

Agenda Item	Key Points	Outcomes, Next Steps, Assignments
1. Call to Order	<p>Members Present: Gary Hilgendorf, Committee Chair; Bev Dittmar Council Chair, Larry Erickson, Council Vice-Chair, Andy Malecki, Dale Mayo, Sam Landes, Bob Lang, Steve Moran</p> <p>Others Present: Cathy Burrow, Faith Murray, Ann Loechler – DNR; other council members; members of the public.</p>	Meeting was called to order at 2:01 p.m.
2. Acceptance of Previous Minutes		Steve Moran moved to accept the minutes of the previous meeting. Second by Bev Dittmar. Motion Carried.
3. Agenda Repair	None	
4. Public Comments	<p>Member of Paul Bunyan spoke in favor of drags with wings being rated to include the full width of the drag measured with the wings down. He stated his groomers use them 90% of the time. Drag width 8' with wings up and 10'6" with wings down.</p> <p>A member of the Mercer Sno-Goers club spoke of their all-track unit which was purchased to allow grooming in wet swampy areas. They would like it to be classed as an "A" power unit.</p>	
5. Committee Chair Report	<ul style="list-style-type: none"> • Many of the grooming units in SNARS are incorrectly rated with a fair amount of them being under-classed so they are claiming a lower rate than they should. Cathy will discuss what's happening with that during the DNR report. • Many clubs are already asking for GPS units in their groomers. His club in Lincoln County has one they paid for themselves and they're paying for data storage just to see if it works for them and if they want to use this going forward. 	
6. Council Member Reports/Comments	<p>Sam Landes: Blue Mounds State Park As a result of the last court ruling, we are waiting to hear what the next step will be. We hope and expect the situation to be rectified by fall.</p> <p>Grooming Contracts This issue is finally being addressed. After the Bearskin Trail contract issue, the proposal is now to give the clubs the full</p>	

	<p>\$300 a mile, have them do basic brushing and signing, as long as the trail is in reasonable shape for the upcoming season.</p> <p>The Great Sauk Trail including the Sauk Bridge over the Wisconsin River The damaged pieces are now being removed. We will begin the push for a re-constructed bridge and trail connecting Sauk and Dane counties very soon.</p> <p>Fat Tire Bikes Issues This is an issue the DNR needs to address. The Bearskin and Hiawatha trails are not the only ones with issues. Our concern is safety and trespassing being done by the Fat Tire Bikers during the winter season. The bottom line is. The Multi-Use Trail system need to be made compatible with County ordinances.</p> <p>Steve Moran: If the DNR allows fat tire bikes on winter motorized trails in NHAL, he fears it will be a safety issue. He'd like to see the DNR sign at every exit from the forest to private land that fat tire bikes are not allowed once they've left the property.</p>	
<p>7.Groomer Show Report</p>	<ul style="list-style-type: none"> • Larry, Dale, Gary, Bob and Steve attended. • Dale thought the tracked truck looked like it worked well. • Bob spent an entire day grooming with Sawyer County with that unit and it did a good job. He felt if fit in the A class for groomers. • Larry talked about a variety of units, he spoke of the several track vendors now available. It's good that there is competition. 	
<p>8. Bridge Standards Update</p>	<ul style="list-style-type: none"> • The minutes from the joint SRC/ORVC meeting are posted on the Council web page. • Bid Process – Concerns have come in from some bridge manufacturers that bridge bid specifications have been written so narrow that they are not competitive. Counties have statutory bid processes under Chapter 66, Wis. Stats. In the event, a big specification is too narrowly written, the process to question/appeal is through the county. • The Council stated they support a competitive bid process to make the best use of snowmobile funds. 	
<p>9. Rates Subcommittee Update</p>	<p>Discussion surrounded the 5-year term for grand-fathered power units. These units never qualified to have an “A” rating but had been receiving those additional funds. For at least 2 years the Equipment rate sheet showed the details of what the Council intended to move to. Some clubs have already divested themselves of these pieces of equipment.</p> <p>All-Track – The Mercer Sno-Goers asked to have their All-Track unit classed higher than a “B” rate. The Council discussed this and chose to not make an exception which</p>	<p>Motions:</p> <ul style="list-style-type: none"> • Andy Malecki moved to forever grandfather the listed power units rather than only grandfathering them for 5 years, second by Larry Erickson. Motion failed. <p>3 yes; 5 no</p> <p>Note: The Rates committee is going to look at:</p> <ul style="list-style-type: none"> • The gap between 2 and 3 for the drags, they feel that may be too large. • The gap between “B” and the “A” rates. That also may

	<p>leaves this unit as in the “B” classification.</p> <p>Drag Wings were discussed. Some club members were there to advocate for grooming rates to be determined by the width of the drag with the wings down. The Council pointed out that the language regarding frame width has always been on the rate sheet. They are concerned about:</p> <ol style="list-style-type: none"> 1. What percentage of the time is the drag being operated with the wings down? 2. Are those wings pulling snow into the drag? 3. Do the wings span the entire length of the drag? <p>Fully-tracked trucks – Discussion surrounding where these fit in the rates classification. Bob Lang spent a day in Sawyer County riding along in this unit. He said it was powerful and could do everything a Class A power unit can do.</p>	<p>be too large which could result in “B” being funded at a higher rate.</p> <ul style="list-style-type: none"> • Andy moved to consider drags with wings as the width with the wings down as long as the wings and pan are the full length of the frame, second by Larry. Motion failed. 3 yes; 5 no • Sam moved to class the Sawyer Co. fully-tracked truck as an “A” unit, second by Bob. Motion carried. <p>Note: the rates committee will write a specification to insure the tracked-truck unit being used will adequately qualify (to keep out old pick-ups with home-made tracks).</p>
<p>10. DNR Reports & Updates</p>	<ul style="list-style-type: none"> • SNARS update: We have a project underway to update all the incorrect groomer rates. Regional Grant Specialists are working directly with their counties on this. Once the updates are complete, Groomer Tracking Systems will update all previously submitted entries to reflect the correct rates. Note since meeting: We expect to have this project complete by April 1. • The Motorized Recreation Application (Form 8700-159) used to apply for Snowmobile, ATV/UTV and Motorized Stewardship has been updated in an effort to collect the information that is sometime lacking on applications and that the Council frequently asks for. We are collecting feedback and expect to further refine it for next season. • 	
<p>11. GIS Mapping Project</p>	<p>GIS Mapping - To date, 29 counties have submitted GIS data layers to us.</p> <ul style="list-style-type: none"> • We may need to go back to the counties and ask for more precise data, particularly in the area of road routes. It’s not possible to differentiate between a route and a trail that runs parallel to a road and/or if the road is not seasonally maintained which would make it eligible to be a funded trail unless that information is provided with the data layer. This makes is difficult to calculate funded trail miles, as those may include road routes. • That sort of work is likely to take time, so we may not be in a position to really utilize that data to update “funded miles” on maintenance contracts. But as we review the data, we may make changes to maintenance contracts sooner than later if we encounter glaring issues like funded trails across lakes, etc. <p>We won’t be able to finalize our action plan on this until we do receive information from all the counties (due on April 15). To help with that effort we will be preparing documentation regarding trail specifications from statute, code and previous Council meeting minutes. The Council will need to review that and possibly add to it for statewide consistency.</p>	

<p>12. Action on Applications (amendment and other requests)</p>	<p>Available funding was discussed. These funds were not recommended for award at the August funding meeting and some were ear-marked for possible storm damage.</p> <p>\$ 46,770 – Storm Damage \$141,310 – Development</p> <p>Storm Damage Requests:</p> <ul style="list-style-type: none"> ○ Rusk: \$2,608 ○ Trempealeau: \$5,602 ○ Dunn: \$10,265 <p>Amendment Requests:</p> <ul style="list-style-type: none"> ○ Calumet: \$31,500 ○ Clark: \$105,398 <p>Deferred at August meeting:</p> <ul style="list-style-type: none"> ○ Vilas Mandatory Relocation: \$213,000 	<p>Motions:</p> <ul style="list-style-type: none"> ○ Dale moved to reject Rusk County’s storm damage request in the amount of \$2,608 and suggest they fund it from maintenance, second by Steve. Motion carried: 7 yes; 1 no. ○ Larry moved to recommend funding Trempealeau’s storm damage request in the amount of \$5,602, second by Sam. Motion carried. ○ Bev moved to recommend funding Dunn’s storm damage request in the amount of \$10,265, second by Andy. Motion carried. ○ Bev moved to recommend funding Calumet’s amendment request in the amount of \$31,500, second by Andy. Motion carried. ○ Dale moved to recommend funding Clark’s amendment request in the amount of \$105,398, second by Sam. Motion carried. <p>Not enough funds remained to consider the Vilas County Project.</p>
<p>13. Member Items</p>	<p>It takes too long for trail passes to arrive in the mail. It takes too long for registration decals to arrive after a purchase from a dealership. Would like the trail requirements sheet put together.</p>	
<p>14. Next Meeting</p>	<p>Thursday, June 7, 2018, Wausau area</p>	
<p>15. Adjourn</p>	<p>Steve Moran moved to adjourn. Second by Dale Mayo. Motion carried.</p>	