

Off-Highway Motorcycle Council – March 10, 2020

Library Hall, Lake Mills Public Library, Lake Mills, Wisconsin

Agenda Item	Key Points	Outcomes, Next Steps, Assignments
Call to Order	<p>Members Present: Bryan Much, Chair; Rob McConnell, Vice-Chair; Mitch Winder, Craig Johnson</p> <p>Absent: Kira Benkert</p> <p><i>Others Present:</i> Cathy Burrow – DNR</p>	Called to order at 12:01 p.m.
1. Introductions/Agenda Repair	Agenda repair: add elections Roberts Rules of Order were used to run the election.	<ul style="list-style-type: none"> • Motion: Rob moved to appoint Bryan Much as Council Chair, second by Mitch. Motion passed unanimously. • Motion: Mitch moved to appoint Rob McConnell as Vice-Council Chair, second by Bryan. Motion passed unanimously.
2. Approval of Previous Meeting minutes		<p>Mitch moved to approve the minutes of the 12/19/19 meeting. Second by Rob. Motion passed unanimously.</p>
3. Chair Report	<p>Bryan stated need to develop procedure, criteria, rating and ranking for this program. Because the Administrative Code NR 65 will not be promulgated before the next grant cycle, we will be able to use this grant season to inform those processes. This grant cycle will be run under the authority of s. 23.335, Wis. Stats.</p> <p>Existing grants and OHM projects: Dyracuse – needs to check in. Tigerton – needs to be signed and grant can be closed out. Vilas County – have an RTP grant Sauk Prairie – temporary trail repurposing. Might be possible to get training and certified to use DNR's equipment for after the fact spot maintenance.</p>	
4. DNR representative matters	<p>Went over handouts including:</p> <ul style="list-style-type: none"> • Current registration numbers • 2019 Application • Agenda • Expense vouchers 	

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<p>5. OHM Grant Program Implementation</p>	<p>Maintenance:</p> <ul style="list-style-type: none"> • OHM-only trail. Proposal to fund at \$53/mile with a \$1K surplus for use on rehab that is more than basic maintenance. • Requires minimum of 2x maintenance passes per year (<i>includes brushing, spot maintenance related to the treadway and environmental concerns, sign maintenance and the like</i>) <p>MOTION: Rob moves to adopt this maintenance process when NR 65 is finalized. Second by Craig. Motion passed unanimously.</p> <p>Storm Damage:</p> <ul style="list-style-type: none"> • No separate process for storm damage, use the normal application process. <p>MOTION: Mitch moved to omit a special application process for storm damage, normal grant application process and timeline will be used for necessary post-storm rehab. Second by Rob. Motion passed unanimously.</p> <p>Grooming/Grading: Traditional grooming of OHM trails is not a routine component of trail maintenance. Desirable OHM single-track trails do not accommodate proper grooming equipment. Spot maintenance can be used to deal with spots that need attention. In the event there are sections of trail that eventually need to be graded, this action will be considered as a separate trail rehabilitation request for each specific section. Grading can only be done by proper and authorized equipment that is effective in grading the trail.</p> <ul style="list-style-type: none"> • When grading is needed, OHM will consider awarding Rehab grants on authorized sections that require grading. • Grading will be \$130/mile including operator and equipment when using Council-approved grading equipment. <p>MOTION: Craig moved to consider grading applications as rehab grants at a rate of \$130/mile on an as needed basis, second by Mitch. Motion passed unanimously.</p> <p>Motorcycle use: Other motorized recreation grant programs authorize reimbursement for a vehicle that is hauling significant equipment to a trail. Motorcycles aren't capable of fulfilling the same role so there is no reimbursement for riding one to the trail to perform maintenance.</p> <p>MOTION: Rob moved to approve \$8/hour rate for use of motorcycles while performing maintenance on the trails (not when sitting idle while other maintenance is occurring), second by Craig. Motion passed unanimously.</p> <p>Motorized Recreation Parks: For OHM only trails within the park, the program should pay the standard trail per mile rate (but not the additional \$1,000 per trail system). Where there are also ATV trails that are open to OHM, and the council agrees to supporting access to those trails, then the standard per mile rate for shared ATV trails would apply.</p>	

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	<p>MOTION: Rob moved to pay the \$53/rate in parks, but not the \$1,000 surplus. Second by Mitch. Motion passed unanimously.</p> <p>Note: County Motorcycle Sticker Programs: For sites that are not parks but are public trails with their own stickers, we cannot pay mileage or rehab except as provided by statute.</p> <p>Funding Maintenance on Shared-use OHM trails:</p> <ul style="list-style-type: none"> • Council will recommend the trails sections that will be included in the grant agreement. Each situation will be evaluated based on need in a region, quality of experience, and other factors that relate to managing resources and best serving the OHM community. Note: Criteria will be developed when NR 65 is promulgated. • If an existing system agrees to take OHM traffic, grants may be awarded for the additional signage required for access to the trail as a separate expense. • Since OHM use is a micro program, there is no ability to pay a straight rate of \$50/mile for all shared-ATV trails. There are not enough funds to participate in large rehabilitation projects. The ATV/UTV program has more than 400,000 registered machines while the OHM program has 4,428 registered OHMs. • Primary use for the OHM program is OHM trails and not ATV trails. However, ATV trails can provide an experience where other opportunities are lacking and provided the opportunity to allow mixed family groups to ride together where some are on OHM and some are on ATV/UTVs. The ATV program is about 1/100th of the ATV/UTV program in size. With such a small footprint on shared trails, it explains the proposed per mile rate. <p>Motion: Craig moves to grant up to \$50/mile maintenance on shared-use trails for miles recommended annually by the Council. In addition, the Council will recommend an additional amount in the first year to cover OHM signage. Second by Rob. Motion passed unanimously.</p> <p>Repurposing:</p> <ul style="list-style-type: none"> • This generally involves trails on state lands. It is temporary use for only a few days for year but can repeat each year. Permits and insurance are required to conduct these events. There are also miscellaneous expenses for temporary signage and the like. Some signage can be reused over time. There may also be a need to spot maintenance after an OHM event. • Since riders are already paying for the trail opportunity via the sticker program, and since there is an entry fee to the state property, it is not reasonable to put a host club in the position of having to charge a third fee to cover expenses to host a repurposing event. Instead, the OHM program will accept grant applications that cover the insurance, rehab, and minor expenses (like signage) related to hosting the event. <p>Motion: Mitch moved to recommend repurposing grants to cover minor expenses such as temporary signage, insurance, spot maintenance after the event, etc., for temporary repurposing of trails on public land. Second by Craig.</p>	

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	<p>Motion passed unanimously.</p> <p>OHM Route Signs: Integral signs involve routes that allow people to leave the trail system and return to the trailhead by roads. They also involve segments where the trail must route to a road to cross a bridge or avoid some other obstacle.</p> <p>Motion: Mitch moved to consider funding route signs integral to the trail system only. Second by Rob.</p> <p>Motion passed unanimously.</p> <p>The Council agreed generally on the following for the OHM grant program:</p> <ul style="list-style-type: none"> • First and foremost, the OHM program needs to rely on volunteerism to be able to afford to develop projects and operate the program because of its meager resources. • The OHM program needs to incorporate other funding sources such as the Recreational Trails Program wherever possible. This can allow OHM to match volunteer labor against monetary expenses provided for in the grant. • Machine-built OHM trails are not desirable. They do not produce ideal single-track and are expensive compared to non-machine-built trails. Although there may be some instances where machine work is required, the program generally does not support this type of construction. • The council would like to review reimbursement requests and detailed accounting of costs to help inform the continued development of the program. • Some projects may be proposed that involve enhancements to the trail system such as shelters. Projects like this will be considered but not given the priority that is given to creating and maintaining trail opportunities. Most projects like this are better addressed via clubs and club fundraising activities. • Troutes will not be funded as s. 23.335, Wis. Stats., does not allow for hybrid-trail funding. Note: It may be possible to fund signage on troutes, as approved route sign funding. 	
<p>6. Rating & ranking system</p>	<p>Deferred until a future meeting.</p>	<p>Assignment:</p> <ul style="list-style-type: none"> • Gather thoughts on important ranking criteria that fit with current statute & proposed code. • User experience vs. riding opportunities will be a criterion.
<p>7. Public comment</p>	<p>None.</p>	
<p>8.&9. Council member items & Other matters</p>	<p>None.</p>	
<p>10. Adjourn</p>	<p>Mitch moved to adjourn the meeting. Second by Craig.</p> <p>Motion passed unanimously.</p>	