

SNOWMOBILE RECREATION COUNCIL AGENDA & RECORD

September 23, 2013

Conference Room, Portage Co. Annex Building, Stevens Point, WI

Presenter/ Time	Agenda Item	Key Points	Outcomes, Next Steps, Assignments
	1. Call to Order	<p>Members Present: Bev Dittmar-Acting Chair, Bob Lang, Lee Van Zeeland, Dale Mayo, Matt Harter, Dave Newman, Sam Landes, Jerry Green, Larry Erickson, Andy Malecki</p> <p>Absent: Karen Carlson, Tom Chwala, Mike Willman, Pat Schmutzer, Jon Schweitzer</p> <p>Others Present: Cathy Burrow, Faith Murray, Beth Norquist, Jillian Steffes, Ann Loechler, Ed Slaminski, Walt Ebersohl-DNR; county coordinators, club members and members of the public.</p>	
	2. Acceptance of Minutes of Previous Meeting		Motion by Bob Lang, second by Jerry Green, to approve the minutes of the July 22, 2013 Dec. 7, 2012 meeting. <u>Motion carried.</u>
	3. Comments	Bev said that Mike Cerny would not be at the meeting because he was not reappointed. Further that the council would wait to hold elections until all appointments were made and the council was full.	
	4. Citizen Participation	<p>AWSC-Legislators are aware of the shortages in manpower, finances. Cap step has been going for quite some time. There was great concern about an annual trail pass in a low snow year so we met with mainly Mike & Dale, AWSC leadership and worked out a compromise and that was handed out. (attached)</p> <p>People may have issues with part of it but the whole compromise is beneficial to the program.</p>	

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		<p>Morris discussed the features of the handout.</p> <p>Would be good if the Council could act on this today.</p> <p>Ball park figures: \$4 million increase.</p> <p>Discussion regarding the 3 year registration cycle vs. the 2 year biennial budget. Resolved that it wouldn't be an issue.</p> <p>Q: Is Rep. Czaja liking this proposal? A: She is and would like to ask for more. If we have a united message out of all of the snowmobile community she will definitely consider it.</p> <p>Q: In the past giving landowners an incentive has been discussed was the \$10 trail pass considered for them? A: In some counties landowners can be club members automatically and then they will receive the discount.</p> <p>Many of the concerns that council members had with previous versions of cap step appear to be addressed in this compromise.</p> <p>Q: Estimate of how many vintage sleds are out there? A: Last survey around 6,100. Our challenge is keeping the annual fuel tax revenue, we will find out how many vintage sleds there are if we implement this.</p> <p>Q: How will this be administered? How do club and non-club members purchase passes? A: As a non-club member you would purchase it through the DNR like a registration.</p> <p>Q: So if you want the discounted pass you have to go through the club?</p>	

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		<p>A: Yes and through AWSC.</p> <p>Q: Will there be a limit on the number a club-member can buy? Are you concerned that club members will buy a lot and then transfer them to non-club members? Like people do when they pay a local boat launch fee?</p> <p>A: People do try to work the system.</p> <p>Discussion: keep in mind it will be easier to track people now because we can do more things electronically and it's going to be easier to check with technology who bought how many passes. We will have the ability to see who picked up 10 or 15 or more and look into it.</p> <p>Q: And the clubs will administer that?</p> <p>Trail passes will be sold only through AWSC. AWSC will be hooked to the ALIS system, so it can be verified if the person is a member or not.</p> <p>Major concerns on the organization of the clubs and the AWSC, are they sophisticated enough to administer this?</p> <p>AWSA: Will check the person against their membership rolls and not sell them anymore trail passes than the number of sleds they have.</p> <p>People will have to mail order them to get the discount; if they want it right now they will pay \$30.</p> <p>Q: Can we keep track and only sell a person the number of trail passes for the number of sleds he has registered?</p> <p>A: We don't have any way to hook into the DNR system to check that now because there is privacy issues</p>	

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		<p>involved.</p> <p>The clubs will have to get their membership rolls into the AWSC right away and not wait because that's the only way members will get their discounted passes from AWSC.</p> <p>Q: Can we put a reasonable on trial passes per person like 6? How about 2?</p> <p>Dale Mayo clarified that he was aware of the compromise discussions but wasn't directly involved in them.</p> <p>Types of membership need to be considered. Dealers have memberships, does that mean the dealer and all of the employees are club members?</p> <p>The compromise doesn't contain information on where the money would go because we've got an opportunity for action and if we don't get behind it we're doing a disservice to the snowmobile committee.</p> <p>Q: As a council do we have opportunity to support this at this meeting? A: Because this was not on the agenda we likely cannot take action on it.</p> <p>Discussion regarding the posting of the agenda and when it was posted and that the council didn't get it emailed to them.</p> <p>No comments from the public.</p>	
	5. Motorized Stewardship Funding	The background of the Motorized Stewardship grants was addressed. Funding came available with the budget	

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		<p>and the DNR attempted to make it available at an accelerated rate so that funds could be provided before the upcoming snowmobile season. DNR used NR 50 & 64 regarding priorities and further placed emphasis on projects with a public safety concern and those regarding maintenance on current infrastructure.</p> <p>DNR property development had to carve money out of their budget and put off projects that were slated and needed to be done. They used the same criteria regarding public safety and maintaining current infrastructure.</p> <p>Items came up during the process that weren't considered and addressed at the beginning. Because of the accelerated pace unfortunately not all issues were addressed at the beginning.</p> <p>One of those items was the fact that stewardship money comes from the sale of bonds and bonded money comes with its own restrictions that have nothing to do with snowmobile & ATV rules. Bonded money requires a practical life for a project that has to be at least the minimum number of years that the minimum bond term. That minimum is 5 years so for trail rehabs, written agreements will have to be in place between counties and private landowners before any grant payments can be made. Publicly owned land will not have this issue. There will be a different minimum depending on the practice. All of these amounts haven't been decided yet. The DNR attorney who handles stewardship issues is creating a letter that will go out to all the applicants explaining these requirements.</p> <p>We will be sticking to the original timeline of making these grant offers no later than December 2, 2013.</p>	

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		<p>We did receive approval to fund all of the snowmobile grant applications that were received by the deadline of September 13, 2013.</p> <p>We did not hold a separate infrastructure committee meeting because we wanted to keep the process moving and get the awards out as soon as possible, so we will go over these projects here.</p> <p>Each project was reviewed, there was a question on the minimum size of a bridge that could be funded. <i>NR 50.09(5)(bn)4: Cost sharing for the purchase of materials and construction of bridges built on site by either contractors or clubs shall be limited to a maximum design load of 14,000 pounds unless there are circumstances that lead to a capacity greater than 14,000 pounds for no demonstrated increase in cost.</i></p> <p>Because there is no minimum all projects were reviewed with no issues. (List attached.)</p> <p>Next year we hope that Motorized Stewardship grant applications will be incorporated into the regular snowmobile grant application process.</p>	<p>Motion by Andy Malecki, second by Sam Landes, to approve all projects as submitted. <u>Motion carried.</u></p>
	<p>6. DNR Report</p> <ul style="list-style-type: none"> • Detailed Financial Statement • Supplemental Maintenance 	<p>The detailed financial statements were handed out for the council to review. They will go the Finance Committee at the next meeting and then can be acted on by the Full Council.</p> <p>The remainder of supplemental from 11-12 went to county projects per statute.</p> <p><i>(bg) Supplemental trail aids; funding. 350.12(4)(bg)1.1. Of the moneys appropriated under s. 20.370 (5) (cs), the department shall make available in</i></p>	

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		<p><i>fiscal year 2001-02 and each fiscal year thereafter an amount equal to the amount calculated for the applicable fiscal year under s. 25.29 (1) (d) 2m. b. or 3. b. to make payments to the department or a county under par. (bm) for trail maintenance costs incurred in the previous fiscal year that exceed the maximum specified under par. (b) 1. before expending any of the amount for the other purposes specified in par. (b).</i></p> <p><i>350.12(4)(bg)2. 2. For fiscal year 2011-12, and for each fiscal year thereafter, the department shall calculate an amount equal to the number of trail use stickers issued under sub. (3j) in the previous fiscal year multiplied by \$32 and shall credit this amount to the appropriation account under s. 20.370 (5) (cw). From the appropriation account under s. 20.370 (5) (cw), the department shall make payments to the department or a county for the purposes specified in par. (b). The department shall make payments under par. (bm) for trail maintenance costs that were incurred in the previous fiscal year and that exceed the maximum specified under par. (b) 1. before making payments for any of the other purposes specified in par. (b).</i></p> <p>Discussion regarding the use of supplemental funds in this manner was discussed.</p> <p>Council members were unhappy that the money was used for anything other than supplemental.</p> <p>The idea of using surplus funds at the end of FY13 to raise the supplemental pro-rate was discussed.</p> <p>The question regarding giving out snowmobile development grants this year was also raised. DNR stated in June that no snowmobile development grants would be given out in FY14.</p>	

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		<p>The question of the loss of RTA funds was discussed. Since there is no money to match with it, it cannot be used for snowmobile projects.</p> <p>The question again was raised regarding “transferring” the money out of the supplemental fund. The money was not transferred out of the supplemental fund because county projects are an eligible expense in that account.</p> <p>The council believes that in the past, leftover supplemental was retained in the supplemental account for future supplemental needs.</p> <p>The council wants to make the decision if excess supplemental remains on whether to use it on county projects or retain it in supplemental. They feel that they did make that decision in the past.</p> <p>The council wants the FY13 financial statement as soon as it is available.</p> <p>There were 1310 transfers in the past taking money from the registration side to increase the amount available for supplemental.</p> <p>It was pointed out that if surplus money is used to increase the supplemental pro-rate it will mean fewer projects for next year.</p> <p>Supplemental The question of why the numbers for supplemental took so long to be determined was raised. Cathy explained the DNR is actively working on a solution to the non-resident trail pass problem. It’s not complete as of yet,</p>	

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		<p>but when it is, we'll know the number as soon as the snow season ends because it will all be done electronically.</p>	
	<p>7. Council Member Items</p>	<p>Bev read the articles or organization and stated the snowmobile funding compromise could not be acted upon at this meeting because it wasn't on the agenda.</p> <p>She instructed Cathy to organize a teleconference meeting for October 3, for final discussion and action.</p> <p>She asked the council to discuss the issue and raise their questions, so much of the discussion could take place.</p> <p>Q: How long will it take to implement this? A: Depends when it passes, the soonest would be June 2015.</p> <p>\$5 late fee will be good. Suggestion to remove the discounted rate after a certain date to really give an incentive for purchasing early.</p> <p>Discussion about trying it this way and then going in for changes/tweaks later.</p> <p>Q: Who will be on council at the time we vote? Do we have a timeline on that? A: We don't know, we'll have to work with the current members we have at the time of the meeting.</p> <p>The armed forces discount, would be easy to implement because it's already in place within DNR other programs. Should we remove the safety instructors discount just to clean this up a bit and make it easier to implement? Most safety instructors are already club members</p>	

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		<p>anyway. There was some reluctance to make changes to the proposal in the interest of no further delays.</p> <p>It was pointed out that snowmobile buyers will need some education on the new requirements of the trail pass at the time of purchase.</p> <p>Q: Why go to a 3 year registration, that will generate less funds. A: We'll make it up with the trail passes.</p> <p>It was stated that it was disappointing that Mike Cerny wasn't there for the discussion because he worked hard on this and was a strong force in getting it done. Mike said it was a good compromise, because everybody at the table didn't get exactly what they wanted but everyone could agree to the compromise.</p> <p>AWSC also expressed thanks to Mike for working so hard on the compromise.</p> <p>It was expressed that without agreement and consensus among the Council members no forward action will be taken, so it's important for everyone to come together.</p> <p>The older version was a hard sell because Clubs didn't understand it. Clubs were running scared because they didn't get it. They'll be able to get on board with this.</p> <p>Cathy said she'd try to get the draft minutes out by Friday for everyone to read. Meeting was set for 8:00 on Thursday, Oct. 3rd provided Cathy can set up the teleconference.</p> <p>Discussion occurred regarding the issue of meetings being planned too last minute and causing issues with</p>	

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		<p>peoples schedules.</p> <p>Traditional meetings were discussed, usually July funding meeting, February groomer's show, sometimes another meeting in the fall/early winter if there are more funding decisions to be made. An infrastructure meeting is held in June to look at infrastructure project applications prior to the funding meeting. Other meetings are scheduled as needed.</p> <p>The equipment tracking proposal was raised. No action has been taken at this point. Perhaps seeing a presentation at the next council meeting could be arranged. It was moved at the last meeting to pursue it and for Jon to present it to the ORV council, he can continue to gather information and set up a meeting (infrastructure) if needed.</p>	
	8. Next Meeting	<p>Next meeting will be Feb. 6-7, 2014 in St. Germain right after the Groomer's show. Committee meetings will be in the afternoon of the 6th and full council meeting on the morning of the 7th. Bev is checking on accommodations for us in St. Germain.</p>	
	9. Adjournment		<p>Motion by Andy Malecki, second by Larry Erickson to adjourn. <u>Motion carried.</u></p>