

**SUBJECT:** Request adoption of Board Order CF-16-11 revising chs. NR 50 (Snowmobile grant program) and NR 64 (All-Terrain Vehicle grant program)

**FOR:** FEBRUARY 2012 BOARD MEETING

**TO BE PRESENTED BY / TITLE:** Diane Conklin, Snowmobile and ATV Grant Manager

**SUMMARY:**

Chs. NR 50 and 64, respectively, govern the snowmobile and all-terrain vehicle (ATV) trail grant programs.

A. Proposed revisions to ch. NR 50 are as follows:

- \* Increase bridge design load from 12,000 to 14,000 pounds to allow weight of modern trail grooming equipment.
- \* Clarify, for bridge construction or rehabilitation, a three-year minimum length for easements or lease agreements between the grant recipient and owners of private land on which a bridge costing less than \$50,000 will be located.
- \* Increase to \$150 per mile the minimum expenditure needed before a county is eligible to apply for a supplemental snowmobile trail maintenance grant, consistent with s. 350.12(4)(bm)2., Wis Stats.

B. Proposed revisions to ch. NR 64 are as follows:

- \* Include first-ever guidelines for bridge design load requirements.
- \* Require, for either bridge construction or rehabilitation, a minimum three-year length for easements or lease agreements between the grant recipient and owners of land on which a bridge will be located.
- \* Increase ATV trail summer maintenance reimbursement rate from \$450/mile to \$600/mile.
- \* Identify changes for seasonal signage.
- \* Create a new "hybrid trail" category (commonly called a "troute") eligible for ATV grant funding.

Public comment was accepted from December 12, 2011, to January 11, 2012. The Department incorporated public comments and input from the Legislative Council Rules Clearinghouse into the attached rule order.

An emergency rule (CF-26-11 (E)) for ch. NR 64 will be developed yet this spring to bridge the gap between the start of the next funding cycle and promulgation of this rule order; doing so ensures that ATV trails are funded in summer 2012.

**RECOMMENDATION:** Adopt the proposed revisions to chs. NR 50 and 64 as outlined in Board Order CF-16-11 relating to the Snowmobile and All-Terrain Vehicle grant programs.

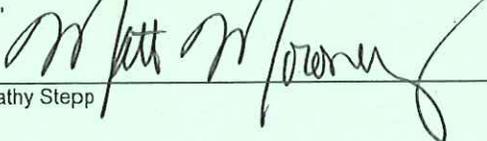
**LIST OF ATTACHED MATERIALS:**

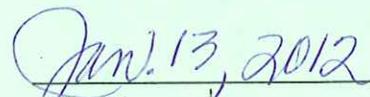
- |    |                                     |   |     |                                     |          |
|----|-------------------------------------|---|-----|-------------------------------------|----------|
| No | <input type="checkbox"/>            | Fiscal Estimate Required                              | Yes | <input checked="" type="checkbox"/> | Attached |
| No | <input checked="" type="checkbox"/> | Environmental Assessment or Impact Statement Required | Yes | <input type="checkbox"/>            | Attached |
| No | <input type="checkbox"/>            | Background Memo                                       | Yes | <input checked="" type="checkbox"/> | Attached |

**APPROVED:**

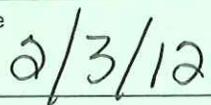
  
 Bureau Director,

  
 Administrator,

  
 Secretary, Cathy Stepp

  
 Date

  
 Date

  
 Date

cc: NRB Liaison  
DNR Rules Coordinator

DATE: January 17, 2012

TO: Natural Resources Board Members

FROM: Cathy Stepp

SUBJECT: **NRB ADOPTION OF RULE ORDER CF-16-11 REVISING  
NR 50 - ADMINISTRATION OF OUTDOOR RECREATION PROGRAM  
GRANTS AND STATE AIDS (COUNTY SNOWMOBILE AIDS) AND  
NR 64 - ALL-TERRAIN VEHICLES**

**Background:**

Section NR 50.09, Wis. Adm. Code, establishes standards for the implementation of the snowmobile aids program for counties to develop and maintain trails. This part of ch. NR 50 was last revised and effective in October 2004. Chapter NR 64, Wis. Adm. Code, establishes standards for the implementation of the all-terrain vehicle (ATV) program to also develop and maintain trails. Ch. NR 64 was last revised and effective in January 2004

Rule changes support the grant programs and recommendations from two Councils -- the Governor's Snowmobile Recreation Council and the Off Road Vehicle Council. Both Councils continue to make recommendations to the Department to use grant funds to keep active trails open and well maintained and support the need for slightly heavier trail grooming equipment that is versatile to handle a variety of trail conditions. Rule changes are consistent and support trail maintenance and usage including requirements for eligible supplemental funding, the need for an increase in weight for bridge design to allow heavier grooming equipment, and to ensure that hybrid trails are included in rule requirements.

I do want to let the Board know that the Department is also pursuing an emergency rule for that portion of proposed revisions to ch. NR 64 governing grants for trail-route hybrids. The emergency rule is needed to cover the gap between the grant application due date and the start of the next funding cycle to insure that ATV trails are funded in summer 2012. A separate February 2012 Natural Resources Board Meeting agenda item will request scope statement approval and to proceed with this emergency rule (CF-26-11 (E)).

**Rule Summary:**

The Department proposes to revise ch. NR 50 as follows:

- Increase bridge design load requirements from 12,000 pounds to 14,000 pounds to better accommodate the weight of modern trail grooming equipment. This change was recommended by the Governor's Snowmobile Recreation Council and the Department's Chief Engineer.
- Clarify minimum length for easements or lease agreements between the grant recipient and owners of private land on which a bridge will be located if up to \$50,000 of snowmobile trail aids funds were used for either bridge construction or rehabilitation. This change was recommended by the Governor's Snowmobile Recreation Council.

- Identify a process by which the Governor’s Snowmobile Recreation Council can recommend higher minimum year length for easements or lease agreements if the cost of a bridge receiving grant funding is more than \$50,000. This change was recommended by the Governor’s Snowmobile Recreation Council.
- Increase from \$130 per mile to \$150 per mile the minimum expenditure needed before a county is eligible to apply for a supplemental snowmobile trail maintenance grant. Making this change will make ch. NR 50 consistent with s. 350.12(4)(bm)2., Wis Stats.

The Department proposes to revise ch. NR 64, Wis. Adm. Code, as follows:

- Include first-ever guidelines for bridge design load requirements and modify method for calculating load conditions. This change would make all-terrain vehicle (ATV) grant provisions identical to snowmobile grant conditions in this regard and would better accommodate the weight of modern trail grooming equipment.
- Include a minimum three-year length for easements or lease agreements between the grant recipient and owners of land on which a bridge will be located if ATV trail aids funds were used for either bridge construction or rehabilitation.
- Increase per-mile ATV trail summer maintenance reimbursement rates from \$450 per mile to \$600 per mile. This change was recommended by the Off Road Vehicle (ORV) Council.
- Identify changes for seasonal signage.
- Create a new trail + route category eligible for ATV grant funding called a hybrid trail but commonly referred to as a “troute”.

### **Public Hearing and Written Comments**

The Board gave its permission for public hearings at its meeting on September 28, 2011. Notice concerning the public comment period was published in the Administrative Register (#672 B) on December 31, 2011. One public hearing was held by video conference on January 11, 2012, and broadcast simultaneously in Madison, Rhinelander, and Rice Lake. The comment period closed at 7:30 PM on January 11, 2012. Public hearing comments and written comments were collected; a summary of comments and the Department’s response is attached as Appendix 1. The revised Rule Order reflects that public input. The revised Rule Order also incorporates comments from the Wisconsin Legislative Council Rules Clearinghouse. (See Appendix 2).

### **Summary of the Proposed Rule Revisions:**

Proposed changes to chs. NR 50 and 64 fall into the following categories:

- 1 – Housekeeping
- 2 – Revisions made in response to the Councils and public input.
- 3 – Revisions made per the request of Wisconsin Legislative Council Rules Clearinghouse.

### **Subsequent Revisions in Response to Public Input and Department Review**

The Department’s response to public comments has been summarized in Appendix 1, attached. Highlights of those changes made in response to public input are:

Corrections to language to include all eligible applicants and the funding available for the hybrid trails commonly referred to as “troutes”

**Small Business and Regulatory Flexibility Analysis:**

Proposed revisions to chs. NR 50 and NR 64 contain no requirements for small business and so there is no direct impact to small business. There are no small business requirements for reporting, bookkeeping, or other procedures or a certain type of professional skill for compliance for the rule.

However, records must be kept by the snowmobile or ATV clubs that perform trail maintenance and then seek reimbursement for those costs from the county. This recordkeeping is not new. The only changes to counties or clubs regarding reporting, bookkeeping, or other procedures comes from the need to keep similar records and follow the same procedures for the new hybrid trail project category as are already in place for all other current routes and trails. The proposed rule would not require skills any different than those required by the current rule.

**Environmental Analysis:**

The Department has determined that this rule is a Type III action under s. NR 150.03(7)(a)4.b., Wis. Adm. Code, and no environmental analysis is required.

**Impacted Parties:**

Parties impacted by the proposed changes are as follows:

**Snowmobile Clubs** – These groups perform trail maintenance, incur costs, and then seek reimbursement for those costs from the county. Club members often donate their time. Increase in per-mile reimbursement rate will not impact snowmobile clubs because clubs had earlier been reimbursed fully by the county.

**ATV Clubs** – These groups perform trail maintenance, incur costs, and then seek reimbursement for those costs from the county. Club members often donate their time. Increase in per-mile reimbursement rate will not impact snowmobile clubs because clubs had earlier been reimbursed fully by the county. There may be initial increased signage costs as a result of acknowledgement of the new hybrid trail category referred to as a “troute”; these costs are grant eligible.

**Counties** –

- Counties reimburse Snowmobile and ATV clubs for trail maintenance work. Counties may request Snowmobile and ATV grants from the Department in the form of reimbursement grants for payments made throughout the year to Snowmobile and ATV clubs.
- While many counties have been securing three-year easements or lease agreements when a bridge paid with grant funds is placed on private land, this requirement may be new to some counties.
- Counties interested in snowmobile supplemental trail maintenance grants will first have to demonstrate spending of at least \$150 per mile; counties are indicating that they should have no trouble meeting the \$150 threshold. Increase in per-mile reimbursement rate will benefit counties because it will lessen the amount counties needed to contribute from county funds to cover clubs costs when the current reimbursement rate has been insufficient.

- Counties will likely benefit by the increase in ATV trail summer maintenance costs from \$450 per mile to \$600 per mile; counties and others maintaining ATV trails use their own budgets to cover the difference between \$450 per mile and actual summer ATV maintenance costs.

Wisconsin Tribes –

- Tribes may also reimburse Snowmobile and ATV clubs for trail maintenance work. Tribes may also request Snowmobile and ATV grants from the Department in the form of reimbursement grants for payments made throughout the year to Snowmobile and ATV clubs.
- While some tribes have been securing three-year easements or lease agreements when a bridge paid with grant funds is placed on private land, this requirement may be new to some tribes.
- Increase in per-mile reimbursement rate will benefit tribes because it will lessen the amount tribes needed to contribute from local funds to cover clubs costs when the current reimbursement rate has been insufficient.

## Appendix 1

### Public Hearing and Comment Summary

The Department held one public hearing by video conference on January 11, 2012. The hearings originated in Rice Lake and linked the following locations: Madison and Rhinelander. In total, 9 people registered at the hearings and comments were all supportive of the proposed rules with some particular emphasis noted. The table below summarizes the registrations at the hearings.

	Registered Support	No Position Taken	As Interest May Appear
Rice Lake	3	0	0
Madison	1	0	0
Rhinelander	5	0	0

In addition to the comments received at the public hearing, 3 written comments were submitted electronically by the deadline. All three comments received were in favor of the proposed changes with minor suggested adjustments that were noted and accepted. The three written comments were also summarized by persons that attended and registered to speak at the public hearing.

Specific public comments received and the Department's responses to those comments follow.

#### Public Comment and Department Responses

**Comment:** "Support changes to NR 50" *Andrew Malecki, Jr., Infrastructure Committee, Governor's Snowmobile Recreation Council, Green Bay, WI*

**Comment:** "Support weight change on bridges, changes for seasonal signage, concerned about some snowmobile signage being too small and chevrons" *Dave Peterson, White Lake, WI*

**Department Response:** Thanked Mr. Peterson for providing comments on size of signs and chevron and recommended that these topics go to the Governor's Snowmobile Recreation Council to be addressed.

**Comment:** "Will 14,000 lb. train loading accept vehicles p to 20,000 lbs? Concern about trail groomer breaking down on bridge. Concerned about signage for older 12,000 lb bridges". *Dale Mayo, Vilas County Snowmobile Club Chair, Eagle River, WI*

**Department Response:**

The 14,000 lb. train or moving design load will allow a bridge to carry a groomer that weighs 20,000 lbs. If the groomer had to stop on the bridge, the bridge should carry the weight. It would be best to remove the groomer that broke down as soon as possible and not to "park" the groomer on the bridge. Older bridges designed to carry a 12,000 lb. point or static load would need to have the design documents reviewed to determine what loading each bridge is capable of bearing.

**Comment:** "Support of increase in ATV Summer maintenance, bridge design and along with comments submitted in written form." *Jane Severt, WCFA Director, Rhinelander, WI*

**Written Comments:** Suggest "decking and" be removed from s. NR 50.09 (5) (bn)2. In section 10, remove "The title of". In section 11, propose to change the first sentence to read, "Troutes existing before

June 5, 2008.” Also, it should read that “the department may provide state aid of up to 100% of the per-mile rate listed in sub. (2).” instead of 50%. Commenter further requests that the final sentence under s. NR 64.14(2r)(a) “County forest roads used as all-terrain vehicle routes are not eligible for funding under this section.” be removed from the proposed changes. Commenter also requests that proposed changes under ss. NR 65.14(2r)(b)(1) and NR 64.14(2r)(b)(2) be changed to begin with “For eligible applicants” rather than “municipalities. This wording would make it clearer that trails on USFS lands would be eligible for grant funding as well. Under Section 13, change the word “snowmobile” should be changes to “ATV” in the sentence...a factor in determining the amount of snowmobile trail funds to be awarded for a project”. Last, under Section 15, proposed language for s. NR 64.14(9)(r)2 includes the words “decking and”. Our concerns and suggestions for this section are the same as those expressed above regarding s. NR 50.09(5)(bn)2.” *Jane Severt, WCFA Director, Rhinelander, WI*

**Department Response:** Most suggested changes made to the final proposed rule. DNR legal counsel informs us that the specific date can not be included and these rule revisions take into account those hybrid trails or “troutes” in existence before the effective date of this proposed rule. Some grammatical changes also suggested in the written comments were not included.

**Comment:** “Supports all of the new rules in their entirety. Can provide testimony at NRB hearing. Feels that we should retain the term “Troute” for hybrid trails.” *Rob McConnell, VP WATVA, Reedsburg, WI*

**Department Response:** The Department appreciates the comments of support for the proposed rule changes and thanks everyone for attending the public hearing.

**Written Comments:** “WATVA submitted written comments in support of the proposed changes and specifically the bridge design load requirements and easements, the new trail+route category, and the increased per mile costs for summer ATV maintenance.” *Randy Harden, President of WATVA, and Rob McConnell, Vice President, WATVA*

**Comment:** Supports all of the proposed changes. Concerned that s. NR 64.14 (2r) accurately reflects 100% funding for those hybrid trails or troutes already funded. Also, maintenance funding is strongly needed and for definition of County Forest Roads, suggests we use the definition in s. 86.315, Stats., for County Forest Roads.” *Mike Peterson, Washburn County Forest Administrator, Spooner, WI*

**Written Comments:** “Representing Washburn County Forestry as well as the chair of the Legislative Committee of Wisconsin County Forest Association, it is noted that they are in support of changes to chs. NR 50 and 64 regarding minimum easement/lease agreements, increased bridge design loads, increased threshold for supplemental funds, eligible costs for bridge development and rehabilitation, and increased maintenance funding for ATV trails. They further support the trail+route definition (troute) and have existing and new Troutes to be signed as an ATV route providing the signage on non-gas tax roads can be a much smaller sign than required on public roads. Concerned about the troutes that are currently in place be eligible for 100% funding rather than the noted 50%. I would also suggest that we adopt the definition of a County Forest Road as is identified in s. 86.315 to prevent any misunderstanding. Last, I would support the ATV trail signage defining the season of use as much needed.” *Mike Peterson, Washburn County Forestry and Chair, Legislative Council, WCFA, Spooner, WI*

**Department Response:** All suggested changes made to the final proposed rule.

## Appendix 2

### Revisions made to proposed NR 50 and NR 64 per comments from the Wisconsin Legislative Council Rules Clearinghouse

The Department incorporated all changes suggested by the Legislative Council Rules Clearinghouse (see attached) into this rule order except the following:

2d. The Department has chosen to define the trail+route combination as a “hybrid trail (troute)” rather than a “multi-use trail” or “trail connector” as suggested by the Rules Clearinghouse. We did this because the terms suggested by the Rules Clearinghouse do not fit with common terminology used in either sport. By utilizing the term “hybrid trail (troute)”, we are able to distinguish a specific type of “hybrid” trail that is unique to this situation.

## ADMINISTRATIVE RULES – FISCAL ESTIMATE

1. Fiscal Estimate Version

Original     Updated     Corrected

2. Administrative Rule Chapter Title and Number

Ch. NR 50, County Snowmobile Aids, and ch. NR 64, All-Terrain Vehicles

3. Subject

Revise bridge design and signage requirements and trail maintenance costs; define trail/route combinations.

4. State Fiscal Effect:

<input checked="" type="checkbox"/> No Fiscal Effect	<input type="checkbox"/> Increase Existing Revenues	<input type="checkbox"/> Increase Costs
<input type="checkbox"/> Indeterminate	<input type="checkbox"/> Decrease Existing Revenues	<input type="checkbox"/> Yes <input type="checkbox"/> No    May be possible to absorb within agency's budget.
		<input type="checkbox"/> Decrease Costs

5. Fund Sources Affected:

GPR     FED     PRO     PRS     SEG     SEG-S

6. Affected Ch. 20, Stats. Appropriations:

ss. 20.370(5)(cq), (cs), (ct), (cu), Wis. Stats

7. Local Government Fiscal Effect:

<input type="checkbox"/> No Fiscal Effect	<input type="checkbox"/> Increase Revenues	<input type="checkbox"/> Increase Costs
<input type="checkbox"/> Indeterminate	<input type="checkbox"/> Decrease Revenues	<input checked="" type="checkbox"/> Decrease Costs

8. Local Government Units Affected:

Towns     Villages     Cities     Counties     School Districts     WTCS Districts     Others: Tribes

9. Private Sector Fiscal Effect (small businesses only):

<input checked="" type="checkbox"/> No Fiscal Effect	<input type="checkbox"/> Increase Revenues	<input type="checkbox"/> Increase Costs
<input type="checkbox"/> Indeterminate	<input type="checkbox"/> Decrease Revenues	<input type="checkbox"/> Yes <input type="checkbox"/> No    May have significant economic impact on a substantial number of small businesses
	<input type="checkbox"/> Yes <input type="checkbox"/> No    May have significant economic impact on a substantial number of small businesses	<input type="checkbox"/> Decrease Costs

10. Types of Small Businesses Affected:

Proposed revisions to chs. NR 50 and NR 64 contain no requirements for small business and so there is no direct impact to small business.

11. Fiscal Analysis Summary

The Department proposes to revise ch. NR 50 as follows:

- Increase bridge design load requirements from 12,000 pounds to 14,000 pounds to better accommodate the weight of modern snowmobile trail grooming equipment.

- Clarify minimum length for easements or lease agreements between the grant recipient and owners of private land on which a bridge will be located if up to \$50,000 of snowmobile trail aids funds were used for either bridge construction or rehabilitation.

- Identify a process by which the Governor's Snowmobile Trail Council can establish higher minimum year length for easements or lease agreements if the cost of a bridge receiving grant funding is more than \$50,000.

- Increase from \$130 per mile to \$150 per mile the minimum expenditure needed before a county is eligible to

apply for a supplemental snowmobile trail maintenance grant. Making this change will make ch. NR 50 consistent with s. 350.12(4)(bm)2., Wis Stats.

The Department proposes to revise ch. NR 64, Wis. Adm. Code, to be consistent with Wisconsin statutes as follows:

- Include guidelines for ATV bridge design load requirements.
- Include a minimum three-year length for easements or lease agreements between the grant recipient and owners of land on which a bridge will be located if ATV trail aids funds were used for either bridge construction or rehabilitation.
- Increase per-mile ATV trail summer maintenance reimbursement rates from \$450 per mile to \$600 per mile.
- Identify changes for seasonal signage
- Create a new trail + route category eligible for ATV grant funding (also referred to as a "troute").

The changes proposed for chs. NR 50 and NR 64 are not expected to have a state, local or small business fiscal impact.

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12. Long-Range Fiscal Implications

13. Name - Prepared by Patrick Kirson	Telephone Number 608-266-2747	Date 08/05/2011
14. Name - Analyst Reviewer	Telephone Number 608-266-2159	Date 8/12/2011
Signature - Secretary or Designee	Telephone Number 608-266-2799	Date 08-12-2011

This document can be made available in alternate formats to individuals with disabilities upon request.

**ORDER OF THE STATE OF WISCONSIN  
NATURAL RESOURCES BOARD  
RENUMBERING, AMENDING, AND CREATING RULES  
CF-16-11**

The Wisconsin Department of Natural Resources proposes an order to revise ch. NR 50, Administration of Outdoor Recreation Program Grants and State Aids, and ch. NR 64, All-Terrain Vehicles, as follows: to renumber NR 64.14 (9)(d); to amend NR 50.09 (4)(b)2., NR 50.09 (4)(f)1.d., NR 50.09 (5)(bn)1 to 4., NR 64.12 (7)(a), NR 64.14 (2)(b), NR 64.14 (6) (c) and 1., NR 64.14 (6)(d)5., and NR 64.14 (9) (a) 1.; and to create NR 50.09 (4)(b)2.(Note), NR 50.09 (4)(bm), NR 50.09 (5)(bn) 4. (Note), NR 64.02 (9m), NR 64.02 (15), NR 64.12 (7)(a)(Note), NR 64.12 (7)(am), NR 64.14 (2r)(a) and (b), NR 64.14 (6)(c)4., NR 64.14 (6)(d)5.(Note), NR 64.14 (9)(ar)1., 2., 3., 4. and (Note), and NR 64.14 (9)(d), relating to the snowmobile and all-terrain vehicle grant programs, including: bridge design loading, easement terms, existing per-mile reimbursement rates for local governments for summer all-terrain vehicle trail maintenance, season-specific trail signage, and trail-route combinations.

**Analysis Prepared by the Department of Natural Resources**

**1. Statutory Authority:** Sections 23.09(26), 23.33(8)(a), 23.33(9)(b)3 to 5, 350.12(4)(b), 350.12(4)(bm)2, and 227.11, Stats.

**2. Statutes Interpreted:** Sections 23.33(8)(a), 23.33(9)(b)3 to 5., 350.12(4)(b), and 227.11, Stats.

**3. Explanation of Agency Authority:** Sections 23.33(8)(a), 23.33(9)(b)3 to 5, and 227.11, Stats., authorizes the Department to promulgate rules for the development and maintenance of all-terrain vehicle routes or all-terrain vehicle trails and the administration of state all-terrain vehicles and related costs. Sections 23.09(26), 350.12(4)(b), 350.12(4)(bm)2, and 227.11, Stats., authorizes the department to promulgate rules for the administration of state snowmobile trail aids and related costs. Section 227.11, Stats., authorizes the department to promulgate rules for the general administration of department programs.

**4. Related Statute or Rule:** Section 23.33(9)(b)4, Stats., allows for development and maintenance of a snowmobile or off-road motorcycle trails if the trail is open for use by all-terrain vehicles (ATVs). Rules for trail-based recreational programs are often similar to each other. Some of the rule revisions proposed in this board order apply to both chs. NR 64 and NR 50, Wis. Adm. Code.

**5. Plain Language Analysis:** Chapter NR 50, Wis. Adm. Code, establishes procedures for implementation for various recreational aids programs, including grants for snowmobile trails. Chapter NR 64, Wis. Adm. Code, establishes standards for the implementation of an ATV program, including a trail aid program.

The Department proposed to revise ch. NR 50 as follows:

- Increase bridge design load requirements and modify method for calculating load conditions.
- Clarify minimum length for easements or lease agreements between the grant recipient and owners of land on which a bridge will be located if snowmobile trail aids funds were used for either bridge construction or rehabilitation.

- Increase the minimum per mile expenditure needed before a county is eligible to apply for a supplemental snowmobile trail maintenance grant, consistent with s. 350.12(4)(bm)2., Stats.

The Department proposes to revise ch. NR 64, Wis. Adm. Code, as follows:

- Include first-ever guidelines for bridge design load requirements.
- Include a minimum length for easements or lease agreements between the grant recipient and owners of land on which a bridge will be located if ATV trail aids funds were used for either bridge construction or rehabilitation.
- Increase per-mile ATV trail summer maintenance reimbursement rates.
- Identify changes for seasonal signage.
- Create a new trail + route category eligible for ATV grant funding (also referred to as a hybrid trail but commonly referred to as a “troute”).

Section-by-section details of this rule order are outlined below:

SECTION 1 requires project sponsors to obtain a minimum three-year written easement or lease agreement from the owners of private land on which snowmobile bridges are located if snowmobile grants were provided for either the construction or rehabilitation of the bridge. Doing so protects the Department’s investment in the bridge and facilitates the relocation of the bridge to another location if the easement or lease agreement is not extended by the landowner. The Governor’s Snowmobile Recreation Council recommended this change. Further, the Council requested that the Department create a sliding scale for length of easement or lease agreement based largely on cost since a three-year lease was considered too short for a bridge costing greater than \$50,000.

SECTION 2 creates a rule note on how the Governor’s Snowmobile Recreation Council will recommend to the Department minimum year easements depending on cost of bridges and also work with the Off Road Vehicle Advisory Council to develop joint recommendations. This rule note is similar to that for the All-Terrain Vehicle Program mentioned in Section 14.

SECTION 3 requires written minimum three-year easements for bridge development or rehabilitation costing less than \$50,000. Easement length or duration will be a factor in determining snowmobile trail funds awarded for a project.

SECTION 4 increases from \$130 per mile to \$150 per mile the maintenance expenditures counties must make before those counties are eligible to apply for supplemental snowmobile grant funds. This change is required by s. 350.12(4)(bm) 2., Stats.

SECTION 5 increases bridge design load limits from 12,000 pounds to 14,000 pounds to accommodate the increased weight of snow grooming power units and drags now commonly used to maintain snowmobile trails. New bridge development is included.

SECTION 6 creates a rule note on how to obtain bridge guidelines for new or replacement snowmobile or ATV trail bridges.

SECTION 7 defines a hybrid trail, commonly referred to as a “troute”, or ATV trail and route combination in ch. NR 64, Wis. Adm. Code.

SECTION 8 defines a trail connector.

SECTION 9 amends signage requirements for ATV routes to include hybrid trails.

SECTION 10 creates a note regarding DNR staff to contact for information about who can help make signs for ATV trails and the online link.

SECTION 11 adds hybrid trails to signage requirements for ATV routes .

SECTION 12 increases summer ATV trail maintenance grant payments from \$450 per mile to \$600 per mile to better address actual trail maintenance costs that are now being absorbed by project sponsors. The Off Road Vehicle (ORV) Advisory Council has recommended this increase.

SECTION 13 creates a subsection that describes the maintenance grant funding available for ATV hybrid trails.

SECTION 14 amends signage requirements for ATV trails for seasonal use.

SECTION 15 requires project sponsors to enter into easements or lease agreements of at least 3 years in length with owners of land on which ATV bridges are to be located. Doing so protects the Department's investment in the construction or rehabilitation of the bridge and facilitates the relocation of the bridge to another location if the easement or lease is not extended.

SECTION 16 creates a rule note on how the Off Road Vehicle (ORV) Advisory Council will recommend to the Department minimum year easements depending on cost of bridges and also work with the Governor's Snowmobile Recreation Council to develop joint recommendations. This rule note is similar to that for the Snowmobile Program mentioned in Section 2.

SECTION 17 creates design load limits for bridges developed or constructed with ATV grant funding. Bridge design load are limited to 14,000 pounds to accommodate the increased weight of snow grooming power units and drags to maintain ATV trails that are also snowmobile trails.

SECTION 18 amends reimbursement for trail rehabilitation to include hybrid trails.

SECTION 19 rennumbers a paragraph of the rule.

SECTION 20 creates criteria for grant funding for hybrid trail rehabilitation.

SECTION 21 provides information on effective dates of this rule.

SECTION 22 provides information on Board adoption.

**6. Summary of, and comparison with, existing or proposed federal regulations:** The federal government has one program that is somewhat similar to the Wisconsin ATV and Snowmobile grant programs: the Recreational Trails Act (RTA) grants. This federal program provides grant funds for the acquisition, development, rehabilitation of trails and structures (such as bridges and culverts) and maintenance of motorized, non-motorized, and mixed-use trails. The Department has received RTA funds for many years and often matches RTA grant funds from the motorized subcategory to Wisconsin snowmobile and ATV grant awards. In the RTA program,

maintenance and rehabilitation activities are the two highest priority categories for grant funding; these priorities are shared by the Wisconsin Snowmobile and ATV grant programs. The WI Snowmobile and ATV grant programs can make grant awards for 100% of eligible project costs. However, in order to stretch state grant funds farther, the Department often matches a 50% grant from its Snowmobile or ATV grant programs with a 50% RTA grant.

There is no current requirement for bridge design loads in the RTA program. The current bridge design load for the ATV and Snowmobile programs is 12,000 pounds. The ORV Advisory Council and the Governor's Snowmobile Recreation Council have recommended that the Department increase bridge design loads to 14,000 pounds so that bridges constructed with grants from these programs can better withstand the weight of modern grooming equipment.

The RTA program has no minimum requirement for the length of easements or lease agreements between the project sponsor and the owner of land on which a bridge constructed or rehabilitated with RTA grant funds will be located.

The federal Land & Water Conservation Fund (LWCF) program requires easements or lease agreements of at least 20 years length if grant funds are used to develop properties not owned by a LWCF grantee.

Wisconsin's Knowles-Nelson Stewardship Program requires easements or lease agreements of at least 20 years between the project sponsor and owner of land on which a recreational practice is to be constructed when Stewardship grant funds are used.

Wisconsin's Recreational Boating Facility (RBF) grant program currently requires an easement or lease length of not less than 20 years (s. NR 7.04(8)(a), Wis. Adm. Code).

For both the Snowmobile and ATV grant programs, there is currently a minimum 3-year length requirement for easements and lease agreements entered into between the project sponsor and the owner of land on which the bridge will be located.

No federal programs provide reimbursement per mile for trail maintenance costs. The present reimbursement rate for snowmobile maintenance is \$250/mile. The current reimbursement rate for winter-use ATV maintenance is \$100/mile. The current reimbursement rate for summer-use ATV maintenance is \$450/mile. When an ATV trail is used both in the winter and summer and allows both ATVs and snowmobiles, the current reimbursement rate for maintenance is \$800/mile.

**7. Comparison with Rules in Adjacent States:** Minnesota, Michigan, Iowa, and Illinois all have snowmobile and ATV trail grant programs.

#### Bridge Design Load Requirements

No bridge design load limits were found for adjacent states.

#### Length of Easements or Lease Agreements

- Michigan requires an easement of not less than five years for bridge projects or any improvements costing more than \$10,000 on private land.
- Minnesota has a 3-month minimum easement length for all off-road vehicle grant programs.
- No other easement time length information was found for the other adjacent states.

### Expenditure Threshold Before Eligible for Supplemental Snowmobile Grants

No per-mile maintenance expenditure threshold could be found for adjacent states.

### Combination Trail and Route Paths (also called hybrid trails or “troutes”)

Michigan allows ATVs on both trails and routes.

### Higher per-mile Rates for Summer Trail Maintenance

Only Michigan allows for higher spring and summer maintenance rates for trails over maintenance rates for routes during the same seasons.

### ATV Trail Seasonal Signage

Only Illinois has seasonal signage requirements for the Off Highway Vehicle Program. Grantees or grant applicants are responsible for signage.

## **8. Summary of factual data and analytical methodologies:**

**Bridge Design Specifications.** The Department has long published guidelines for bridges built with either snowmobile or ATV grant funds. With the increased weight of snow grooming power units and drags, the infrastructure committee of the Governor’s Snowmobile Recreation Council undertook a review of bridge specifications in conjunction with Sanjay Olson, former DNR Chief Engineer, Bureau of Facilities and Lands. The result of that review is the Council’s recommendation to the Department that bridge load specifications be increased from the current 12,000 pounds to 14,000 pounds. Further, the Council recommended that load calculations be changed to a moving load (also called “train” loading) rather than a point load. Chapter NR 50 needs to be revised to show 14,000 pounds for bridge design load. Other bridge design criteria, including the train load methodology, are included in the bridge guidelines. The current bridge guidelines are: <http://dnr.wi.gov/org/caer/cfa/Grants/Forms/bridgeguide.pdf>

Chapter NR 64 language is currently silent on the matter of bridge design load and a section needs to be created in that rule to reflect the 14,000 pound bridge design load. This change also makes ch. NR 64 consistent with the ch. NR 50 for snowmobile bridge design load and is important since, during winter, some trails have joint ATV and snowmobile use.

**Length of Easement or Lease Agreements.** The Governor’s Snowmobile Recreation Council also requested that the Department develop a sliding scale for the length of easements or lease agreements required between project sponsors and owners of private land on which a bridge is to be located. The sliding scale would be based in large part on the total estimated cost of a bridge structure, i.e., longer easements required for more expensive, larger bridge structures. Easements or lease agreements are common for private land on which bridges are to be located. The Council feels that the current minimum easement or lease agreement length of three years is not sufficient for bridge structures costing in excess of \$50,000. A note is included in the rule describing the process by which the Council will provide recommendations to the Department and also work with the ORV Advisory Council.

A complete listing of Governor’s Snowmobile Recreation Council members can be found at: <http://dnr.wi.gov/org/caer/cfa/Grants/Agendas-Minutes/SnowMembers.pdf>

**Threshold for Supplemental Trail Maintenance Grant Funding.** Among other things, *2005 Wis. Act 25* increased the expenditure threshold that must be reached before counties are eligible to apply for supplemental snowmobile trail grant funding. At present, actual expenditures for grooming snowmobile trails must exceed \$130 per mile before a project sponsor is eligible to apply for supplemental grant funding in any year. *2005 Wis. Act 25* increased the threshold to \$150 per mile per year. The Department proposes to revise ch. NR 50 to be consistent with the statutory requirement, s. 350.12(4)(bm)2., Stats., created under the Act.

**Higher Trail Summer Maintenance Costs.** The ORV Advisory Council has recommended that the Department increase summer ATV trail maintenance payments from \$450 per mile to \$600 per mile. The increase will go a long way toward covering actual trail maintenance expenditures. Counties and municipalities are currently forced to compensate for the difference between \$450 per mile and the actual maintenance expenditures.

A complete listing of the ORV Advisory Council members can be found at:  
<http://dnr.wi.gov/org/caer/cfa/Grants/Agendas-Minutes/ORVMembers.pdf>

#### **ATV Trail Seasonal Signage changes**

The ORV Advisory Council recommends three separate signs by which seasonal use can be identified.

#### **Acknowledge of Trail-Route Combinations (also called hybrid trails but commonly referred to as “troutes”)**

The Department is aware that several ATV trails overlap existing roads. From the onset of the program, these paths were identified as trails and signed accordingly. The ORV Advisory Council and WI County Forestry Association propose that the Department revise ch. NR 64 to accommodate paths used by both ATVs and motor vehicles. These trail-route combinations – also called hybrid trails but commonly referred to as “troutes” – will be eligible for future grant funding if it can be shown that the hybrid trails (“troute”) existed prior to the effective date of this rule. Revisions to ch. NR 64 will include a definition of a hybrid trail. Grant funding will be possible for routes that are used as trail connectors, as defined in s. NR 64.02 (3), Wis. Adm. Code, if the trail connector is proposed after the effective date of this rule. The purpose of the hybrid trail combination is so that roads are not used in lieu of ATV trails.

**9. Analysis and supporting documents used to determine effect on small business or in preparation of economic impact report:** The Department expects there to be no negative fiscal impact on small business as a result of the proposed revisions to chs. NR 50 and NR 64. A few provisions have a net zero fiscal effect. One provision will have a positive fiscal effect.

Increase bridge design load requirements to 14,000 pounds. This code revision will likely require additional materials for the construction or rehabilitation of bridges. The need for additional materials will increase the cost of the bridge. The Department expects that small businesses providing bridge building or rehabilitation services will pass these increased costs onto the buyer. The Department expects future bridge work orders associated with snowmobile or ATV grant funding to remain unaltered. Further, these increased bridge costs are eligible for both snowmobile and ATV grant funding.

Clarify minimum length for easements or lease agreements between the grant recipient and owners of land on which a bridge will be located if snowmobile trail aids funds were used for either bridge construction or rehabilitation. The Department expects that this proposed revision will have no negative fiscal effect on small business.

Increase to \$150 per mile the minimum expenditure needed before a county is eligible to apply for a supplemental snowmobile trail maintenance grant. Based on current trail maintenance costs, the Department expects that counties will have little trouble reaching this higher expenditure threshold and so will continue to be eligible to apply for supplemental snowmobile trail maintenance grants. This proposed revision will have no negative fiscal effect on small business.

Increase to \$600 per mile the ATV trail summer maintenance reimbursement rate. The Department expects that this proposed revision will have no negative fiscal effect on small business. This proposed revision will help local residents who are now subsidizing ATV trail summer maintenance costs that exceed the current reimbursement rate of \$450 per mile through their county taxes.

Identify changes for seasonal signage. This proposed revision may have a positive fiscal effect on small business. New and additional signs will be needed for trail-route combinations and seasonal signage. Small business may be hired to make needed signs. Small businesses may experience increased revenues in the early months following adoption of the proposed rule revisions as a result.

Include new trail-route category in ATV grant program. The Department expects that this proposed revision will have no negative fiscal effect on small business. These trails already exist and are already part of the ATV program, but identified only as trails. Creation of this new category makes program administration consistent with opinion of DNR legal counsel.

Aside from the impact of the proposed revisions to chs. NR 50 and NR 64 listed above, the overall Snowmobile and ATV grant programs provide positive fiscal effect for small businesses statewide. A Snowmobiling Economic Report issued by the WI Division of Tourism showed that snowmobilers statewide spent an estimated \$249.5 million during the 2000-2001 snowmobiling season. Using the consumer price index (CPI) to adjust this estimate for inflation, statewide snowmobile spending could have been as high as \$315.25 million during the 2010-2011 snowmobile season. Specific information from the report is as follows:

**Snowmobiler Expenditures per Day  
During the 2000-01 Snowmobiling Season**

<u>Category</u>	<u>Traveling Snowmobilers</u>	<u>Local Snowmobilers</u>
<b>Food/beverage:</b>	\$37.41	\$24.60
<b>Recreation:</b>	\$24.21	\$9.65
<b>Shopping:</b>	\$17.83	\$4.54
<b>Transportation:</b>	\$15.24	\$13.33
<b>Lodging:</b>	\$7.64	\$0.00
<b>Other:</b>	\$0.21	\$0.00
<b>Total:</b>	\$102.54	\$51.46

A March 2004 Executive Summary of the Economic & Demographic Profile of Wisconsin's ATV Users Report by the WI Division of Tourism in conjunction with the Wisconsin ATV Association (WATVA) and the University of Wisconsin – Madison Extension Department of Urban & Regional Planning, showed \$295.3 million was spent by ATV trail users during the period of June through October 2003 . The report showed that 86% of ATV trail users were from Wisconsin. The total annual spending in Wisconsin by out-of-state ATVer was \$34.7 million. Using the CPI to adjust, ATVer spending could be as high as \$362.2 million and spending by out-of-state ATVer as high as \$42.6 million during 2011. Specific information from the report is as follows:

**ATVer Expenditures per Trip  
During June through October 2003  
(Daily Average Spending = \$200.62)**

<u>Category</u>	<u>ATVer</u>
Food/beverage:	\$107.52
Entertainment:	\$50.98
Shopping:	\$87.15
Gas/Transportation:	\$100.72
Convenience Stores:	\$36.35
Lodging:	\$144.78
Gaming:	\$47.12
<u>Other:</u>	<u>\$67.38</u>
<b>Total:</b>	<b>\$642.00</b>

**10. Effect on Small Business:** Snowmobile and ATV grants assist with the cost of construction, development, and maintenance of specific trails. Those trails draw riders and their disposable income. Small businesses located in the area of snowmobile and ATV trails benefit when trail users make the following purchases: fuel and other items at convenience stores; retail items; accommodations or lodging; sales of replacement vehicle parts; repair or maintenance of snowmobiles or ATVs; rider clothing, protective gear, and accessories; food and drink at restaurants and other establishments.

**11. Agency Contact:**

Diane Conklin, Grant Manager  
All-Terrain Vehicle and Snowmobile Grant Programs  
Phone: (715) 822-8583  
E-mail: [Diane.Conklin@wisconsin.gov](mailto:Diane.Conklin@wisconsin.gov)

**12. Submit comments by US Postal Service or e-mail as follows:**

Mailing address: Diane Conklin, Grant Manager  
All-Terrain Vehicle and Snowmobile Grant Programs  
WI Department of Natural Resources  
P.O. Box 397  
1341 2nd Avenue  
Cumberland, WI 54829  
E-mail Address: [Diane.Conklin@wisconsin.gov](mailto:Diane.Conklin@wisconsin.gov)

Comment Deadline: January 11, 2012 at 7:30 p.m.

Public hearings held concurrently on:

January 11, 2012  
(Wednesday)  
Starting at 6 p.m.  
In all locations

Wisconsin Indianhead Technical College (WITC)  
1900 College Drive, Rice Lake, WI 54868  
Conference Center Room 223

Nicolet College  
5364 College Drive, Rhinelander, WI 54501  
Northwoods Center, Room 111

UW Madison - Pyle Center  
702 Langdon Street, Madison, WI 53706  
Room 327

**SECTION 1. NR 50.09 (4) (b) 2. is amended to read:**

**NR 50.09 (4) (b) 2.** The value of an easement, lease, permit or other agreement ~~for a period of 3 years or greater~~ entered into by a project sponsor and the owner of land, including for bridge construction or rehabilitation, is an eligible cost of development under s. 350.12(4)(bc), Stats. The length of any easement, lease, permit or other agreement for the placement on private land of a bridge that is either constructed or rehabilitated with funds under this chapter shall be for a period of at least 3 years if the total cost of the bridge is more than \$3,000, per s. 23.09(26) am (1), Stats.

**SECTION 2. NR 50.09 (4) (b) 2. (Note) is created to read:**

**Section NR 50.09 (4) (b) 2. NOTE:** The Governor's Snowmobile Trail Council will, at one of its duly-noticed meetings, consider public comment, develop criteria for easements, leases, or permits, and recommend these criteria to the department, including minimum year lease requirements beyond the required 3 year lease for bridge projects costing more than \$50,000. The Council may meet with the Off Road Vehicle Advisory Council to develop joint recommendations for easement criteria for joint snowmobile and ATV trails to the department. See online materials at <http://dnr.wi.gov/org/caer/cfa/LR/Snowmobile/snow.html>.

**SECTION 3. NR 50.09 (4) (bm) is created to read:**

**NR 50.09 (4) (bm)** The length of any easement, lease, permit or other agreement for the placement on private land of a bridge that is either constructed or rehabilitated with funds under this chapter shall be for a period of at least 3 years if the total cost of the bridge is \$50,000 or less. Any easement, lease, permit or other agreement for the placement of a bridge on private land that is either constructed or rehabilitated shall be in writing. The length of any easement, lease, permit, or other agreement may be a factor in determining the amount of snowmobile trail funds to be awarded for a project.

**SECTION 4. NR 50.09 (4) (f) 1. d. is amended to read:**

**NR 50.09 (4) (f) 1. d.** The county has spent at least ~~\$130~~150 per mile for eligible snow grooming expenses during the previous fiscal year.

**SECTION 5. NR 50.09 (5) (bn) 1., 2., 3., and 4., are amended to read:**

**NR 50.09 (5) (bn) 1.** Eligible costs for snowmobile bridge development and rehabilitation projects include the following: construction and replacement of entire structure including approaches and abutments, construction and repair to the superstructure of the bridge, construction and replacement of the entire deck and railings and construction and repair or construction and replacement of protective riprap around abutments or footings.

**2.** Costs which are not eligible for development and rehabilitation cost sharing are: construction and replacement of bridge railings only, and patching of decking, grading or minor repair to approaches, construction and bridge repairs to bring bridge structure within any existing codes, construction and reinforcement of bridge structures to accommodate weights in excess of ~~12,000~~ 14,000 pounds and deck construction and replacement for the primary purpose of accommodating larger grooming equipment.

3. Cost sharing for the purchase and installation of prefabricated bridges shall be limited to structures with a maximum design load of ~~12,000~~ 14,000 pounds.

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 ~~12,000~~ 14,000 pounds unless there are circumstances ~~that~~ ~~which~~ lead to a capacity greater than ~~12,000~~ 14,000 pounds for no demonstrated increase in cost.

**SECTION 6. NR 50.09 (5) (bn) 4. (Note) is created to read:**

**NOTE:** For bridge design, see the bridge guidelines for new and replacement snowmobile and all-terrain bridges at <http://dnr.wi.gov/org/caer/cfa/Grants/Forms/bridgeguide.pdf>

**SECTION 7. NR 64.02 (9m) is created to read:**

**NR 64.02 (9m)** "Hybrid Trail (Troute)" means an all-terrain vehicle trail and route combination that allows all-terrain vehicles and motor vehicles to utilize the same linear surface and the combination is used as a trail connector as defined in sub. (15).

**SECTION 8. NR 64.02 (15) is created to read:**

**NR 64.02 (15)** "Trail Connector" means an all-terrain vehicle trail that connects one trail to another trail or services.

**SECTION 9. NR 64.12 (7) (a) is amended to read:**

**NR 64.12 (7)** Signs for all-terrain vehicle routes on highways, hybrid trails and sidewalks designated for use by the governmental unit having jurisdiction as authorized under s. 23.33 (8), Stats., shall meet the following requirements:

(a) The all-terrain vehicle route sign shall have a reflectorized white symbol, border and message on a reflectorized green background. ~~The standard and minimum size of this sign shall be 24" x 18"~~. The sign, including the stylized all-terrain vehicle symbol and the word message "ATV ROUTE", shall conform to the standard design on file in the department of transportation.

**SECTION 10. NR 64.12 (7) (a) (Note) is created to read:**

**NR 64.12 (7) (a) NOTE:** For information on whom to contact for the construction of signs for all-terrain vehicle routes, contact your DNR Regional Community Service Specialist shown online at <http://dnr.wi.gov/org/caer/cfa/BUREAU/staff.html>.

**SECTION 11. NR 64.12 (7) (am) is created to read:**

**NR 64.12 (7) (am)** The standard and minimum size of an all-terrain vehicle route sign shall be:

1. For an all-terrain vehicle route sign on a hybrid trail that is not receiving gas tax funding: no smaller than 6" x 6" and no larger than 24" by 18".

2. For all other all-terrain vehicle route signs not identified in subd. 1., the minimum size shall be 24" by 18".

**SECTION 12. The title of s. NR 64.14 (2) (b) is amended to read:**

**NR 64.14 (2) (b)** \$ ~~450~~600 per mile for summer maintenance. Trails eligible for summer maintenance shall be maintained for a total of not less than 3 months nor more than 8 months per year including the months of June, July, and August.

**SECTION 13. NR 64.14 (2r), is created to read:**

**NR 64.14 (2r) MAINTENANCE FUNDING OF HYBRID TRAILS ("TROUTES").** (a) Hybrid trails *existing before* [revisor insert effective date]. The department may provide state aid of up to 100% of the per-mile rate listed in sub. (2). Any hybrid trail that received funding under this chapter prior to [revisor insert effective date], and is posted with signs as a hybrid trail, shall continue to be eligible to receive the per-mile maintenance reimbursement rate under sub. (2) (a) or sub. (2) (b) or both. Any hybrid trail that received funding under this chapter prior to [revisor insert effective date], and is posted with signs as a hybrid trails, shall be eligible for rehabilitation costs of up to 100% of costs .

(b) *Hybrid trails existing on* [revisor insert effective date] *or later.* All hybrid trails developed on [revisor insert effective date] or later, shall be posted with signs as hybrid trails and are eligible for funding under this chapter as follows:

1. For eligible applicants not receiving gas tax for a road on which all-terrain vehicles will also be traveling, not more than 50% of the per-mile rate as identified in sub. (2)
2. For eligible applicants receiving gas tax for a road on which all-terrain vehicles will also be traveling, the per-mile rate identified in sub. (2) minus the gas tax received, not to exceed 50% of rate in sub. (2).

**SECTION 14. NR 64.14 (6) (c) and 1. are amended to read:**

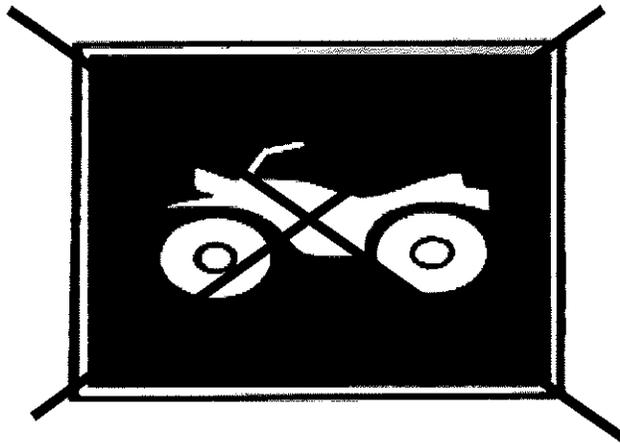
NR 64.14(6)(c) Signs for use on all-terrain vehicle trails shall have the same specifications as those under s. NR 50.09 (4) (c) 3. b. with the following additions:



SUMMER USE TRAIL MARKER



YEAR ROUND USE TRAIL MARKER



1. Purpose: To delineate ~~that~~ when the trail is available for all-terrain vehicle use during the year.

Size: 6"x 6"

Color: ~~Reflective brown background and reflective white border and symbol~~ For winter use trails, the sign shall be a reflective white background, reflective brown border and symbol, and reflectorized words WINTER USE. For summer use trails, the sign shall have a reflectorized brown background, reflectorized white border and symbol, and reflectorized words SUMMER USE. For year-around use trails, the sign shall be split in half with the upper half using the winter design and colors and the lower half using the summer design and colors.

**SECTION 15. NR 64.14 (6) (d) 5. is amended to read:**

**NR 64.14 (6) (d) 5.** All-terrain vehicle routes, areas, trails, and bridges to be developed on publicly owned land or private land under a written easements, lease, permit, or other agreements for a minimum of 3 years or greater. The length of any easement, lease, permit or other agreement for the placement of a bridge on private land that is either developed or rehabilitated with funds under this chapter shall be for a period of at least 3 years if the total cost of the bridge is \$50,000 or less. Any easement, lease, permit or other agreement for the placement of a bridge on private land that is either developed or rehabilitated shall be in writing. The length of any easement, lease, permit, or other agreement may be a factor in determining the amount of funds awarded under this chapter.

**SECTION 16. NR 64.14 (6) (d) 5. (Note) is created to read:**

**Section NR 64.14 (6) (d) 5. NOTE:** The Off Road Vehicle Advisory Council will, at one of its duly-noticed meetings, consider public comment, develop criteria for easements, leases, or permits, and recommend these criteria to the department, including minimum year lease requirements beyond the required 3-year lease for bridge projects costing more than \$50,000. The Council may meet with the Governor's Snowmobile Recreation Council to develop joint recommendations for easement criteria for joint snowmobile and ATV trails to the department. See online materials at <http://dnr.wi.gov/org/caer/cfa/LR/ATV/atvtrails.html>.

**SECTION 17. NR 64.14 (9) (ar) is created to read:**

**NR 64.14 (9) (ar) 1.** Eligible costs for all-terrain vehicle bridge development and rehabilitation projects include all of the following: construction and replacement of entire structure including approaches and abutments, construction and repair to the superstructure of the bridge, construction and replacement of the entire deck and railings and construction and repair or construction and replacement of protective riprap around abutments or footings.

**2.** Costs that are not eligible for development and rehabilitation cost sharing include all of the following: construction and replacement of bridge railings only, decking and patching of decking, grading or minor repair to approaches, construction and bridge repairs to bring bridge structure within any existing codes, construction and reinforcement of bridge structures to accommodate weights in excess of 14,000 pounds and deck construction and replacement for the primary purpose of accommodating larger grooming equipment.

3. Cost sharing for the purchase and installation of prefabricated bridges shall be limited to structures with a maximum design load of 14,000 pounds.

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 warrant a capacity greater than 14,000 pounds for no demonstrated increase in cost.

**NOTE:** For bridge design, see the bridge guidelines for new and replacement snowmobile and all-terrain bridges at <http://dnr.wi.gov/org/caer/cfa/Grants/Forms/bridgeguide.pdf>

**SECTION 18. NR 64.14 (9) (a) 1. is amended to read:**

NR 64.14(9) (a) 1. Reimbursement of costs of development of all-terrain vehicle areas and trails shall be up to 100% of approved eligible project costs. Reimbursement of costs of development of hybrid trails *existing before* [revisor insert effective date], shall be up to 100% of approved eligible project costs. Sponsors may request an advance payment of up to 75% of the signed contract amount for development.

**SECTION 19. NR 64.14 (9) (d) is renumbered as s. NR 64.14 (9) (dg)**

**SECTION 20. NR 64.14 (9) (d) is created to read:**

**NR 64.14 (9) (d)** Rehabilitation of hybrid trails *existing after* [revisor insert effective date], and not receiving gas tax for a road on which all-terrain vehicles will also be traveling, at 50%, excluding structures.

**SECTION 21. Effective Date.** This rule shall take effect on the first day of the month following publication in the Wisconsin Administrative Register as provided in s. 227.22 (2)(intro.), Stats.

**SECTION 22. Board Adoption.** This rule was approved and adopted by the State of Wisconsin Natural Resources Board on \_\_\_\_\_ .

Dated in Madison, Wisconsin \_\_\_\_\_ .

STATE OF WISCONSIN  
DEPARTMENT OF NATURAL RESOURCES

(SEAL)

BY \_\_\_\_\_  
Cathy Stepp, Secretary