



Minnesota United Snowmobilers Association 2020 Legislative Priorities

Protection of the integrity of the Snowmobile Dedicated Account – protect against raids on the account for non-snowmobile related uses. The snowmobile dedicated account is funded by snowmobile registration tax, snowmobile trail fees and unrefunded gas tax attributed to snowmobile use. Minnesota United Snowmobilers Association believes funds in this account should only be used to provide the snowmobile opportunity in Minnesota.

Support legislation that provides a sales tax exemption on building materials and supplies purchased by non-profit clubs to construct, reconstruct, or maintain or improve state or grant-in-aid snowmobile trails. Everything the clubs, as agents of the state, do to maintain the snowmobile trails is for public benefit.

Support legislation that replaces the requirement for registration numbers on a snowmobile with a larger registration sticker. The graphics on snowmobiles manufactured today do not provide a large enough area to display the numbers legibly. Minnesota DNR is moving to a slightly larger sticker that will allow space for additional information to be displayed.

Support legislation that will increase civil trespass penalties for snowmobile civil citations. Minnesota's extensive snowmobile trail system depends upon the generosity of private landowners to allow trails on their property. Snowmobile riders need to stay on the trails to continue this partnership. All motorized trail user organizations are in support of increasing the penalties to encourage their enthusiasts to stay on the trails.

Protection of the unrefunded gas tax attributed to snowmobile use. The gas tax paid on fuel purchased for snowmobile use provides approximately 1/3rd of the funding for the snowmobile program. Without such funding, trail maintenance and grooming, and enforcement and safety programs would suffer greatly. When trails are adequately funded, they can be properly maintained, creating a more enjoyable and a safer trail experience for the snowmobilers who paid for this recreational opportunity. Good trails increase tourism, generate income for local businesses, and taxes for the State.

Protection of the use of snowmobiles on public land. Snowmobiles have been allowed on state owned land since their inception. Land sales and subdivisions have a significant impact on the 22,000 mile snowmobile trail network in Minnesota, a trail network which generates millions of tourism dollars to Minnesota. Minnesota United Snowmobilers Association supports the continued responsible use of snowmobiles on State land and on easements purchased by the State, and will oppose legislation that prohibits or limits such use.

Support of programs and policy that encourage continued access to private land for public use. Landowners permit public use for snowmobile trails to allow for thousands of miles of snowmobile trails across private land. These permits are essential to the interconnected trail system enjoyed by Minnesota residents and out of state visitors alike. The Legislature should promote prudent policies to support and encourage landowners to permit public recreational use on their land.

Support of the use of a portion of the Parks and Trails Legacy Funds and other state funding sources for capital improvements on trails that benefit snowmobiling. Again, when trails are adequately funded, they can be properly maintained, creating a more enjoyable and a safer trail experience. Good trails increase tourism, generate income for local businesses, and taxes for the State.

Support of legislation that will insure any new laws protect and accommodate recreational trail alignments and crossings for new development, specifically for any new publicly funded rail developments for both light and heavy rail.

Support of legislation and/or policy that will allow Grant in Aid trails to remain and/or be added to all existing or new WMA/AMA's.

Support of legislation that requires all snowmobiles, including collector snowmobiles not in a registered event, have either a current registration or a trail pass to operate on a designated state or grant-in-aid trail.