



# WISCONSIN LEGISLATURE

P.O. BOX 8952 • MADISON, WI 53708

**AB 434/SB 347 – DNR Automated Licensing Modernization – The ALIS Bill**  
**Committee on Natural Resources**  
**October 28th, 2015**

We appreciate the committee holding a hearing on Senate Bill 347 today. This bill is the result of collaboration between the Legislature and Department of Natural Resources to identify statutory changes that are needed for the licensing and permitting systems of DNR to undergo much-needed updates.

The current Automated Licensing Issuance System (ALIS) used by DNR has become antiquated and, in some cases, is nearly inoperable. The rapid rise of technology in recent years has presented unique challenges. We live in a world where nearly everyone has a smart-phone in their pocket. Wisconsin sportsmen and our constituents who enjoy the outdoors expect a streamlined and efficient customer service experience when purchasing licenses or permits.

SB 347 will achieve this goal by bringing statutes and administrative code up to speed. The bill provides additional flexibilities in the documents process, and will also provide improved technology to our wardens in the field. This will help to ensure the interactions are as seamless as possible between DNR professional staff and our hunters, trappers, anglers, and other outdoors enthusiasts.

Additionally, the bill makes small changes to Wisconsin's snowmobile trail pass requirements. This includes ensuring that resident trail users can use receipts as temporary proof-of-permit when purchasing a pass and wanting to ride the same day. You will find attached a letter from Mr. Bob Walesewicz of Hurley explaining why this change is needed.

As you are aware, time is of the essence for SB 347 particularly with the provisions related to the snowmobile season. We want to recognize the DNR staff for their help throughout this process and we appreciate the opportunity to work together in ensuring a quality experience from start to finish for all who enjoy Wisconsin's natural resources.

Rep. Mary Czaja  
35<sup>th</sup> Assembly District

Rep. Al Ott  
3<sup>rd</sup> Assembly District

Sen. Tom Tiffany  
12<sup>th</sup> Senate District

October 28, 2015

Members of the Committee on Natural Resources and Sporting Heritage,

My name is Robert Walesewicz. I own and operate Cary Mine Convenience in Hurley. I am writing you in support of Assembly Bill 434. Embedded in the bill is fix for the new snowmobile trail pass required for residents this year.

Please allow me to frame the current law. If you wait until you know you're going to ride before buying a trail pass, as many fishermen wait until the day before opening or deer hunters wait until the Friday before opening, residents can purchase a pass but, not be able to hit the trail until the pass is received in the mail. Imagine how disappointed someone who traveled from Milwaukee to the north might be if told they need to go home to wait for the pass.

Bill 434 would allow for the paid receipt to be used as a temporary operating receipt and solve this problem.

Northern Wisconsin is generally ground zero for early winter riding in the state. We need all the tourism dollars we can get. I ask for support of this bill and hope you will work for quick passage.

Anxiously waiting for snow,

Robert Walesewicz  
Cary Mine Convenience  
603 Cary Rd Hurley, WI 54534  
715.561.2995



## Committee on Natural Resources and Sporting Heritage *DNR Automated Licensing System (ALiS) Modernization* 2015 SB 347

Good morning Chairman Tiffany and committee members. My name is Linda Olver, Policy Advisor in the Bureau of Customer and Outreach Services of the Wisconsin Department of Natural Resources (DNR). Thank you for the opportunity to testify for informational purposes on Assembly Bill (SB) 347, providing DNR statutory authority to give the public more flexibility to use modern technology while recreating in Wisconsin's natural resources. My testimony includes the highlights of this bill and attempts to simplify discussion of its contents by organizing the changes into two major topics: changes that are hunting-, fishing- and trapping-related changes, and those that are boat-, ATV/UTV-, and snowmobile-related.

### Hunting, fishing, trapping

Current law generally requires people to carry their approval and safety certificate at all times while hunting, trapping or fishing. This bill allows a person to carry *proof* of the required approval and safety certificate rather than the carrying the actual approval or safety certificate itself. SB 347 allows the department to designate, by rule, the forms of acceptable proof of an approval or safety certificate. This will allow DNR to adapt to new, not-yet-conceived technologies in a process that maintains legislative oversight to ensure public acceptance without the need to amend statutes for significant changes in technology.

This bill allows the department to use an electronic database to access individual's approvals and safety certificates and it allows DNR to create a conservation card recreationists may choose to purchase for a single version of *proof* of all their required and optional approvals and safety certificates.

Current law allows people who lose any part of their approval or safety certificate to purchase a duplicate. Under this bill, a person may obtain a *reprint* of their approval or safety certificate instead of purchasing a duplicate. SB 347 establishes a \$2.00 reprint fee to obtain a reprint at a private sector license agent. The bill also allows the department to establish rules for who may produce a reprint, including licensees, for which approvals and safety certificates a reprint can be produced, and the manner in which a reprint may be produced, including the ability to *reprint* an approval or safety certificate on a home, business, or library computer.

Current law requires a person who kills a deer, bear, elk, wolf, or sharp-tailed grouse or who spears a sturgeon to immediately attach a validated carcass tag to the game animal. SB 347 removes the requirement for the hunter to immediately *attach* the carcass tag upon harvest, but *maintains* the requirement to validate the carcass tag.

Current law allows people to transfer limited draw harvest permits to youth and a wolf harvest permits, when allowed by federal law, to people of any age. Current law requires the transferor pay the fee for the permit they wish to transfer and to pay the difference if the transfer fee is from a resident to a non-resident. SB 347 instead requires the transferee to pay the permit fee. This change improves the permit transfers process for customers. Permit transfers can be completed in a much more timely fashion if the transferor is not required to purchase the permit in advance.

Current law requires people to purchase both Upriver and Lake Winnebago sturgeon spearing license prior to an October 31 deadline. SB 347 eliminates the license purchase deadline for the Upriver Sturgeon spearing license, but maintains a purchase deadline for the Lake Winnebago sturgeon spearing license. Given the Upriver sturgeon

spearfishing license is a limited draw license and the demand for this license is strong, there is no need for a purchase deadline, as they are very likely to follow through on the purchase. The purchase deadline proves to be an unnecessary obstacle for some Upriver sturgeon spearfishers who invest years applying for a permit and yet are unaware of the purchase deadline.

#### Boats, snowmobiles, ATV/UTVs

Current law requires an owner of a boat, snowmobile or ATV/UTV to carry their actual safety certificate while operating the vehicle and display to a law enforcement officer upon request. SB 347 allows operators to carry **proof** of the safety certificate and display **proof** to a law enforcement officer upon request rather than carrying the safety certificate itself. SB 347 allows the department to establish what forms of proof of safety certificates are acceptable and the locations and times during which these forms of proof are valid.

Current law requires a snowmobile owner or nonresident ATV/UTV owner to purchase and display a trail pass in order to operate their vehicle on a public ATV/UTV or snowmobile corridor. SB 347 allows a person to legally operate an ATV/UTV or snowmobile on a public corridor without displaying a trail pass by allowing the operator to carry a **temporary trial use receipt** issued at the point of sale as **proof** until the trail pass itself arrives.

Current law requires the department to issue reflectorized **plates** to commercial snowmobile certificate holders. SB 347 eliminates the requirement for the department to supply these plates and instead requires the department issue a registration **decal**. In addition, this bill allows commercial snowmobile certificate holder to display a trail pass **on the removable dealer plate** instead of the snowmobile's **windshield**. This eliminates the need for a commercial snowmobile dealer or renter to purchase and affix a trail pass for every snowmobile taken out on a public snowmobile corridor. Numerous commercial snowmobile dealers have contacted the department expressing their desire to be allowed to display a trail pass on their commercial plate and point out the inconsistency of law providing for a removable commercial registration but not a removable trail pass.

Current law requires the department to provide an **annual trail pass** at no charge to owners of snowmobiles with **antique registrations**. This bill exempts owners of snowmobiles with antique registrations from displaying a trail pass while operating on a public snowmobile corridor, eliminating the need for the department to annually provide a trail pass free of charge and for antique snowmobile owners to affix a trail pass to their snowmobiles windshield. The department has heard from numerous antique snowmobile owners who do not wish to affix a snowmobile trail pass to the windshield of their antique snowmobile.

#### Law Enforcement

This proposal includes numerous "housekeeping provisions" that improve legal clarity as related to conservation law enforcement, while particularly contemplating the Department's future licensing system. These clarifications address recordkeeping, falsification/counterfeiting of approvals, and penalty simplification, among others, to particularly increase the integrity of the license issuance process while simultaneously reducing administrative overhead.

In closing, the department is currently working with a vendor to design a new automated licensing/vehicle registration system and could readily implement the provisions of this bill, if enacted. Rulemaking is required to clarify the specifics of reprints and specify forms of acceptable proof of an approval or safety certificate, however, the statutory changes proposed allowing for the increased use of technology could readily be integrated into the new licensing system.

I hope you find this information helpful as you consider SB 347. I am happy to try answering questions you may have.