



TO: House Committee on Climate, Energy and Environment
FROM: Cindy Robert, Oregon Recreation & Park Association
DATE: February 8, 2023
RE: Concerns with HB 2819

The Oregon Recreation and Park Association (ORPA) is made up of more than 2,200 members, including 68 park and recreation agencies as well as professionals and volunteers. Our mission is to support the recreation and park profession in Oregon through leadership, education, advocacy, and member services.

Primary in our concerns is funding sources for our city, county and special district members – we work hard to protect what few dedicated sources we have that enhance recreation opportunities for all Oregonians.

In the case of recreation vehicles, funds from the **registration** of those vehicles help counties and the Oregon Park and Recreation Department with costs associated with the vehicles, such as maintenance of campsites. For some counties the RV funds are the only dollars received outside of user fees.

Currently, the bill seems to allow three renewals of a **10-day trip permit** for recreational vehicles, which would seemingly disincentivize regular registration of vehicles. Trip permit fees do not support state and county parks. If individuals decide to buy trip permits instead of registering their RV, county and state facilities would be negatively impacted. Today, trip permits are \$34 for up to 45 ft RVs and registration costs range from \$86-380 for 2 years, depending on length.

However, proponents of the bill have shared with us their intent for a trip permit time change only to apply to out of state purchasers. One of their aims being that those who come here to buy a vehicle (good for Oregon) can then recreate here a while after buying the vehicle (also good for Oregon).

Should the out of state purchaser trip permit distinction be made ensuring that Oregon residents are not disincentivized from registration of their vehicles, ORPA's concerns would be answered.

Thank you for your public service.