pass would allow somebody into a day-use, where we charge the car and driver.

Senator Martha Fuller Clark, D. 24: But, they could do it over and over again at different parks all season long?

Commissioner Bald: That's correct.

Senator Martha Fuller Clark, D. 24: And, would that cover the car, or the people in the car?

Commissioner Bald: The car and driver.

Senator Martha Fuller Clark, D. 24: The car and driver. And, if there were...I'm sorry, follow-up.

Senator Robert J. Letourneau, D. 19: Follow-up. Yes.

Commissioner Bald: If there were other people in the car, then they would pay the appropriate fee.

Senator Martha Fuller Clark, D. 24: They would pay the appropriate fee on top of the pass that went for the driver and the car.

Commissioner Bald: That's correct.

Senator Martha Fuller Clark, D. 24: And then, perhaps you could answer the other half of my question, which was about the existing program.

Commissioner Bald: We have a number of different programs, and we try to promote all of it. You're right; if you say, "I don't see that much about it publicized." We have had numerous reductions in the parks system. Again, with having these incredible difficulties that we have to try to move forward with it, you know? There's situations where we've had our own employees bring in their lawnmowers to work so that they could have a lawnmower that they could mow. It's just very difficult for us to take, you know, \$50, \$75,000.00 and promote all the things we do in the parks. We certainly encourage people to go online, and when we have a variety of things, whether it's Ted Austin or any of the regional directors speaking, they try to encourage people to use that annual pass. I don't know the answer, Senator, exactly why. I can tell you the answer why we don't promote it more is just that we don't have the resources to do it.

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Senator Martha Fuller Clark, D. 24: So, the follow-up question would be...Senator Letourneau?

Senator Robert J. Letourneau, D. 19: Follow-up.

Senator Martha Fuller Clark, D. 24: How do you plan to promote the state park plate? Or, whose responsibility would it be to do that, and what kind of organized marketing plan would there be?

Commissioner Bald: It certainly would be our responsibility, and we would look to work with Division of Travel and Tourism. And, they have been very helpful in our overall promotion of parks; a lot of the material you see on parks were developed by Travel and Tourism, being sister divisions under DRED. And, we would continue to do that, and certainly hope that we could generate enough income going forward to even further promote it with some of the money that would be derived from that sale of the park plate.

Senator Robert J. Letourneau, D. 19: Follow-up.

Senator Martha Fuller Clark, D. 24: So, currently the Department of Travel and Tourism does nothing to promote the existing pass to the parks, is that correct?

Commissioner Bald: That's not correct. I indicated that it's promoted at the park level, and promoted by the regional managers, and promoted by the people in the State. If somebody's calling, they'll mention that there is that ability to do that. We don't have a formal activity that says, "Please buy a year pass to the parks system."

Senator Martha Fuller Clark, D. 24: Follow-up.

Senator Robert J. Letourneau, D. 19: Follow-up.

Senator Martha Fuller Clark, D. 24: I'm sorry to belabor this issue. We've discovered with the conservation plate that we have to have a very aggressive marketing plan in order to be able to sell it. And so, I guess my question is, again, that it's one thing to call up and know that something exists, it's something else to actually promote a plate. So, currently, going forward with this initiative, there is no plan in place at DRED to market this plate. Is that correct?

Commissioner Bald: There isn't a current plan like there is for the conservation plate. But, we certainly would put one together to do the same thing. We're the agency that does it for the conservation plate. So, I know all

of the work that goes into doing that. And, we would certainly want to do a similar activity for the park plate.

Senator Martha Fuller Clark, D. 24: So, follow-up. What we need to specify in this bill, just as we do in the conservation plate bill, that there's a certain amount of money raised from this plate that can go for marketing.

Commissioner Bald: I don't know if it's necessarily necessary, unless you wanted to specify the amount that you felt that should go to it.

Senator Martha Fuller Clark, D. 24: Thank you.

Senator Robert J. Letourneau, D. 19: Further questions from the Committee? Thank you very much.

Commissioner Bald: Thank you.

Senator Robert J. Letourneau, D. 19: I want to make an apology to anybody here that is waiting for House Bill 546, 1561, 629, and 1452. This particular hearing is running much longer than I expected, and my apologies for only setting it for 20 minutes. Usually these plate bills don't last that long.

Next on the list, I will ask Peter McNamara to speak. Good morning, Mr. McNamara.

Peter McNamara: Good morning, Mr. Chairman, and members of the Committee.

Senator Robert J. Letourneau, D. 19: First time we've seen you here this year, I think. Welcome back to Senate Transportation.

Mr. McNamara: Thank you very much, I appreciate it. For the record, my name is Pete McNamara, President of the New Hampshire Auto Dealers Association. And, good morning, members of the Committee; I appreciate your time.

Very briefly, in light of everything else you have going on, we do support House Bill 1620. In our association, we have 38 OHRV dealers, if I could talk this morning, motorcycles, snowmobile, and off-road vehicle dealers, in addition to about a dozen RV dealers. And, clearly, this is something that would benefit those dealers directly, by having more people come into the State to use the parks, but also indirectly, since a rising tide lifts all boats,

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and if we can increase the number of tourism, it would help all the industries, and then, consequently, the dealers as well.

In terms of Representative Almy had brought up about us promoting the program, and I think that's something that we could commit to; certainly, you know, something as basic as posters in a dealership to promote the sales of the plate; we'd be happy to do that, and be willing to look at other issues, as well; it's something that we've done on a number of different levels, be it prostate cancer, colon screening, we've done that. We've supported causes with the Recyclers; this past January, did a program for the prostate screening, and Granite State Clean Car Coalition, that's something we've been involved in. And, then supporting the Jericho State Park initiative, which is a state park in New Hampshire, which they are going to have, or do have OHRV trails there, and hope to expand that.

And then, on a lighter note, in terms of Senator Clark's concern about which plate to support, you could certainly buy another car, and then you could have plates on both cars.

Senator Martha Fuller Clark, D. 24: Thanks.

Senator Robert J. Letourneau, D. 19: April Fool's Day.

Mr. McNamara: Right. But, seriously, I'd be happy to take any questions. And, I do appreciate your time.

Senator Robert J. Letourneau, D. 19: Questions from the Committee? I just have one, Peter. On page two of the bill, on line six, "Plates may be used on passenger motor vehicles and recreation vehicles." That seems pretty vague. Is that suggesting, perhaps, that they can be used on OHRVs?

Mr. McNamara: That's a fair question, and it probably needs to be looked at in that sense. So, let me take a closer look, and I will get back to you and the sponsor on that.

Senator Robert J. Letourneau, D. 19: I probably will ask the Commissioner to take a look at that, also. Further questions from the Committee? Seeing none, thank you very much.

Mr. McNamara: Thank you. I appreciate your time.

Senator Robert J. Letourneau, D. 19: Let's see if I can clear up this a little bit here. Representative Bob Williams, House Transportation Chairman, signed in in opposition. Representative Janet Wall signed in, and she didn't

indicate whether she supported it or not. Mike Somers is not speaking, signed in in favor, of the New Hampshire Lodging and Restaurant Association. Senator Bob Odell signed in in support, is not speaking. Richard Ober, he's going to be speaking, so I'll get to him. At this point, I think I'm going to call up the Commissioner...not Commissioner, but Kevin O'Brien from Department of Safety. My apologies for giving you a raise.

Kevin O'Brien: Good morning.

Senator Robert J. Letourneau, D. 19: What is your official title over there?

Mr. O'Brien: Chief of Policy and Planning.

Senator Robert J. Letourneau, D. 19: Okay. Thank you.

Mr. O'Brien: I'm actually substituting for Commissioner Sweeney, who's ill this morning. He called me bright and early, and he had some prepared text that I just wanted to kind of touch on, and then I'll be able to take some questions, if that's okay with the Committee.

As you know, the Department of Safety, as has been mentioned this morning, has traditionally opposed creation of new license plates. It's our belief that license plates really serve two purposes. One is to identify the vehicle, and the other is to raise revenue for the Highway Fund. When we introduce another license plate, we increase the number of different license plates, which can and does often lead to confusion regarding the identification of who owns a vehicle.

There are many good reasons why we don't want to introduce confusion. First of all, a simple license plate is the most effective crime-fighting tool in the State for people to identify vehicles. If a witness reports having seen a particular plate at or near the scene of a crime, or if they simply report a plate number but don't get the plate type, it can lead to a little bit of confusion in trying to solve the crime.

Police officers responding to crime scenes often identify the perpetrator or a key witness simply by jotting down a license plate type of a vehicle coming towards them. The more plate types, the more difficult this becomes.

The other concerns arise when citizens travel to other states with these plates, as far as automatic toll collection services go, such as E-Z Pass, parking tickets, and scanners that police in some states use to identify stolen or wanted vehicles.



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Some states literally have hundreds of specialty types plates for the purpose of raising money for all types of diseases, and most recently, Ohio added a new plate to support Eagle Scouts in their state. New Hampshire's been successful in not falling into this plate proliferation, no matter how much a new plate may merit that. From experience, we know once we open the door a crack, that there's other organizations that will want to join in on that. And, also, being a fresh revenue source may steal revenue from other plate types, as mentioned this morning, for instance, conservation plates.

Having said that, we recognize that 1620, as opposed to many other specialty plates types that were introduced, is intended to raise money for a legitimate state purpose, which is care of the state parks system. It doesn't raise money for private purposes. We can't predict how many of these plates will be sold at the \$85.00 additional special fee. The bill requires DMV to issue and design four park plates, one design for each season. Given the likely small demand for the plates, it seems to us that requiring DMV to inventory four separate types of plate will certainly complicate the DMV's inventory system. We currently operate an inventory...leave inventory with 221 municipal agents, plus our own 16 substations.

The other issue we have is the plate design will be decided by a contest, and the first 9,999 plate numbers would be issued on a first come, first served basis. Given the varied numbers in which the registration applications are received, it may pose a challenge, for instance, if several applications come into multiple locations on the same days. Who will determine how that first come, first served will work?

Although the Department feels that at least this plate raises money for a legitimate purpose, budgeted for state purpose, we consistently have opposed them in the past. A couple notes, we're actually...The four plate types is kind of a...It's really a little cumbersome for us to do that, and just in the marketing and distribution of them among municipal agents, because you'd want to make it as accessible as you could to the public. And, with the 221 agents plus our own DMV, that would be substantial.

Secondly, in House Transportation, there's actually a subcommittee that we're looking at the creation of, potentially, of a multipurpose plate, because there are so many different plate types. This year it was the cancer society, it was children's hospital through the Red Sox, and a few others that slip my mind at the moment. And, we're looking at potentially creating what we call a multipurpose plate, where the numbers would be pushed to one side and there would be room for a 3x4 decal designed by the group, because there seems to be so much input. The other part to that is other states that allow these plates usually have a minimum number of plate orders that they like to

have before they move forward. And, in that particular subcommittee, we're looking at the number of 1,000 pre-purchased to even get to that point. Under current law, there's no...It could just be one license plate we'd have to produce. And, there's a cost associated with that, which is outlined in the fiscal note.

And, I'll take any questions.

Senator Robert J. Letourneau, D. 19: Wow, we've got questions. Senator Kelly?

Senator Molly Kelly, D. 10: Yes, thank you. Thank you for testifying this morning for the Department of Safety. I just have a question. I do understand that underlying policy about having all kinds of plates for all kinds of reasons, and, believe me, we've had the discussions here in Transportation Committee, often. I just wondered if you see any difference between funding organizations, nonprofits, different entities that are looking for revenue, do you see than any different than looking for a plate that would actually bring revenue into a state function? The parks are state parks; it's not a nonprofit organization, but a different function. Do you see any difference?

Mr. O'Brien: Well, I do. But, it's very tough when you listen to a cancer survivor, and we've always opposed those plates, and the reasons why, and it was juvenile diabetes. There's been a number, and they're all difficult to oppose. I, personally, have two conservation plates on my car. One of the issues I foresee, and it's been discussed here, is it's a tough call to make a decision. And, I know we've been approached regularly by the University System that wants to have a University of New Hampshire plate. And, I was kind of half kidding when I said, "We can't have a front plate with one cause and a rear plate with the other one." I mean, people would be forced to decide which group, and that makes it difficult. But, this is different in that it's for state revenue for that purpose. So, I definitely see that distinction.

Senator Molly Kelly, D. 10: Thank you.

Senator Robert J. Letourneau, D. 19: Senator Gilmour?

Senator Peggy Gilmour, D. 12: Thank you, Mr. Chairman. I was asking, again, as Senator Kelly did, if you...I heard a bit of a difference in that this was bright lined. But, a comment and another question. The comment is, I appreciate your safety issue about how people identify. I once had to give eyewitness, and the only thing I could say that I remembered was that there was a lobster on it. So, it does work both ways. But, I also heard concern

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about the number of four; if we were to do this, that four would be cumbersome.

Mr. O'Brien: It would be difficult identifying them and accounting for them. One of the issues where we run into, in our antiquated programming system that we use, is to get that set up and fee distribution. But, to that point, I can tell you, on a regular basis, we resolved problems with E-Z Pass, where a New Hampshire person supposedly ran a toll in another state, only to find out they misidentified the type of license plate, that it could have been a motorcycle plate, or an antique plate. And so, we clarify those issues on a pretty regular basis. And, I would see this with the state park plates as really... To have four of them would really complicate that. One would lessen that risk.

Senator Peggy Gilmour, D. 12: Thank you.

Senator Robert J. Letourneau, D. 19: Senator Clark.

Senator Martha Fuller Clark, D. 24: Yes. Could you share with the Committee, and help remind me, about how the moose plate is actually purchased? Is it tied to the renewal of the plate? You can't just purchase it at any time during the year? How does that work now?

Mr. O'Brien: Usually it's at the time of renewal...

Senator Martha Fuller Clark, D. 24: Renewal.

Mr. O'Brien: ...that people do it.

Senator Martha Fuller Clark, D. 24: And, there's no mechanism in place to be able to go in and buy that plate at any time. Is that correct?

Mr. O'Brien: That's correct, and that's one of the issues that came up in the House Committee, is if they did this, and there was 1,000 people that signed up for it, would there be a policy decision to open that door right away, that those people who signed up initially, if a bill was passed, to allow those people who signed on to renew that plate right then rather than waiting for their renewal cycle.

Senator Martha Fuller Clark, D. 24: And, was there a response from the Department of Safety of how they might handle that?

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Mr. O'Brien: We said, you know, we could make that work; it would be complicated, but if it's a policy decision, we could figure out a way to try to make that work.

Senator Martha Fuller Clark, D. 24: Follow-up.

Senator Robert J. Letourneau, D. 19: Follow-up.

Senator Martha Fuller Clark, D. 24: And then, going forward, then, it would become purchasable and renewable at the time of the regular license renewals.

Mr. O'Brien: At the renewal cycle.

Senator Martha Fuller Clark, D. 24: In the renewal cycle. Okay.

Mr. O'Brien: Which you can renew four months in advance; that's what gives us a little bit of... We're not looking at a 30-day window, it's actually over... You can renew up to four months in advance.

Senator Martha Fuller Clark, D. 24: Thank you. That's helpful from a mechanic point of view. Thank you.

Senator Robert J. Letourneau, D. 19: I have a number of questions, and they're all related to fiscal, and on the fiscal note. Number one, the fiscal note, the new fiscal note, and I don't know... Do you have a copy of it?

Mr. O'Brien: I do.

Senator Robert J. Letourneau, D. 19: Yeah. Okay. The new fiscal note, DRED assumes that \$5.00 of the fee will go to the Department of Safety. And, then I'll draw your attention down to the bottom of the last paragraph, and it says that the Department of Safety cannot predict the number of persons who will buy the plates, but they presume 8,000 plates will be manufactured. I was always told that the minimum requirement when you bought from the vendor on any new plate issuance would be 10,000. Is that 8,000 or is it 10,000?

Mr. O'Brien: It's been ten, it's been eight. The technologies change; we're actually... The equipment we use right now is antiquated. At some point in the future we may be looking at an on-demand system. That's not going to be tomorrow, but...

Senator Robert J. Letourneau, D. 19: That doesn't exist now, so...

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Mr. O'Brien: That doesn't exist today.

Senator Robert J. Letourneau, D. 19: So, what is your minimum requirement today? If we were to pass this bill, how many would you have to buy?

Mr. O'Brien: In the past, I think it's been 10,000. But, I think part of that was based on distribution and how that would work. I mean, because it's the design that's the most difficult part, because we have people request vanity plates all the time that those are made up right at the...usually within a 60-day period of time that those are made.

Senator Robert J. Letourneau, D. 19: But, that would be per design, am I correct?

Mr. O'Brien: In the past, that's what we've used.

Senator Robert J. Letourneau, D. 19: So, if we were looking at purchasing four new plates, that would be 40,000 plates.

Mr. O'Brien: That would be in the realm, because of four separate designs, it's not the...That's why I go back to my decal.

Senator Robert J. Letourneau, D. 19: So, going back to...And, I think the fiscal note is incorrect, then, because they're talking about \$67,000.00 cost to the Department of Safety, with \$8,000.00 being the estimated cost for the 8,000 units, it would probably be \$40,000.00, plus the \$43,000.00 for the programming and the \$15,000.00 for mailing cost. And, then going back to DRED's estimate, there would be 500 plates sold in the first year, 1,000 plates in the second year. That would only be 1,000 plates out of 40,000, and the Department would be assuming a great amount of cost. Am I not correct on that?

Mr. O'Brien: Based on the 500 number, yes.

Senator Robert J. Letourneau, D. 19: Just based on this particular fiscal note in front of me, if I disregarded everything I just said and just went by this fiscal note of 8,000 plates, one design, the Department of Safety would get back \$2,500.00 in 2011 and \$5,000.00 in 2012. You'd still be hung out to dry for another \$50,000.00.

Mr. O'Brien: That amortization would take quite a while.

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Senator Robert J. Letourneau, D. 19: Yup. Okay. On another issue, on page two of the bill, and you might have heard me ask Mr...the fellow from the Auto Dealers. On page two on line six, it talks about, "Plates may be used on passenger motor vehicles or recreational vehicles." That's kind of broad and vague; recreational vehicles, in my mind, at least in this Committee, is OHRVs and snowmobiles and that sort of thing. Should that be more defined?

Mr. O'Brien: Well, I think it could be broadened; I think it's limited in the way it's written right now...

Senator Robert J. Letourneau, D. 19: Well, what does the Department consider a recreational vehicle?

Mr. O'Brien: A recreational vehicle is what we call a motor home.

Senator Robert J. Letourneau, D. 19: RV? Okay. But, shouldn't it define it as a motor home, rather than recreational? Because I can see somebody come in with an OHRV, saying, "I want one of those plates; it's a recreational vehicle."

Mr. O'Brien: That's a possibility.

Senator Robert J. Letourneau, D. 19: Okay. So, that needs to be defined. And, then one last question; and it's probably a policy question. Article 6-A requires the state, on, any money used for the highways brought into the Department of Safety for registration purposes, be used for the highway purposes. Do you find any problem with the way this is written and how that money will be collected and administrated by your department to send over to another department?

Mr. O'Brien: I think it would probably be the same way the conservation plate is now that we handle...There's a mechanism in place for us to cull off that revenue. It's not part of the registration fee; it's a separate...It's a separate fee.

Senator Robert J. Letourneau, D. 19: But, it's not highway use. And, you know, the conservation plate is used for highway use, although they are spinning some money off to DRED.

All right, I'm not going to belabor it; I don't want to put you on the spot. I just have issues with that.

The last question I guess I have is that if we were to be able to come up with some kind of an amendment, some kind of agreement to perhaps find a way

to have DRED administrate this program, have the money go directly to them, we could eliminate that Article 6-A issue. And, would you be in support of that?

Mr. O'Brien: Well, that would take us out of the equation.

**Please see Attachment #3 – Department of Safety Position Paper submitted by Mr. O'Brien.**

Senator Robert J. Letourneau, D. 19: Yeah. Thank you. Any further questions from the Committee? Seeing none. Thank you very much, Kevin.

Okay, I think that what I'm going to have to do with the bills that we have left over, I'm going to have to special order those to next week; I can't see how we can possibly... The Committee members are going to have other duties after 12:30. And, I may have to suspend all of the following hearings. This is much longer than I expected.

Jessica Eskeland, Committee Secretary: Are you going to recess this?

Senator Martha Fuller Clark, D. 24: So, Senator Letourneau, what would... If we were to recess this bill, could we hear one or two of the other bills now?

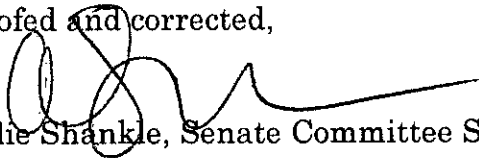
Senator Robert J. Letourneau, D. 19: We could. I'll ask the audience who are here to testify on this bill, would they have any issues? We're going to recess this bill anyway, because there's going to be some drafting, or some talking about an amendment. Would anybody have a problem coming back? Bruce? Anybody? Okay. With that I'm going to recess the hearing.

Hearing recessed at 11:50 P.M.  
Respectfully submitted,

Brenda L. Higgins  
Senate Committee Secretary  
April 2, 2010

3 Attachments

Proofed and corrected,

  
Addie Shankle, Senate Committee Secretary  
10/1/201

**Rep. Andy Peterson, Hillsboro District #3**  
**Testimony before the Transportation and Interstate Cooperation**  
**Committee of the NH Senate**  
**April 1, 2010**

Thank you Mr. Chairman,

**I appreciate this opportunity to offer testimony in favor of the State Park License Plate Bill.**

This bill is the result of several meetings which began last summer with DRED Commissioner George Bald, Assistant Safety Commissioner Earl Sweeney (who offered valuable technical advice on the bill-although we were aware Safety traditionally opposes all specialty plate bills), Parks Division head Ted Austin and other officials responsible for overseeing our state parks and historic sites. We also had input and monitoring from representatives of the governors office and other concerned interest groups, such as the Parks council.

Our purpose was to craft a practical measure to help address the deteriorating condition of the state park system and historic sites in the granite state. The situation with our park system, as we all are well aware, has been the subject of many alarming news articles for some time-and had even given rise to a suggestion last year that without action by state government it would be necessary to begin selling off lands held in public trust.

We determined that in defense of our parks action was needed now-and thus with the support of an outstanding bi-partisan co-sponsors-HB 1620 was brought forward for drafting last fall.

The bill offers a choice of attractive license plates on recreational themes available for a voluntary additional fee to be paid by the registrant, with the funds to directly benefit the ongoing maintenance and capital improvement needs of NH's Parks and treasured Historic Sites.

In addition to obtaining the plate, the recipient will thereby become a 'member' of the park system, with the plate serving as a 'day use' pass. This should not only be an incentive to buy a plate, but will open up access to the parks by state residents, increasing their number of visits to the parks and creating a vested interest among a wider group of residents in the parks upkeep and care.

In January, the State Parks Commission issued a comprehensive report on the parks which includes the following facts:

- 1.) The NH State Park system is the only totally "self-funded" system in the nation, and the annual economic benefit to the state's economy is estimated to exceed \$300 million dollars annually.***



- 2.) *NH is estimated to be visited by over 9.5 million tourists annually, totaling 7 to 8 times our population each year.*
- 3.) *The Park System has borne, on average, a \$419,000 annual deficit in operations and management over the past two decades. The cumulative deficit currently is rising to more than \$1.8 million and the commission has identified critical capital needs for the system totaling over \$78 million.*

The park plate is not a magic bullet or cure for all the ills of the Parks system. But if only one in one hundred vehicles in the state choose to use these plates, the gross annual revenues generated by those sales will exceed 1.1 million dollars-an excellent start on all that needs to be done. In Maine, a state of approximately identical population to our own-over 4 times that many plates are sold to support their parks (the Loon Plate).

**HB 1620 represents an important opportunity to take effective action in support our State Parks. It is supported by the Dept. of Resources and Economic Development, Division of Parks and Recreation, the Bureau of Historic Sites, and prominent members of the State Parks Advisory Commission. In addition many civic and business groups have formally endorsed the bill including Ski NH, the Society for the Protection of NH Forests, the NH Travel and Lodging Association, and the NH Auto Dealers. We hope that you will find it merits your support as well.**

# *Support NH State Parks!*

*\*NH is the only state in the nation which 'self-funds'  
its state park system-*

**Yet it is estimated to produce over \$300 million in  
additional economic activity each year!**

*\*The report of the Parks Commission issued in  
January estimates-*

**That the State Parks and Historic Sites in NH  
have average annual deficits of \$419,000 for the  
past 20 years, and currently have over \$78 million  
dollars of critical capital improvement needs.**

*\*If just 1 in 100 automobiles currently registered in  
NH purchases a 'State Park' license plate-*

**Over \$1 million dollars would be raised each year!**

**Make a Difference Today-  
Vote OTP/A on HB-1620!**

• HB 1620 is supported by: NH Dept. of Resources and Economic Dev., NH Div. of Parks and  
Lands, Ski NH, Society for the Protection of NH Forests and members of the Comm.on NH. Parks

Picturesque  
Parks



Live Free or Die

SP 1234

*New*  
HAMPSHIRE

Lovely  
Lakes



Live Free or Die

SP 1234

*New*  
HAMPSHIRE



Relaxing  
Beaches

Live Free or Die

SP 1234

*New*  
HAMPSHIRE



Spectacular  
Slopes

Live Free or Die

SP 1234

*New*  
HAMPSHIRE

attachment

# Conservation Number Plates and Conservation Number Plate Trust Fund

## Section 261:97-a

### 261:97-a Conservation Number Plates. –

I. The director is hereby authorized to issue special conservation number plates, in lieu of other number plates. The design of these special plates shall be determined as provided in RSA 261:97-d. The plates shall retain the "live free or die" logo. Such plates shall be issued only upon application and upon payment of a \$30 fee that shall be in addition to the regular motor vehicle registration fee and any other number plate fees otherwise required.

II. The commissioner is also authorized to issue vanity conservation number plates. The fee for any such vanity conservation number plate shall be the fee as provided in RSA 261:97-a, in addition to the fees for vanity plates which are otherwise established by law. The vanity plate portion of the fee shall be distributed as provided in RSA 261:89 and RSA 263:52.

III. Plates shall be renewed on an annual basis for \$30 per set. Of this sum, the department shall retain an amount as is necessary to recover production and administrative costs as approved by the fiscal committee of the general court. The remaining funds shall be paid to the state treasurer and distributed as provided in RSA 261:97-b. The cost of replacement number plates shall be identical to the cost of initial number plates and the revenue from replacement number plates shall be distributed in the same manner as revenue derived from initial number plates.

**Source.** 1998, 20:2. 2000, 245:5, 6, eff. June 8, 2000.

## Section 261:97-b

### 261:97-b Conservation Number Plate Trust Fund. –

I. There is hereby established a conservation number plate trust fund under the administration of the state treasurer. The fund shall be used for the promotion, protection, and investment in the state's natural, cultural, and historic resources. The fund shall be nonlapsing. The state treasurer shall distribute the funds annually on July 1, except as provided in paragraph I-a, as follows: \$5,000 of every \$100,000 received, up to a total of \$50,000, shall be distributed to the department of transportation for the expanded wild flower establishment program for use in planting lilacs and native wild flowers; \$1 for every new, renewal, and transfer of registration, up to a total of \$50,000, shall be placed in a nonlapsing account for use by the department of resources and economic development to promote the conservation number plate program; the remainder shall be distributed equally among the department of cultural resources, the department of fish and game, the department of resources and economic development, the state conservation committee, and the New Hampshire land and community heritage investment authority.

I-a. The state treasurer shall distribute the share of funds due the New Hampshire land and community heritage investment authority, pursuant to RSA 261:97-b, I, on the first day of each month. The total amount shall not exceed \$200,000 per fiscal year.

II. Each department and commission receiving funding from the conservation number plate trust fund shall establish a line item in their budget. Moneys received from the conservation number plate trust fund shall be in addition to any other sums appropriated and shall not replace base funding received by any of these departments or commissions through the budget process.

**Source.** 1998, 20:2; 363:3. 2000, 245:7. 2003, 126:1. eff. July 1, 2003.

### **Section 261:97-c**

**261:97-c Use of Funds.** – The moneys in the fund shall be distributed as provided in RSA 261:97-b. The proceeds shall be used as follows:

I. The funds transferred to the department of cultural resources shall be used to promote the use and conservation of cultural resources in New Hampshire and to preserve the cultural heritage that belongs to all New Hampshire citizens by providing for:

(a) The preservation of significant publicly-owned historic properties. Such properties shall be at least 50 years old and listed or eligible for listing in the National Register of Historic Places.

(b) The conservation and preservation of significant publicly-owned works of art, artifacts, and documents that contribute to New Hampshire's cultural heritage. This shall include but not be limited to:

(1) Commemorative and historic sculptures and murals.

(2) Archeological or historic artifacts.

(3) Original or one-of-a-kind documents.

(c) The purchase by the state of historic properties or works of art, artifacts, and documents that contribute to New Hampshire's cultural heritage.

II. The funds transferred to the fish and game department shall be used to support the New Hampshire nongame species management act established in RSA 212-B, and for the conservation of other wildlife determined by the executive director to be in need of restoration or protection. This may include:

(a) Management measures, including applied field research, necessary to maintain and promote self-sustaining wildlife populations, species and habitat protection, and acquisition and management.

(b) Provide information to resource professionals, landowners, and school children to enhance awareness and promote protection of New Hampshire's wildlife.

III. The funds transferred to the state conservation committee, established in RSA 432:10, through the department of agriculture, markets, and food, shall be used to establish 2 grant programs to ensure that communities and statewide not-for-profit organizations have the opportunity to compete for funds provided by this act. The grant programs shall be established as follows:

(a) For county cooperative extension natural resource programs and county conservation districts, as established in RSA 432:12, which may apply to the state conservation committee for grants to assist them in planning and carrying out resource conservation projects.

(b) For municipal conservation agencies, schools, scout groups and other nonprofit entities which may apply to the state conservation committee for grants to assist them in planning and carrying out resource conservation projects.

IV. The funds transferred to the department of resources and economic development shall be used:

(a) To support the New Hampshire natural heritage bureau established in RSA 217-A, within the division of forests and lands. Funds may be used for:

(1) Management measures, including applied field research, necessary to maintain and promote native plant species, natural plant communities, and species and habitat protection and management.

(2) Providing information to resource professionals, landowners, and school children to enhance awareness and promote protection of New Hampshire's native plant species and natural plant communities.

(b) Within the division of parks and recreation for the restoration of historic sites and buildings on New Hampshire state parks land.

(c) To promote the conservation number plate program.

V. The funds transferred to the New Hampshire land and community heritage investment authority shall be used for the administration of the New Hampshire land and community heritage investment

shall be used for the administration of the New Hampshire land and community heritage investment program.

VI. The funds transferred to the department of transportation shall be used for the expanded wildflower establishment program to be used in maintenance districts.

VII. Any funds transferred from the conservation number plate trust fund which remain unexpended at the end of the fiscal year shall be non-lapsing.

**Source.** 1998, 20:2; 363:3. 2000, 245:8. 2003, 126:2, 3, eff. July 1, 2003. 2005, 236:6, eff. Sept. 9, 2005.

## Section 261:97-d

### 261:97-d New Hampshire Conservation Number Plate Advisory Committee; Duties; Meetings.

I. A New Hampshire conservation number plate advisory committee is hereby established. The conservation number plate advisory committee shall be composed of the following:

- (a) The commissioner of cultural resources, or designee.
- (b) The executive director of fish and game, or designee.
- (c) The chairperson of the state conservation committee or designee.
- (d) The commissioner of resources and economic development, or designee.
- (e) The commissioner of safety, or designee.
- (f) Three house members appointed by the speaker of the house.
- (g) Three senators appointed by the president of the senate.

II. The first appointed house member shall act as chairperson of the committee.

III. The committee shall:

(a) Jointly determine the plate design with final approval by the commissioner of safety. The commissioner of safety shall establish a numbering system and method of distribution.

(b) Register the design with the secretary of state. The commissioner of safety, with the approval of the governor and council, shall have the authority to enter into contractual arrangements for the commercial use of the conservation plate design. Any royalties derived from such contracts shall be deposited into the conservation trust fund created under RSA 261:97-b.

(c) Monitor the implementation of the program through an annual evaluation of projects accomplished during the preceding year and an assessment, prior to implementation, of projects proposed for the coming year to ensure that they are in accordance with legislative intent.

(d) Oversee the appropriate signage of funded projects. Agencies receiving funds under this section shall mount signs at funded project sites indicating that the project was funded by the New Hampshire conservation number plate program. The sign requirement may be waived in the case of environmentally sensitive projects where signage could be detrimental to the success of the project.

IV. The committee shall meet at least annually, but more often if necessary. The members shall serve without compensation, except that legislative members of the committee shall receive mileage at the legislative rate. The committee chairperson shall appoint a secretary from within the committee to keep a detailed record of all proceedings.

V. Any vacant position shall be filled by the appropriate authority.

VI. All proceeds from the sale of products using the conservation number plate design by an agency authorized to receive proceeds from the trust fund created under RSA 261:97-c may be retained by such agency.

VII. It shall be the duty of legislative members of the committee to initiate appropriate legislation to ensure that the purposes and goals of the conservation number plate program are being achieved.

**Source.** 1998, 20:2; 363:3, eff. Aug. 25, 1998.

### Section 261:97-e

**261:97-e Plate Use.** – Plates may be used on passenger motor vehicles and recreation vehicles.

**Source.** 1998, 20:2, eff. June 16, 1998.

### Section 261:97-f

#### **261:97-f Report.** –

I. The members representing the department of transportation, the department of cultural resources, the department of fish and game, the state conservation committee, the department of resources and economic development, and the department of safety shall each submit a report to the New Hampshire conservation number plate advisory committee chairperson no later than October 1 of each year. The committee chairperson shall compile the 6 reports as a unified report and submit the unified report to the governor, senate president, and the speaker of the house no later than December 31 of each year.

II. The unified report shall contain the following:

(a) A report from the department of safety indicating:

(1) The total number of conservation number plates sold during the preceding year, including the number of initial plates and the number of renewals.

(2) The gross revenue derived from the sale of conservation number plates.

(3) The amount retained by the department of safety to cover administrative costs of the program.

(4) The amount paid to the state treasurer for deposit into the New Hampshire conservation number plate trust fund during the preceding fiscal year.

(b) A report from each of the 5 agencies receiving proceeds under RSA 261:97-c, indicating:

(1) The amount of proceeds received under RSA 261:97-c.

(2) Total funds expended.

(3) Accomplishments achieved pursuant to RSA 261:97-c during the preceding fiscal year.

(4) An outline of the projects and programs to be conducted in the ensuing fiscal year with proceeds from the fund.

**Source.** 1998, 20:2; 363:3, eff. Aug. 25, 1998.



National Conference of State Legislatures  
**TRANSPORTATION REVIEW**  
**MOTOR VEHICLE REGISTRATION**  
**AND LICENSE PLATES**

Updated July 2007

By Anne Teigan and Nicholas Farber

Motor vehicle registration and license plate issuance are two important topics that fall within the jurisdiction of state and local governments. This *Transportation Review* is intended to inform state legislators and others of recent activities and trends concerning noncommercial motor vehicle registration and license plates.

**Overview**

This report is divided into two sections. The motor vehicle registration section analyzes recent registration fee changes and fee distribution requirements. Appendix A provides registration and title fees for passenger vehicles, motorcycles and commercial vehicles for all 50 states and the District of Columbia. Improper registration of vehicles in a neighboring state also is briefly addressed. In addition, this section describes the newer and more innovative methods of registration renewal.

The second section provides an overview of specialty license plates, including advantages and disadvantages of such plates. Appendix B includes a list of the number of specialty plates offered in all 50 states and the District of Columbia as well as other license plate information. Other issues briefly discussed in this section include personalized plates and special plates for DUI offenders and sex offenders. In addition, other license plate issues—such as the debate over requiring one or two plates per vehicle, general re-issuance of license plates, and limits on license plate frames and covers—are addressed.

**Motor Vehicle Registration**

*Registration Fee Trends*

All 50 states assess fees for motor vehicle registration. Distribution of these fees varies from state to state. A review of fee distribution shows that several states set aside a fixed amount of the fee to help pay for the cost of collection and administration of the registration program. In 2006, Texas divided the money from motor vehicle registration fees, totaling \$1.367 billion, between the counties (32 percent) and the state highway fund (68 percent). Currently, 39 states use some of the revenue from motorcycle registration or license fees for motorcycle safety programs. Registration fees also were used for road and highway maintenance. Some states used fees for air quality control, driver education, and emergency medical service expenses.

Hawaii established an emergency medical services fund in 2003 that allocated additional state vehicle registration fees for the Department of Health to operate the state's comprehensive emergency

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medical services system. Part of that program was to develop and train paramedics and to address recruitment and retention issues. In 2004, New Jersey increased motor vehicle registration fees to cover capital and operational costs of the state's emergency helicopter program and to fund new state police trooper classes. In 2005, the California Legislature debated a bill that would have authorized the congestion management agencies in the nine counties of the San Francisco Bay area to impose an annual motor vehicle registration fee for a traffic congestion management program. Although the bill passed the Assembly and the Senate it was vetoed by the governor in 2006.

A few states have attempted to introduce environmentally friendly measures and that would increase registration fees for fuel inefficient automobiles. Other states use volunteer fees to generate funds to

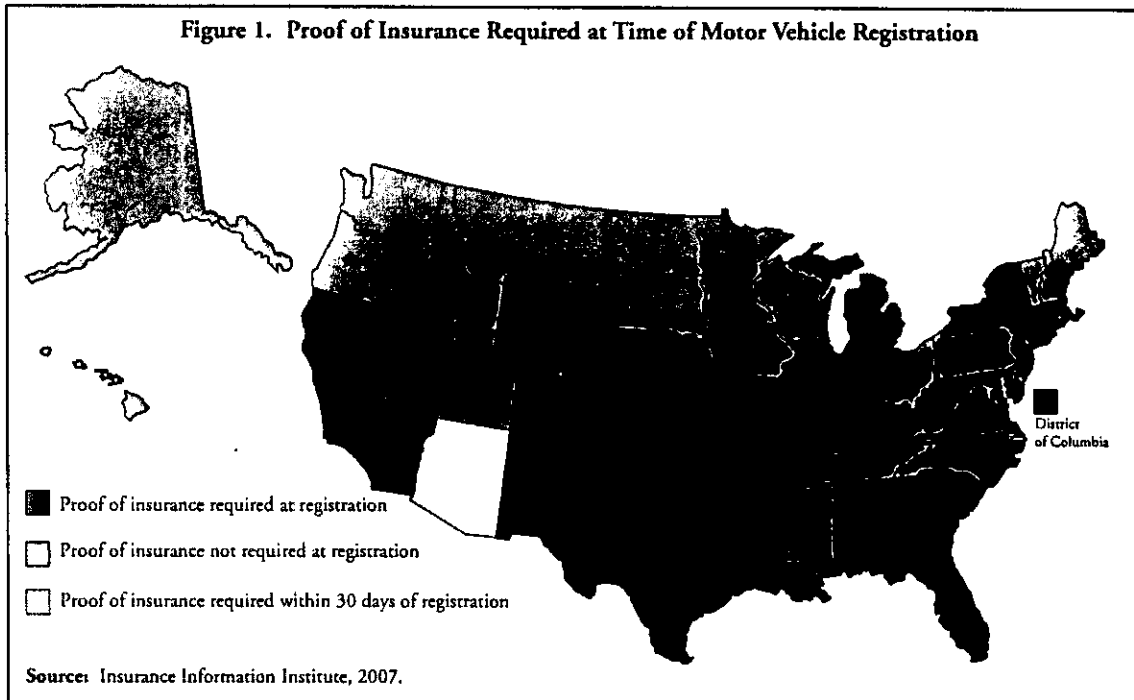


help pay for certain programs. In Florida, for example, people can add \$1 to their motor vehicle registration to go to organ and tissue donor education. Utah enacted a law in 2007 that creates a \$2 voluntary fee to help protect access to public lands by motor vehicle and off-highway vehicles and to educate the public about off-highway vehicle use. Whether the program be state patrol training or traffic congestion, the growing trend in the states is to consider motor vehicle registration fees as a funding source for a variety of programs.

During the 2007 legislative session, a few states have introduced bills to change their registration fees. Delaware introduced a bill to increase its motor vehicle registration fees from \$20 to \$30. Other states made minor increases. The Rhode Island legislature considered a bill that would add a \$20 fee for vehicle registration to be used to maintain local roads and highways; registration fees would increase from \$30 to \$50 for a standard passenger vehicle. In North Dakota, SB 2314, would have increased motor vehicle registration fees by changing the public transportation fee from \$3 to \$6, but the measure failed in the House and effectively died at the end of the session.

In addition to collecting fees, states often establish other requirements for motor vehicle registration, such as requiring proof of insurance at the time of registration (figure 1). According to the Insurance Information Institute, 24 states and the District of Columbia require proof of insurance at the time of registration. Arizona does not require proof of insurance at the time of registration, but proof must be presented within 30 days of registration. Of the 26 states that do not require proof of insurance at the time of registration, 19 require that proof be carried in the vehicle at all times. Eleven states—Connecticut, Georgia, Kentucky, Minnesota, New Hampshire, New York, North Carolina, Ohio, Tennessee, Washington and Wisconsin—require proof of identification in the form of a driver's license or other photo ID to register a motor vehicle.

**Figure 1. Proof of Insurance Required at Time of Motor Vehicle Registration**



### **Improper Car Registration in Neighboring States**

Some vehicle owners have attempted to avoid higher taxes in their home state by driving to a neighboring state that has lower taxes to illegally register their vehicles. Some Minnesotans, for example, register their cars in Wisconsin where a flat fee of \$55 is charged. In comparison, vehicle registration in Minnesota costs \$189 in addition to a 6.5 percent sales tax on the manufacturer's suggested retail price. Minnesota estimates that this problem costs \$6.8 million in registration and motor vehicle sales tax annually. Consequently, the state patrol is taking action to catch more violators. Residents who try to avoid registering their car in Minnesota may face paying the unpaid taxes, can be assessed a fine of up to a \$3,000, and could face one year of imprisonment. California, Massachusetts and Arizona have tip lines to report people who register their motor vehicles in other states. Massachusetts residents who improperly register vehicles in another state to avoid paying higher fees are subject to a fine of not less than \$200 and no more than \$1,000.

Montana's registration law has a loophole that makes it attractive for people from other states to register their motor vehicles—especially motor homes—in Montana. Montana law allows motorists to form a Limited Liability Corporation (LLC) in the state and then use the LLC to buy and register a vehicle in the state. There is no sales tax in Montana, and vehicle registration fees are considerably lower in comparison to other states. It is estimated the state of Colorado loses hundreds of thousands of dollars each year through this loophole. Montana has twice the number of registered motor homes than Colorado, while Colorado has three and one-half times more people.

## Registration Renewal

In most states, the days are long gone when drivers could renew vehicle registration only in person or through the mail. As technology continues to offer new solutions to government services, motor vehicle divisions are developing new ways to provide their customers with better service and simultaneously increase government efficiency. A major advantage of these new methods of registration is that drivers generally can renew their registration from home 24 hours a day, seven days a week. A list of the renewal methods each state offers is included Appendix C.

### *Online Renewal*

Although online renewal poses new security challenges, a majority of states offer it as an easy option for vehicle registration renewals. In 1999, only nine states offered online motor vehicle registration renewal; in 2007, 41 states and the District of Columbia offered it. Online registration renewal can be convenient, but some states offer it only to residents in select counties or only to motorists who qualify to register online. In Alabama, online motor vehicle registration renewal is available, but only in 13 of 67 counties. California motorists can renew registration online only if their insurance company reports electronically to the California DMV, their address has not changed, they have no outstanding parking or traffic tickets, and they have a smog certificate on file with the DMV. Iowa allows online renewals if the renewal notice was sent with a pin number and all registration fees are paid. The Arizona online renewal site, "ServiceArizona," allows not only vehicle registration renewal online, but also fleet registration renewals, address and e-mail changes, duplicate driver's license orders, voter registration, license plate refunds and many other services. The convenience and speed of online motor vehicle registration renewal is an attractive option for busy motorists who do not have time to wait in line at the local DMV.



Because identity theft is a national threat, the security of online motor vehicle registration renewal is a concern for both users of the sites and for the state DMVs. The "ServiceArizona" site explains that "... all confidential records are kept locked inside an 'electronic vault' protected by IBM's most advanced security technologies and among the most comprehensive security programs and services in the industry..." The site also conducts all transactions in a secured mode using encryption. IBM audits the security of "ServiceArizona" several times a year. MS1Stop.com is a Mississippi-based company that has partnered with Mississippi counties to provide online registration renewal. In its security message, MS1Stop.com says, "Paying government fees online is, in fact, safer than many other methods of payment. Using our system, your personal information is encrypted and secure from beginning to end. We employ multiple forms of security technology to ensure the safety and integrity of your transactions."

### *Telephone Renewal*

Another form of motor vehicle registration renewal that many states now offer is telephone renewal. Fifteen states still offer motor vehicle registration renewal by telephone. Because 45 percent of American households in 2003 did not have Internet access, telephone registration renewal is still a user friendly way for DMVs to provide service to their customers.

## *Mobile Departments of Motor Vehicles*

At least two states— Louisiana and Maryland—provide registration renewal by taking their services on the road. Maryland offers the Motor Vehicle Administration on Wheels (MVA on Wheels) which travels to employment locations and other sites around the state. MVA on Wheels offers vehicle registration renewal, voter and organ donor registration, driver's license renewals and other services. Louisiana's Mobile Customer Service Center (MCSC) is designed to provide services to large employers (such as hospitals or corporations) on scheduled visits. MCSC also can provide motor vehicle services to communities that do not have convenient access to a motor vehicle office.

## *Other Renewal Methods*

Indiana and Maryland permit registrants to use automated teller-style machines for registration renewal. Indiana has 34 self-service ATM-style terminals located throughout the state. Customers must have their social security number, license plate number and insurance information to use the terminals; when the process is completed, the renewal sticker and registration are printed. Maryland provides ATM-style terminals at its DMV locations with motor vehicle registration renewal services. Alaska and Nevada offer registration renewal at certified emissions inspection and maintenance test locations.

Arkansas and the District of Columbia have motor vehicle registration renewal centers at private businesses. Arkansas residents can renew their registrations at participating Wal-Mart stores, and Washington D.C. residents can renew their registrations at any Wachovia Bank.

## **License Plates**

Every motor vehicle is registered with state or local authorities and issued a license plate. License plates help law enforcement agencies, motor vehicle authorities and others identify vehicles and provide proof that the registrant has paid the proper registration fee and taxes on the vehicle. License plates also offer information such as the weight class, the county in which the vehicle is registered, use restrictions, and the age and weight of the vehicle.

In addition, some license plates show whether the owner of the vehicle is a member of a special organization or group. Because of the important functions of license plates and the popularity of specialty plates, state legislatures consider many license plate-related bills every session.

## *Specialty Plates*

**Definition and Trends.** Specialty plates are license plates that differ in design from the standard state license plate, although states often use different terms and definitions for plates that deviate from the standard. The umbrella terms "specialty plates" and "special plates" often include both special interest fundraising plates and other types of plates. The purchaser of a specialty plate in support of a special interest generally pays a fee in addition to the regular registration fee, and some percentage of the revenue goes to that special interest organization. In most states however, disability plates and some veteran's license plates are provided at no additional charge to the registrant. Indiana currently provides an "In God We Trust" specialty plate at no extra cost; however, the American

Civil Liberties Union (ACLU) is suing to force the state to charge the \$15 administrative fee. The ACLU claims its issue with the plate is not religion, but ensuring that the state charges a fee for a license plate with a message on it. The state claims that the plate is not a specialty plate, but a second "standard" plate that is not subject to an additional fee.

Types of specialty plates include, but are not limited to, civic and community organizations, colleges and universities, environmental groups and military personnel. Gold Star License plates have been issued in Georgia and Nebraska to honor the family members of service members who have been killed in action while serving in the armed forces. The "Choose Life" specialty plate has caused some controversy in 2006 and 2007. Sixteen states currently offer the "Choose Life" specialty plate, which helps organizations distribute proceeds to "...facilitate and encourage adoption as a positive choice for women with unplanned pregnancies." Organizations such as the ACLU and Planned Parenthood argue that these plates violate the First Amendment by allowing only one point of view on a public forum (a state license plate). Opponents of "Choose Life" plates argue that they also should have the opportunity to display their opinions on a license plate. Litigation has delayed the production and sale of these plates in South Carolina and Tennessee.

**Special Interest Plate Cost and Organizational Proceeds.** The amount of the additional fee that a sponsoring organization receives generally depends on the type and price of the specialty plate. In Illinois, for example, registrants pay the standard registration fee of \$78, plus \$40 for a set of environmental plates. Of this amount, \$15 goes toward producing the set of plates, and the Illinois Department of Natural Resources State Park Fund (Fund) receives \$25. Illinois registrants are charged \$27 annually to renew these plates, \$25 of which goes to the Fund. In Indiana, the cost of special recognition plates ranges from \$15 to \$40. The Bureau of Motor Vehicles charges \$15 for administrative costs, pursuant to statute, on all special recognition license plates. Any amount above \$15 goes to the benefiting organization. In Virginia, specialty plates also vary in price. The University of Virginia Rotunda plates, for example, cost \$25 annually in addition to the regular fee. After the first 1,000 plates are sold, a \$15 contribution per plate is made to the University of Virginia. For every \$25 Pet Friendly license plate sold and renewed in Arizona, \$17 goes to a special fund to pay for spaying and neutering animals.

Proceeds vary in terms of total annual revenue raised by the benefiting organization for which the special interest specialty plates were issued, depending on the type of plate. In Nevada, for example, Centennial Commemorative plates representing Las Vegas' 100<sup>th</sup> birthday raised about \$1 million between October 2002 and October 2004. Funds were used for a variety of centennial celebrations throughout 2005.



**Disadvantages to Issuing Specialty Plates.** Some state officials have expressed concern about the expense of producing specialty plates that are not in high demand. Although the whale license plate is popular in Massachusetts, for example, there has been such low demand for four of the seven special plates approved during the past nine years, that the makers have not yet recouped their costs. The most popular plate in Illinois—the environmental plate—reached its peak registration in 1998 with approximately 93,000 registrations; by 2006, that number had decreased to 52,500. Illinois has had to use additional money from the General Fund to sustain programs that once were funded by violence prevention license plate sales.

Financial pros and cons aside, some officials and other groups have expressed concern about the large number of specialty plates issued in various states. Virginia, for example, offers approximately 180 specialty plates, and Maryland tops the charts at more than 700. In 2007 in North Carolina 14 bills were introduced that would allow special license plates to be produced for organizations ranging from Hospice Care Workers to the National Rifle Association.

According to *The Fast Track to Vehicle Services Facts: 2003 Edition*, some law enforcement officials in at least 12 responding jurisdictions—Alabama, California, Colorado, Idaho, Illinois, Indiana, Iowa, Montana, Minnesota, Mississippi, Utah and Virginia—have expressed concern about the popularity of specialty license plates. As some law enforcement officials have pointed out, the more plate variation in a state, the more difficult it is for officers to quickly recognize the state that issued the plates. Law enforcement officials in Iowa and Utah expressed concern about the difficulty in recognizing invalid or illegitimate specialty plates. The other states also indicated that problems arise given the number and diversity of specialty plates. In March 2006, Illinois Secretary of State Jesse White issued a guide to help law enforcement officials and personnel identify the various specialty license plates.

An additional concern among some organizations, policymakers and citizens is that states should not sanction political statements by issuing certain controversial special interest plates. Virginia House Bill 1305, for example, approved in 1999 allowed issuance of a special license plate for members of the Sons of Confederate Veterans but prohibited incorporation of any logo or emblem in the design of the plate. The Virginia House of Delegates voted to remove the Confederate flag from the Sons of Confederate Veterans' plate after concern was expressed by the legislature's black caucus. During the discussion, it was noted that Maryland and North Carolina specialty plates with the Confederate flag were approved and upheld by the courts.

**New Requirements for Issuance of Specialty Plates.** Because of the increase in specialty plates in many states, more than 30 states require that an organization guarantee a certain number of sales before a specialty plate can be issued. In Florida, for example, a specialty plate proposal now requires a survey from the organization with 30,000 names of individuals who are interested in purchasing the new specialty plate, a \$60,000 application fee to cover departmental expenses relating to reviewing the application and design, and an analysis of the financial impact and marketing strategies for the new license plate. After departmental review, the Florida Legislature then must approve the proposed specialty plate.

The Idaho Code section 49-402C(6) requires the Idaho Transportation Department to advise the Legislature if a specific special license plate is issued to fewer than 1,000 vehicles per year for two consecutive years. If so, the special license plate could be discontinued. Arizona Revised Statute § 28-2404 permits organizations with fewer than 200 members to submit a request for a special plate provided the organization consents to covering production and program expenses. In West Virginia, §17A-3-4 prohibits charitable and educational organizations from offering certain special vehicle registration plates.

In 2007, Legislative Bill 437 was introduced in Nebraska. The bill states that, if the cost of manufacturing any category of specialty license plates at any time exceeds the amount charged for regular license plates, any money that is supposed to be credited to a fund (i.e. Save the Trees

Fund) will instead go to the state highway trust fund until the state has recouped the difference. LB 437 did not pass out of the Transportation and Telecommunications Committee before the 2007 legislative session adjourned.

### *Personalized Plates*

Personalized plates—sometimes referred to as vanity, custom or prestige plates—allow motorists to put their names, initials or another message on their license plate, generally for an additional fee. These plates are offered in all jurisdictions that responded in *The Fast Track to Vehicle Services Facts: 2003 Edition*. Many states have established guidelines to ensure that certain types of offensive messages are not approved for personalized plates and some states have compiled a list of words that will not be approved. Messages are cross-checked in multiple databases, and those that are sexual in nature, drug-related, racially or ethnically degrading, and profane generally are denied issuance. Examples of messages rejected by the Ohio Bureau of Motor Vehicles, for example, include "NO-COPS," "GOT BEER," "PROZAC," "MAFIA1" and "GONAKED."

One question that arises with safeguarding against offensive material is who determines what is offensive. Some messages on personalized license plates have become a source of controversy in recent years. In 2003, a man with the Dutch last name of "Udink" applied for a personalized plate displaying those letters. A week after his plate was approved, he received a letter stating the letters "dink" in "Udink" were flagged in the state's databases. To obtain a personalized plate with his last name on it, Mr. Udink had to appeal to a DMV oversight committee, which would decide if the message was offensive. In 2007, the American Civil Liberties Union became involved in a South Dakota case, where the state requested recall of an "MPEACHW" plate.

### *Special Plates for Drunk Drivers and Sex Offenders*

Some states now identify drunk drivers and sex offenders in the community by issuing them special license plates or license plate stickers.

Statutory provisions in three states—Georgia, Minnesota and Ohio—require special plates for convicted drunk driving (DUI) offenders. Georgia and Minnesota plates carry a series of special numbers or letters that are readily identifiable by law enforcement officers but are less obvious to the public; Ohio's red and yellow plates can be easily identified by the general public. Both Iowa and Oregon had specialty plates for DUI offenders, but the statutes have been repealed and such plates are no longer in use. In 2007, New York introduced Assembly Bill 4394, which would require people who have been convicted of an alcohol offense on three or more occasions in a five-year period, or on five or more occasions in a 10-year period to surrender their regular license plates and replace them with a distinctive license plate for persistent alcohol offenders. As of June 2007, no action had been taken on the bill.

Advocates for special plates for convicted drunk drivers view them as a deterrent to drunk driving. Opponents raise concerns about the constitutional implications of such license plates as probable cause for traffic stops. Another concern is privacy rights of the convicted drunk driver; people convicted of other crimes are not necessarily readily identifiable to the public.

In three states—Alabama, Ohio and Wisconsin—legislation was introduced in 2007 that would require convicted sex offenders to display special license plates. Proponents of this legislation hope the plates will make it easy to identify sex offenders in the community and children will be better protected. Opponents of the bill express many of the same concerns with sex offender plates as those related to DUI offender plates.

### *Other License Plate Issues*

**Two License Plates Required.** Thirty states, the District of Columbia, Puerto Rico, and the U.S. Virgin Islands require that automobiles have a license plate on both the front and back. Proponents of two plates argue that it increases safety and helps law enforcement officials. For example, supporters have suggested that two plates help photo radar enforcement because photos can be taken from both the front and back of the car. Opponents, however, suggest that two-plate systems increase the likelihood of fraud because a vehicle owner might put the second plate on another unregistered vehicle, thus evading registration taxes and fees. Another concern is the expense of issuing twice as many plates.

In 2006, Wisconsin transportation officials said the state could save \$585,000 per year by requiring one license plate on each vehicle instead of two. In 2001, the Ohio Bureau of Motor Vehicles estimated it could save \$1.7 million annually by issuing only one license plate. As reported in *The Fast Track to Vehicle Services Facts: 2003 Edition*, 10 jurisdictions responded to the question of whether they currently were considering changing the number of license plates required on a vehicle. Almost all responding jurisdictions that currently require two plates have considered cutting back to one, but efforts have almost always failed. California responded that fiscal reasons support cutting back to one license plate, but that law enforcement considerations have prevailed in retaining two plates.

**Frames and Covers.** All 50 states address license plate frames and covers because certain plates and covers can impair visibility for law enforcement officers. Some states directly regulate license plate frames and covers, while others more generally by prohibit the obstruction of license plate readability. Utah law requires the license plate to be clearly legible from a distance of at least 100 feet during daylight hours. More regulations and prohibitions are imposed on covers than on frames. In California, it is unlawful to cover a license plate, even if the cover is transparent. Although many states allow frames, they permit only covers in no way alter the color or appearance of a license plate. Missouri SB 105, introduced in 2007, would allow a plate to be encased in a transparent cover so long as the plate is plainly visible and its reflective qualities are not impaired.



## **Conclusion**

Although motor vehicle registration fees vary significantly from state to state, some identifiable trends are evident. Registration fees for standard license plates are gradually increasing in some states, while they remain unchanged in others. As mandated by state codes, the money is distributed to various programs and funds, from state highway improvement to emergency medical services training. More technologically advanced registration renewal methods offer new ways of paying registration fees. Such methods can help states provide better, more efficient service. Many people now pay more to register their cars because they choose to purchase certain specialty license plates. Whether the advantages in terms of revenue gain—especially for benefiting organizations—outweigh the disadvantages of specialty plates remains a topic of discussion.

## Appendix A. State Registration and Title Fees

### ALABAMA

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$23	\$18
Motorcycle	\$15	\$18
Commercial Vehicle *More than 10,000 lbs.	\$12 - \$15	\$18

### ALASKA

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle *Includes pickup trucks under 10,000 lbs.	\$100 once every two years	\$5
Motorcycle	\$60 once every two years	\$5
Commercial Vehicle	\$20 permanent	\$5

### ARIZONA

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$8 (\$8.25 in Metro Tucson and Phoenix) + \$1.50 air quality research fee + vehicle license tax (assessed value of 60% of the MSRP - reduced by 16.25% each year)	\$4
Motorcycle	\$9	\$4
Commercial Vehicle	\$245 10,000 lbs. or less \$145 10,001 lbs. or more and trailers under six years old \$90 trailers at least six years old and previously registered in another state	\$4

### ARKANSAS

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$17 cars 3,000 lbs. or less \$25 cars 3,00 lbs. - 4,500 lbs. \$30 cars over 4,500 lbs.	\$5
Motorcycle	\$3.00: 0 to 250cc engine \$7.00: 251cc+ engine	\$5
Commercial Vehicle	\$21 - rated under 1 nominal ton and vans with nominal tonnage of 3/4 tons or less	\$5

### CALIFORNIA

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$31 original or renewal	n/a
Motorcycle	\$31 + \$1 supplement due at original registration only	n/a
Commercial Vehicle	\$8 - \$360 two or fewer axles and up to 10,000 lbs. \$43 - \$539 three or more axles and up to 10,000 lbs. \$257 - \$837 10,001 lbs. to 45,000 lbs. \$948 - \$1,700: 45,001 lbs. to 80,000 lbs.	n/a

## Appendix A. State Registration and Title Fees (continued)

### COLORADO

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$10 - cars up to 2,000 lbs. \$0.20 extra for every 100 lbs to 4,500 lbs. For cars more than 4,501 \$17.50 + 0.60 for each additional 100 lbs.	\$7.20
Motorcycle	2.25	\$6.50
Commercial Vehicle	No information	\$6.25 - 2,000 lbs. or less \$9.65 - 2,001 lbs. or more

### CONNECTICUT

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$85 every two years \$38 every year for drivers age 65 years or older	\$25
Motorcycle	\$40 every two years	\$25
Commercial Vehicle - trailers or semitrailers not drawn by truck trailer up to 20,000 gross vehicle weight	\$1.15 for every 100 lbs., with a minimum fee of \$39	\$25

### DELAWARE

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$20: 1 to 5 years	\$15-no lien \$25-with lien
Motorcycle	\$10	\$15-no lien \$25-with lien
Commercial Vehicle	\$10 1,000 lbs. or less \$12 1,001 lbs. - 2,000 lbs. \$20 2,001 lbs. - 5,000 lbs.	n/a

### FLORIDA

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$100 - initial registration \$27.60: vehicle under 2,500 lbs. \$35.60: vehicle between 2,500 lbs. - 3,499 lbs. \$45.60: vehicle over 3,500 lbs.	\$31.25 - new vehicle, never titled \$29.25 - vehicle previously titled in Fla. \$33.25 - vehicle previously titled in another state
Motorcycle	\$24.10	\$31.25 - new vehicle, never titled \$29.25 - vehicle previously titled in Fla. \$33.25 - vehicle previously titled in another state
Commercial Vehicle	\$21.60 \$24.10	

## Appendix A. State Registration and Title Fees (continued)

### GEORGIA

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$20	\$18
Motorcycle	\$20	\$18
Commercial Vehicle - private trucks less than 14,000 lbs.	\$20	\$18

### HAWAII

All Vehicles	Combined Registration and Title Fee
<i>All vehicles - State Fee</i>	\$25
Honolulu City and County	\$10 + \$1.25 per pound
Maui County	\$6 + \$0.75 per pound
Hawaii County	\$4 + \$0.50 per pound
Kauai County	\$1.25 per pound
<i>Registration Tag/Emblem Fee</i>	\$0.50
Honolulu City and County	\$16 flat fee
Maui County	10% of registration fee
Hawaii County	10% of registration fee
Kauai County	20% of county registration fee + 20% of state registration fee

### IDAHO

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$24 - \$48, depending on the age of the vehicle and county of residence	\$8
Motorcycle	\$15, except Ada County where the fee is \$25.25	\$8
Commercial Vehicle	\$15 per year	\$8

### ILLINOIS

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$78 per year or \$39 for half-year	\$65
Motorcycle	\$38 per year or \$19 for half-year	\$65
Commercial Vehicle	\$78 - 8,000 lbs. or less \$90 - 8,001 lbs. or more	\$65

### INDIANA

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$20.75	\$15
Motorcycle	n/a	\$15
Commercial Vehicle	\$29.75 - 7,000 lbs. or less \$49.75 - 9,000 lbs. or less \$84.75 - 11,000 lbs. or less \$144.75 - \$867.75 - 11,001 lbs. to 66,000 lbs. \$965.75 - over 66,000 lbs.	\$15

## Appendix A. State Registration and Title Fees (continued)

### IOWA

Motor Vehicle Type	Registration Fee	Title Fee
Van equipped for a wheelchair	\$60	\$15
Vehicle not more than five years old	1% of the vehicle's value + \$0.40 for each 100 lbs. of the vehicle's weight	\$15
Vehicle more than five years old	Based on the value of each vehicle. 75% of rate fixed when vehicle was new	\$15
1994 model year or newer once the vehicle is nine years old (was applicable in 2003)	\$35	\$15
Motorcycle - five years or newer	\$20	\$15
Motorcycle - five years or older	\$10	\$15
Commercial Vehicle	No information	No information

### KANSAS

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$28 for vehicles 4,500 lbs. or less \$38 for vehicles over 4,500 lbs.	\$8
Motorcycle	\$18	\$8
Commercial Vehicle	\$40 - 12,000 lbs. or less Call county treasurer's office for trucks over 12,000 lbs.	\$8

### KENTUCKY

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$15 for vehicles less than 6,000 lbs. \$11.50 for pickup trucks and vans \$11.50 vehicles for hire with a nine-person capacity	\$6
Motorcycle	\$15	\$6
Commercial Vehicle	\$24 - 6,001 lbs. - 10,000 lbs. \$30 - 10,001 lbs. - 14,000 lbs. \$50 - 14,001 lbs. - 18,000 lbs. \$132 - 18,001 lbs. - 22,000 lbs. \$160 - \$1,260 lbs. - 22,001 - 80,000 lbs.	\$6

### LOUISIANA

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$20 - \$82, based on the selling price of the vehicle; current rate is 0.1% with a minimum base of \$10,000; License plates sold every two years	\$18.50
Motorcycle	\$12	\$18.50
Commercial Vehicle	\$12	\$18.50

## Appendix A. State Registration and Title Fees (continued)

### MAINE

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$25	\$23
Motorcycle	\$23	\$23
Commercial Vehicle	\$10.50/\$21 - 2,000 lbs. or less \$20 /\$40 - more than 2,000 lbs.	\$23

### MARYLAND

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$36/\$41	\$50 + 5% sales tax
Motorcycle	\$20	\$50
Commercial Vehicle	\$12 per 1,000 lbs.; \$15 minimum	\$50 + 5% sales tax

### MICHIGAN

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	For model year prior to 1983, fee depends on the weight of the vehicle; after 1983, fee depends on the price of the vehicle; fees can vary from \$33 to \$148, fees decline by 10% each year until the fifth renewal.	\$15
Motorcycle	\$23	\$15
Commercial Vehicle	n/a	n/a

### MINNESOTA

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	First registration: no more than \$189 Second and subsequent: \$99	\$27.50 + 6.5% use tax
Motorcycle	n/a	5.50
Commercial Vehicle	n/a	n/a

### MISSISSIPPI

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$10 (\$8.75 renewals) + ad valorem taxes, privilege taxes and sales taxes based on the value of the vehicle; percentage differs in each county	\$4
Motorcycle	\$11	\$2.50
Commercial Vehicle	n/a	\$8.00 (trailers)

## Appendix A. State Registration and Title Fees (continued)

### MISSOURI

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	Less than 12 horsepower (hp) - \$18.50 12 hp - 23 hp: \$21.25 24 hp - 35 hp: \$24.25 36 hp - 47 hp: \$33.25 48 hp - 59 hp: \$39.25 60 hp - 71 hp: \$45.25 72 hp and greater: \$51.25	\$8.50 + \$2.50 processing fee + state and local sales tax
Motorcycle	\$8.50	\$8.50
Commercial Vehicle	n/a	n/a

### MONTANA

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	Weighing less than 2,850 lbs: \$13.75 Weighing 2,850 lbs. or more: \$18.75	\$10
Motorcycle	\$9.75	\$10
Commercial Vehicle	\$23.75	\$10

### NEBRASKA

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$20	\$10
Motorcycle	\$20	\$10
Commercial Vehicle	\$1 per 1,000 lbs.	\$10

### NEVADA

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	For first 4 cars - \$33 For 5 or 6 cars - \$16.50 For 7 or 8 cars - \$12 For 9 or more cars - \$8	\$28.25
Motorcycle	\$6	\$20
Commercial Vehicle	\$33 - Less than 6,000 lbs. \$38 - 6,000 lbs. - 8,499 lbs. \$48 - 8,500 lbs. - 10,000 lbs. \$12/1,000 lbs - 10,000 lbs. - 26,000 lbs. \$17/1,000 lbs - 26,000 lbs. - 80,000 lbs. (maximum fee \$1,360)	\$20

### NEW HAMPSHIRE

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$25.50 - Up to 3,000 lbs. \$37.20- 3,001 lbs. - 5,000 lbs. \$49.20 - 5,001 lbs. - 8,000 lbs. \$0.84/100 lbs. - Over 8,000 lbs.	\$25
Motorcycle	\$13	\$25
Commercial Vehicle	\$0.60 per 100 lbs on trailers of more than 8,000 lbs.	\$25

## Appendix A. State Registration and Title Fees (continued)

### NEW JERSEY

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	Fees range from \$35.50 to \$84, based on age and weight of vehicle	n/a
Motorcycle	\$31.50	n/a
Commercial Vehicle	Annual fee ranges from \$105 to \$1,267.50, depending on weight	n/a

### NEW MEXICO

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	Cars - Range from \$25.50 to \$60.50 for 1 yr. and \$50.50 to 120.50 for 2 yrs. Trucks - Range from \$36.50 to \$205 for 1 yr. and \$72.50 to \$410.50 for 2 yrs.	\$3.50
Motorcycle	\$15 (1 yr.) or \$30 (2 yrs.)	\$3.50
Commercial Vehicle	Varies on weight and mileage	\$3.50

### NEW YORK

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$20.50 to \$27 - Less than 2,150 lbs. \$28.50 to \$35 for 2,151 lbs. - 2,750 lbs. \$36 to \$42.50 for 2,751 lbs. - 3,350 lbs. \$44 to \$53 for 3,351 lbs. - 3,950 lbs. \$55 to \$64.50 for 3,951 lbs. - 4,550 lbs. \$66.50 to \$76 for 4,551 lbs. - 5,150 lbs. \$78 to \$88 for 5,151 lbs. - 5,750 lbs. \$90 to \$91.50 for 5,751 lbs. - 6,350 lbs. \$112 for 6,351 lbs. and up	\$50
Motorcycle	\$14 annually	\$5
Commercial Vehicle	\$6 to \$34.50 - Less than 3,000 lbs. \$40.50 to \$69 for 3,001 lbs. - 6,000 lbs. \$75 to \$103.50 for 6,001 lbs. - 9,000 lbs. \$109.50 to \$138 for 9,001 lbs. - 12,000 lbs. \$144 to \$173.50 for 12,001 lbs. - 15,000 lbs. \$178.50 to \$207.50 for 15,001 lbs. - 18,000 lbs. For diesel vehicles weighing 9,501 lbs. or more, add 2.6% of the listed fee, then round to the nearest \$0.256	\$50



## Appendix A. State Registration and Title Fees (continued)

### NORTH CAROLINA

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$28 plate fee	\$40
Motorcycle	\$18 plate fee	\$40
Commercial Vehicle	\$15/year with additional \$5 fee in some counties	\$40

### NORTH DAKOTA

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	Annual fees range from \$9 to \$274, depending on weight of vehicle and first year registered	\$5
Motorcycle	\$18 - \$25	\$5
Commercial Vehicle	Annual fees vary, depending on weight of vehicle and first year registered	n/a

### OHIO

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$34.50 - \$54.50, depending on county	\$5 + \$1 to notarize signatures
Motorcycle	\$24.50 base fee, \$4 motorcycle fund fee	\$5 + \$1 to notarize signatures
Commercial Vehicle	Annual fees range from \$56 to \$1,351, depending on weight of vehicle	n/a

### OKLAHOMA

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$93 1 <sup>st</sup> - 4 <sup>th</sup> years of registration \$83 5 <sup>th</sup> - 8 <sup>th</sup> years of registration \$63 9 <sup>th</sup> - 12 <sup>th</sup> years of registration \$43 13 <sup>th</sup> - 16 <sup>th</sup> years of registration \$23 17 <sup>th</sup> + years of registration All vehicles subject to an additional \$5 in other fees	\$11
Motorcycle	n/a	\$11
Commercial Vehicle	Varies by weight from \$95 - \$1,078 annually plus flat fee of \$40 for first-time registration and \$4 flat fee in following years; after five years, fees are halved for vehicles under 15,000 lbs.	\$11

### OREGON

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$54 for two years	\$55
Motorcycle	\$30 for two years	\$55
Commercial Vehicle	Annual fees range from \$169 to \$636 depending on weight of vehicle	\$90

## Appendix A. State Registration and Title Fees (continued)

### PENNSYLVANIA

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$36	\$22.50
Motorcycle	\$18	\$22.50
Commercial Vehicle	\$27 (trailers of 10,001 lbs. or more)	\$22.50

### RHODE ISLAND

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$30	\$25
Motorcycle	\$13	\$25
Commercial Vehicle	\$1.50 per 1,000 lbs.	n/a

### SOUTH CAROLINA

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$24	\$15
Motorcycle	\$10	\$15
Commercial Vehicle	\$30 - less than 4,000 lbs. \$40 for 4,001 lbs. -5,000 lbs. \$60 for 5,001 lbs. -6,000 lbs. \$70 for 6,001 lbs. -7,000 lbs. \$80 for 7,001 lbs. -8,000 lbs. \$90 for 8,001 lbs. -9,000 lbs. \$100 for 9,001 lbs. -10,000 lbs.	n/a

### SOUTH DAKOTA

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	For motor vehicles 0-4 yrs. old \$2.50 per month - under 2,000 lbs. \$3.50 per month - 2,001 lbs. to 4,000 lbs. \$4.58 per month - 4,001 lbs. to 6,000 lbs. \$5.41 per month - 6,001 lbs. to 10,000 lbs.	\$5
Motorcycle	For Motorcycles 0-4 yrs. old \$0.79 per month - less than 350 cc \$1 per month - 350 cc plus	\$5
Commercial Vehicle	Annual fees vary, depending on age and weight of vehicle	\$5

### TENNESSEE

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$25	\$10.25
Motorcycle	\$28.50	\$10.25
Commercial Vehicle	Private carriers 9,000 lbs. - 80,000 lbs. \$64 - \$1,332.50	n/a

## Appendix A. State Registration and Title Fees (continued)

### TEXAS

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$40.80 - model yrs. 2000 and older \$50.80 - models yrs. 2001, 2002, 2003 \$58.80 - model yrs. 2004 and newer	\$13
Motorcycle	\$30.30	\$13
Commercial Vehicle	\$0.44-\$0.55 / 100 lbs. - under 6,000 lbs. \$0.49-\$0.66 / 100 lbs. - 6,001 lbs. to 8,000 lbs. \$0.60 - \$0.77 / 100 lbs. - 8,001 lbs. to 10,000 lbs.	\$13

### UTAH

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$5 - vehicles 12 yrs. or older \$25 - vehicles 9-11 yrs. old \$40 - vehicles 6-8 yrs. old \$55 - vehicles 3-5 yrs. old \$75 - vehicles less than 3 yrs. old	\$6
Motorcycle	\$22.50	\$6
Commercial Vehicle	No information	No information

### VERMONT

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle (under 6,100 lbs.)	Gasoline fueled - \$60 or \$110 biennially Diesel fueled - \$27 or \$50 biennially Other fuel - \$104.25 or \$191 biennially	\$28
Motorcycle	\$37	\$28
Commercial Vehicle	Annual fees vary, depending on weight and fuel type of vehicle	\$28

### VIRGINIA

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$29.50 - less than 4,000 lbs. \$34.50 - more than 4,000 lbs.	\$10
Motorcycle	\$27.50	\$10
Commercial Vehicle	No information	No information

### WASHINGTON

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$30	\$5
Motorcycle	\$30	\$5.25 + \$6.50 for emergency medical services fee
Commercial Vehicle	Annual fees ranges from \$10 to \$3,372 depending on weight of vehicle	\$5

## Appendix A. State Registration and Title Fees (continued)

### WEST VIRGINIA

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle (under 8,000 lbs.)	\$30	n/a
Motorcycle	\$18.50	n/a
Commercial Vehicle	\$28 - 8,001 lbs. to 16,000 lbs. (plus \$5 for each 1,000 lbs or fraction thereof that exceeds 8,000) \$78.50 - 16,001 lbs. to 55,000 lbs. (plus \$10 for each 1,000 or fraction thereof that exceeds 16,000 lbs.) \$737.50 - 55,000 lbs. or more (plus \$15.75 for each 1,000 lbs. or fraction thereof that exceeds 55,000 lbs.)	n/a

### WISCONSIN

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$55	\$45
Motorcycle	\$23 biennially	\$45
Commercial Vehicle	Annual fees vary, depending on weight of vehicle	\$45

### WYOMING

Motor Vehicle Type	Registration Fee	Title Fee
Motor Vehicle	\$15 (plus county registration that is calculated by a percentage of factory price of the vehicle and the age of the vehicle)	\$9
Motorcycle	\$12	\$6
Commercial Vehicle	No information	No information

\* The 48 contiguous states and 10 Canadian provinces use the International Registration Plan (IRP) for commercial vehicles. IRP is a method of registering fleets of vehicles that travel in two or more member jurisdictions. Fees vary, depending on percentage of miles traveled in each member jurisdiction, registered gross weight of each vehicle, and the number of vehicles in the carrier's fleet.

Source: AAA, *Digest of Motor Laws, 2007*; state motor vehicle websites.

## Appendix B. License Plate Information

State / Jurisdiction	Number of License Plates Required	Number of Specialty, Organizational License Plates	Ownership of License Plate after Transfer of Vehicle
Alabama	1	86	Owner retains ownership of the license plate upon transfer of the vehicle.
Alaska	2	More than 15	Plates remain with the vehicle upon transfer unless they are specialty plates.
Arizona	1	34	Owner retains ownership of the license plate upon transfer.
Arkansas	1	69	Owner may transfer plates from one vehicle to another. <sup>2</sup>
California	2 <sup>1</sup>	11	Regular plates remain with vehicle upon transfer or sale.
Colorado	2	More than 100	If vehicle is bought or sold, there is no transfer of plates between the two different owners.
Connecticut	2	62	Owner may transfer plates to new owner after transfer of vehicle.
Delaware	1	93	Plates remain with the vehicle upon transfer or sale of vehicle.
Florida	1	104	Owner retains ownership of license plate after transfer of vehicle and may transfer to another vehicle. <sup>2</sup>
Georgia	1	132	Owner retains ownership of license plate after transfer unless he assigns it to new owner with the vehicle.
Hawaii	2	37	Owner retains ownership of license plates after transfer of vehicle. <sup>2</sup>
Idaho	2 <sup>1</sup>	32	Owner retains ownership of the license plate upon transfer of the vehicle.
Illinois	2 <sup>1</sup>	56	Owner must return plates to DMV after transferring the vehicle.
Indiana	1	75	Owner may transfer plates to new owner after transfer of vehicle.
Iowa	2 <sup>1</sup>	36	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup>

**Appendix B. License Plate Information (continued)**

<b>State / Jurisdiction</b>	<b>Number of License Plates Required</b>	<b>Number of Specialty, Organizational License Plates</b>	<b>Ownership of License Plate after Transfer of Vehicle</b>
Kansas	1	20	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup>
Kentucky	1	83	Plates remain with the vehicle upon transfer or sale of vehicle until tags expire.
Louisiana	1	124	All regular license plates must be removed or destroyed before transfer of ownership of vehicle.
Maine	2 <sup>1</sup>	19	The license plate expires when ownership of vehicle has transferred.
Maryland	2 <sup>1</sup>	More than 700	The license plate expires when ownership of vehicle has transferred.
Massachusetts	2 <sup>1</sup>	20	Owner must remove license plate before vehicle is transferred to new owner.
Michigan	1	46	All regular license plates must be removed or destroyed before transfer of ownership of vehicle. Owner may retain to use on another vehicle. <sup>2</sup>
Minnesota	2 <sup>1</sup>	59	Plates remain with the vehicle upon transfer unless they are specialty plates
Mississippi	1	148	Owner must remove license plate before vehicle is transferred to new owner.
Missouri	2	136	No information.
Montana	2	120	Owner must remove license plate before vehicle is transferred to new owner.
Nebraska	2	7	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup>
Nevada	2 <sup>1</sup>	56	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup>
New Hampshire	1	5	Owner may retain or transfer license plates to new owner. <sup>2</sup>
New Jersey	2	More than 70	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup>

**Appendix B. License Plate Information (continued)**

<b>State / Jurisdiction</b>	<b>Number of License Plates Required</b>	<b>Number of Specialty, Organizational License Plates</b>	<b>Ownership of License Plate after Transfer of Vehicle</b>
New Mexico	1	33	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup>
New York	2 <sup>1</sup>	255	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup>
North Carolina	1	More than 100	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another one of his vehicles. <sup>2</sup>
North Dakota	2 <sup>1</sup>	More than 12	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup>
Ohio	2 <sup>1</sup>	104	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup>
Oklahoma	1	116	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup>
Oregon	2 <sup>1</sup>	33	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup>
Pennsylvania	1	149	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup>
Rhode Island	2 <sup>1</sup>	12	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup>
South Carolina	1	89	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup> If no transfer desired, owner must send plates to DMV.
South Dakota	2	100 <sup>3</sup>	No information.
Tennessee	1	More than 90	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup>
Texas	2	More than 130	No information.

**Appendix B. License Plate Information (continued)**

State / Jurisdiction	Number of License Plates Required	Number of Specialty, Organizational License Plates	Ownership of License Plate after Transfer of Vehicle
Utah	2 <sup>1</sup>	41	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup> If no transfer desired, owner must send plates to DMV.
Vermont	2	More than 20	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup>
Virginia	2 <sup>1</sup>	180	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup>
Washington	2 <sup>1</sup>	45	Plates remain with the vehicle and new owner upon transfer or sale of vehicle.
West Virginia	1	72	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup> If no transfer desired, owner must send plates to DMV.
Wisconsin	2	36	Plates remain with the vehicle and new owner upon transfer or sale of vehicle.
Wyoming	1	7	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup> If no transfer desired, owner must send plates to DMV.
District of Columbia	21	14	License plates may not be transferred from one owner to another.
Puerto Rico	2	6	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another one of his vehicles. <sup>2</sup>
U.S. Virgin Islands	2	More than 20	Owner retains ownership of the license plate upon transfer of the vehicle and may transfer it to another of his vehicles. <sup>2</sup>
Total: One Plate	21		
Total: Two Plates	32		

**Notes**  
<sup>\*</sup> Including military, special organizations, universities, and any other specialty plate that is not considered "standard" or "standard vanity" by the state. Does not include motorcycle, commercial or dealer plates.  
 1. Only one plate required for truck tractors, trailers, motorcycles and special equipment.  
 2. Application process to the DMV to transfer license plates from one vehicle to another may apply.  
 3. Includes organizational decals that are affixed to standard plate.

Source: AAA, *Digest of Motor Laws, 2007*; state DMV websites, 2007.



**Appendix C. Motor Vehicle Registration Renewal Methods**

State/Jurisdiction	Telephone	On-line	In Person*	Mail	Kiosk/ATM	Other
Alabama		✓ <sup>1</sup>	✓	✓		
Alaska		✓	✓	✓		✓ <sup>2</sup>
Arizona	✓	✓	✓	✓		
Arkansas	✓	✓	✓	✓	✓	
California		✓ <sup>3</sup>	✓	✓		
Colorado		✓ <sup>1</sup>	✓	✓		
Connecticut		✓	✓	✓		
Delaware			✓	✓		
Florida	✓	✓	✓	✓		
Georgia		✓ <sup>1</sup>	✓	✓		
Hawaii		✓ <sup>1</sup>	✓	✓		
Idaho		✓ <sup>1</sup>	✓	✓		
Illinois	✓	✓ <sup>3</sup>	✓	✓		
Indiana	✓	✓	✓	✓	✓	
Iowa		✓	✓	✓		
Kansas	✓	✓	✓	✓		
Kentucky		✓	✓	✓		
Louisiana	✓ <sup>3</sup>	✓ <sup>3</sup>	✓	✓		✓ <sup>4</sup>
Maine		✓ <sup>1</sup>	✓	✓		
Maryland	✓	✓	✓	✓	✓	✓ <sup>4</sup>
Massachusetts	✓	✓	✓	✓		
Michigan	✓	✓	✓	✓		
Minnesota		✓	✓	✓		
Mississippi		✓ <sup>1</sup>	✓	✓		
Missouri		✓	✓	✓		
Montana			✓	✓		
Nebraska			✓	✓		
Nevada	✓	✓	✓	✓		✓ <sup>2</sup>
New Hampshire		✓	✓	✓		
New Jersey	✓	✓	✓	✓		
New Mexico	✓	✓	✓	✓		
New York	✓	✓	✓	✓		
North Carolina		✓	✓	✓		
North Dakota		✓	✓	✓		
Ohio		✓	✓	✓		
Oklahoma		✓	✓	✓		
Oregon		✓	✓	✓		
Pennsylvania		✓	✓	✓		
Rhode Island		✓	✓	✓		
South Carolina		✓	✓	✓		
South Dakota			✓	✓		
Tennessee			✓	✓		
Texas		✓	✓	✓		
Utah		✓	✓	✓		✓ <sup>2</sup>
Vermont		✓	✓	✓		
Virginia	✓	✓	✓	✓		✓ <sup>5</sup>
Washington		✓	✓	✓		
West Virginia			✓	✓		
Wisconsin		✓	✓	✓		
Wyoming			✓	✓		
District of Columbia		✓	✓	✓	✓ <sup>6</sup>	
Puerto Rico						No information

**Notes**

\*Locations may vary from state DMV offices to county assessor's offices.

1. Only some counties or geographic areas offer online renewal.

2. Offered at certified emissions inspection and maintenance test locations.

3. Internet or telephone renewal not available for some applicants.

4. Motor Vehicle Administration bus travels to different locations around the state and provides an opportunity for residents to renew their registration.

5. Local governments and private entities contract with Virginia DMV to provide secure, select DMV transactions at convenient locations.

6. Renewal available at any Wachovia Bank location.

Source: DMV.com and state DMV websites, 2007.

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**Department of Safety Position Paper**

**HB 1620 – State Park License Plates**

The Department of Safety has consistently opposed the creation of additional special license plates.

We believe there are only two purposes for a license plate. One is to identify the vehicle and the other is to raise revenues for the State’s Highway Fund.

When we introduce another special license plate we increase the number of different license plate which can and does lead to confusion regarding the identification of who owns the vehicle. There are many good reasons why we do not want to introduce this confusion. First of all, the simple license plate is a very effective crime fighting tool. The police often rely on the accuracy of observation of a license plate by witnesses to crimes. If a witness reports having seen a particular plate at or near the scene of a crime if they simply report the plate number but don’t get the plate type, this can lead to the crime never being solved, and even to innocent persons being taken out of their vehicles on traffic stops in cases of mistaken identity.

Police officers responding to crime scenes often are able to identify the perpetrator or a key witness simply by jotting down the license numbers of vehicle coming toward them. The more plate types, the more difficult this becomes. EZ PASS - LOOKUP HB 2 LAST

Other concerns will arise when New Hampshire citizens travel in other states with these plates, as far as automatic toll collection systems, parking tickets, and scanners that the police in some states use to identify stolen and wanted vehicles.

Some states have literally hundreds of specialty plate types, anything from plates to raise money for every disease under the sun to such things as Ohio’s Eagle Scout plates. New Hampshire has been successful in not falling into this trap and no matter how much merit a new plate proposal has, we are reluctant to have New Hampshire start down that slippery slope toward more and more plate type. Once we open the door a crack, based on the experience of other states that may be the result. Also, the more specialty plates we have the probability is that each new plate instead of being a fresh source of revenue may steal revenue from the other plate types such as Conservation plates.

As to the second reason for license plates – to raise revenues for the Highway Fund, this fund is protected by Article 2A of the State Constitution which says the funds derived from driver licenses, motor vehicle registrations and fuel taxes are supposed to go into the Highway Fund.

Having said that, we do recognize that HB 1620, as opposed to the many other special plate types that were introduced this year, is intended to raise money for a legitimate State purpose – the care of our State park system. It does not raise money for private purposes.

We cannot predict how many of these plates would be sold at the \$85 additional fee specified in the bill. The bill requires DMV to design and issue 4 State park license plates, one design for each season of the year. Given the likely small demand for the plates, it seems to us that requiring DMV to inventory 4 separate versions of the plate, This will certainly complicate DMV's inventory system. 221 MA + 16 DMV

The design for the plates would be decided by a contest. The first 9,999 plate numbers would be issued on a first come first served basis. Given the varied manners in which registration applications are received this will pose a challenge if, for instance, several applications come in by mail on the same day and the same mail run. How will DMV determine who was "first?"

In summary, although the Department feels that at least this plate raises money for a legitimate, budgeted State purpose we must be consistent and oppose the proposal, as we consistently oppose all specialty plate types.

single

Multi-use plate

Decal

Survey - out of state  
why or not use

AMENDED  
SENATE CALENDAR NOTICE

Printed: 04/01/2010 at 1:42 pm

b.

TRANSPORTATION AND INTERSTATE COOPERATION

- ✓ Senator Robert Letourneau Chairman
- ✓ Senator Peggy Gilmour V Chairman
- ✓ Senator Martha Fuller Clark
- ✓ Senator Molly Kelly
- ✓ Senator David Boutin

For Use by Senate Clerk's Office ONLY

Bill Status

Docket

Calendar

Proof:  Calendar  Bill Status

11:57  
recess: 1:20

Date: April 1, 2010

HEARINGS

Thursday

4/8/2010

TRANSPORTATION AND INTERSTATE COOPERATION

LOB' 101

10:30 AM

(Name of Committee)

(Place)

(Time)

EXECUTIVE SESSION MAY FOLLOW

Comments: THE PURPOSE OF THIS AMENDED NOTICE IS TO ADD HB 1620-FN-A, WHICH WAS RECESSED ON 4/1/10.

- 10:30 AM HB1517-FN establishing a DWI victim fatality sign program.
- 10:50 AM HB1203 relative to nonresident registration of motor vehicles.
- 11:10 AM HB1204 relative to equipment and inspection exemptions for older vehicles.
- 11:30 AM HB1247 (New Title) establishing a speed limit for vehicles traveling through toll collection areas.
- 11:50 AM HB1620-FN-A establishing state park number plates.

Sponsors:

- HB1517-FN
  - Rep. Jayne Spaulding
  - Sen. Sheila Roberge
  - Rep. John Graham
- HB1203
  - Rep. Norman Major
- HB1204
  - Rep. Norman Major
- HB1247
  - Rep. John Flanders
- HB1620-FN-A
  - Rep. Andrew Peterson
  - Rep. David Campbell
  - Rep. Peter Bergin
  - Sen. Margaret Hassan
  - Sen. Bob Odell
  - Sen. Lou D'Allesandro
  - Rep. David Nixon
  - Rep. George Katsakiores

Jessica Eskeland 271-8631

Sen. Robert Letourneau  
Chairman

# Transportation & Interstate Cooperation Committee Hearing Report

**TO:** Members of the Senate  
**FROM:** Gene Martin, Legislative Aide

**RE:** Hearing report on **HB 1620-FN-A - AN ACT establishing state park number plates.**

**HEARING DATE:** April 8, 2010

**MEMBERS OF THE COMMITTEE PRESENT:** Senators Letourneau, Gilmour, Fuller Clark, Kelly, Boutin

**MEMBERS OF THE COMMITTEE ABSENT:** No one.

**Sponsor(s):** Rep. A. Peterson, Hills 3; Rep. Campbell, Hills 24; Rep. Bergin, Hills 6; Rep. Nixon, Hills 17; Rep. G. Katsakiores, Rock 5; Sen. Hassan, Dist 23; Sen. Odell, Dist 8; Sen. D'Allesandro, Dist 20

**What the bill does:** This bill establishes state park number plates to fund maintenance and use of the park system.

**Who supports the bill:** Rep. Peterson; Sen. Kelly; Sen. Odell; Richard Ober, State Parks Council; Will Abbott, Forest Society; Bruce Berke, Ski NH; Ted Austin, DRED/Parks

**Who opposes the bill:** Rep. Williams

**Who takes no opinion:** Deb Turcotte Young, LCHIP; Elizabeth Muzzey, Div. of Culture Resources

## **Summary of testimony received:**

**Senator Kelly** offered amendment # 1269s to the committee to try to answer some of their concerns from the last hearing. The changes creates a harmless clause which protects the moose plate, allows the Department of Safety to specific the number of plates, it also clarifies whether it can be on OHRV or not, etc.

- Yes, we are open to further amendments; the intent was to address the concerns of last week's hearing.

**Rep. Peterson** thanked people for being willing to work with people. He stated he is open to further amendments and working with the Senate.

**Rep. Bob Williams, Chair of House Transportation Committee** testified in opposition to the bill. He missed the hearing due to sickness, and wishes he would have been there because he could have been the vote to kill the bill. Rep. Williams stated that this amendment might win people over in the House but he wants to look at the bigger picture all seven plate bills were voted ITL in committee and he created a blue ribbon group to look at the criteria of the plates to better address this issue.

**Senator Fuller Clark** believes that the two plates will create a competition. All the money must be for capital improvement projects. 1.2 million has been the top of the revenue and they have struggled to break into higher levels of revenues. Senator Fuller Clark shared with the committee the various agencies that receive money from the plate revenue: 1) DOT for

highway beautification 2) Fish & Game 3) Conservation Commission 4) Division of Culture Resources to restore state property 5) DRED for sustaining the national heritage program and for historical sites at state parks 6) LCHIP which is exempt from the administration costs, but funds must be matched dollar for dollar. She strongly believes that another plate will be dealt as competition. The Senator also thinks there will be backlash from other underfunded state funded entities. She is concerned with no effort to market the plate, she stated that money was spent to market it this. She spoke to Senator Kelly's amendment and believes that the hold harmless is ok for now but what about down the road.

She then offered alternative ideas such as incorporating symbols i.e. the tree into current license plates. Also, she shared the idea of having mini-plates that could be sold and distributed by DRED. They could have many different images and the money would go to DRED. This would be no risk to the Moose plate and would allow for choice.

**Ted Austin, DRED - Parks** testified in support of the bill. He stated there is a critical need for stabling funding of the parks, he admits the sale of the season pass has not been robust but the numbers show people visit the parks.

- He believes the alternative ideas are interesting; however, it's not all about the money it's about awareness of the State Parks.

**Will Abbott, Forest Society** testified in support of the bill and the amendment. He agrees we need a stream of revenue and a venue to get season passes out there and this plate does both

- He does believe the alternative ideas could work

**Richard Ober, Chair of State Parks Advisory Council** testified in support of the bill. With the 10 year strategic plan he believes the parks can start to begin to make a turn around and the decline has been going on for a while and they are running deficits. This is a way to help bring them back with no additional stress on the general fund.

**Bruce Berke, Ski NH** testified in support of the bill. It's important to make our state parks attractive because it helps draw tourism and leads to the overall positive view of our state. They welcome a joint making effort. He believes the Moose Plate would live on.

**Deb Turcotte Young, Director of LCHIP** stated that they support the stewardship of the parks but not in this way. They have concerns with the gross trajectory of the Moose plate. It's hard to take an official stand because of the worthy cause but they have concerns.

**Elizabeth Muzzey of Division of Culture Resources** stated that they are supportive of additional funding for state parks; however, they had concerns about what this might do to money that comes in to their division to help towns that have projects on publicly owned buildings.

**Fiscal Impact:** See FN

**Action:** Committee recessed the hearing until April 15, 2010

epm  
{file HB1620-FN-A-part 2}  
Date: April 2, 2010

Date: April 8, 2010  
Time: 11:57 A.M.  
Room: LOB 101

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The Senate Committee on Transportation and Interstate Cooperation held a hearing on the following:

HB 1620-FN-A establishing state park number plates.

Members of Committee present:                    Senator Letourneau  
   Senator Gilmour  
   Senator Fuller Clark  
   Senator Kelly  
   Senator Boutin

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The Chair, Senator Robert J. Letourneau, opened the recessed hearing on HB 1620-FN-A and invited Senator Kelly to introduce an amendment to bill.

Senator Molly Kelly, D. 10: Good morning Senator Letourneau and members of the Committee. For the record, I'm Molly Kelly, State Senator for District 10, the City of Keene, and the beautiful surrounding towns, there are ten of them.

So, I am here this morning to offer an amendment to HB1620. The reason that this amendment is being offered, actually in partnership with Senator Odell, who cannot be here as well, and he is on this amendment. The intent of this amendment is to resolve some of the issues that we had from our previous hearing.

Obviously, the issue of funding our state parks is not only important, but necessary. We've had extensive studies on our state parks and understand that there is funding necessary for us to reap the benefits of these beautiful parks. And also, we heard testimony that there are parties who have worked for years in finding funding for conservation and heritage through the moose plate, and we certainly do not want to be looking at this issue of having to make choices, but trying to come together to share what little resources, finance resources we currently have in the state. And I think that's really what we are all trying to do.



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So this amendment is addressing some of the issues that I think were brought up in the recently..., in the last hearing. So, we just kind of go through this amendment and I'm open for any questions, and I know there are others here today who can address some of these questions as well.

One of the issues that was raised, as I said was, would this affect the moose plate, and would they be able, the group conservation heritage, to meet their goals, which the moose plate was intended to do? And I think you will see on the amendment on lines 12-16, is a hold harmless clause that comes under Roman numeral I, so it is now Roman numeral I-a, and that piece of this amendment on those lines, basically holds harmless the moose plate, so that as of, it says if the revenue is less than the revenue of the conservation number plate trust fund for the fiscal year ending June 30, 2009, the Treasurer shall transfer an amount equal to the difference from the state park fund to the conservation number plate trust fund, so that it wouldn't be interfering with the goal, as I said, of the conservation number plate.

Another issue was how many signs; how many plates, I'm sorry, that we need. So this language on line 23 says; a design up to four. So, it could be one through four. And I think that the Department of Safety could make that decision as well, and I'm sure that's open for continued discussion. And the other was marketing, and how are we going to market these, how will we meet our goals? You know, if we have to spread this dollar even thinner, we still want to make sure that eventually, we are taking care of funding all of these concerns. So there is, on line 5, on page 2, we're talking here that we're going to promote the state park number plate program in coordination with the conservation number plate program for marketing.

And I think, Senator Letourneau, you had a concern about recreation vehicles, and that has been addressed on page 2, on line 9, so that plates may be used on passenger motor vehicles and recreation vehicles, both. So, and I hope that that takes care of Senator Letourneau's concern.

And I do think that there are people here who are ready to speak to this amendment that can speak in more detail than I have been able to. But, I do hope that you consider this as trying to move both of these important initiatives forward and that we can reach some understanding and come together in the best interest of conservation heritage and our state parks. Thank you.

Senator Robert J. Letourneau, D. 19: Thank you. I just want to clear something up in the beginning, and thank you very much for your testimony. I may have some questions, so hold on for a second.

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Basically, I've opened up this hearing again as a recessed hearing, and Representative Peterson was concerned that I didn't asked him to introduce the bill, but you did this in the original hearing, so the bill has been introduced, and if you would like to speak on this bill, the amendment today, you can certainly do that. Knowing that Senator Kelly had an amendment, I wanted to introduce the amendment so everybody who spoke today could be speaking to the amendment we're considering. Thank you. So any questions for Senator Kelly? Senator Boutin.

**Please see Attachment #1 – Senator Kelly's proposed Amendment #1269s.**

Senator David R. Boutin, D. 16: Thank you, Mr. Chairman. Senator Kelly. At the last hearing, there was questions about whether or not this should be under the veil of one Commissioner versus the other, instead of being split. Does this amendment address that issue?

Senator Molly Kelly, D. 10: I am not sure that this amendment addresses that issue. I was not here for that full hearing, and I don't recall that, and so I don't recall that question. But I don't see that in here, but it's a good question to ask some of the people who are here.

Senator David R. Boutin, D. 16: Follow up, Mr. Chairman?

Senator Robert J. Letourneau, D. 19: Follow up.

Senator David R. Boutin, D. 16: Senator Kelly, if you look at line 21, on the first page in the amendment, I think it's the same as the original bill It says the Director is hereby authorized to issue special state park plates, and then the next sentence, it says the Commissioner shall design.

Senator Molly Kelly, D. 10: My sense is the Commissioner of Safety, am I correct? Yes, Commissioner of Safety.

Senator David R. Boutin, D. 16: And who is the Director?

Senator Robert J. Letourneau, D. 19: I'd like to help you out with that. The Commissioner is the head of the agency. The Director is the head of the Department of Motor Vehicles, so that the Department of Motor Vehicles is responsible for number plates, and has the authority to do the issuing. The Commissioner will be responsible for, under this piece of legislation, will be responsible for doing the design. I hope that's helpful.

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Senator David R. Boutin, D. 16: Okay. No, it is. Being new to the Committee, these terminology . . .

Senator Molly Kelly, D. 10: No, appreciate the questions. Thank you.

Senator Robert J. Letourneau, D. 19: Senator Gilmour.

Senator Peggy Gilmour, D. 12: Thank you, Mr. Chairman. Senator Kelly, the group that you're working with would be open to further amending, further amendments, should we?

Senator Molly Kelly, D. 10: I can't speak for others in the group, and I certainly am not going to speak for Senator Odell as well. But, I do know that this amendment, the intent of this was to be able to move this forward and address the concerns that were brought up at the last hearing. So I think you can ask questions. I think that we want to move forward and make sure that we're funding the state parks, and this is not a contest between two or hurting another organization with the intent of conservation and heritage. So, I would say, I am open to certainly listening to new ideas and any further amendments if we can meet that goal.

Senator Peggy Gilmour, D. 12: Thank you.

Senator Robert J. Letourneau, D. 19: Further questions from the Committee? I do have one.

On the second page of the amendment, assuming that the amendment is replacing sections II and III of the original bill, section 3 actually deals with the Department of Safety, and in here it says, in the original bill, it was \$85, with \$5 being retained by the Department of Safety for the cost of manufacturing and distributing the plate. Here it says, in the amendment, this changes it dramatically. It says, the Department shall retain an amount as is necessary to recover production and administrative costs. It doesn't set a fiscal number and therefore, it's kind of wide open as to what that really means.

Senator Molly Kelly, D. 10: That's the same language as Roman numeral III on the origi.... no, I have to go back to the original bill, I'm sorry.

Senator Robert J. Letourneau, D. 19: Didn't the original bill talk about \$5?

Senator Molly Kelly, D. 10: I'm just looking... I'm looking for it. It says, "Of the sum, the department shall"... I'm just reading from the original... "the department shall retain an amount as is necessary to recover production

and administrative costs. The remaining funds..." I'm looking for your \$5. I don't see that on the... not on the bill I'm looking at.

Senator Robert J. Letourneau, D. 19: Oh, you know what? And I apologize Senator. You know what? The \$5 is in the fiscal note. My apologies. And you are correct, the language is the same. So disregard my question. Any further questions from the Committee? Seeing none, thank you very much.

Senator Molly Kelly, D. 10: Thank you.

Senator Robert J. Letourneau, D. 19: Okay. Representative Peterson, would you like to address the... seeing you're the prime sponsor of the bill, would you like to talk about this amendment? And, you are on the amendment.

Representative Andrew Peterson: Mr. Chair, thank you for your courtesies. I'd just like to second the comments of Senator Kelly and say that I'd like to save time in your limited time of your hearing for the other folks.

Senator Robert J. Letourneau, D. 19: You would need to come down here and speak to the microphone so we can put it on the record.

Representative Andrew Peterson: Alright. Pardon me. Andy Peterson, Hillsboro District 3. Just to say I'd like to second the comments of Senator Kelly. Thank everyone involved here, and particularly the members of the Committee, for their hard and thoughtful work on this bill. The amendment, as you see, is an opportunity to come together and compromise, which I fully support. And, I want to be here to support this Committee's process and answer questions, but I'm also mindful of limited time that the Senate has to operate and wanted to give a chance for a couple of people who didn't have a chance to speak at the initial hearing, to speak and express their views as they've worked very hard on this as well. Thank you.

Senator Robert J. Letourneau, D. 19: We have a question from Senator Gilmour.

Senator Peggy Gilmour, D. 12: Thank you, Mr. Chairman. Just the same question Senator Kelly indicated that she, of the three, of the people who had put forth this amendment, would be open to new ideas, and I would ask the same question of you, Representative Peterson.

Representative Andrew Peterson: Yes, I am very respectful of the fact that this bill is in possession of the Senate as a whole, and of this Committee at this time, and want to work with this Committee so that we can achieve

the purposes that this effort has been about. I take, properly, little credit for this amendment because Senator Odell and Senator Kelly and others were really the drivers of this amendment, and so, what I'd like to say to you is that, we want to be cooperative with the ideas that are brought from this Committee to this process, but we also would like to see that, at the end of the day, this is successful and as successful as we believe it can possibly be, for a very important purpose that, as we'll hear from other speakers, is in really more desperate need than most of us are probably regularly aware in our daily march. So, that's the purpose of focusing on this, and I appreciate the Committee's interest.

Senator Robert J. Letourneau, D. 19: And thank you Representative. Just one more comment on the protocol. Senator Kelly is the Senate member who the amendment is drawn on, so this is the reason I called on her first. Thank you.

Representative Andrew Peterson: I appreciate that, Mr. Chairman. Thank you.

Senator Robert J. Letourneau, D. 19: I have Representative Bob Williams that would like to speak. You're signed in to speak? And you're speaking in opposition. For those who don't know, Representative Williams is the Chairman of the House Transportation Committee.

Representative Bob Williams: Right. Bob Williams, Merrimack District 11, which is this area of Concord, Ward 4, and the other side of the river. So, I represent that part of the City of Concord, and I'm glad to be here, and I must preface my remarks with something personal, that I don't shout from the mountain tops, but, for the past two months I've been ill with, not an illness unto death, but an illness that makes you wonder why you don't. It's over medication, and taking the same pills for 10 years, suddenly..., well my doctor suggested I lose 12 pounds, and I lost..., no 10 pounds, I lost 12 and now I'm overmedicated, and it really incapacitates you, so I've missed meetings, so I've been out of things. So, I came here because I... and I missed the vote on this bill in the House, which was a great pain to me because I would have voted against it, and as you know, it passed by one vote, and so... the wrong time to be ill at that time. But, so that...

And the Committee; because I was opposed to the bill, because the Committee was opposed to the bill by a vote of 10-4. This amendment might well soothe some of the objections of the House, some of the members of the House, and, so, when I signed up to speak, I did not realize what you did at your last session. I assumed I would speak about the bill and, I back off and just say we'd be very happy to see what this does, and I feel that there were

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many other reasons, and one of the primary reasons why we opposed the bill... Every year we get anywhere from five to eleven bills. Sometimes they're kind of questionable, whether their license, but license are tied into them, but this year we had seven bills. All seven were ITL'd. Two of them were very worthy, this being one of them. But the reason..., but the others would have been ITL'd and these would have been looked at a little differently. But the Committee..., we were..., at our first interview of the first license bill, there was a group of the Committee members down in the cafeteria eating, and they said, there has to be a way that every session we don't get these bills, but they just come over again. They just..., the same people and it's a creative novelty to have a license plate.

I have been invited here to work with groups who are trying to learn the legislative process, and has come in as one of the... Candace White Bouchard and other representatives, we come in and we have a little mock thing. They come in with their bill and they've been working on. And, it's all very good, very... Both times I've been involved with this, it was groups with license bills, and they work so hard on it, and then when the session was all over and we played our roles of being the representatives who's opposed and representatives who's in favor. We did the whole routine, so they'd know what happened, and then afterwards, one of them said, well, now what do you think of the bill's chances of passing? Now they shouldn't have asked me that, because that bill, in my mind, didn't have a chance in a million of passing, and I had to be honest, because I try to be an honest man, but I was gentle, I think.

So they came up, they said there must be a way, and they came up with an idea, and I appointed a select blue ribbon committee, sometimes known as a study committee here, that was to look at this. What creative way could we have to meet our keeping the license plates being used for what they were intended for, which is identification of the ownership and the use of law enforcement officers and citizens in cases of accidents, robbery and all the rest. You know why they were set up, and that we've tried to maintain that, as a Committee. They made their first report. This committee's been working diligently since then, that made that. In the meantime, we ITLd the other bill, saying we will edit that saying, let us do this and then we'll come back and we would be willing to deal with the bills, particularly the firefighters' bill, which had a lot of support. And I might say I got far more angry e-mails about that one, than this one, in opposition, but that's incidental.

That they're coming up with a plan, which would provide, and working with the Department of Safety, Department of Transportation, working with everyone so it's a good committee. We're at work. Coming up with a plan which will allow, with very carefully defined charities to raise money, like the

Cancer Society, because they have a bill in every session. And right behind them is the Heart Association, Arthritis, you name the ones you get the solicitations from. They're all waiting, all they've got to do is change the name of their organizations and they've got a bill, and they're ready to come in the minute we let the Cancer Society in. To let them, and at the same time to allow state agencies and the rest, such as we're doing here, but it would be a plate that would not be totally separate. It would not take away from the original intent and use of license plates; why we have them, the identification of the vehicle, primarily by our police authorities. So this is, you know, we will look at this amendment, because if you pass this, right now, the process is, if you pass this amendment, we're going to end up in having to deal with it together. And so, I cannot say how the House, our Committee, will react, but this amendment certainly answers some of their concerns. But with that, I'm open to any questions.

Senator Robert J. Letourneau, D. 19: Questions from the Committee. Seeing none. I just wanted to say, Bob, I didn't want to put you on the spot, but you did sign in and I just wanted to give you an opportunity to speak.

Representative Bob Williams: Well, I'm glad to have the opportunity, because you ought to know ..., because this is a very..., you know, we're all state park lovers. I've used state parks from up Pittsburg down to Hampton, when my children were growing up. We have a wonderful system of state parks. So we want to be supportive of everything, but at the same time, you ought to know that the House Committee, as I believe the Transportation Committee here at the Senate, has always strongly been opposed to any way of lessening the value of license plates and why we have them.

Senator Robert J. Letourneau, D. 19: I would also assume that you instructed your subcommittee members to keep an eye on the constitutionality of the, whatever they're coming up with, because, as you know, Article 6A. of our Constitution does require all monies coming from the sale of license plates and licenses and other things, to stay in the highway fund, so I mean, we've got to pay close attention to that.

Representative Bob Williams: Right, right. No, they're aware.

Senator Robert J. Letourneau, D. 19: Thank you very much.

Representative Bob Williams: As I said, they're select blue ribbon on my term.

Senator Robert J. Letourneau, D. 19: We have Senator Fuller Clark who would like to re-testify on the bill. Senator Clark. Good afternoon.

Senator Martha Fuller Clark, D. 24: Thank you very much, Senator Letourneau and members of the Committee. For the record, I'm Senator Martha Fuller Clark. I represent District 24, the City of Portsmouth and the seven surrounding seacoast communities.

I'm here today, and perhaps, the sort of stress that I feel is indicative of the concerns that I have with the potentiality of two plates going forward, which I believe ultimately will end up in competition with one another. And I feel very distressed that that could ultimately be a problem. That it will really divide members of the environmental community, when we should all be working together. I certainly feel as concerned with the condition of our state parks as anyone in this room, and I'd also like to say, that bringing forth the conservation heritage plate was a long and difficult process. It took somewhere between 7 and 9 years to do that. That we tried to meet all of the various concerns, and then it was very much a collaborative effort between a lot of different state agencies, who were not getting the funding that they needed to be able to meet their responsibilities.

There are some very particular restrictions in that bill that make it very clear that none of the money can be used for administrative purposes for state agencies; that the money that is used, has to go into capital improvement projects and must be clearly acknowledged in some form that this is where the monies have come from, to support the investment in those various different areas.

Just to remind you, that there are four different areas that the conservation heritage cultural plate currently assists with dollars that are raised. We have been very fortuitous in the best of times, of being able to raise \$1.2 million. That was around the top that we've been able to raise. \$50,000 of whatever is raised immediately goes to the Department of Transportation for highway beautification, which was really related to issues of safety and is one reason why we were able to get the support of the Department of Transportation and the Department of Safety, and Transportation. And, one of the difficulties was that there wasn't money available within the Department of Transportation to do the highway beautification, to make us attractive to other states, and to stay competitive with other states.

The other four agencies were Fish & Game, to deal with supporting, sustaining our non-game species programs in the state, because there wasn't federal money that was available and we were beginning to see that more and more, both our native plants and animals were at risk. So a quarter went to that department. A quarter went to the program for conservation commissions, which is actually an initiative that had been created by the



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state, but was not funded, and what that program does, is to provide grants to local state conservation commissions to be able to sustain certain key programs, again, that are really investing in our infrastructure and was a critical need that was not being met.

A third portion went to the Division of Cultural Resources to make sure that the state had some money that it could use to restore (sic) or improve state properties, rather they be state historic buildings, rather (sic), they be items that are owned by the Department of Cultural Resources, which are desperately in need in conservation, a number of other entities for which there was a critical need and no funding available.

The fourth portion of that plate went to DRED, and it went to two elements within DRED. One went to sustain our natural heritage inventory program for which, again, was really related to protecting the character and quality of the state and certainly is related to our state parks in the sense that we need to know what components are at risk and what other efforts need to be taken to protect them. And ultimately, another portion of that money to DRED went specifically to the historic sites at state parks, because they require a different level of investment in order for them to be maintained, their buildings. And they were, in many instances, in severe neglect. I mean, one example would be the Robert Frost Farm, just is one example where there was money that was needed in order to do major improvements to the buildings on a state park site.

A few years later, as a result of the LCHIP program having been created, an amendment was brought to that bill to make it possible for there to be, and this is the one exception in terms of administrative services, for there to be operating funds for the LCHIP program, which you know, is our Land and Conservation Heritage Investment Program, where monies are used to go out to communities, both non-profits and communities, to help them restore and protect conservation lands, cultural programs and historic sites. Any monies that go out from that LCHIP program have to be matched by a minimum of a 1 to 1 match with regard to the monies that ultimately go into, let's say, historic or cultural sites. It also is an excellent job generator, because you need to put people to work to restore or improve those properties.

It took a lot of effort, with a number of different stakeholders, to agree to get them all to come together under one plate. We're probably the only state in the country that has a collaborative plate to deal with significant issues of no funding or underfunding at the state level.

So, you know, I'm distressed to be here before you today, placed in a very difficult position of saying that I still have major concerns that going forward

to now introduce a second plate that deals with basically many of the same issues, in other words, the conservation of our lands and our buildings that are owned by the state under our state parks, should be proposed as a competitive plate to the moose plate. I do not believe that we have any research to show us that they won't be in competition with one another going forward, and I also believe that it may create a backlash from other very worthwhile state proposals to raise money for other areas in great need, and suddenly, they continue not to be able to get their plates, and now we're going to have two plates with very similarly aligned purposes.

So, I've been working very hard over the last couple of weeks to try to deal with this issue, so that we can make it possible to provide additional funding for the state parks.

I am distressed to know that there has been a season pass that has been available through DRED to be able to raise money for the state parks, that is, you know, kind of a well-kept secret that most of us know nothing about. That there has been no, from what I can tell, and the research that I've done, no active effort to market that plan to raise the money for the state parks, nor do I see in the proposal coming forward, any effort or understanding of how the state parks plate would be marketed other than just, you know, selling the plate at the various entities that are collecting admission to our state parks.

I'm also concerned because we have spent a considerable amount of money over the last year, I believe it's around \$50,000, to develop a new marketing plan for the natural historical and cultural plate. That marketing plan is hot off the press. I will give you, hand out to you, the new and improved version of that marketing plan, and you can also have some little notepads if you'd like as well. There's some other aspects to this marketing plan. Just at the very time that we, under this bill, could be launching a competitive plate, and there is no real way to be able to assess the impact of that marketing plan given the potential competition that is going to be set up. So, I'm concerned about the timing of going forward. But I also understand that there's enormous need for our state parks.

Now, in the bill that Senator Kelly presented, an amendment, there was the hold harmless clause, but I would ask you, where does that leave us five years, ten years, down the road in terms of really having an understanding of how much we could or might be able to raise as we begin to really do a second round of aggressive marketing? We have doubled the amount of money, more than doubled the amount of money that has come in to the moose plate since it was first initiated. We're not wedded to having that image forever. I think that going forward, we'd always thought that in terms of perhaps creating

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renewed or increased interest at a certain point that we would need to change that image. There were other images that were approved as part of the conservation heritage plate commission and we spent about 8 months to a year, working out that design so that it would meet the standards of the Department of Safety, that it would be easy for 3M to produce, and we never really anticipated that the moose would sort of take off on its own, but we're very pleased with the success of that. I believe that, you know, with more improved marketing, that we'll be able to reach the same level of return that the loon plate has achieved in Maine. Maine does not have another competitive conservation plate.

But I do have some alternative ideas to put before you today. One is an idea that, and this, we've seen this in some other plates, have begun incorporating symbols into their alphanumeric license plate numbering system, most likely to deal with the constraints of 10 numbers and 26 letters. I ask you, why doesn't New Hampshire, a small state, use this practice to give the parks a dedicated symbol for which we could charge a fee? The symbol could be treated the same way as a number-letter and used on any of the Department of Safety plates, including the moose plate. People wishing to support both the parks and conservation heritage, or just wanting both the moose plate and a tree on their license plate, could pay for both. Those wanting just to support the parks and to get the pass, or to get the symbol, could have that symbol on a standard plate. The appeal of the moose plate would not be lost, yet the parks would get something unique and special, and marketable. So I just give you this design here that shows you how that symbol replaces the alpha-numeric system. And remember, that every plate that we have now, those symbols change for every single plate, because each plate has to have its own special designation. So, this would not be difficult to do and to achieve. Now we have not reviewed this with the Department of Safety to get their input, nor have I been able to review this particular proposal with the state parks supporters. So, I hope that there would be time to do that.

The other proposal that I looked at was, and I'll also hand this out, was looking at perhaps a miniature license plate that could be sold directly by DRED, would not have to go through the Department of Safety at all, could be manufactured immediately, and let me talk to you about what are some of the advantages of doing that.

The entire sale and distribution of the plate could be handled by DRED. It would not have to be tied to a numbering system or a birthday. The type of a plate could have several different images on this miniature license plate. It can be sold immediately to anyone coming into a state park, because it would not have to be issued through the Department of Safety. The money would go directly to DRED, does not have to pass through the Department of Safety,

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does not require that there be a hold harmless component. There would be no risk to the conservation heritage plate, and so, that is a different direction that one could also look at.

I had e-mailed out this suggestion to members of the people promoting the state parks plate. I did hear back from one individual that they were concerned that what I was promoting was a plastic holder for an existing license plate. That's not true. I think that this image makes that very clear. And so, I simply would say that I think there are some alternatives that would allow for choice, that would raise money for the state parks, and would not put the funding for the conservation heritage license plate at risk.

And, I also think that we could consider amending the moose plate so that that quarter funding would just go to state parks at DRED and they could deal with it as they saw fit. So, those are my efforts to find a compromise and a solution, which I believe is a win-win for everyone. So, thank you very much. I'm sorry I took quite a while.

Senator Robert J. Letourneau, D. 19: That's okay. You wanted to explain it. Do you have the number, I know we had it last time, and I don't have my file on me, it's in my office. Do you know how many conservation heritage plates that we have existing right now? I think you had a number last week.

Senator Martha Fuller Clark, D. 24: I know the number that they raised, but I'm not sure I have the number of plates that have been sold. But I might have it here, but... Why don't I look it up while you're hearing from other people and be able to give that to you?

Senator Robert J. Letourneau, D. 19: Senator Boutin.

Senator David R. Boutin, D. 16: Thank you, Mr. Chairman. Senator Clark, I want to applaud you for your efforts in all your research in trying to come up with a possible compromise on what is a...

Senator Martha Fuller Clark, D. 24: ...unfortunate situ...sensitive issue.

Senator David R. Boutin, D. 16: ...sensitive issue, right. It's clear to me that your passion for the issue, and the fact that you've done all this additional work, indicates that you're willing to work with the people who would like to have the parks supported. So I thank you for that.

Senator Martha Fuller Clark, D. 24: Well, thank you very much. And I certainly want to find a way to raise money for the state parks, but I don't want to put at risk all of those other entities that are equally in need of some

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financial support and recognize that this is a donation that people make. There is a little bit of a difference with the state parks proposal, because they would also be buying a pass, they would be getting something for the money that they would be spending, whereas the other monies are an outright contribution from the citizens of the state who clearly value our state in a number of different ways.

Senator Robert J. Letourneau, D. 19: Senator Gilmour.

Senator Peggy Gilmour, D. 12: Thank you, Mr. Chairman. I'm intrigued by the idea of creating the..., I don't know if you passed it around...

Senator Martha Fuller Clark, D. 24: It's here, they took it.

Senator Peggy Gilmour, D. 12: Putting the symbol into the existing plate, whether it be a moose plate or a regular plate, and I mean, I'm intrigued by that and hope that's something we can explore further. The other idea is, it occurs to me, that, if that's something people can do now, and we were hearing a Representative talk about a study committee, saying, how are we going to stop all these people calling with their requests. Couldn't everybody just, couldn't we have that and everybody, every organization could have their mini plate, or does the Department of Safety say no? Cause then, everybody... the Cancer Society could have one and sell it?

Senator Martha Fuller Clark, D. 24: Well, there is no regulation right now on a mini license plate, okay? Now, as I understood it, the Department of Transportation or Safety in the House that was looking at the alternative, were looking at the potential of creating a plate that would have a circle in the middle where each group that wanted to be able to promote their cause and buy that plate, could do that. I think one of the concerns that we would need to look at, but if it isn't really going to cost any more money to do that, is recognizing, from what we've heard from other states, that there does become a point at which nobody is successful in raising substantial dollars. That's a different issue not before us today. I think it would be important to be able to demonstrate, just as we had to do, that you had, you know, 10,000 or more people who would buy such a seal.

Senator Robert J. Letourneau, D. 19: Senator Clark, it seems to me, and I've been listening to this debate and talking to people for two weeks about this, and you and I have had many discussions. I think that the number was around 20,000, if I recall. I may be wrong, but I think it's around 20,000.

Senator David R. Boutin, D. 16: 40,000.

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Senator Martha Fuller Clark, D. 24: 40,000.

Senator Robert J. Letourneau, D. 19: Okay, 40,000 conservation heritage plates out there. If we were to attach a \$5 fee like we did for the LCHIP to this plate, rather than \$85, and dedicated that to state parks, 40,000 plates times \$5 would come to \$400,000. That would raise more money than they would get out of the plate they were trying to sell for \$85. That's my opinion, and it wouldn't have all this manufacturing cost. This is just another idea I'm throwing out. Would you be supportive? The question is, would you be supportive of something like that?

Senator Martha Fuller Clark, D. 24: I would be supportive of that. I think that the issue is also, I believe that they see the plate as a means of marketing state parks. There may be other ways to do that that have not been done adequately at this time in order to raise the number of people who visit our state parks and use them. I'm not convinced that a state park plate is actually going to increase the number of people who use our state parks. Though, it very well might, because it draws attention to them.

I think there are numerous ways that we could go ahead. I do understand that they were looking for sort of a marketing edge as well as money. So your solution would provide the money; it might not provide the marketing edge.

Senator Robert J. Letourneau, D. 19: Thank you. Senator Boutin, question.

Senator David R. Boutin, D. 16: Senator Clark, does, in your opinion..., I'm not trying to put you on the spot..., DRED, who is responsible for the state parks..., Is there an actual document called New Hampshire State Park Marketing Plan? Do you know if there is something like that?

Senator Martha Fuller Clark, D. 24: I believe that when Commissioner Bald was here last week, that I asked him for that. I have not seen that type of plan and I think, even if we were to decide that the smartest thing to do was to go ahead with a separate plate, I think it would be key to understand what that marketing plan is, and we've been generous in saying that, if we were able to add a "p" to our plate, that we could expand our marketing plan to include them. That does not provide them, as I understand it, with the sort of marketing edge that they would like, but I don't know what DRED's marketing plan is to move ahead to raise money for the state parks regardless of the state plate.

Senator David R. Boutin, D. 16: Thank you, Senator.

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Senator Robert J. Letourneau, D. 19: Thank you.

Senator Martha Fuller Clark, D. 24: And, I may not be able to stay because I have another bill.

Senator Robert J. Letourneau, D. 19: Alright. We do have a couple of speakers that were unable to make it last time, and I do apologize for all those who have been waiting so long to testify, and needed to get these other ideas in front of the Committee so you can comment on them. I'm going to call up Ted Austin from DRED. And, you're signed in here to speak in favor and support, and perhaps you could keep your comments to the proposed amendment and other ideas that have been tossed around here.

Ted Austin: I would be glad to. For the record, Director Ted Austin, New Hampshire Division of Parks and Recreation. As the new face in Parks, I look forward to working with you, and I appreciate your time today.

I'm thrilled for two reasons today; one would be that Representative Peterson conceived and sponsored this bill, and has been passionate and articulate in the pursuit of more stable funding for the Division of Parks and Recreation. In my mind, that's meaningful, and certainly critical. The amendment also speaks to the same critical need.

The second would be that, since the bill's inception eight months ago, there really has been a lot of considerate and constructive dialogue between the interested and impacted parties, either current or in the future, in the interest to how this can be the best bill possible. That dialogue continues and it's been as recent as this morning, as you can imagine.

Most of the dialogue has been centered on how the parks plate can actually enhance the current conservation plate efforts, so that revenues are enhanced for both products, be it both our unique audiences and then the potentially shared overlapping audience. It's an exciting time in parks. I'll spend a minute more on that later. But, as you may be aware, there is a 10-year strategic development plan and capital improvement plan in which, at least a suggestion is that, there really are three legs to a stool that we need to stand on more confidently and solidly to have the parts be more vibrant and relevant. We can improve operations, not for today's conversation. We can examine legislative and statutory framework within which we operate. Again, not for today's conversation.

But, that we have a funding issue, and I'm thrilled that this bill has the potential to begin to address the funding, at least in part, namely the perennial and long-standing operational deficit. There is a distinction right

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there. This does not address the challenge of capital, and I would suggest the challenge of capital, honestly dwarfs the challenge of operating deficit. But, this legislation, in my mind, should be viewed within the larger scope of funding the park system, as part of a cohesive strategy that includes fees, program revenues, parks fund foundation, perhaps, donations, volunteer groups, federal grants, and the list goes on and on.

Other points to consider; and I'll keep my comments brief; our fiscal note was very conservative, so, I simply want to acknowledge that. It was loosely based on the sale of existing season pass products. There has been question as to how robust that effort has been, and I will admit that it has not been robust, but more, if you have questions there. Any impetus, in my mind, to generate increased revenues in the park system of late, really has been overshadowed by our effort to save our way to prosperity; sometimes a fruitless effort. But more importantly, by reducing expenses, in an effort to drive the looming deficit away. The current pass sales, in my mind, don't begin to, or even approximate the future potential sales, and I think the existing research that we now have, which is new to the department, and an examination of peer state programs, really indicates that that potential is far greater.

I really want to get you just a few simple numbers, knowing that you see a lot of them all the time, and without them in front of you, it is sometimes difficult. But, out of our research, which was new as of last fall, we do know that 75% of New Hampshire residents visited a state park in the past 12 months. We know, of that, that 31% of all New Hampshire residents, have visited a park more than 5 times. The one other interesting, sort of antidotal piece, is that, New Hampshire, out of the 50 states, is the second most frequent state per capita to take advantage of vanity plates. And what that means, simply, is 13.9% of our 1.3 million, 324,000 residents, do pay a premium for a vanity plate. So, I think those statistics just speak to a willingness on the part of the population to consider buying a state park plate, and especially if you have a benefit tied to it, which I think is also a meaningful distinction.

With those broad statistics, some numbers that I think are meaningful. For a family of 2, to go to a park for a day, 2 adults, 2 children, total of 4, it's \$12. The number of visits required of a family to break even against the park plate concept, at \$85, would be 8 visits. So, given the previous number at 5, it's not that big a reach, given the new benefit. For the individual, the break even is 27 visits, but, be mindful, although that's a larger number, that all of those visits, under the current guise, would have allowed that single driver in his or her vehicle, to bring guests. So it was meant to be car as well as occupants at \$85. So that's...



Senator Robert J. Letourneau, D. 19: Whoa, whoa... That's not what we heard last time. We were told that it only covered the driver.

Ted Austin: Okay. There's debate on that, so, I guess we'll have to take that as a function of questions.

Senator Robert J. Letourneau, D. 19: You need to be careful with your testimony, because we need to know. So what is it going to be, can you tell us? Is it going to be the driver or is it going to be all the occupants?

Ted Austin: Well, I will defer to the legislation at this point... , between the amendment and the previous... And I have, just so you know, we are taking this seriously. I've spent time looking at this from the guest perspective, the consumer of the plates perspective. I've looked at it from the business perspective, and I have taken the time to put together at least a shell of a marketing plan, should we succeed with the bill.

If you look and reconsider the 31% of New Hampshire residents that have visited the park more than 5 times, that's about 410,000 people. If you take that and multiply it, or excuse me, against the same population, at 13.9 %, are using vanity plates, you have about 184,000 people that have a propensity for these kinds of plates. If you take the 5 visits, and you combine it with the nearly 14% who enjoy vanity plates, I see, in one scenario, 57,000 potential users. And I guess a footnote here would be, any attempts I've made at creating, sort of an assumption or an analogous program that could be used as a gauge, are just that, it's been very difficult to say just any one is absolutely analogous, but I think the wealth of 5 or 6 examples has been pretty powerful.

Previously mentioned was the Maine loon plate, and though that is less expensive at \$20, in its best year, it sold 105,000 plates, or penetrated about 8.3% of the population. In its most recent year, which was 2005, it was down to 71,000, but still 5% of the population. And that, you need to be mindful, does not have a benefit of entrance to the park or the credential of entrance to the park.

Looking at the conservation plate that we've spoken a lot about... In its first year sold 13 and a half thousand plates, and in its best year, or now is on about 42,000 cars. If you look at that from the standpoint of dollars, that would have raised, if we net to \$80, which is \$85 for the purchase of the plate... 5 to the Department of Safety, about \$1,040,000.00, and in its best year, would have been about \$3.3 million. So again, fairly powerful numbers.

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With or without the plate, it's going to be an exciting year in our state parks and our division. We have a freshly minted 10-year strategic plan. We have established a brand, not something that anybody every talked about in the halls of that department. We are repositioning the entire park system for greater awareness through that brand. We have updated our logo. It's our 75<sup>th</sup> year of operation. I think there's heightened awareness of parks and the and challenge the predicament that we have through the strategic plan, and then you may...

Senator Robert J. Letourneau, D. 19: Mr. Austin, we're all supporters of the park system, and we all understand what you're trying to do. We need to stick to this legislation. We're really running over and I'm going to apologize to everybody, because we're losing members. And you may just be speaking to me by the time you're done. And I have no intention of closing this hearing today. I'm going to recess it one more time. So, I'm going to make sure that everyone gets a chance to speak though, and I will stay here as long as it takes.

Ted Austin: I'm to my last sentence, so... I think it's perfect. There are volunteers streaming forth and I would just suggest that timing could not be more optimum for us to take advantage of what is potential therein. So, I would ask that you consider the bill, and allow us to deliver it. My expectation is that residents and guests to the state of the parks system have. I do have information which I will leave here, which is probably more deep than we need to go today, but it's a break-even analysis against the mix of attendance to the park and any car up to 7 individuals.

So I'll take questions, with that.

**Please see Attachment #2 – Director Austin's typewritten testimony w/attachments.**

Senator Robert J. Letourneau, D. 19: I have a couple of questions. Thank you, and you'll take a couple of questions. I was trying to figure out how much money, in terms of dollars, that you are planning on reaping from this, after we go through paying for all the plates and doing all the things that need to be done, and the opposition, mainly about this is, new plates.

The Department of Safety would be ending up, be responsible for both the manufacture of the plates and providing the mechanism to produce the plates. We know that it takes between \$8,000 and \$10,000 per design, minimum, to purchase the coding that requires to go on there, and you have to buy that from 3M. So, any time you have a new issuance, you have to buy a minimum of 10,000 plates, at roughly between 8 and \$10,000, just for that

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material, not counting the aluminum and the manufacturing. And, even though it's done at the prison, it's fairly expensive. So, by the time you get done paying for all that, and trying to reap the rewards, at \$85 a piece, I'm not sure how many you're going to sell. I don't know how many people are going to buy a plate that costs \$85, above and beyond what they already pay to register their car, particularly in these economic times, even with the love of the state parks, and we all love the state parks, trust me. I'm a fond person of the Bear Brook State Park. I have a lot of fond memories there. So, I had brought forward... There were several proposals brought forward by Committee members... If you could respond to those, if you could, just so we get a feel of how you feel about it.

One of them was Senator Clark's idea of the topper, the other one was an alternate type of plate that we could change, and then mine was adding the simplest, as I thought, was just adding an extra fee for the conservation heritage plate or dedicating, taking the line that we already give to state parks and just increasing that. You would not having to change a whole lot of legislation, build number plates, have the Department of Safety involved, dadada, so..., if you could just go forward.

Ted Austin: I mentioned that our fiscal note is conservative. It strikes me that the Department of Safety's fiscal note is very aggressive. What I mean by that, I'm being asked to deliver services differently, given the pressures we all find ourselves under. I would hope we could find a much more creative way to get these plates into the hands of people. I don't think it requires immediate satisfaction, I think it could be timed and phased with our operating season, and as such, you could reduce significantly, the number of plates that you need in the pipeline to adequately supply, you know, towns and anywhere else they're going to be distributed. Respect those numbers, not my expertise, but, in this day and age, there's got to be a better way to do this.

I think the plates are interesting. In terms of recommendations, I also credit Senator Fuller Clark for taking the time to think that through. If you back up, I think it's simply an issue of the plate and its awareness, and it's serving an admission function. So, the price point, the break evens, all those things are driven by, there is a benefit to this plate, it is not just a donation, and as such, it will serve as a credential. I think that plate, thus, has to have a very different appearance. I know there are legislative plates outside by the street corners that have symbols on them, and we can certainly operate and all do very well by those. So, multiple plates, in my mind don't suggest anarchy breaking out in any way, shape or form. It's just, let's come up with a system that works and I think the numbers we've amassed suggest that there's far great potential for this plate than anybody sees. And again, it's back to the

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benefit that the plate provides and the cost break even analysis that somebody would do, if they enjoy frequenting the parks, so... Also interested in coming up with the best solution, have every confidence that it could be one, as it relates to parks, but I do see it as having to be separate for many reasons. It's a credential, it generates awareness, and it's part of a big marketing program for parks and our positioning of parks going forward.

Senator Robert J. Letourneau, D. 19: Thank you. Senator Clark, do you have any questions?

Senator Martha Fuller Clark, D. 24: Not right now, thank you.

Senator Robert J. Letourneau, D. 19: Senator Gilmour?

Senator Peggy Gilmour, D. 12: Not right now.

Senator Robert J. Letourneau, D. 19: Thank you, very much.

Ted Austin: Appreciate your time.

Senator Robert J. Letourneau, D. 19: Appreciate yours. Appreciate your work for the park system. Okay, Will Abbot, from the Southern..., I guess it's the Southern Society for the Protection of New Hampshire Forests. Right?

Will Abbott: Thank you, Senators, Mr. Chairman. For the record, I'm Will Abbott, from the Society for the Protection of New Hampshire Forests. I submitted a letter of testimony on the original bill last week, and I would just quickly say that we support Senator Kelly's amendment and I want to encourage the Committee, if you're so inclined, to give yourselves and those of us who've been pestering you on this bill, a couple more days.

I actually think Senator Fuller Clark has suggested a couple of ideas that are worthy of further discussion, and as the guy who originally thought that she was proposing a plastic plate around the plate, I plead guilty and apologize.

But, I think, from our standpoint, from the Forest Society's standpoint, our goal here is to try and do two things. One is to provide a stream of revenue for parks, and the other is to provide a way for members of the public to voluntarily contribute to that need at state parks through the purchase of a season pass.

Now, if you want to give up on the season pass idea, I think the Chairman and Senator Clark's suggested ways, where you might be able, with one plate, to serve two needs. And I agree with that. I think that, what you give up

though, is the ability for people in the state to contribute to parks through the purchase of a special plate as an access, you know, as a season pass, which I think is a really creative idea, and in this revenue starved environment, I think we need creative ideas. And, if it were simply a matter of getting more money into state parks, I would agree that you could do that with an add-on to the existing moose plate, you know, of \$10 or \$15. But that wasn't the original intention of the original bill, and I think that, if you could figure out a way where you could market both ideas separately, separate plates together, admitting that they serve two separate purposes and objectives, I think it's possible that both will thrive. I really do. And I think, you know, if we open up our thought process a little bit, I think it's possible to design a marketing program which grows both plates.

And I think Senator Kelly's amendment provides a floor so that the moose plate folks don't get, in any way, adversely hit financially. And we've been big supporters of the moose plate from the very beginning, and we support strongly what it does. And the things that Senator Fuller Clark identified as, you know, the beneficiaries of the moose plate, are really important things to us, and to many others in the conservation community. So that said, I stop.

**Please see Attachment #3 - Will Abbott's typewritten testimony.**

Senator Robert J. Letourneau, D. 19: Thank you. Senator Clark.

Senator Martha Fuller Clark, D. 24: I do just have one question or comment. I don't believe that either of the proposals that I brought forward, are not including the opportunity to buy a pass to the park. Okay, I think that's... If you acquire, say, the plate with the symbol in the middle, it also means that you've gotten a pass to the parks?

Mr. Abbott: Yes. And I think that's a creative idea. I think you know...

Senator Martha Fuller Clark, D. 24: Okay. And I also mean, if you have an additional smaller, specialty plate, that again, that you would have that, because you've bought, you've gotten the pass to the park. So, they were not independent. I do believe that, if we were just to..., and what I was suggesting, that you could have, either one of those solutions, but we could also change the designation in the moose plate so that there was some more flexibility for the monies that are already going to various segments within DRED. But, I was not..., did not want to undercut the opportunity for you to be able to sell a season pass, and be able to have some sort of visible designation that people would know that you had done that.

Senator Robert J. Letourneau, D. 19: Senator Gilmour.

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Senator Peggy Gilmour, D. 12: Well, just kind of a follow up on Senator Fuller Clark. I really just wanted to ask, well, your thoughts on the possibility of having a symbol embedded, that really was your designation, that this is, not only do I support the parks, but I got a pass.

Mr. Abbott: Yes. I mean, I think that could work. I think if it's physically possible for the Department of Safety to produce that, I think that probably answers the question. And I commend Senator Fuller Clark for suggesting it, because I understand what the Chairman was saying earlier about it being expensive to produce separate plates, and, if you can, in one plate, get the benefit of the season pass and the benefits served by the moose plate currently, that's a good idea.

Senator Robert J. Letourneau, D. 19: Senator Clark?

Senator Martha Fuller Clark, D. 24: No, I just know that there are some other representatives here from both LCHIP and from the Division of Historic Resources, and it might be worthwhile to just see if you have any questions for them, that they could answer. And since I'm not going to be here to be able to do that, I just wanted to make sure that you knew that they were here to provide any background information that you might need.

Senator Robert J. Letourneau, D. 19: Thank you. Thank you, Senator.

Mr. Abbott: I apologize.

Senator Robert J. Letourneau, D. 19: Any further questions? Thank you, very much for your testimony. We appreciate it. The next person who is signed up is Richard Ober from the State Parks Advisory Council. Richard, good morning, good afternoon, rather.

Richard Ober: Good afternoon.

Senator Robert J. Letourneau, D. 19: And again, I apologize. I know you were here last week and you wanted to testify. We recessed the hearing, so...

Richard Ober: No need to apologize. And I have to say, Mr. Chairman, the way you conduct these hearings...

Senator Robert J. Letourneau, D. 19: Well, you know... There are expectations.

Richard Ober: I tremendously appreciate the way you conduct these hearings and always make us all feel very welcome. So, thank you, very much. And I promise to be very brief. I'm going to set aside some of my prepared testimony.

My name is Richard Ober. I'm the Chairman of the State Park System Advisory Council, created by the Legislature in 2007 to guide the Division to serve as an advocate for state parks. We have business interests, history preservation interests, conservation and recreation. We are a very active state council. I'm glad to say we're going to survive the Committee and Committee process and be reinstated. And I'm speaking today in my position as Chairman of that. I want to thank Representative Peterson and Senator Odell and Senator Clark for the original bill and the amendment. All of you, for the questions you've asked, and Senator Fuller Clark for her really creative ideas today.

Five years ago, the Legislature started a process to take action to address the enormous challenges in parks that we all know of. And I'm not going to run you through those, but, you created a study commission chaired by Senator Odell. You created our permanent State Park Advisory Council. You also authorized and funded the first ever, comprehensive strategic plan for state parks that has ever been done- a 10-year blueprint for turning this system around for delivering the kind of state park system our citizens and our economy deserve.

What we're very hopeful is that that momentum will continue. We think this license plate bill made a lot of sense and I also think that there are other approaches to solving the fundamental problem here, which is to reverse the decline in state parks. And I have to tell you, it is a decline. There is a \$400,000 annual operating deficit in the operation of state parks, which has led to a deferred maintenance problem, which is why some of our historic buildings are falling down and why our trails are eroding. There is about a \$30 million backlog of capital needs. For 15... 19 years we've been depending on a self-funding model. It's very clear that that model is not working any more. And, so, the point of this legislation was the first tangible way to start reversing that decline in 19 years without stress on the general fund, Mr. Abbott said, to give our citizens a voluntary way to do this. We are all completely united on this. I spent many years advocating for the moose plate. I solicited \$100,000 in in-kind contribution from the state's largest ad firm so the moose plate could sell its 13,000 plates in the first year. That was a public-private partnership, uniting all of us who care about our natural and historic heritage. That's what we bring to the table, to continue that coalition effort.

a/s

So, what I would just like to leave you thinking about today, is the goals here, continue that effort the Legislature has begun to turn around the park system. A new way to fund parks. It's absolutely critical. More parks will close if we don't solve this problem. Do it in a way that there's not additional stress on the general fund and to sustain this coalition of interests. There is not division here. To sustain that coalition that brought us the moose plate, that brought us LCHIP, and it can bring us a revised park system. Our Council stands ready to work with members of this Committee over the next several days, if we need to, to further explore some of the ideas that have been brought forward to see if we can meet those common goals. And with that, I will thank you very much.

Senator Robert J. Letourneau, D. 19: Questions? Thank you. Now, I know there are other people that want to speak, but I don't have them signed up here. Is there another sign up sheet? Did you sign in Bruce?

Bruce Berkee: Not today. I signed up last week.

Senator Robert J. Letourneau, D. 19: Oh, I don't have that sign in sheet. That went with last week's hearing. But, I'll be glad to hear from you.

Bruce Berke: I apologize, Mr. Chairman. I just assumed that those sheets were still around. For the record, my name is Bruce Berke, and I represent Ski New Hampshire, and I'm here this afternoon supporting House Bill 1620.

And, while it might appear to be self-serving, because one of the four scenes that may be put on these plates is a skier, that did get our attention. But, more importantly, we think it is important that our parks be an attractive part of the tourism community. It's important in terms of raising the profile of tourism for New Hampshire. If they go to a private attraction and they have a good time, and then they go to a public state park, and they don't have the same type of experience, we think that that is going to be a negative on that visitor's impression. And, so, we're partners, we're partners with the state. The ski industry is partners with the state and many other tourism components are partners with the state. And as such, you know, we're here to say, let's keep working together and we think that this is one way that we can work together.

Without having necessary approvals from the Ski New Hampshire Board, I would not... I'd be hard pressed to think that they would not support a joint marketing effort with the state for a state park plate. They would probably welcome that opportunity. They do joint promotions now with the state, through the Department of Travel and Tourism. So, there is a very



aw

established and good working relationship in place. And while, you know, I hear Senator Fuller Clark's very real concerns, and anecdotally, I know skiers who have the moose plate today, and they would probably get an additional plate as a skier or as a beachgoer, or as a mountain climber, or whatever.

Senator Robert J. Letourneau, D. 19: Where are they going to put that plate? They can only register one car or one plate.

Bruce Berke: Well, no, no. A two-car family. I'm sorry, Senator. And, while there are no numbers today to demonstrate that the LCHIP plate, the moose plate would not be cannibalized, I think the provision that is in Senator Kelly's amendment, to hold the moose plate harmless, is critical, until such time, 2, 3, 4 years down the road, we have those numbers to demonstrate, and it's my speculation, personal, that it would not be cannibalized. That the moose plate would live on; would probably grow with the marketing effort that the state parks are going to do in terms of these two particular plates.

So, with that, I'll close my testimony and urge you to act favorably on this bill and its amendment.

Senator Robert J. Letourneau, D. 19: Questions? I just have one. It just doesn't address the problem of the additional manufacturing of another plate, the whole system that needs to be supportive of that. There are several proposed ideas here today that could possibly raise the revenue for the parks and even get their awareness without building a new license plate. Would the Ski New Hampshire be also supportive of that?

Bruce Berke: We have not looked at that yet Senator, but I would sense that they probably would be. They think it is important that the state parks thrive. So, it's my sense that they would be supportive of that.

Senator Robert J. Letourneau, D. 19: We're here to try to solve this problem, and it's not an easy one, as you can expect, and we're supportive of the state parks system, and think they need money... I think that's what the testimony is. And so, we try to find a way to do that. Thank you.

Bruce Berke: Thank you.

Senator Robert J. Letourneau, D. 19: Now there were some other people, I guess, that wanted to speak to this. They're from LCHIP, I understand. Is that what Senator Clark said? Would you like to speak?

Deb Turcott: If you have questions for me, I'd be happy to.

Senator Robert J. Letourneau, D. 19: Well, I don't know what questions I could ask you. But, if you wanted to add something to the conversation, then maybe it might spur some questions.

Deb Turcott: Okay. Fair enough.

Senator Robert J. Letourneau, D. 19: And welcome. And thank you, for your patience and waiting so long.

Deb Turcott: Thank you. Not a problem.

Senator Robert J. Letourneau, D. 19: And I want to thank Senator Gilmour for sticking it out with me.

Senator Peggy Gilmour, D. 12: Don't thank me yet. I might leave.

Deb Turcott: The two of you are standing strong.

Senator Robert J. Letourneau, D. 19: We're almost done. There's no other people left on the...

Deb Turcott: For the record, my name is Deb Turcott Young. I'm the Executive Director of LCHIP.

Senator Robert J. Letourneau, D. 19: I'm sorry, what was the name again?

Deb Turcott: Deb Turcott Young and I'm the Executive Director of LCHIP. I was asked here today by Senator Fuller Clark to be able to share, in essence, LCHIP's perspective on the state parks. As a conservation and heritage organization, you can imagine that we fully support stewardship of state parks and the fact that there is funding needed there.

I think, at this point, I don't have an official position from the Board of Directors of LCHIP, but I will tell you we appreciate the fact that the amendment that Senator Kelly introduced looks at how we can not cannibalize the conservation and heritage plate. I do have concern about the growth trajectory of what we call the moose plate, the conservation heritage plate, and would that be limited by a hold harmless clause in the amendment. More importantly, I think that there are a lot of questions that we have about empirical data, that, I think, so many organizations worked very hard to come up with for the moose plate when it was originally initiated. Whereas that hasn't happened at this point in time. So it's hard for

us to take an official stance to say, will it be cannibalized? Will it not be cannibalized? What would be raised out of the potential parks plate?

I appreciate Senator Fuller Clark's suggestion, as well as yours, Mr. Chairman, about some other alternatives that may make more sense. I had questions about out-of-state residents who want to buy annual passes, and how would they then be able to do that, if it's only a state license plate? Whereas a topper, could be purchased by other's who don't have state regulations, may draw more attention from a marketing plan perspective, because it's an addition to the original license plate. But, I do wonder if the marketing plan that's been in place has not been successful to sell those annual passes. I think that's what's going to be critical and key for whatever solution is brought forward. So, although we don't take an official position, we do have concerns. We feel like that there are more questions than we have answers at this point and would it be more prudent to take a little more time to answer some of those questions and explore the other options that have been presented as opposed to vote this through right now? So, that would be my only commentary.

Senator Robert J. Letourneau, D. 19: Questions? At this point, I just want to ask you one. And I see oftentimes, cars with New Hampshire plates or even out-of-state plates that have these little stickers... I'm sure you've seen them..., Vermont has one, it's a little oval sticker, it has "VT" on it. I think there's some from New Hampshire that has "NH" on it. And you see these on cars that are not necessarily registered in the state that they're showing that. And I think, is that what you're talking about on these? The possibility of selling this...?

Deb Turcott: Yeah, I'd just be curious to see what the plan is to incorporate out-of-state residents who want to buy those annual passes, who have a vacation home or spend significant time in any one of those regions in the state. Whereas a topper..., I'll tell you, every time I see a topper, with a fireman, I always notice it, and I just wonder... Is there a way to incorporate that? And, are there statistics on how many out-of-state residents frequent our state parks, and is that something we should be considering as opposed to limiting it to just state residents, you know? Just more questions than I have answers, unfortunately.

Senator Robert J. Letourneau, D. 19: Senator Gilmour. See, I told you, if you talked to this bill...

Senator Peggy Gilmour, D. 12: Maybe I misunderstood, and maybe this is just clarification from the state parks. I didn't understand that you couldn't buy a state park pass without buying the...

or

Deb Turcott: And, that may not be the case. It just..., the marketing plan seems to be wrapped around this particular idea of a state plate for only New Hampshire residents, and the statistics that were shared with us today were all about New Hampshire residents who may very well be the most frequenters of the state parks. I go to Bear Brook and ride my horse there all the time. But, with that said, are we limiting what the potential would be because we haven't done enough research to answer all of those questions? So, that's really... My perspective is just... can we take a little more time to answer some of these before the decision is made?

Senator Robert J. Letourneau, D. 19: Thank you. Appreciate it.

Deb Turcott: Thank you.

Senator Robert J. Letourneau, D. 19: Thank you for coming today. Thanks for being patient. And, the young lady back there..., and I didn't get your name ma'am. Come on down and introduce yourself. And you're the last speaker we have today. And it's always great to be last, isn't it?

Elizabeth Muzzey: I hope so. My name is Elizabeth Muzzey and I am Director of the Division of Historical Resources within the Department of Cultural Resources.

Senator Robert J. Letourneau, D. 19: What was the last name again?

Elizabeth Muzzey: Muzzey. M-U-Z-Z-E-Y.

Senator Robert J. Letourneau, D. 19: Thank you. And with the Division of... Okay.

Elizabeth Muzzey: Cultural Resources. And I was also asked to be here by Senator Fuller Clark in case any questions arose. But, I do want to bring one more perspective into the conversation. First, I want to say how very support my Division and my Department is of the parks and rec, and their efforts to find additional funding. We meet with them monthly, more often when it comes to the historic sites in our parks. And so, we're well aware of those needs and fully support anything we can do to help parks with their new goals.

But, I also want to bring the perspective of the towns and cities who benefit from the moose plate. All of the funding that comes into the Department of Cultural Resources, into our three Divisions of Historical Resources, Arts and then Libraries, goes back out to the towns and cities as grants for projects

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benefiting publicly owned resources. For example, our grant round for this year just ended March 31<sup>st</sup>. As we do every year, we received 31 applications. That number for our Division always goes between 30 and 40 applications a year. Of those, considering the funding we receive, we are able to fund 5 or 6 of those. So, there continues to be a tremendous need for the benefits that the moose plate program provides for towns and cities. And, these are going to very fundamental projects. They're going to things such as fixing roofs on town halls and town libraries; fixing foundations, repairing windows. So, they're very basic needs that the towns and cities in our state continue to have.

I also wanted to also voice our support for the new promotion campaign that all of the state agencies have gotten together to work on for the moose plate. They have a terrific agency they're working with; there's been a tremendous amount of time and thought that went into it. I think it's realistic to believe that we'll see an increase in moose plate sales because of that. And, I continue to have questions as to how the coordination would occur if the amendment idea does go through and how..., just how that will all work, because it's just not clear yet. And I do know the value of the current campaign. Thank you.

Senator Robert J. Letourneau, D. 19: Thank you. Now, the money, the grant money that you're talking about, is this derived from the conservation heritage plate?

Elizabeth Muzzey: Yes.

Senator Robert J. Letourneau, D. 19: And when you give those grants out, do they generally go to a heritage type of building in the town? In other words, when they make these grant applications, are these... do they fit a parameter of cultural..., I guess I would want to say... heritage type buildings?

Elizabeth Muzzey: Yes. From my Division, the Division of Historical Resources, all the money goes to publicly owned buildings that have been designated as historic. Say they're listed on the State Register, they're listed on the National Register, that type of thing.

Senator Robert J. Letourneau, D. 19: Thank you. That's the question I wanted to ask. I'm getting a little burned out here. Thank you, very much.

Elizabeth Muzzey: Well, thank you for staying. And thank you for the opportunity to speak.

all

Senator Robert J. Letourneau, D. 19: Thank you for testifying. With that, anybody else left who wants to speak on this? If not, I'm going to close the hearing. No! I'm not closing the hearing. I'm going to recess the hearing on House Bill 1620-FN-A.

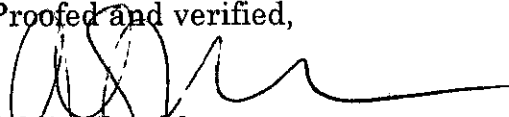
Hearing recessed at 1:20 P.M.

Respectfully submitted,

Brenda L. Higgins  
Senate Committee Secretary  
April 9, 2010

3 Attachments

Proofed and verified,



Addie Shankle  
Senate Committee Secretary

Sen. Kelly, Dist. 10  
Rep. A. Peterson, Hills. 3  
Sen. Odell, Dist. 8  
April 7, 2010  
2010-1269s  
03/04

Amendment to HB 1620-FN-A

1 Amend the bill by replacing sections 2-3 with the following:

2

3 2 State Park Fund. Amend RSA 216-A:3-i, I to read as follows:

4 I. The state treasurer shall establish a separate and distinct account to be known as the  
5 state park fund. The treasurer shall establish within the state park fund separate and distinct  
6 accounts known as the park account and the ski area account. The treasurer shall deposit in said  
7 accounts actual revenue derived by the commissioner of the department of resources and economic  
8 development in excess of budget expenses from fees, services, accommodations, rentals, revenue from  
9 lift and tramway operations, retail sales, and net profit from concession operations, and including  
10 any federal moneys which become available, *state park number plate fees collected under*  
11 *RSA 261:97-g*, and all donations and gifts. The accounts shall be continuing and nonlapsing.

12 *I-a. At the close of each fiscal year, the treasurer shall determine the revenue for*  
13 *that fiscal year of the conservation number plate trust fund established in RSA 261:97-b. If*  
14 *such revenue is less than the revenue of the conservation number plate trust fund for the*  
15 *fiscal year ending June 30, 2009, the treasurer shall transfer an amount equal to the*  
16 *difference from the state park fund to the conservation number plate trust fund.*

17 3 New Subdivision; State Park Number Plates. Amend RSA 261 by inserting after section 97-f  
18 the following new subdivision:

19

State Park Number Plates

20 261:97-g State Park Number Plates.

21 I. The director is hereby authorized to issue special state park number plates, in lieu of  
22 other number plates. The plates shall retain the "live free or die" motto. The commissioner shall  
23 design up to 4 state park number plates which may depict the following themes: seashore,  
24 mountains, lakes, and skiing. Such plates shall be issued only upon application and upon payment  
25 of a \$85 fee that shall be in addition to the regular motor vehicle registration fee and any other  
26 number plate fees otherwise required.

27 II. The commissioner is also authorized to issue vanity state park number plates. The fee  
28 for any such vanity state park number plate shall be the fee as provided in paragraph I, in addition  
29 to the fees for vanity plates which are otherwise established by law. The vanity plate portion of the  
30 fee shall be distributed as provided in RSA 261:89 and RSA 263:52.

**Amendment to HB 1620-FN-A**

**- Page 2 -**

1           III. Plates shall be renewed on an annual basis for the fee established in paragraph I. Of  
2 this sum, the department shall retain an amount as is necessary to recover production and  
3 administrative costs. The remaining funds shall be paid to the state treasurer and deposited in the  
4 state park fund established in RSA 216-A:3-i to fund maintenance and use of the park system and to  
5 promote the state park number plate program in coordination with the conservation number plate  
6 program. The cost of replacement number plates shall be identical to the cost of initial number  
7 plates and the revenue from replacement number plates shall be distributed in the same manner as  
8 revenue derived from initial number plates.

9           IV. Plates may be used on passenger motor vehicles and recreation vehicles as defined in  
10 RSA 259:84-a.

11

12 Amend the bill by deleting section 4 and renumbering the original sections 5-6 to read as 4-5,  
13 respectively.



**HB 1620 – Testimony @ Senate Transportation and Interstate Commerce Comm. 4.8.10 @ 11:50 AM**

Intro - Director Austin / DP&R – here in support of HB 1620

*New face in parks - look forward to working w/you.*

I am thrilled with two things –

One – That Rep. Petersen conceived and sponsored this bill, and has been passionate and articulate in his pursuit of a more stable funding solution for Division of Parks and Recreation. That is meaningful and critically important.

*in reference*

Two – That since the bill's inception 8 months ago there has been constructive and considerate dialogue between interested and impacted entities - both currently & going forward - in the interest of how this can be the best bill possible – that dialogue continues and is as recent this morning.

Most of that dialogue has been centered on how the addition of a Parks plate can actually enhance the current conservation plate efforts so that revenues are enhanced for both products via both unique audiences and a shared overlapping audience.

*Plate - answer SS ? administration*

*Austin*

It is an exciting time for State Parks...more on that in a minute.

As you may be aware, the 10-Yr. Strategic Development and Capital Improvement plan suggest, among other things that there are three legs to the stool on which the Parks system recovery should rest in an effort to become more vibrant and relevant. We can improve

operations immediately, we should examine the legislative & statutory framework within which we operate to identify cumbersome or contradictory mandates and we have a funding issue.

This bill has the potential to **begin** to address funding namely the perennial and long standing operational deficit. It does not address the challenge of capital.

This legislation should be viewed within the larger scope of funding the State Park system and as part of a cohesive strategy to include fees, program revenues, a Parks Foundation to receive donations and bequests, volunteer groups, federal grants, etc. if these setting are to remain the icons that they have been.

Other points to consider –

- *Joseph* Our fiscal note is conservative. It is based on the sale of existing current season pass products. Any impetus to generate increased revenues has been overshadowed by effort to save our way to prosperity by reducing expenses all driven by the looming carry forward deficit. Current pass sales do not reflect future plate sales potential. I believe with our existing research and the examination of peer state programs indicates that the potential is far greater.
- Three simple statistics which demonstrate actual behaviors not assumed behaviors >
  - 75% of NH residents visited a state park in the last 12 months.

- 31% of NH residents visited more than 5 times ~~—that is 410,674 people.~~
- NH is rated second in vanity plate usage in the United States  
[http://en.wikipedia.org/wiki/Vanity\\_plate](http://en.wikipedia.org/wiki/Vanity_plate)) at 13.99%. ~~which equates to 184,141 plates.~~
- Combining 5x visitors w/ 13.9 % vanity plate behavior that is 57,083 potential buyers.

...These statistics point to a willingness on the part of the population to consider buying a state park plate, particularly when a benefit is tied to frequency of use.

Some numbers that I feel point toward the plate's merits are:

- For a family (2 adlts. / 2 kids) – it cost \$12 to visit a park. The # of visits required of that family for break even @ \$85 is 8 visits.
- For the individual – the break even in 27 visits – but any or all of those visits could be with guests adding value to the first visit.
- Looking @ the 31% of NH residents <sup>that</sup> visited more than 5 times – that is 410,674 people.
- Using the 13.9% vanity plate behavior that equates to 184,141 plates.
- Combining 5x visitors w/ 13.9 % vanity plate behavior that is 57,083 potential buyers.
- The Maine Loon plate – thought less expensive @ \$20 sold in it's best year 105,966 plates @ 8.3% of the populations and in it's most recent yr. 71,527

plates @ 5.4% of the population. It does not provide an entrance benefit.

- The conservation plate sold 13,558 in it's 1<sup>st</sup> yr. and now has 41,644 on cars.

*#5 there would be \$1,040,000, 3.3 ml*  
With or without the plate - this is going to be a great year for your state Parks and Recreation program. We have:

- A freshly minted 10 yr. plan
- We have established a brand – something that has never previously been discussed.
- Through the brand we are re-positioning ourselves.
- We have updated our logo
- We are in our 75<sup>th</sup> yr. of operations.
- There is a heightened awareness of parks...and parks challenge and predicament.
- Volunteers are streaming forth to help.

The timing could not be better to optimize this opportunity to realize the potential for this plate program while the momentum is building.

I would ask that you consider this bill as it would allows us to further deliver on the high expectations of parks embodied by residents of and guest to NH alike.

Thank you.

*those results would not the parks. \$8.70 \$5.2m*

**Information in Support of Testimony - HB 1620, 8 April 2010, LOB 101**

**I.) Calculations from Users Perspective**

**A. Prospective Pass Holder - Family & Individual**

**1.) Fee By Configuration of Party**

Number of (not to exceed 7):	Family						Individual
	Adults @ \$4						
Kids @ \$2	1	2	3	4	5	6	
0	4	8	12	16	20	24	1 Visit = \$ 4
1	6	10	14	18	22	26	
2	8	12	16	20	24	NA	
3	10	14	18	22	NA	NA	
4	12	16	20	NA	NA	NA	
5	14	10	NA	NA	NA	NA	
6	16	NA	NA	NA	NA	NA	

**2.) Number of Visits to Achieve Breakeven @ \$85**

Kids	Family						Individual
	Adults						
	1	2	3	4	5	6	
0	21.3	10.6	7.1	5.3	4.3	3.5	\$ 4 divided into \$85 = 21.25  <i>So, 22 visits to breakeven</i>
1	14.2	8.5	6.1	4.7	3.9	3.3	
2	10.6	<b>7.1</b>	5.3	4.3	3.5	NA	
3	8.5	6.1	4.7	3.9	NA	NA	
4	7.1	5.3	4.3	NA	NA	NA	
5	6.1	8.5	NA	NA	NA	NA	
6	5.3	NA	NA	NA	NA	NA	

= mix of party @ >2 adults / 2 kids to realize savings.

**B. Perspective of An Existing Pass Holder**

1.) **Individual Pass** - Net increase of \$25 (Plate @ \$85 vs. Pass @ \$60) requires eight (8) additional visits to achieve breakeven. However, user could have brought multiple guests each visit.

2.) **Family Pass** - Net savings of \$20 (Plate @ \$85 vs. Family Pass @ \$105) > Savings of \$20 and ability to bring more than four individuals into park during each of the previous eight visits required of breakeven.

## II.) Calculations from Business Perspective

### Positive points To Be Aware Of:

- Commitment made up front to parks
- (Potential) parks plate is the only plate to serve as an access credential
- Any marketing will improve dramatically pass units sold (155 Individual & 109 Family in CY 2009).  
Those existing pass holders are high potential prospects for conversion to a parks plate.

### Simple Scenarios - via NH Population statistics based on 1,324,757 residents

- 1 Vanity plates @ 13.9% of registered vehicles (assumption - 1 vehicle for each resident)  
**\$14,731,298** = NH pop. Of 1,324,757 multiplied by 13.9 then multiplied by net of \$80
- 2 Maine's Loon Plate @ highpoint of 8.3% penetration of the population  
**\$8,796,386** = 8.3% of that population for a similar plate with no park entrance benefits.
- 3 Maine's Loon Plate @ most recent yr. (2005) of 5.4% penetration of the population  
**\$5,722,950** = 5.4% of that population for a similar plate with no park entrance benefits.
- 4 NH Conservation Plate - Potential modeling off of first five years of Conservation plate sales

Year	# Park Plates sold		Net \$ / plate	Total \$ to State Park Fund
1 ('01)	13,000	x	\$80 =	<b>\$1,040,000</b>
2 ('02)	21,000	x	\$80 =	<b>\$1,680,000</b>
3 ('03)	22,000	x	\$80 =	<b>\$1,760,000</b>
4 ('04)	24,000	x	\$80 =	<b>\$1,920,000</b>
5 ('05)	25,000	x	\$80 =	<b>\$2,000,000</b>

*Volume and revenues @ half (50%) of what was sold.*

# Park Plates sold	Total \$ to State Park Fund
6,500	<b>\$520,000</b>
10,500	<b>\$840,000</b>
11,000	<b>\$880,000</b>
12,000	<b>\$960,000</b>
12,500	<b>\$1,000,000</b>

### III.) Prospective Marketing Plan (As A For Instance Should HB 1620 Pass)

#### A. Situation Analysis

#### B. Marketing Objectives & Issues

- i. Financial Objectives
- ii. Marketing Objectives
  - Initial Sales
  - Renewals
- iii. Critical Issues

#### C. Marketing Strategies

- i. Target
- ii. Four P's
  - Positioning
  - Placement (distribution)
  - Price
  - Promotion
- iii. Strategies & Tactics (& Alternative Strategies)
  - Partners
    1. Coordination w/ Conservation Plate mktg. plan
    2. Peer Agencies (Liquor Store promotions?)
    3. NH Towns & Cities Assoc.
    4. NH Libraries
  - Responsible Parties
- iv. Media Mix
  - PSA's (NHPR)
  - Web
  - Print (rack cards)
  - Point-of-Sale (POS) Displays

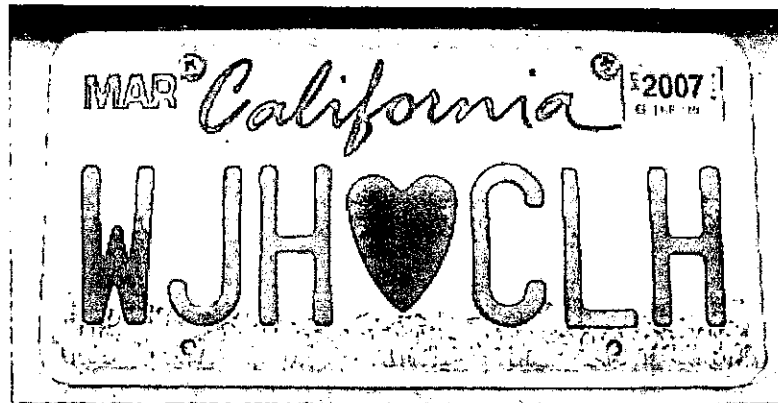
#### D. Sales Forecast, Targets & Milestones

#### E. Budget (proposed @ \$50,000)

# HB1620 -FN-A

**How do we protect the Moose Plate while at the same time provide the Parks with something they can market?**

Other states (generally large states) have begun incorporating symbols into their alphanumeric license plate “numbering system,” most likely to deal with the constraints of 10 numbers and 26 letters. Why doesn’t New Hampshire (a small state) use this practice to give the Parks a dedicated symbol (e.g. a tree) for which we could charge a fee? The symbol could be treated the same way as a number/letter and used on any DOS plate, including the Moose Plate. People wishing to support both the Parks and Conservation/Heritage (or just wanting both the Moose Plate and a “tree” on their license plate) would pay for both. Those wanting just to support the Parks (or get the symbol), would have the symbol on their standard plate. The appeal of the Moose Plate wouldn’t be lost, yet the Parks would get something unique and special (and marketable).

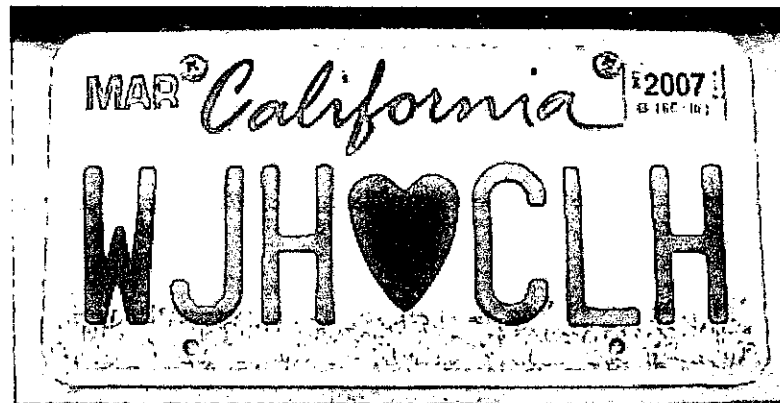




# HB1620 -FN-A

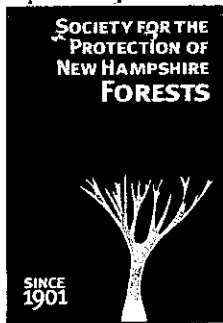
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Submission B

Attachment



April 1, 2010

The Honorable Robert Letourneau, Chairman  
Committee on Transportation & Interstate Cooperation  
New Hampshire State Senate  
The State House  
Concord, NH 03301

54 Portsmouth Street  
Concord, NH 03301

Tel. 603.224.9945  
Fax 603.228.0423

info@forestsociety.org  
www.forestsociety.org

Dear Chairman Letourneau:

I submit this written testimony at today's hearing of HB 1620 before your Committee on behalf of the Forest Society's 10,000 member households. The Forest Society supports this legislation and is working with sponsors of the bill to craft an amendment which we believe will significantly improve the bill as passed by the House.

This legislation provides a means for New Hampshire residents to voluntarily support the operations of the state park system with the purchase of a new license plate that would also serve as a season's pass for the owner of the plate. While we do not believe the revenues from the sale of such a plate will provide all of the operating support that the Division of Parks and Recreation needs to properly steward its existing 92 park properties statewide, in the resource-starved environment we find ourselves as a state the Forest Society believes this is a creative first step in meeting the need.

The need is great. Capital improvements to our parks and their supporting infrastructure have largely been deferred for more than 40 years. The shoe string operating budget for state parks is self funded --- the only self funded state park system in the nation --- and gate receipts in most years fail to fund one shoe string let alone two. As a consequence, the non-lapsing operating fund for state parks today has close to a \$2 million deficit. The facilities themselves reflect this imbalance, and it is only through the herculean efforts of a stressed staff and caring volunteers that the deterioration is not worse than it is.

Over the past 60 years the state's parks have been a second home to many New Hampshire citizens who enjoy the great outdoors in their leisure time. But because the state provides no general support for their stewardship, entrance fees are edging the point where middle class families are no longer able to afford regular visits. The state's parks should be accessible to all today, and should be one of our proudest legacies to future generations. We can do better, and HB 1620 should be a first step on the road to recovery.

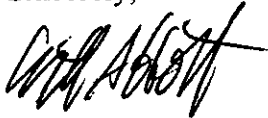
New Hampshire's State Parks today are a significant contributor to the State's economy, and, if properly seeded, this significant contribution will grow. The parks host 6 million annual visitors who contribute more than \$522 million to the State's economy each year, including \$45 million directly to the state's treasury in

the form of admission fees, rooms and meals taxes and other revenues. Imagine if this economic engine were to grow 2.5% per year over the next 10 years --- adding \$125 million to the state's economy and \$10 million to the state's existing revenue streams. In fact, the Division of Parks and Recreation has recently released a 10 year master plan designed in part to grow this economic engine. The master plan lays out a detailed roadmap to the future. To succeed, the master plan recognizes that to make new money you have to invest new money. HB 1620 is a first step toward such reinvestment.

We believe that the new state park plate proposed in HB 1620 can and should work in concert with the state's existing moose plate. Effectively marketed, we believe both plates can grow revenue for their respective purposes in the future. To offset any short term income cannibalization, we support an amendment to the House passed version which would hold harmless the existing revenue streams of the moose plate and the conservation activities these revenues support. The moose plate in FY 09 raised a total of \$1.25 million (see attached history) to support six different state activities that should not be adversely impacted by the new park plate. The hold harmless provision should be designed to accomplish this goal. We also would support a change to the House passed version that reduces the four park plate designs down to one design, to facilitate easier administration and recognition.

The Forest Society has been an active member of the legislatively established State Parks Advisory Council, which is working with the Director of the Division of Parks and Recreation Ted Austin to advance the state's park system for the benefit of all 1.3 million New Hampshire residents. HB 1620 won't fully fuel the trip ahead, but it will be a sparkplug to get the engine moving.

Sincerely,



Will Abbott

Vice President for Policy and Land Management

# MOOSEPLATE SALES

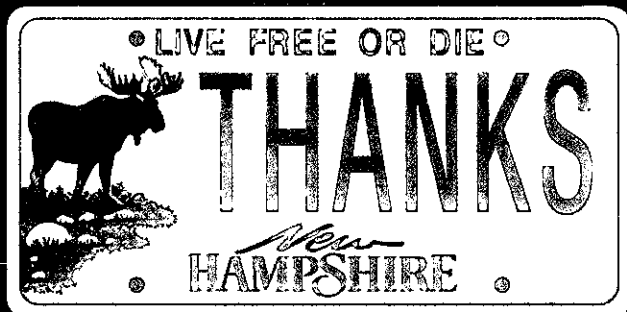
FY2001-Present

Source NH DMV Monthly Reports

SALES														REVENUES less \$5 admin on new plates			
FY 2001		Jul 00	Aug 00	Sept 00	Oct 00	Nov 00	Dec 00	Jan 01	Feb 01	Mar 01	Apr 01	May 01	Jun 01				Net for FY
	New						1015	897	819	1047	1216	1198	1218	7,410	@ \$35	\$259,350	
	Renewal						1134	790	792	751	964	892	825	6,148	@ \$30	\$184,440	
							2149	1687	1611	1798	2180	2090	2043	13,558		\$443,790	\$406,740.00
FY2002		Jul 01	Aug 01	Sept 01	Oct 01	Nov 01	Dec 01	Jan 02	Feb 02	Mar 02	Apr 02	May 02	Jun 02				
	New	1326	1353	1098	1204	965	782	725	690	826	794	885	1613	12,261	@ \$35	\$429,135	
	Renewal	872	1026	932	1125	1043	1805	1864	1511	1710	1831	1776	3451	18,946	@ \$30	\$568,380	
		2198	2379	2030	2329	2008	2587	2589	2201	2536	2625	2661	5064	31,207		\$997,515	\$936,210.00
FY2003		Jul 02	Aug 02	Sept 02	Oct 02	Nov 02	Dec 02	Jan 03	Feb 03	Mar 03	Apr 03	May 03	Jun 03				
	New	488	509	838	779	485	589	290	599	667	955	766	1457	8,422	@ \$35	\$294,770	
	Renewal	1131	937	1781	1817	1244	2355	1216	2265	2614	3198	2239	4675	25,472	@ \$30	\$764,160	
		1619	1446	2619	2596	1729	2944	1506	2864	3281	4153	3005	6132	33,894		\$1,058,930	\$1,016,820.00
FY2004		Jul 03	Aug 03	Sept 03	Oct 03	Nov 03	Dec 03	Jan 04	Feb 04	Mar 04	Apr 04	May 04	Jun 04				
	New	250	378	1062	619	628	418	336	503	755	356	758	1290	7,353	@ \$35	\$257,355	
	Renewal	622	815	2449	1933	2135	2426	1615	2550	3499	1613	2845	5540	28,042	@ \$30	\$841,260	
		872	1193	3511	2552	2763	2844	1951	3053	4254	1969	3603	6830	35,395		\$1,098,615	\$1,061,850.00
FY2005		Jul 04	Aug 04	Sept 04	Oct 04	Nov 04	Dec 04	Jan 05	Feb 05	Mar 05	Apr 05	May 05	Jun 05				
	New	269	372	439	527	508	421	585	555	527	600	552	1,131	6,486	@ \$35	\$227,010	
	Renewal	1011	1286	1710	2300	2069	2600	3771	3314	2904	2700	2238	4906	30,809	@ \$30	\$924,270	
		1280	1658	2149	2827	2577	3021	4356	3869	3431	3300	2790	6037	37,295		\$1,151,280	\$1,118,850.00
FY2006		Jul 05	Aug 05	Sept 05	Oct 05	Nov 05	Dec 05	Jan 06	Feb 06	Mar 06	Apr 06	May 06	Jun 06				
	New	76	394	488	305	277	515	473	372	402	452	475	1,071	5,300	@ \$35	\$185,500	
	Renewal	430	963	1244	1394	1339	3023	1525	2724	3316	3105	3942	9619	32,624	@ \$30	\$978,720	
		506	1357	1732	1699	1616	3538	1998	3096	3718	3557	4417	10690	37,924		\$1,164,220	\$1,137,720.00
FY2007		Jul06	Aug 06	Sept 06	Oct 06	Nov 06	Dec 06	Jan 07	Feb 07	Mar 07	Apr 07	May 07	Jun 07				
	New	63	246	236	292	404	292	346	283	413	236	429	695	3,935	@ \$35	\$137,725	
	Renewal	610	1796	1645	2308	3059	2919	3712	3338	4080	2070	3766	5667	34,970	@ \$30	\$1,049,100	
		673	2042	1881	2600	3463	3211	4058	3621	4493	2306	4195	6362	38905		\$1,186,825	\$1,167,150.00
FY2008		Jul-07	Aug-07	Sep-07	Oct-07	Nov-07	Dec-07	Jan-08	Feb-08	Mar-08	Apr-08	May-08	Jun-08				
	New	155	349	388	460	379	528	255	308	314	377	343	726	4,582	@ \$35	\$160,370	
	Renewal	1005	2379	3023	3,336	2872	2625	2803	3,291	3184	3146	2659	5838	36,161	@ \$30	\$1,084,830	
		1160	2728	3411	3796	3251	3153	3058	3599	3498	3523	3002	6564	40,743		\$1,245,200	\$1,222,290.00
FY2009		Jul-08	Aug-08	Sep-08	Oct-08	Nov-08	Dec-08	Jan-09	Feb-09	Mar-09	Apr-09	May-09	Jun-09				
	New	230	298	507	495	259	278	307	266	319	323	352	478	4,112	@ \$35	\$143,920	
	Renewal	1643	2116	3442	3771	2452	3305	3428	2950	3593	3316	3269	4247	37,532	@ \$30	\$1,125,960	
		1873	2414	3949	4266	2711	3583	3735	3216	3912	3639	3621	4725	41,644		\$1,269,880	\$1,249,320.00
FY2010		Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10	Apr-10	May-10	Jun-10				
	New	253	359	380	256	211	341	256	266					2,322	@ \$35	\$81,270	
	Renewal	2412	2660	3561	2514	2248	4065	2818	2959					23,237	@ \$30	\$697,110	
		2665	3019	3941	2770	2459	4406	3074	3225	0	0	0	0	25,559		\$778,380	\$766,770.00

# Help conserve New Hampshire's natural, historical and cultural heritage.

Choose the Conservation  
License Plate.



Since 2001, the Conservation License Plate program has contributed to the ongoing success of more than 150 projects around the state.

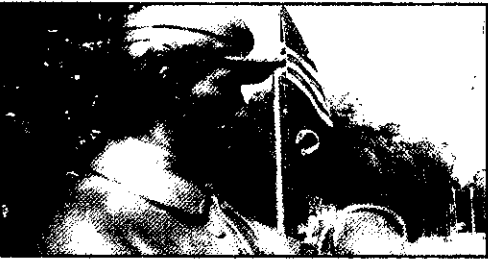
Become part of this important effort by purchasing your "Moose Plate" when you register your car.

[www.MoosePlate.com](http://www.MoosePlate.com)

# Conserve your heritage!

All funds raised through the Conservation License Plate program are used for the promotion, protection and investment in New Hampshire's natural, cultural and historic resources. By supporting this program you're helping to preserve what makes New Hampshire so special!

Learn more about how you can purchase a Conservation License Plate at [www.mooseplate.com](http://www.mooseplate.com). Gift certificates are also available for family and friends.



[www.MoosePlate.com](http://www.MoosePlate.com)

SENATE CALENDAR NOTICE

TRANSPORTATION AND INTERSTATE COOPERATION

- ✓ Senator Robert Letourneau Chairman
- ✓ Senator Peggy Gilmour V Chairman
- ✓ Senator Martha Fuller Clark
- ✓ Senator Molly Kelly
- ✓ Senator David Boutin

For Use by Senate Clerk's Office ONLY

Bill Status

Docket

Calendar

Proof:  Calendar  Bill Status

*open 11:50  
closed 12:24*

Date: April 8, 2010

HEARINGS

Thursday

4/15/2010

TRANSPORTATION AND INTERSTATE COOPERATION

LOB 101

10:30 AM

(Name of Committee)

(Place)

(Time)

EXECUTIVE SESSION MAY FOLLOW

Comments: THE PURPOSE OF THIS AMENDED NOTICE IS TO ADD HB 1620-FN-A, WHICH WAS RECESSED ON 4/8/10.

- 10:30 AM HB1374 relative to the prohibition against participation in a national identification card system.
- 10:50 AM HB1195 relative to height, length, width, and weight limits for trucks.
- 11:10 AM HB1230 relative to commercial motor vehicles and heating oil deliveries.
- 11:30 AM HB1390 relative to the minimum age for the operation of commercial vessels.
- 11:50 AM HB1620-FN-A establishing state park number plates.

Sponsors:

HB1374

Rep. Joel Winters

Rep. Neal Kurk

HB1195

Rep. Matt Quandt

Rep. David Bettencourt

HB1230

Rep. Richard Stuart

Rep. Robert Williams

HB1390

Rep. Alida Millham

Rep. James Pilliod

Rep. David Russell

HB1620-FN-A

Rep. Andrew Peterson

Rep. David Campbell

Rep. Peter Bergin

Rep. David Nixon

Sen. Margaret Hassan

Sen. Bob Odell

Sen. Lou D'Allesandro

Rep. George Katsakiores

# Transportation & Interstate Cooperation Committee Hearing Report

**TO:** Members of the Senate  
**FROM:** Gene Martin, Legislative Aide

**RE:** Hearing report on **HB 1620-FN-A** - *AN ACT establishing state park number plates.*

**HEARING DATE:** April 15, 2010

**MEMBERS OF THE COMMITTEE PRESENT:** Senators Letourneau, Gilmour, Fuller Clark, Kelly, Boutin

**MEMBERS OF THE COMMITTEE ABSENT:** No one.

**Sponsor(s):** Rep. A. Peterson, Hills 3; Rep. Campbell, Hills 24; Rep. Bergin, Hills 6; Rep. Nixon, Hills 17; Rep. G. Katsakiores, Rock 5; Sen. Hassan, Dist 23; Sen. Odell, Dist 8; Sen. D'Allesandro, Dist 20

**What the bill does:** This bill establishes state park number plates to fund maintenance and use of the park system.

**Who supports the bill:** Sen. Fuller Clark; Chris Wells, SSFNH; Rep. Peterson

**Who opposes the bill:** No one.

**Who takes no opinion:** Earl Sweeny, Department of Safety

## **Summary of testimony received:**

**Senator Fuller Clark** spoke to the amendment 1356s. Her amendment is a solution that she referred to last week. She noted that all occupants of the vehicle would be allowing in the park at no cost; however, they would have to pay parking fees, etc. She also stressed that the final approval is with the Commissioner of Safety with consultation with the Commissioner of DRED. Sen. Fuller Clark also stated that the organization of the State Park Fund was reworked and everyone is happy with the clarified language.

In responses to the questions from the committee:

- There is no entrance fee for Cannon Mountain, but they would have to pay the parking and lift ticket fee.
- In terms of the Pine Tree not being a symbol of NH, I'd be willing to leave that to Commissioner's approval.

**Chris Wells, SSFNH** testified in support of the amendment and believes there is a dire need for money for our state parks.

- I have no objection to leaving the symbol to the Department's desecration.

**Rep. Peterson** testified in support of the amendment and thanks the committee for the time and thoughtfulness they put into this.



**Early Sweeny, Department of Safety** stated that normally the department opposes all plates but this solution would avoid the identification problems. He offered some language changes to Senator Fuller Clark's amendment, he stressed that the Department needs lead time to update software and best prepare for the implementation.

**Fiscal Impact:** See FN

**Action:** Senator Martha Fuller Clark moved OPT/A, Senator Kelly seconded the motion and it passed with a vote of 5-0. Senator Fuller Clark will report the bill out.

epr  
[file HB1620-FN-A-part 3]  
Date: April 15, 2010

BH

Date: April 15, 2010  
Time: 11:50 A.M.  
Room: LOB 101

The Senate Committee on Transportation and Interstate Cooperation held a hearing on the following:

HB 1620-FN-A establishing state park number plates.

Members of Committee present: Senator Letourneau  
Senator Gilmour  
Senator Fuller Clark  
Senator Kelly  
Senator Boutin

The Chair, Senator Robert J. Letourneau, opened the recessed hearing on HB 1620-FN-A and invited Senator Martha Fuller Clark to speak to the legislation.

Senator Martha Fuller Clark, D. 24: Thank you, very much, Senator Letourneau and members of the Committee. I do have an amendment to present to you today. It is Amendment 1356s and it is an act establishing a special registration numbers for the purpose of benefiting the state park system.

This is a solution that I referred to last week at the end of the hearing. We have continued to refine this solution and I'll just go through the basic concepts. Okay.

No admission fee shall be charged for day use of the state park system to the occupants of a vehicle with a number plate bearing a special registration number authorized under RSA 261:75-c as indicated by the tree-shaped symbol. Any fees for the use of the metered parking or enterprise activities as defined in paragraph 2 shall be charged to such persons. So what we're saying there is that any other activities that are going on at a state park, you will not be exempt from those charges. In some cases, there might be a parking fee that you would have to pay. This would not exempt you from paying that parking fee.

Here are the refined examples of potentially what a plate in New Hampshire could look like. This design could go on a regular plate; it could go on a vanity plate; it could go on the moose plate, and it would simply signify that

BH

the individual who has this symbol on their plate, has purchased a season pass to the state parks. So, I'm happy to hand these around. I believe you should have copies already.

**Please see Attachment #1 – Amendment submitted by Senator Fuller Clark.**

**Please see Attachment #2 – Picture/Plate example submitted by Senator Fuller Clark**

Senator Robert J. Letourneau, D. 19: I think . . . everybody has them. We provided them for the Committee.

Senator Martha Fuller Clark, D. 24: Someone was asking me, where did the tree come from?

Senator Robert J. Letourneau, D. 19: Is there anybody in the audience who wants to see them?

Senator Martha Fuller Clark, D. 24: There is now a logo for the state parks that shows a stream or a river, a little bit of land and some pine trees, and in the middle of that is a larger pine tree. This is basically the origin for coming up with this symbol, so that there was some branding coherency between the symbol, which was really too big to replace either a letter or a number on the plate, but would be tied to it. Okay, so that's where the idea came from. I'd like to thank the New Hampshire Preservation Alliance for having provided us with these mockups. The final approval of the design would have to go through the Commissioner of Safety and would be worked out in consultation with the Commissioner of DRED, but this is just to give you an example.

The other language that is in this bill, if you refer to line 14 where it says, state park fund is repealed and re-enacted to read as follows. If you were to look at the original language in this section, it was very, very confused and it was not clear what kinds of financial resources were going into which of the two accounts that existed under the state park fund. So we broke those out to be very explicit as to the fact that there would be a state park fund separate, have separate and distinct accounts known as the state park account and the state-owned ski area account. The accounts shall be continuing and non-lapsing. The Treasurer shall deposit in the state park account actual revenues from fees, services, accommodations, rentals, retail sales, net profit from concession operations and special registration number fees collected in excess of the budget expenses and excluding revenues associated with state-owned ski areas. And then it goes on to explain, the Treasurer shall deposit in the state-owned ski areas accounts, actual

revenues associated with the ski-owned ski areas derived by the Department of Resources and Economic Development from fees, services, accommodations, rentals, ski lift and tram operations, retail sales and net profit from concessions. Any federal monies which become available and all donations and gifts shall be deposited into their appropriately designated accounts. And it's my understanding that everyone is happy with this and it really clarifies something that was very confused in the original statutes.

And it says then any funds deposited into the state park account and the state-owned ski account are hereby continually appropriated to and may be expended by the Commissioner of the Department of Resources and Economic Development only with the prior approval of the Governor and Council and the Fiscal Committee of the General Court provided that additional funds above those authorized in the budget are necessary for the Division of Parks and Recreation to provide an adequate level of services and maintenance, etcetera.

The Commissioner may use funds in the park account to promote the special registration number program authorized under RSA 261:75-c. Okay? So that we're saying that they can use some money that's raised by the sale of the passes to promote the program. And you'll remember, we did not hear at the time, that they had been able to currently promote the state parks season pass, so we hope that this will be helpful.

Then it goes on to explain how this special registration numbers will work. That the registration numbers are available to any applicant upon payment of a special registration number fee of \$85, which shall be in addition to any other registration or number plate fees. And it shows that this can be applicable to regular plate, a vanity plate, the conservation plate...okay. And that the cost of the replacement number plate shall be identical to the cost of the initial number plate and the revenue from the replacement number plate shall be distributed in the same manner as revenue derived from the initial number plates.

I think that's pretty much it.

Senator Robert J. Letourneau, D. 19: Senator, does the purchase of this plate give them entrance into the Cannon Mountain or is this just for the state parks? I mean, Cannon Mountain is part of the state parks. I was just curious as to whether or not that...

Senator Martha Fuller Clark, D. 24: It's my understanding that there's no fee to go into Cannon state park. There is a parking fee and then also, if you

get a lift ticket, that has nothing to do with this, you wouldn't get an... you'd still have to buy your lift ticket to go skiing.

So, I'm happy to answer any questions. I hope that you'll see that from the amendment that Senator Odell and Senator Hassan, who were sponsors of the original bill in the Senate, agree to this. Senator Kelly agrees with it, and that there are people here to speak on behalf of the state park plate. So, I'm happy to answer any questions. Yes. Senator Boutin?

Senator Robert J. Letourneau, D. 19: Senator Kelly had her hand up first.

Senator Molly Kelly, D. 10: And I just want to thank you for all of your work on this.

Senator Martha Fuller Clark, D. 24: Well I'd like to thank my legislative staff because they have worked very hard as well to solicit information from California, which is the only other state at this time that we know has this system. We have information there that say that the state police in California have had no problems in dealing with this type of a plate, and that it has been successful in raising consider... I believe, you know, \$6 million, we saw for one of the special alpha-numeric plates in California. Obviously we don't have the same number of residents in California in New Hampshire, but we're hoping that this will do two things...or it will accomplish three things actually; it will allow for the original intention of the state park plate to go forward to sell these season passes and to provide perhaps some additional visibility and marketing; it does not require that the state park plate have to set aside money to make the . . . hold the moose plate harmless; and the third thing is, it doesn't put two environmental plates in competition with one another; and I guess the fourth thing is, by not having two conservation plates, we're not in a position of having created real resentment from other entities that have applied for a special plate in the past and haven't been able to get it.

Senator Robert J. Letourneau, D. 19: Follow up.

Senator Molly Kelly, D. 10: I just want to make sure I have this correct, that on lines 10 and 11, is language to clarify the fact that this pass takes care of the group that's in the car, not just the driver.

Senator Martha Fuller Clark, D. 24: That is correct. It is for everyone who is in the car.

Senator Robert J. Letourneau, D. 19: Senator Boutin has a question.

BH

Senator David R. Boutin, D. 16: Thank you, Mr. Chairman. Senator Clark, thank you for all your work you've done.

Senator Martha Fuller Clark, D. 24: You're very welcome. Again, thank my staff. They helped a lot.

Senator David R. Boutin, D. 16: I thank your staff, as well. One of my chief concerns with this particular...

Senator Martha Fuller Clark, D. 24: Solution?

Senator David R. Boutin, D. 16: ...design, is that the tree, you know, the state of Maine is called the Pine Tree State. I think that we should have something that is more representative of our state; such as the Purple Finch or the lilac, or something, but that's one of my... I think it's going to cause some confusion, so, that's my... The other question I have is, will this require that a whole series of plates, like 5,000 plates will have to...so, this will be done individually?

Senator Martha Fuller Clark, D. 24: Right. Each plate has to be stamped individually as it's issued because we each get a different number on our plate. So the plate will already have been made and then you'll simply substitute the design in this legislation of the tree for one of those letters or numbers, and it will be up to the Department of Safety and the Department of Motor Vehicles that deals with the design, I think, to determine, you know, is the number replaced at the beginning, in the middle, or at the end? And we were just showing you two different examples. One showing you here with this symbol replacing a number; this symbol replacing, also a number but so it didn't conflict with whatever other design might be on the plate. But this is not, you know, how this is worked out is with the Department of Safety.

Senator David R. Boutin, D. 16: So, there will not be any..., in the original fiscal note for the bill, there will not be any of that. And if I may, Mr. Chairman, last question. Would you be amendable to an amendment that allowed the Department of Safety to come up with the final design in consultation with DRED?

Senator Martha Fuller Clark, D. 24: Absolutely. If you wish to take the symbol of the tree out and leave that flexible, I have no problem with that.

Senator David R. Boutin, D. 16: I would support it if you take the tree symbol out, because I think it really causes a... we're promoting the state of Maine.

Senator Martha Fuller Clark, D. 24: Well I think it should be with the consultation of the state parks, of DRED and the Department of Safety, and we just sort of took this to be able to kind of go ahead and probably we should've built that flexibility into the amendment. But I have no objection to making that change.

Senator David R. Boutin, D. 16: With that amendment in mind, Senator, I could support the bill.

Senator Martha Fuller Clark, D. 24: Thank you.

Senator Robert J. Letourneau, D. 19: Senator Gilmour.

Senator Peggy Gilmour, D. 12: Just a comment. As long as it is very clear that the Legislature is not in the business of designing and, that that is (inaudible) Then that would be okay.

Senator Martha Fuller Clark, D. 24: Right. I think that's a very reasonable request to make. I have no problem with that at all.

Senator Peggy Gilmour, D. 12: We need to make that... and beauty is in the eye of the beholder.

Senator Martha Fuller Clark, D. 24: Right.

Senator Robert J. Letourneau, D. 19: My question is... I understand that this is just a mockup; and that the tree symbol was just hand drawn. It would not be a final design.

Senator Martha Fuller Clark, D. 24: Right. But it is true that in here, we refer to the tree symbol, so I think we need to replace that language in the amendment with just "a design" to be, you know, developed in consultation with the parks and DRED and...

Senator Robert J. Letourneau, D. 19: But as a follow up to that, Senator...

Senator Martha Fuller Clark, D. 24: Yes.

Senator Robert J. Letourneau, D. 19: I was told that it would be an embossed... In other words, it wouldn't be a flat symbol, it would be embossed, like the numbers are embossed. So that means it would be a tool; a die, so to speak, that goes into the press when they make the number plate. And then they paint it, and that's how you get the color green on the numbers. They press down on the plate, and you've seen the process, seen how it was made. So,...

Senator Martha Fuller Clark, D. 24: Right, right. And in the bill, it says that any expenses that are incurred, to be able to do that, will be covered by the monies raised from the plate.

Senator Robert J. Letourneau, D. 19: And it was clear in the bill that the Commissioner of Safety has the authority to design it?

Senator Martha Fuller Clark, D. 24: Yes.

Senator Robert J. Letourneau, D. 19: Any further questions from the Committee on the... Senator Gilmour.

Senator Peggy Gilmour, D. 12: Clear that the Commissioner of Safety will approve the final design?

Senator Martha Fuller Clark, D. 24: Approve the final design; yes.

Senator Robert J. Letourneau, D. 19: Thank you, Senator.

Senator Martha Fuller Clark, D. 24: You're very welcome.

Senator Robert J. Letourneau, D. 19: I have Chris Wells from... Chris? Oh you're not speaking.

Chris Wells: I can speak for 30 seconds.

Senator Robert J. Letourneau, D. 19: I apologize for that. You don't have to speak if you don't want to. If you want to speak, you're more than welcome to. Tell us how you feel about it.

Chris Wells: No, it's okay. Sure. For the record, my name is Chris Wells. I am Director of Policy for the Protection of New Hampshire Forests. My comment is short and sweet on this amendment, which is that we do support the amendment. We actually did also support the original plate bill, essentially on the grounds that the situation with funding operations at parks is so dire that we were to the point to say, we who have opposed separate plates for other purposes other than the moose plate, which we were also very involved with originally, was something we were willing to consider. That said, this amendment really, I think, most of us are now in agreement, really gets you, as Senator Fuller Clark said, gets you the goal of the original separate plate, which was to start to do something about the operating deficit at parks without any potential, I think at this point, at most marginal, "cannibalization" of revenues from the existing moose plate. I mean, that was the heart of our concern, I think generally for most of the interest around



this bill. So, there you go. We support the amendment. Any questions for me before I get up?

Senator Robert J. Letourneau, D. 19: Thank you. Senator Clark.

Senator Martha Fuller Clark, D. 24: Do you have any objection to us leaving the issue of the image more or less restrictive as long as DRED can design the design in consultation with the Department of Safety?

Chris Wells: That seems to make good sense. Those would be the two relevant agencies. As long as you've got DRED and Safety together working on it. As you had said, Senator Gilmour, the legislature, and certainly the Forest Society, we're not in the business of designing license plates either. But I mean, I guess the only comment on the design would be, again, whether it's the regular plate or particularly from our perspective, the moose plate that you do not some how inadvertently end up with a design that visually kind of confuses what we've all gotten used to the moose plate looking. I mean, that's just a generic comment.

Senator Robert J. Letourneau, D. 19: It has to fit.

Chris Wells: Yeah, and just that the plate doesn't fundamentally look different when you're just driving down the road. That's all. Thank you.

Senator Robert J. Letourneau, D. 19: Thank you. Representative Peterson, you're the Prime sponsor of the bill. Did you want to speak on this? I'd like to have your comments.

Representative Andrew Peterson: I don't want to unduly take up time before a Committee that's making progress, but my name is Andy Peterson; I represent Hillsboro District #3, for the record, and I want to express my gratitude to this, to you, Mr. Chairman, Senator Fuller Clark and the whole Committee for the seriousness with which you've pursued making progress on this bill. It obviously reflects your deep concern for the park system, its current circumstances and understanding that we have a bill before us that really can help in that regard if it's framed properly and executed well. So, I thank you all for applying that time and energy to this.

We'd like to support, based upon the stakeholders and people who've been involved in this. I've been able to speak with who'd like to support the kind of amendment that I see being formed here to allow this bill to be moved forward in the process. If you're aware, it's a two-committee bill. There'll be opportunity for the Senate to look at the bill as it goes on and you know, deal with any additional tweaks. If those were to occur, we'd certainly, with all the work that Senator Fuller Clark has done, would want to make every

BH

attempt to work in concert with her. She's put her personal imprimatur on this bill at this point, as this Committee has. So, we would remain available to work with you all to see this be the best that it can be.

I very much agree with Senator Boutin's feel that the departments be given the flexibility to do their job, both in the design and in the marketing of the plate, and to develop systems that are most efficient to see that that, you know, can occur and have the plate be maximally effective when it's marketed and rolled out, and when it serves to advertise what a great state New Hampshire is.

So, with those comments, you know, I would be glad to answer any questions. But, you know, look forward to seeing, you know, what you come up with.

Senator Robert J. Letourneau, D. 19: I thank you for that. Appreciate it. A couple of questions that I did have, but I think I'm gonna reserve them for the Commissioner. So you're basically in support of the change? 'Cause, I think it accomplishes the goals that you set out to...

Representative Andrew Peterson: That's our purpose here, is to accomplish the goals as they're much more important than, you know, a personal druther on my part, and obviously, you all get that. I just want you to know I get it, too. But, I will say, that this Committee has given a much more serious, practical and constructive hearing process and treatment of this bill than we experienced in the House. You know, so, although its been suggested at times that the opposite is true, in this case, you know, I was very pleased to see Senators take time out of what is a very busy time of year to really concentrate on this bill. So the main thing I wish to say is "thank you".

Senator Robert J. Letourneau, D. 19: Senator Kelly.

Senator Molly Kelly, D. 10: Thank you, Representative Peterson. Actually, I just wanted to thank you, for bringing this before us and your commitment to the state parks, and funding the state parks and working with us throughout this process. So please know that your work was very appreciated. I want to thank you, very much.

Representative Andrew Peterson: Well, I can tell you that my commitment and involvement for the state parks is certainly no more than the average citizen in New Hampshire, and the people behind me are the ones who, you know, have been at these hearings, are the ones that really deserve, you know, credit for doing that kind of yeoman work. But I think as a, sort of man on the street representative, which is all I can claim to be, the

state parks are of serious benefit and interest to our citizens; all of them, and, you know, again, your work on this bill in a practical way, reflects that we understand that here in Concord and that's very great. So, thank you.

Senator Robert J. Letourneau, D. 19: Thank you. And I just want everybody to know that this bill needs to be excec and out of here today and we've got about 15 minutes left. With that, I'm going to call Commissioner Sweeney, and Commissioner, good morning, and welcome back.

Assistant Commissioner Earl Sweeney: Thank you. For the record, Earl Sweeney, Assistant Commissioner of Safety.

Just a suggestion for a couple of minor tweaks to the amendment. The Department of Safety is very well known for our opposition to special plates and we've been trying to avoid a situation like Florida, where you have hundreds of plates and duplication of identification and money siphoned off for various charitable purposes where we felt that the real purpose of plates is to raise money for some legitimate state purpose. We've opposed cancer survivor plates; we've opposed firefighters' plates; we've opposed police memorial plates. And so, when Representative Peterson came to me with his suggestion, I told him that we would probably not be able to come in and support his proposa.

But, as a citizen of New Hampshire, I am appalled, you know, the Daniel Webster Birthplace is crumbling into the ground, and we're in danger of losing a lot of our history. And so, I think that what Senator Fuller Clark has come up with is a very intelligent approach that avoids duplication of identification on the plates and certainly, nobody can quibble that the state parks are a legitimate state purpose and we're not giving money away to some private purpose. So that said, and I think Representative Peterson will agree, that where we usually come out with guns blazing in special plates, we were very muted in our opposition to his bill in the House for the reasons that I've mentioned.

Senator Fuller Clark was kind enough to provide me with a copy of her amendment and I have come up with a couple of little suggestions; one, because when you get to the second page, I thought that the way it was worded, it sort of hemmed us in to how we're going to account for this symbol on the computer database and how it would interface with law enforcement and so forth. So, I thought that, if we could reword it a little bit and just say, because it isn't really a special registration plate that we're worried about, it's the plate symbols. And to somehow limit it to passenger, commercial and vanity, and conservation plates; so maybe you might want to add motorcycle plates. But I don't think that we want, you know, those things on farm

tractors and a lot of other plates, because it would just add a lot of confusion, a lot of additional plate types that I don't think you'd ever sell any for.

**Please see Attachment #3 – Department of Safety Suggestions**

The other thing that I am recommending is that you put in something that, because you've made an effective date of July 1, 2010, and it would be impossible for us to gear up and start issuing those plates on July 1<sup>st</sup>, so we don't want to be in violation of the law. So to put in a section that said the Department shall commence the issuance of the special number plates established under this Act as soon as practicable following the effective date of the Act.

The other little tweak on the last page was..., I moved initial, I said initial cost of number plates instead of initial number plates, because the initial number plates are like a vanity plate, and I thought there could be some confusion.

But just to give you an idea of what would have to take place on July 1, is we'd have to make changes to the IDMS, the map, the map municipal software provider and vendor software, the State Police on-line telecommunications software and the DOT software for E-Z Pass. We'd have to establish new revenue sources, new revenue source codes. We'd have to work with the vendors that represent the towns and city clerks, because many of them have their own software; and assist them in getting their software changed, and then test the whole system to make sure it would work. So, it isn't as simple as pushing a switch, but we can assure you that we wouldn't delay, and as fast as the Department of Information Technology could work with us to get this thing going, we would get it going. And I don't think there'd be any problem with Commissioner Bald and Commissioner Barthelmes getting together and we could come up with..., and you might want to put in an appropriate symbol, if you wanted to give the latitude to do something other than a tree and maybe...

Senator Robert J. Letourneau, D. 19: Can I just stop you right there for a second?

Assistant Commissioner Earl Sweeney: Yes.

Senator Robert J. Letourneau, D. 19: Because the issue is revolving around the symbol and in here we have tree shape symbol. Representative Boutin (sic) has suggested that we just use the word symbol, and in here you have plate symbols. I just want to make sure we have the language so when we go

with the amendment and Gene has to go down there and draft this thing up, that we get the wording correct throughout the whole bill.

Assistant Commissioner Earl Sweeney: I would suggest "appropriate" symbol. Where it says "tree", I'd just strike out tree and say appropriate, and...

Senator Martha Fuller Clark, D. 24: And I found that in one, two, three, four places so far, but I'll go through it when I on more...

Senator Robert J. Letourneau, D. 19: Well, any place that it exists on the bill.

Assistant Commissioner Earl Sweeney: I think she could do a find and replace on the computer, but ...

Senator Robert J. Letourneau, D. 19: Senator Boutin has a question.

Senator David R. Boutin, D. 16: I don't have a question. My comment that, what I said I wanted is that the symbol would be chosen with consultation between DRED and DOS. That's what I said.

Senator Robert J. Letourneau, D. 19: Right.

Assistant Commissioner Earl Sweeney: And we do have, you know, as you have mentioned, the state bird and the state flower, and you know.

Senator David R. Boutin, D. 16: I'm leaving it up to you folks to decide.

Senator Robert J. Letourneau, D. 19: But if we change the language, it should say "appropriate symbol" and the design is put forth by the Department, then that's what'll occur. Am I correct?

Senator Martha Fuller Clark, D. 24: Well, it does seem to me in the bill that it says, the design and size of the symbol shall be determined by the Commissioner. I think we need to say by the Commissioner of Safety in consultation with the Commissioner of the Department of ...

Senator Robert J. Letourneau, D. 19: That's fine.

Assistant Commissioner Earl Sweeney: And that would be fine.

Senator Robert J. Letourneau, D. 19: And I think the word "appropriate" is, if I could just chime in, and correct me if I'm wrong, but the word "appropriate" was so that it can be designed to fit and be able to be a die that

works in the system as opposed.... because this is not going to be a sticker. This is going to be a press.

Assistant Commissioner Earl Sweeney: And would also be appropriate to New Hampshire, so it would be something that says "New Hampshire" when you look at it.

Senator Robert J. Letourneau, D. 19: So would that satisfy your concern?

Senator David R. Boutin, D. 16: Bingo! Earl you always come through.

Assistant Commissioner Earl Sweeney: Thank you.

Senator Martha Fuller Clark, D. 24: Good. Could I just ask a question?

Senator Robert J. Letourneau, D. 19: Sure.

Senator Martha Fuller Clark, D. 24: Do you think that we need to add anything different than changing tree shape to appropriate and then saying the Commissioner of Safety in consultation with the Commissioner of the Department of Resources and Economic Development? Is that adequate, Senator Boutin?

Senator David R. Boutin, D. 16: Appropriate plate symbol.

Senator Martha Fuller Clark, D. 24: Okay.

Assistant Commissioner Earl Sweeney: I think what you have on the record of the hearing would pretty well establish the intent of the Committee as well.

Senator David R. Boutin, D. 16: Right. Appropriate plate symbol.

Assistant Commissioner Earl Sweeney: Right.

Senator Robert J. Letourneau, D. 19: One at a time, please. Go ahead, Senator Gilmour.

Senator Peggy Gilmour, D. 12: Well, could we add... I was gonna say, could we add appropriate approved? Because...

Assistant Commissioner Earl Sweeney: Appropriate what?

Senator Peggy Gilmour, D. 12: Appropriate approved. I mean there are two separate issues here; one is the symbol's appropriate to what... to us, and secondly, we're saying...

Assistant Commissioner Earl Sweeney: I guess, you know . . .

Senator Peggy Gilmour, D. 12: ...and secondly we're saying . . .

Assistant Commissioner Earl Sweeney: I would consider it surplusage because you've already said it has to be approved, so...

Senator Peggy Gilmour, D. 12: Okay, fine. Thank you.

Senator Robert J. Letourneau, D. 19: Further questions for the Commissioner? Senator Kelly.

Senator Molly Kelly, D. 10: Just one more question. I just want to be clear that your amendment here, on the second page, under 261:75-c; you're taking special registration number, the word "numbers" and replacing it with "plate symbols"?

Assistant Commissioner Earl Sweeney: Yes.

Senator Molly Kelly, D. 10: Okay. So would that have to be consistent throughout the bill? And, I just wondered; I'm just trying to read it here as we're all talking, so it's a little bit harder, but on the first...

Assistant Commissioner Earl Sweeney: I think I've spotted it everywhere that it was.

Senator Molly Kelly, D. 10: Just on the first page, on line 21; we have special registration number fees. Does that need to stay "special registration number fees", or does that have to be consistent? I'm just trying to understand what's written.

Senator Robert J. Letourneau, D. 19: If I could chime in just a bit on page 1, on line 12, where it says tree shaped symbol; so that will have to be changed there, too.

Assistant Commissioner Earl Sweeney: Yes, I think what you're referring to Senator Kelly is Roman VI, where it says special registration number...

Senator Molly Kelly, D. 10: There's one there, yes on line 11 and then I saw it on line 21, and I'm just... because I don't have time to really read all this and see if it...

Assistant Commissioner Earl Sweeney: Maybe you want to say a special registration design.

Senator Molly Kelly, D. 10: And we can leave number. I don't care; I just want to make sure it's consistent, that's all. And on 21 so that we don't have to...

Senator Martha Fuller Clark, D. 24: Well, why don't we be consistent and say symbol?

Assistant Commissioner Earl Sweeney: Yes, okay. That's good, sure.

Senator David R. Boutin, D. 16: Right, that's your whole point. That it's based on the symbol, not the registration.

Senator Robert J. Letourneau, D. 19: I know everybody wants to get in on this, but let's do it one at a time. I know everybody has passion on this. Representative Peterson is correct; we've never spent this much time on a plate bill in our lives.

Senator Martha Fuller Clark, D. 24: Some of us have.

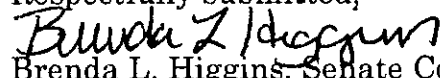
Senator Robert J. Letourneau, D. 19: Well, I'm sorry. Going back to the conservation plate, we spent a lot of time on that. That was 15 years ago. Is there any other issues that; coming for the Commissioner; any questions, so we can close the hearing and then start getting into exec'd. And you can stay here for the exec, if there's some questions we didn't ask.

Assistant Commissioner Earl Sweeney: Thank you. And we look forward to making it work.

Senator Robert J. Letourneau, D. 19: Anybody else that wanted to speak on the bill? If not, I'm going to close the hearing on House Bill 1620.

Hearing closed at 12:24 P.M.

Respectfully submitted,



Brenda L. Higgins, Senate Committee Secretary

April 16, 2010

3 Attachments



Sen. Fuller Clark, Dist. 24  
Sen. Odell, Dist. 8  
Sen. Hassan, Dist. 23  
Sen. Kelly, Dist. 10  
April 14, 2010  
2010-1356s  
03/05

Amendment to HB 1620-FN-A

1 Amend the title of the bill by replacing it with the following:

2

3 AN ACT establishing special registration numbers for the purpose of benefitting the state  
4 park system.  
5

6 Amend the bill by replacing all after the enacting clause with the following:

7

8 1 New Paragraph; Fees for Park System; Special Registration Numbers. Amend RSA 216-A:3-g  
9 by inserting after paragraph V the following new paragraph:

10 VI. No admission fee shall be charged for day use of the state park system to the occupants  
11 of a vehicle with a number plate bearing a special registration number authorized by RSA 261:75-c,  
12 as indicated by the tree-shaped symbol. Any fees for the use of metered parking or enterprise  
13 activities as defined in paragraph II shall be charged to such persons.

14 2 State Park Fund. RSA 216-A:3-i is repealed and reenacted to read as follows:

15 216-A:3-i State Park Fund Established.

16 I. The state treasurer shall establish a separate and distinct account to be known as the  
17 state park fund. The treasurer shall establish within the state park fund separate and distinct  
18 accounts, known as the state park account and the state-owned ski area account. The accounts shall  
19 be continuing and nonlapsing. The treasurer shall deposit in the state park account actual revenues  
20 from fees, services, accommodations, rentals, retail sales, net profit from concession operations, and  
21 special registration number fees collected under RSA 261:75-c in excess of budget expenses and  
22 excluding revenues associated with state-owned ski areas. The treasurer shall deposit in the state-  
23 owned ski area account actual revenues associated with the state-owned ski areas, derived by the  
24 department of resources and economic development from fees, services, accommodations, rentals,  
25 revenue from lift and tramway operations, retail sales, and net profit from concession operations in  
26 excess of budget expenses. Any federal moneys which become available and all donations and gifts  
27 shall be deposited into their appropriately designated accounts.

28 II. Any funds deposited into the state park account and state-owned ski account are hereby  
29 continually appropriated to and may be expended by the commissioner of the department of  
30 resources and economic development only with the prior approval of the governor and council and

1 the fiscal committee of the general court, provided that additional funds above those authorized in  
2 the budget are necessary for the division of parks and recreation to provide an adequate level of  
3 service and maintenance in the state park system, to restore park facilities, and for proper operation  
4 of the state-owned ski areas. The commissioner may use funds in the park account to promote the  
5 special registration number program authorized by RSA 261:75-c.

6 3 Reference Changed. Amend RSA 216-A:3-j to read as follows:

7 216-A:3-j Debt Service for Cannon Tramway. Effective July 1, 1996, debt service for the Cannon  
8 Tramway shall be a charge against the state park fund, *state-owned* ski area account.

9 4 New Section; Special Registration Numbers. Amend RSA 261 by inserting after section 75-b  
10 the following new section:

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12 registration numbers for the purpose of benefitting the state park system. Special registration  
13 numbers may be used on any type of number plate issued by the division. Each special registration  
14 number shall include a tree-shaped symbol as one of its registration characters. The design and size  
15 of the tree-shaped symbol shall be determined by the commissioner. The tree-shaped symbol  
16 character shall be entered as a blank space in the computerized records of the division. Special  
17 registration numbers shall be available to any applicant upon payment of a special registration  
18 number fee of \$85, which shall be in addition to any other registration and number plate fees. An  
19 applicant may include the tree-shaped symbol on any vanity number plate upon payment of the  
20 special registration number fee and the vanity plate service fee in RSA 261:89. Vanity plate service  
21 fees shall be distributed as provided in RSA 261:89 and RSA 263:52. The fees described in this  
22 section shall apply to original registrations and annual registration renewals. The department shall  
23 retain from the special registration number fees an amount as is necessary to recover any additional  
24 production and administrative costs associated with use of the tree-shaped symbol. The remaining  
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26 216-A:3-i to fund maintenance and use of the park system and promotion of the special registration  
27 number program. All other registration fees, permit fees, number plate fees, and special number  
28 plate fees shall be distributed as required by law. The cost of replacement number plates shall be  
29 identical to the cost of initial number plates and the revenue from replacement number plates shall  
30 be distributed in the same manner as revenue derived from initial number plates.

31 5 Effective Date. This act shall take effect July 1, 2010.

2010-1356s

AMENDED ANALYSIS

This bill authorizes special registration numbers for the purpose of benefitting the state park system.

Sen. Fuller Clark, Dist. 24  
Sen. Odell, Dist. 8  
Sen. Hassan, Dist. 23  
Sen. Kelly, Dist. 10  
April 14, 2010  
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Amendment to HB 1620-FN-A

- Page 2 -

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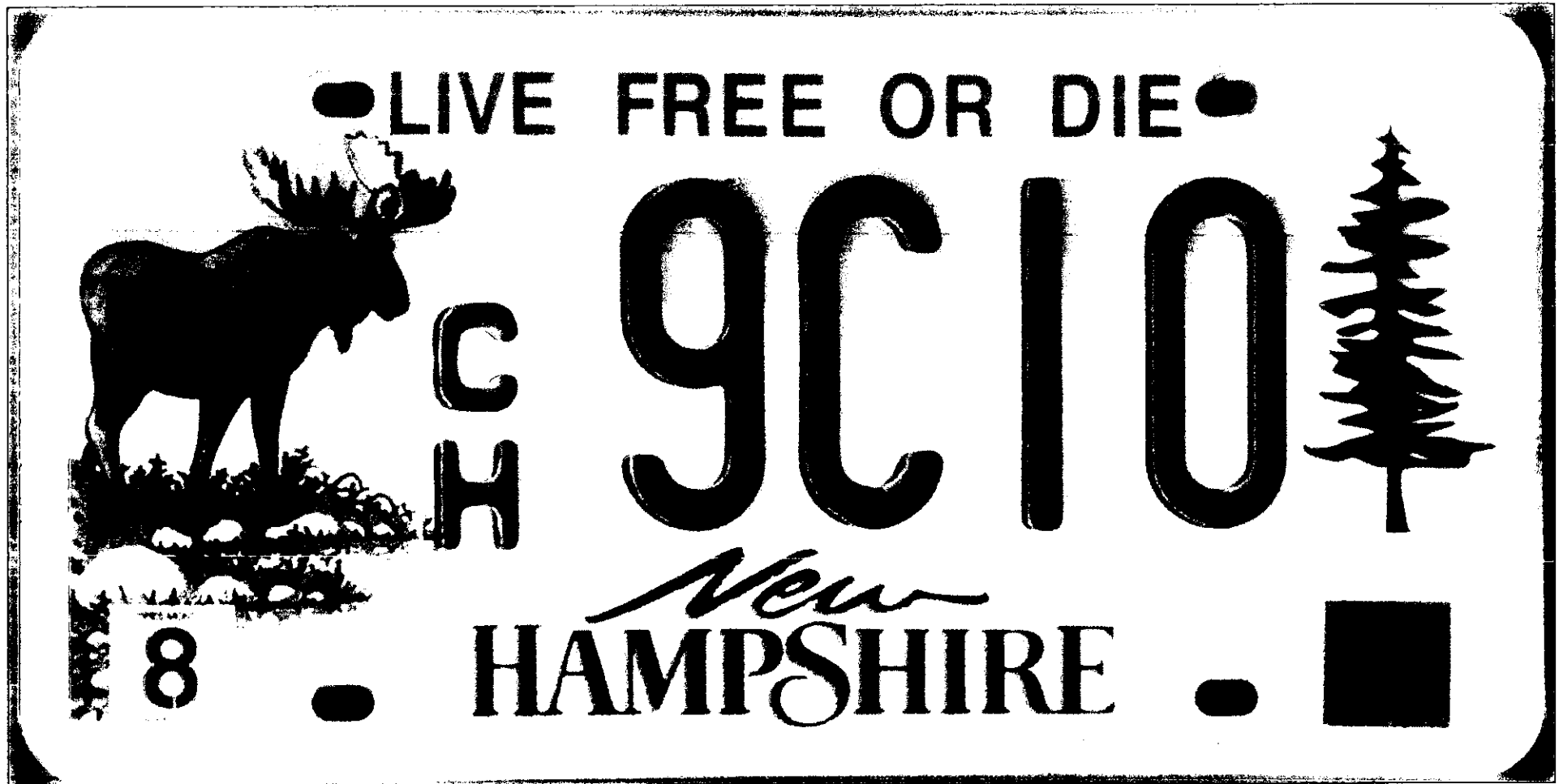
Amendment to HB 1620-FN-A  
- Page 3 -

2010-1356s

AMENDED ANALYSIS

This bill authorizes special registration numbers for the purpose of benefitting the state park system.

Attachment #2



- LIVE FREE OR DIE -



47 0439

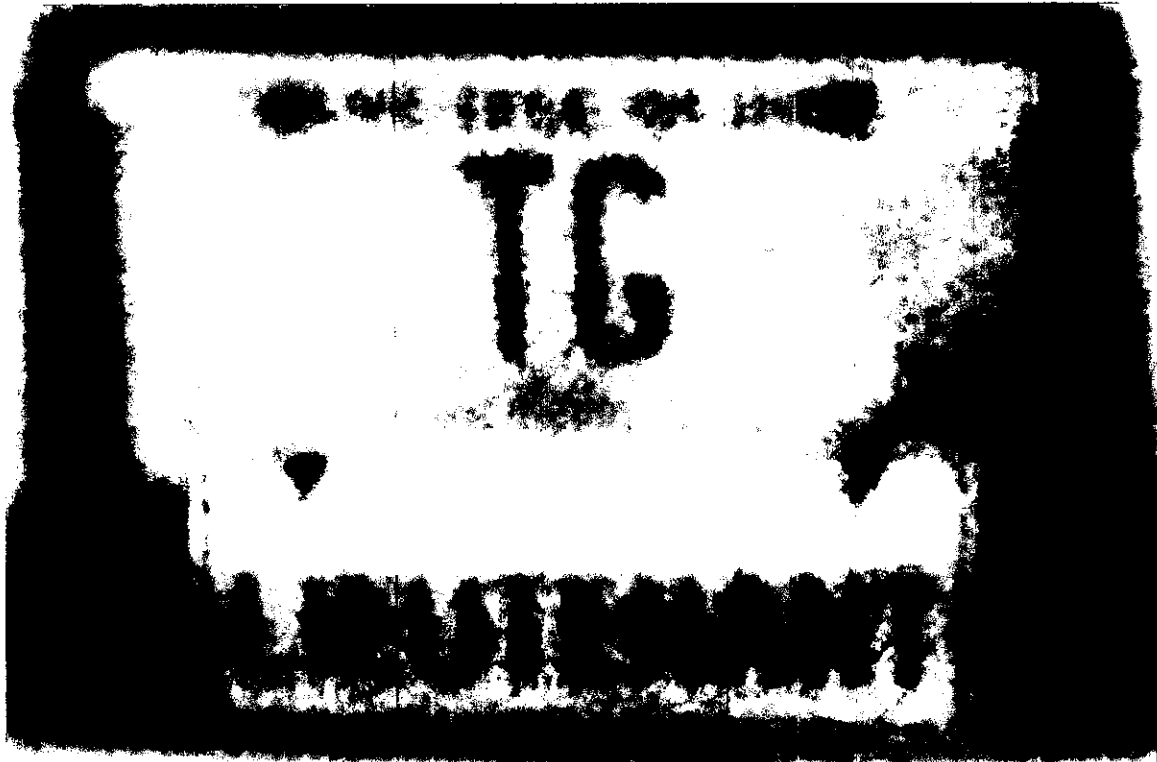
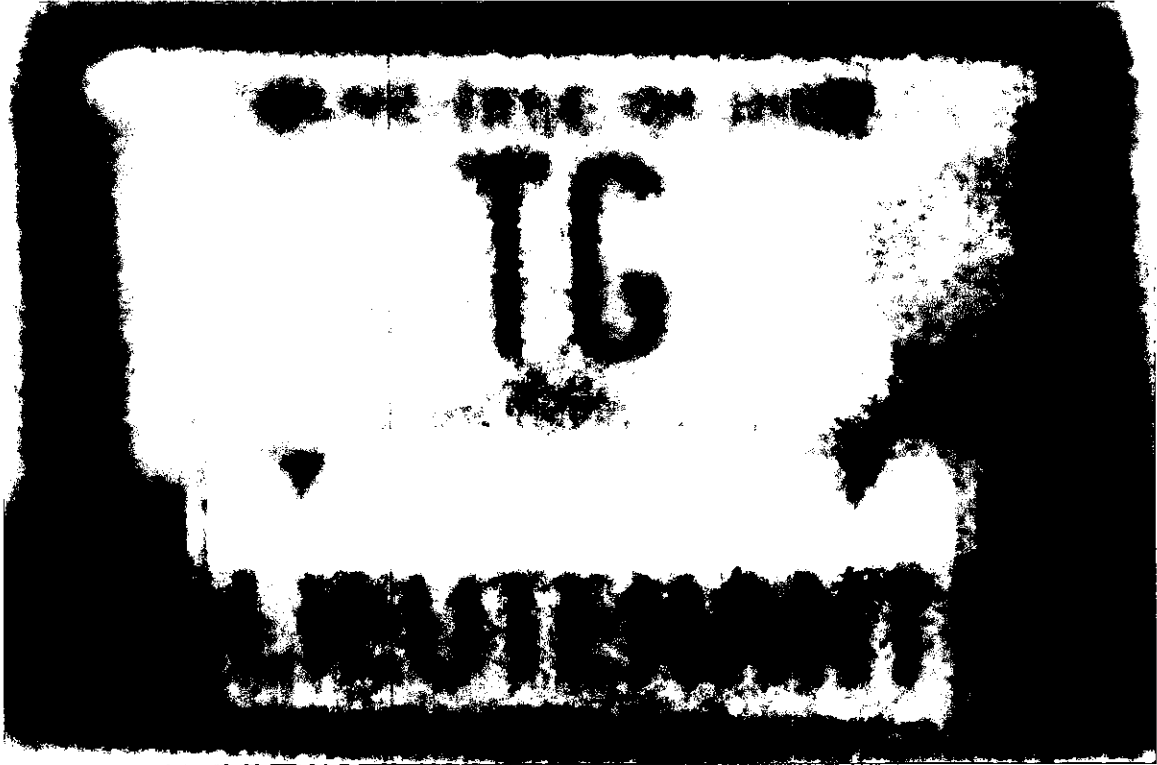
2005 REGISTRATION

2

NEW HAMPSHIRE

*New*  
HAMPSHIRE





Department of Safety Suggestions

Amendment to HB 1620-FIN A

Amend the title of the bill by replacing it with the following:

AN ACT            establishing special registration numbers for the purpose of benefitting the state park system.

Amend the bill by replacing all after the enacting clause with the following:

1 New Paragraph: Fees for Park System: Special Registration Numbers. Amend RSA 216-A:3-g by inserting after paragraph V the following new paragraph:

VI. No admission fee shall be charged for day use of the state park system to the occupants of a vehicle with a number plate bearing a special registration number authorized by RSA 261:75-c, as indicated by the tree-shaped symbol. Any fees for the use of metered parking or enterprise activities as defined in paragraph II shall be charged to such persons.

2 State Park Fund. RSA 216-A:3-i is repealed and reenacted to read as follows:

216-A:3-i State Park Fund Established.

1. The state treasurer shall establish a separate and distinct account to be known as the state park fund. The treasurer shall establish within the state park fund separate and distinct accounts, known as the state park account and the state-owned ski area account. The accounts shall be continuing and nonlapsing. The treasurer shall deposit in the state park account actual revenues from fees, services, accommodations, rentals, retail sales, net profit from concession operations, and special registration number fees collected under RSA 261:75-c in excess of budget expenses and excluding revenues associated with state-owned ski areas. The treasurer shall deposit in the state-owned ski area account actual revenues associated with the state-owned ski areas, derived by the department of resources and economic development from fees, services, accommodations, rentals, revenue from lift and tramway operations, retail sales, and net profit from concession operations in excess of budget expenses. Any federal moneys which become available and all donations and gifts shall be deposited into their appropriately designated accounts.

II. Any funds deposited into the state park account and state-owned ski account are hereby continually appropriated to and may be expended by the commissioner of the department of resources and economic development only with the prior approval of the governor and council and the fiscal committee of the general court, provided that additional funds above those authorized in the budget are necessary for the division of parks and recreation to provide an adequate level of service and maintenance in the state park system, to restore park facilities, and for proper operation of the state-owned ski areas. The commissioner may use funds in the park account to promote the special registration number program authorized by RSA 261:75-c.

3 Reference Changed. Amend RSA 216-A:3-j to read as follows:

216-A:3-j Debt Service for Cannon Tramway. Effective July 1, 1996, debt service for the Cannon Tramway shall be a charge against the state park fund, *state-owned* ski area account.

4 New Section: Special Registration Numbers. Amend RSA 261 by inserting after section 75-b the following new section:

261:75-c Special Registration Numbers. The director is hereby authorized to assign special registration ~~plate symbols for the purpose of benefitting the state park system.~~ Special registration ~~plate symbols may be used on any passenger, commercial, vanity or conservation~~ number plate issued by the division. Each special registration ~~plate shall~~ include a tree-shaped symbol as one of its registration characters. The design and size of the tree-shaped symbol shall be determined by the commissioner. The ~~department of safety shall determine the means of identifying the special plates in the computerized records of the department including facilitation of law enforcement alerts and to avoid duplication of identification.~~ Special registration ~~plates shall be available to any applicant upon payment~~ of a special registration number fee of \$85, which shall be in addition to any other registration and number plate fees. An applicant may include the tree-shaped symbol on any vanity number plate upon payment of the special registration number fee and the vanity plate service fee in RSA 261:89. Vanity plate service fees shall be distributed as provided in RSA 261:89 and RSA 263:52. The fees described in this section shall apply to original registrations and annual registration renewals. The department shall retain from the special registration number fees an amount as is necessary to recover any additional production and administrative costs associated with use of the tree-shaped symbol. The remaining funds shall be paid to the state treasurer and deposited in the state park fund established in RSA 216-A:3-i to fund maintenance and use of the park system and promotion of the special registration number program. All other registration fees, permit fees, number

Deleted: numbers

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Deleted: type of

Deleted: number

Deleted: tree-shaped symbol character shall be entered as a blank space

Deleted: division

Deleted: numbers

plate fees, and special number plate fees shall be distributed as required by law. The cost of replacement number plates shall be identical to the initial cost of number plates and the revenue from replacement number plates shall be distributed in the same manner as revenue derived from initial number plates.

Deleted: initial

Deleted: 1

5. The department shall commence the issuance of the special number plates established under this act as soon as practicable following the effective date of the act.

6. Effective Date. This act shall take effect July 1, 2010.

Deleted: 5

**Department of Safety Position Paper**

**HB 1620 – State Park License Plates**

The Department of Safety has consistently opposed the creation of additional special license plates.

We believe there are only two purposes for a license plate. One is to identify the vehicle and the other is to raise revenues for the State's Highway Fund.

When we introduce another special license plate we increase the number of different license plate which can and does lead to confusion regarding the identification of who owns the vehicle. There are many good reasons why we do not want to introduce this confusion. First of all, the simple license plate is a very effective crime fighting tool. The police often rely on the accuracy of observation of a license plate by witnesses to crimes. If a witness reports having seen a particular plate at or near the scene of a crime if they simply report the plate number but don't get the plate type, this can lead to the crime never being solved, and even to innocent persons being taken out of their vehicles on traffic stops in cases of mistaken identity.

Police officers responding to crime scenes often are able to identify the perpetrator or a key witness simply by jotting down the license numbers of vehicle coming toward them. The more plate types, the more difficult this becomes. EZ PASS - LOOKUP HB 2 LAST

Other concerns will arise when New Hampshire citizens travel in other states with these plates, as far as automatic toll collection systems, parking tickets, and scanners that the police in some states use to identify stolen and wanted vehicles.

Some states have literally hundreds of specialty plate types, anything from plates to raise money for every disease under the sun to such things as Ohio's Eagle Scout plates. New Hampshire has been successful in not falling into this trap and no matter how much merit a new plate proposal has, we are reluctant to have New Hampshire start down that slippery slope toward more and more plate type. Once we open the door a crack, based on the experience of other states that may be the result. Also, the more specialty plates we have the probability is that each new plate instead of being a fresh source of revenue may steal revenue from the other plate types such as Conservation plates.

As to the second reason for license plates – to raise revenues for the Highway Fund, this fund is protected by Article 2A of the State Constitution which says the funds derived from driver licenses, motor vehicle registrations and fuel taxes are supposed to go into the Highway Fund.

Having said that, we do recognize that HB 1620, as opposed to the many other special plate types that were introduced this year, is intended to raise money for a legitimate State purpose – the care of our State park system. It does not raise money for private purposes.

We cannot predict how many of these plates would be sold at the \$85 additional fee specified in the bill. The bill requires DMV to design and issue 4 State park license plates, one design for each season of the year. Given the likely small demand for the plates, it seems to us that requiring DMV to inventory 4 separate versions of the plate, This will certainly complicate DMV's inventory system. 221 MA + 16 DMV

The design for the plates would be decided by a contest. The first 9,999 plate numbers would be issued on a first come first served basis. Given the varied manners in which registration applications are received this will pose a challenge if, for instance, several applications come in by mail on the same day and the same mail run. How will DMV determine who was "first?"

In summary, although the Department feels that at least this plate raises money for a legitimate, budgeted State purpose we must be consistent and oppose the proposal, as we consistently oppose all specialty plate types.

single

Multi-use plate

Decal

Summary - OUT OF STATE  
Why use - or not use

# Speakers

# Senate Transportation and Interstate Cooperation Committee: Sign-In Sheet

Date: April 1, 2010

Time: 10:35 AM Public Hearing on HB 1620-FN-A

HB 1620-FN-A

establishing state park number plates.

Name	Representing	Support	Oppose	Speaking?	Yes	No
Rep. Bob Wellman	House Transportation Comm.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Speaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
- Rep. Sean Almy	GR-11	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Speaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Rep. Janet Wall	Staff 7 (support the concept)	<input type="checkbox"/>	<input type="checkbox"/>	Speaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
✓ Pete McNamara	NH Auto Dealers Assn	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Speaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
- Kevin O'Brien	DEPT SAFETY	<input type="checkbox"/>	<input type="checkbox"/>	Speaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MIKE SOMERS	LEADER & NH REST. ASSOC.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Speaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
✓ Hassan	Dist 23	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Speaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
* Andy Petersen	Hills Dist #3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Speaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
✓ Penn Brown	Rockingham 9	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Speaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
- Bob Odell	Sen Dist 8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Speaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Richard Ober	State Parks Council	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Speaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will Abbott	Forest Society	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Speaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Rep. JUDITH SPANG	D. 7	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Speaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
TED AUSTIN	DRIVE/HIKERS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Speaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
✓ COMMISSIONER Geary Beld	PAED	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Speaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Bruce Berke	SKI NH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Speaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
✓ Rep. Bergen		<input checked="" type="checkbox"/>	<input type="checkbox"/>	Speaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>	Speaking?	<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>	Speaking?	<input type="checkbox"/>	<input type="checkbox"/>











# Voting Sheets

# Senate Transportation & Interstate Cooperation Committee EXECUTIVE SESSION

Bill # HB 1620-FN-A

Hearing date: 4/15/10

Executive session date: 4/15/10

Motion of: OTP on Amendment

VOTE: 5-0

**Made by** Letourneau   
**Senator:** Gilmour   
 Kelly   
 Fuller Clark   
 Boutin

**Seconded** Letourneau   
**by Senator:** Gilmour   
 Kelly   
 Fuller Clark   
 Boutin

**Reported** Letourneau   
**by Senator:** Gilmour   
 Kelly   
 Fuller Clark   
 Boutin

Motion of: OTP-A

VOTE: 5-0

**Made by** Letourneau   
**Senator:** Gilmour   
 Kelly   
 Fuller Clark   
 Boutin

**Seconded** Letourneau   
**by Senator:** Gilmour   
 Kelly   
 Fuller Clark   
 Boutin

**Reported** Letourneau   
**by Senator:** Gilmour   
 Kelly   
 Fuller Clark   
 Boutin

<u>Committee Member</u>	<u>Present</u>	<u>Yes</u>	<u>No</u>	<u>Reported out by</u>
Senator Letourneau, Chairman	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Senator Gilmour, Vice-Chair	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Senator Kelly	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Senator Fuller Clark	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Senator Boutin	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*Amendments: \_\_\_\_\_  
 \_\_\_\_\_

Notes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

# Committee Report

STATE OF NEW HAMPSHIRE  
SENATE  
REPORT OF THE COMMITTEE

Date: April 15, 2010

THE COMMITTEE ON Transportation and Interstate Cooperation  
to which was referred House Bill 1620-FN-A

AN ACT                    establishing state park number plates.

Having considered the same, the committee recommends that the Bill:

**OUGHT TO PASS WITH AMENDMENT**

BY A VOTE OF:    5-0

AMENDMENT # 1425s

Senator Martha Fuller Clark  
For the Committee

Brenda Higgins 271-8631



## New Hampshire General Court - Bill Status System

**Docket of HB1620**

Docket Abbreviations

**Bill Title:** (New Title) establishing a special registration plate symbol for the purpose of benefitting the state park system.

*Official Docket of HB1620:*

<b>Date</b>	<b>Body</b>	<b>Description</b>
12/10/2009	H	Introduced 1/6/2010 and Referred to Transportation; <b>HJ 6</b> , PG.246
02/03/2010	H	Public Hearing: 2/11/2010 10:00 AM LOB 201
02/03/2010	H	Executive Session: 2/16/2010 10:15 AM LOB 203
02/17/2010	H	Majority Committee Report: Inexpedient to Legislate for Mar 10 (Vote 10-4; RC); <b>HC 19</b> , PG.1038
02/17/2010	H	Minority Committee Report: Ought to Pass; <b>HC 19</b> , PG.1038
03/10/2010	H	Special Order to Regular Place on Mar 11 Calendar, Without Objection; <b>HJ 23</b> , PG.1294
03/11/2010	H	Special Order to Beginning of Mar 17 Calendar, Without Objection; <b>HJ 24</b> , PG.1349
03/17/2010	H	Inexpedient to Legislate: MF DIV 167-168; <b>HJ 26</b> , PG.1372-1373
03/17/2010	H	Ought to Pass with Amendment (Rep A.Peterson); <b>HJ 26</b> , PG.1373
03/17/2010	H	Floor Amendment #0833h (Rep A.Peterson) Adopted, DIV 244-91; <b>HJ 26</b> , PG.1373
03/17/2010	H	Ought to Pass with Amendment #0833h: MA <b>RC 222-113</b> ; <b>HJ 26</b> , PG.1372-1375
03/17/2010	H	Reconsideration (Rep A.Peterson): MF VV; <b>HJ 26</b> , PG.1375
03/17/2010	S	Introduced and Referred to Transportation & Interstate Cooperation, <b>SJ 10</b> , Pg.172
03/23/2010	S	Hearing: April 1, 2010, Room 101, LOB, 10:35 a.m.; <b>SC13</b>
04/01/2010	S	Hearing: === RECESSED === April 1, 2010, Room 101, LOB, 10:35 a.m.
04/01/2010	S	Hearing: === RECONVENE === April 8, 2010, Room 101, LOB, 11:50 a.m.; <b>SC14</b>
04/08/2010	S	Hearing: === RECESSED === April 8, 2010, Room 101, LOB, 11:50 a.m.
04/08/2010	S	Hearing: === RECONVENE === April 15, 2010, Room 101, LOB, 11:50 a.m.; <b>SC15</b>
04/15/2010	S	Committee Report: Ought to Pass with Amendment 1425s, NT, 4/21/10; <b>SC16</b>
04/21/2010	S	Committee Amendment 1425s, NT, AA, VV; <b>SJ 15</b> , Pg.323
04/21/2010	S	Ought to Pass with Amendment 1425s, NT, MA, VV; OT3rdg; <b>SJ 15</b> , Pg.323
04/21/2010	S	Passed by Third Reading Resolution; <b>SJ 15</b> , Pg.325
05/19/2010	H	House Non-Concurs with Senate AM & Requests Comm of Conf (Rep G.Richardson): MA VV; <b>HJ 42</b> , PG.2155
05/19/2010	H	Speaker Appoints: Reps M.O'Brien, C.P.Brown, Umberger & Hinch; <b>HJ 42</b> , PG.2155

05/19/2010	S	Sen. Letourneau Accedes to House Request for Committee of Conference, MA, VV; <b>SJ 20</b> , Pg.650
05/19/2010	S	President Appoints: Senators Fuller Clark, Kelly, and Odell; <b>SJ 20</b> , Pg.650
05/24/2010	H	Conference Committee Meeting: 5/25/2010 1:00 PM LOB 203 ==Recessed==
05/25/2010	H	==Reconvene== Conference Committee Meeting: 5/26/10 11:00 AM LOB 203
05/27/2010	S	Conference Committee Report 2293; Senate Amendment + New Amendment, Filed
06/02/2010	S	Conference Committee Report 2293; Adopted, VV; <b>SJ 21</b> , Pg.691
06/02/2010	H	Conference Committee Report #2293 Adopted, VV; <b>HJ 51</b> , PG.2316
06/02/2010	S	Enrolled; <b>SJ 21</b> , Pg.779
06/02/2010	H	Enrolled; <b>HJ 51</b> , PG.2326
07/28/2010	H	Signed by the Governor 07/26/2010; Effective 01/01/2011; Chapter 0373

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 NH House

NH Senate

Contact Us

*New Hampshire General Court Information Systems*  
 107 North Main Street - State House Room 31, Concord NH 03301

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# Other Referrals

# COMMITTEE REPORT FILE INVENTORY

HB 1600 ORIGINAL REFERRAL

RE-REFERRAL

1. THIS INVENTORY IS TO BE SIGNED AND DATED BY THE COMMITTEE SECRETARY AND PLACED INSIDE THE FOLDER AS THE FIRST ITEM IN THE COMMITTEE FILE.
2. PLACE ALL DOCUMENTS IN THE FOLDER FOLLOWING THE INVENTORY IN THE ORDER LISTED.
3. THE DOCUMENTS WHICH HAVE AN "X" BESIDE THEM ARE CONFIRMED AS BEING IN THE FOLDER.
4. THE COMPLETED FILE IS THEN DELIVERED TO THE CALENDAR CLERK.

DOCKET (Submit only the latest docket found in Bill Status)

COMMITTEE REPORT

CALENDAR NOTICE on which you have taken attendance

HEARING REPORT (written summary of hearing testimony)

HEARING TRANSCRIPT (verbatim transcript of hearing)

List attachments (testimony and submissions which are part of the transcript) by number [1 thru 4 or 1, 2, 3, 4] here: \_\_\_\_\_

SIGN-UP SHEET

ALL AMENDMENTS (passed or not) CONSIDERED BY COMMITTEE:

- AMENDMENT # 12695      \_\_\_\_\_ - AMENDMENT # 14252  
 - AMENDMENT # 13562      \_\_\_\_\_ - AMENDMENT # \_\_\_\_\_

ALL AVAILABLE VERSIONS OF THE BILL:

AS INTRODUCED       AS AMENDED BY THE HOUSE  
 FINAL VERSION      \_\_\_\_\_ AS AMENDED BY THE SENATE

n/c PREPARED TESTIMONY AND OTHER SUBMISSIONS (Which are not part of the transcript)

List by letter [ a thru g or a, b, c, d] here: \_\_\_\_\_

EXECUTIVE SESSION REPORT

OTHER (Anything else deemed important but not listed above, such as amended fiscal notes):

HB 1600 fiscal note UB70 10-2044

IF YOU HAVE A RE-REFERRED BILL, YOU ARE GOING TO MAKE UP A DUPLICATE FILE FOLDER

DATE DELIVERED TO SENATE CLERK 10/8/2010

  
COMMITTEE SECRETARY