

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, Tom Chwala, Dale Mayo, Sam Landes, Bob Lang, Steve Moran</p> <p>Others Present: Cathy Burrow, 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		Andy Malecki moved to accept the minutes of the previous meeting. Second by Dale Mayo. MOTION PASSED.
3. Agenda Repair	None	
4. Public Comments	<p>Dan Lulich presented a video on a different kind of groomer with front blades and short drag/pan. He would like the council to assign a rate to this unit.</p> <p>The issue of no physical trail passes was brought up. It's a perceived problem for some local law enforcement because people riding on receipts may be stopped multiple times by law enforcement checking for trail passes. Also, it's been said on social media that non-residents purchase the pass, ride on their receipt and then when the physical pass arrives, they give it to their neighbor to use when the neighbor comes to Wisconsin.</p>	The Council asked for more information regarding its performance in adverse conditions and would like to see a video of it operating in conditions other than a flat trail with low snow.
5. Committee Chair Report	Gary talked about the work that has been done by the Bridge ad Hoc Committee and the Rates subcommittee, outside of full committee meetings. That work will be detailed in the specific agenda items below.	
6. Council Member Reports/Comments	<p>Sam Landes: Blue Mounds State Park</p> <ul style="list-style-type: none"> Sam discussed the history of attempting to acquire a trail 	

through BMSP.

- On January 25, 2017, the Natural Resources Board again passed (6-1) the Master Plan amendment to allow snowmobiling.
- Another lawsuit was filed the week of February 13, 2017.

Grooming Contracts

- It has been three years since we first brought up the situation and we still have not gotten a solution.
- We were told the current contract could not be modified to address our concerns, yet it surely looks like they are doing so.
- There is, in my opinion, no way that the DNR will be able to do a land-use and grooming contract with one publication without needing a Philadelphia lawyer to read and understand it.
- While I was originally told that the current contract could not be altered, some of the most recent contracts were in fact modified to an acceptable point.

The Great Sauk Trail including the Sauk Bridge over the Wisconsin River

- No real secure and safe crossing of the Wisconsin River between Blue River and Wisconsin Rapids. Those are well over 100 miles apart. Documented current crossings and their deficiencies in:
 - Spring Green
 - Prairie du SacThe alternative? Many will go east and cross at Lake Wisconsin. The Lodi side is usually safe. The Merrimac side is the river side. That is where we have lost multiple riders to drowning.
 - Wisconsin Dells
- Many state that this is the worst snowmobile route in Wisconsin.

The solution?

The abandoned Wisconsin & Southern Railroad (WSOR)

	<p>bridge which is being negotiated now.</p> <p>Fat Tire Bikes Issues</p> <p>There have been numerous issues regarding fat tire bike usage, specifically:</p> <ul style="list-style-type: none"> • Land owner complaints • Fat-tire bikes not specifically listed in the master plan • Usage and safety concerns • Trespassing on private property • Riders not respecting local ban on usage when snowmobile trails are open <p>Concerns with Fat Tire Bikes is a regular topic at the AWSC's Multi-Use Trails Committee meeting. We respect their rights as a user group, however there are safety issues :</p> <ul style="list-style-type: none"> • Fat Tire Bikes ride with traffic on the trail as snowmobilers do and are moving while the operators are bundled up with helmets on, so it is tough to hear us approaching from the rear. They also have nearly zero rear vision. • In some snow conditions, their tires can actually cut grooves, which could affect some inexperienced riders catching grooves with their skis. • They tend to hop off and ride on the trails our volunteers acquire for the sole use of snowmobiling. We have come close to losing landowners and supporters near the trails mentioned above. <p>Conflicting regulations:</p> <p>The DNR Managed property regulations at times can be contrary to the local regulations that apply to the connecting public trails. We run into the same issues down here in regards to trail opening and closing rules. That makes it nearly impossible for either local law enforcement or DNR wardens to enforce.</p>	
<p>7.Groomer Show Report</p>	<p>Larry, Dale and Gary all attended. Larry gave the report. He spoke of testing Zuidberg tracks and was pleased</p>	

	with their performance. He used this as an example of why it's important to consider and try new things at time.	
8. Bridge Standards Update	<p>There was an ad Hoc Bridge Committee that did research by contacting bridge manufacturers, suppliers and engineers. They asked for information regarding the prices increase from 14,000 to a 25,000 lb. H-load.</p> <ul style="list-style-type: none"> • Wheeler went up 10% • Custom prices didn't go up at all. <p>The engineers said that discussing train weight vs. capacity shouldn't be done. The engineers at the meeting suggested going with H load rather than train weight. H load is the concept of a vehicle with 4 tires.</p>	Sam Landes moved increase the maximum weight/load of a bridge the Council will fund projects for from \$14K to \$25K H-Load, second by Dale Mayo. Motion passed unanimously.
9. Rates Subcommittee Update	<p>The Rates Subcommittee presented revised weights to the full Council for approval for use in the 2017-18 season.</p> <p>Note: A copy of this listing is attached to the minutes.</p>	<p>Andy Malecki moved to present the updated rates to the Council for approval, second by Bev Dittmar. Motion passed unanimously.</p> <p>Steve Moran moved that Groomer Rates will be determined by manufacturer's stated HP and not increased for funding purposes due to chipping or other engine work.</p> <p>Motion Passed: 5 aye, 2 no, 1 abstained</p>
10. DNR Reports & Updates	<p>SNARS update</p> <ul style="list-style-type: none"> • We've done 20 trainings with 500+ attendees representing 68 counties, both tri-county commissions and many clubs. It has been well-received. The system will be fully documented with a written guide before July 1. • There will be a feedback session to go over all the suggestions received and SNARS will be refined before the start of the next grant season (July 1, 2017-June 30, 2018). • SNARS will be mandatory for all clubs and counties in the '17-18 season. 	
11. Member Items	The need for a trail ranking was discussed, this will be	Action Item: All members are asked to send their

	<p>necessary when new trails are considered for funding.</p> <p>An ad hoc committee of Bev, Andy, Sam, Steve & Dale was created to review the comments from Council members.</p> <p>Sam mentioned that NR 51 had been updated with the proper trail language to include snowmobile use.</p>	<p>comments on the trail ranking to Cathy Burrow no later than June 1, 2017.</p> <p>Note: The ad Hoc committee will meet on June 12 after the pre-application review meeting.</p>
12. Next Meeting	<p>June 12, 2017 - Bridge Application Review pre-funding meeting</p> <p>Location: Schmeckle Reserve, 2419 North Point Drive, Stevens Point</p>	
13. Adjourn		<p>Andy Malecki moved to adjourn. Second by Larry Erickson.</p> <p>MOTION PASSED.</p>