

**TOLL-FREE LEGISLATIVE HOTLINE: 1-800-362-9472**

### AWSC CAP/STEP LEGISLATION

For nearly four decades, volunteers (particularly AWSC members) have maintained the quality and safety of Wisconsin snowmobile trails. These trails are regarded as some of the best (if not THE best) in the country. Snowmobiling has become one of our state's leading outdoor activities, contributing hundreds of millions of dollars in tourism and retail revenue to state coffers.

During these many years, AWSC members have been paying up to \$20.00 annually in membership dues in addition to standard registration fees. They have purchased expensive grooming machines, acquired access to properties and volunteered countless hours of their time in order to assure the quality of our trails.

Shortfalls in funding and reimbursement have become regular occurrences, and the financial burden and time commitments placed upon AWSC members have grown immense. Nearly \$2 Million in project requests for the 2009-2010 snowmobile season were denied due to a shortfall in available funds, while the number of volunteers maintaining our trails is shrinking.

Several states have addressed these growing problems by instituting their own versions of the CAP/STEP program, successfully increasing funding for snowmobiling and increasing membership in organizations that foster trail maintenance, quality and safety.

Registration fees in our state have not increased in over 10 years. Even though costs have gone up significantly over that period, each year the quality of our trails has remained intact due to the efforts of volunteers who often pay out-of-pocket to keep our system in top condition.

Combining annual registration and trail pass fees, snowmobilers in our neighboring states typically pay more than Wisconsin operators even though our state has many more miles of trails to maintain and supervise. Through the CAP/STEP program, Wisconsin can remain a tourism draw, infuse much-needed revenue into the Snowmobile Program and increase membership in clubs which for decades have been carrying more than their fair share of the workload with respect to maintaining Wisconsin's snowmobile trails.

Under this program, we are not forcing snowmobilers to join clubs. We are asking the Legislature to raise the cost of resident trail fees for every resident snowmobiler. The exception is that if an individual already contributes \$20.00 annually to a not-for-profit AWSC member club, the cost of that club membership will act as a credit toward the purchase of a resident trail pass. Again, similar programs in other states have proven to be extremely successful in raising capital and increasing active membership numbers.

The continued success of the Wisconsin snowmobile trail system is at risk, and the time to raise the cost of operating a sled is at hand. Contact your legislators and ask them to co-sponsor Senator Holperin's LRB-3172, the comprehensive snowmobile bill.

CONTACT YOUR LEGISLATORS AND ASK THEM TO CO-SPONSOR LRB-3172,  
THE COMPREHENSIVE SNOWMOBILE BILL OFFERED BY SENATOR HOLPERIN.

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### LRB-3172 (CAP/STEP LEGISLATION) FEATURES

1. Makes registration a one-time event unless a transfer occurs.
2. Requires the use of an annual trail use sticker to ride on snowmobile trails.
3. Establishes a two tiered trail use sticker fee - \$34.25 and \$14.25 for AWSC member effective July 1, 2010. Owners with valid registrations for 2010-2011 receive a \$15.00 credit for their 2010-2011 trail use sticker. Owners whose snowmobile registration expires on June 30, 2010 will not have to renew their registration and instead only will need to acquire an annual trail use sticker.
4. Authorizes AWSC as the vendor for resident snowmobile club trail user stickers and that AWSC will be able to recoup its administrative costs.  
  
NOTE: Trail use stickers would continue to be available to non-AWSC members through DNR and associated vendors.
5. Trail stickers become the basis for appropriations, rather than registrations.
6. Allocates the entire non-resident trail fee to the Supplemental Account.
7. Eliminates the sunset provision on nighttime 55 mph speed limit.
8. For fiscal years 2010-2011 and for the 2 fiscal years thereafter, appropriates:
  - \$150,000 for state law enforcement. Actual appropriation is roughly \$25,000 as 2009-2010 state budget includes nearly \$125,000 for law enforcement
  - \$40,000 for alcohol education and alternative transportation programs
  - \$30,000 for state trails.
9. Creates an absolute sobriety standard for operators under the legal drinking age.
10. Doubles the penalties for intoxicated snowmobilers if a minor under the age of 16 is riding on the snowmobile.

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