

# STATE OF WISCONSIN

SENATE CHAIR  
**Alberta Darling**

317 East, State Capitol  
P.O. Box 7882  
Madison, WI 53707-7882  
Phone: (608) 266-5830



ASSEMBLY CHAIR  
**John Nygren**

308 East, State Capitol  
P.O. Box 8953  
Madison, WI 53708-8953  
Phone: (608) 266-2343

## Joint Committee on Finance

December 20, 2019

Secretary Preston Cole  
Department of Natural Resources  
101 South Webster Street  
Madison, WI 53707

Dear Secretary Cole:

We are writing to inform you that the Joint Committee on Finance has reviewed the Department's request, originally received on December 16, 2019, pursuant to s. 23.0917(6m), Stats., concerning the proposed acquisition in the amount of \$296,900 from the Knowles-Nelson Stewardship program to the Wisconsin Central Ltd., for the acquisition of 80.32 acres for the Wolf River State Trail located in Forest County.

No objections have been raised to this request. Therefore, the request is approved at this time.

Sincerely,

Handwritten signature of Alberta Darling in cursive.

Alberta Darling  
Senate Chair

Handwritten signature of John Nygren in cursive.

John Nygren  
Assembly Chair

AD:JN:jm

cc: Members, Joint Committee on Finance  
Robert Lang, Director, Legislative Fiscal Bureau  
Brian Pahnke, Department of Administration

## 2019- 20 Proposed County ATV/UTV Program

### Estimated Available Funds

	2019-20
Total	<b>\$5,136,890.57</b>

### Funded

### Estimated Preliminary Expenditures

>Existing Maintenance	\$2,055,651.93
<b>&gt;Balance Available for Remainder of Priorities</b>	<b>\$3,081,238.64</b>

	<i>Requested</i>	<i>Funded</i>
Storm Damage Requests	\$387,647.02	\$144,357.00
Cost Increase Requests	\$27,660.00	\$10,000.00

	<i>Requested</i>	<i>Funded</i>
New Applications Received - listed in priority order under s. NR 64.14(1)		
ATV Trail/Bridge Rehabilitation	\$496,378.57	\$496,379.00
New year around trails                      8.97 miles	\$117,022.00	\$80,880.00
New summer trails                              14.8 miles	\$417,865.20	\$417,865.00
New winter trails                                16.2 miles	\$1,620.00	\$1,620.00
New Troute Requests                            4.5 GT	\$1,297.23	\$0.00
New intensive use areas	\$48,701.00	\$48,701.00
New support facilities	\$6,406.70	\$6,407.00
Maps	\$11,440.00	\$11,440.00
Acquisition	\$1,465,000.00	\$0.00

Total of Requests Received	<b>\$2,565,730.70</b>	<b>\$1,217,649.00</b>
----------------------------	-----------------------	-----------------------

Balance	<b>\$515,507.94</b>	<b>\$1,863,589.64</b>
---------	---------------------	-----------------------

<b>Next Meeting Meeting - Starting Balance</b>	<b>\$1,863,590</b>	
	<i>requested</i>	<i>funded</i>
<i>New Storm Damage Requests</i>	<i>\$0</i>	<i>\$0</i>
<i>Amendment Requests</i>	<i>\$1,934</i>	<i>\$0</i>
<b>Ending Balance</b>	<b>\$1,863,590</b>	

### Status Update on Issuing Grant Agreements for New Applications Received (above)

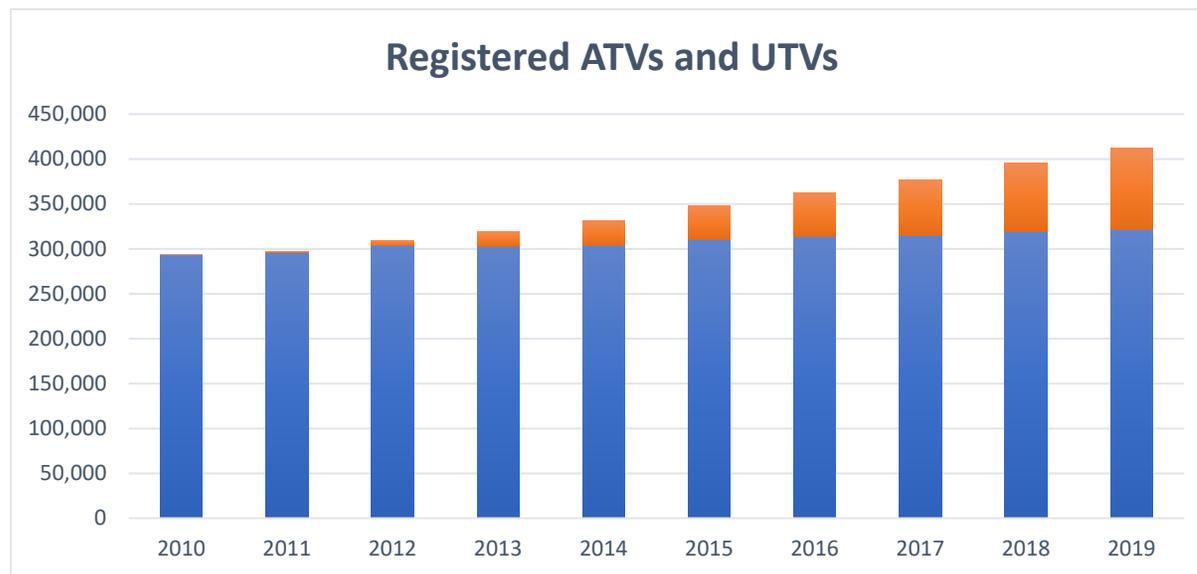
Grant Agreements Issued: 31 Projects, \$636,717.63

Grants Pending Additional Review by DNR Staff: 4 Projects, \$643,465

- Chippewa Valley Trail Rehab, Wood Co New Trail Dev, Clark Co Maps, Tri-Co Storm Damage

### Active ATV/UTV Vehicle Registrations in Wisconsin

	Registered Vehicles									
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
ATVs	293,779	296,339	303,605	302,980	304,133	310,758	314,096	315,094	319,117	321,217
UTVs	15	27	5,926	16,581	27,668	37,472	48,221	61,517	76,204	91,517
TOTAL	293,794	296,366	309,531	319,561	331,801	348,230	362,317	376,611	395,321	412,734





## Agenda Item 6 - Proposed Legislation AB652/SB583

Public Hearing - Committee on Transportation 1/14/2020

To: Representatives Kulp, (chair), Spiros (vice-chair), Thiesfeldt, Allen, Sanfelippo, Vorpapel, Murphy, Skowronski, Plumer, Kolste, Crowley, Meyers, Neubauer, and Considine

Re: AB 652 / SB 583

Since the 2012 legislation passed that permanently introduced and registered the Utility Terrain Vehicle (UTV aka Side x Side), our organization has been gathering input from our multitude of local clubs, trail ambassadors, associated businesses, tourism affiliates, federal, state, county and local units of government that deal with our recreational industry of ATV UTV owners.

This legislation is a package of multiple upgrades and changes that address the continuing growth of our registration numbers, providing solutions necessary to better manage the registration program into the future.

The following points capture the majority of changes being proposed for our ATV / UTV program (for further explanation, see the additional pages in this document):

1. Remove the words "low pressure tire" from the tire requirement found in the definition of an ATV or UTV.
2. Clarify how to measure the width of an ATV and/or UTV, which is a requirement for the definition of an ATV and/or UTV in statute.
3. Ease and simplify the registration requirements for municipally owned ATVs and UTVs.
4. Address and establish rules for auxiliary lighting on ATVs and UTVs based on feedback from users, land managers and law enforcement officers.
5. Make headlights mandatory for all times of the day on the trail to match the current law that requires headlights being lit on road routes.
6. Create a statutory requirement that riders must obey regulatory signs (stop, yield, etc.) on the trail.
7. Open further funding resources from the ATV segregated account for statewide mapping projects by non-profit organizations.
8. Add \$100 per mile for winter trail maintenance funding on trails that allow UTV vehicles in winter.
9. Summer trail maintenance dollars will be increased by \$100 per mile on the UTV side of the program, increasing the total maximum amount for maintenance to increase by 14% or up to a maximum of \$800 per mile.
10. Clarifying where someone can be tried in a court of law for falsifying registration information.

**Wisconsin ATV-UTV Association Inc.**  
1539 N 33<sup>rd</sup> Place Suite A  
Sheboygan, WI  
Phone: 920-694-0583

Web: [www.watva.org](http://www.watva.org) | E-mail: [info@watva.org](mailto:info@watva.org)



Below are the expanded explanations of the changes from our point of view:

1) Low pressure tires definition in current statute is no longer relevant because of technology changes in ATV UTV suspensions. Tire technology itself has changed dramatically including radial designs with a plethora of different tread options. These facts, along with the reality of the recent trend of having thousands of miles of road route expansions, make low pressure tires a definition no longer needed. Another factor is the multi-passenger UTVs requiring the newest tire technology where as required air pressure is much different than on single passenger ATVs. The simple answer is to stipulate the definition be "tire" which allows the latest tire and design technology to address machine needs based on different uses and models.

2) Dating back to 2007 through 2011, a time when we here in Wisconsin were conducting the pilot testing to determine if the UTVs were compatible with our ATV trail footprints, the UTV industry had yet to develop certain standards that we could consider using in our definitions as the legislature made the UTV registration permanent in 2012. One such subject was in defining "where" to measure maximum width of the machines...Since that time, the industry has now caught up, they added a width measurement standard which this legislation adopts for consistency that benefits our riders, dealerships, and law enforcement professionals alike.

3) The UTV popularity with its appeal and diversity, including utilitarian work purposes for many local and county governments is addressed with this legislation. It eases the process originally designed more for public trail and route use versus those units serving as work vehicles for these local units of government. If the government entity clearly designates the machine is owned by their government entity, under this change they would no longer be tasked with the registration process and subsequent identification requirements that trail riders are. This streamlined update also allows leased vehicles to be included whether being used for utilitarian, emergency or enforcement purposes. It further clarifies when being used for emergency response uses, the current requirements for passenger restrictions, seat belts, helmets etc. are not required.

4) A dangerous trend has developed with the advancement in aftermarket and original equipment auxiliary lighting technology. High intensity lights are being added with no requirement for dimming lights to oncoming traffic. This has resulted in multiple complaints and dangerous situations. Another issue being addressed has to do with a different kind of aftermarket lighting. This language specifies that only emergency response vehicles are permitted to have flashing red or blue lights on trail systems, staying consistent with road route compliance. Currently auxiliary light options are being sold and used with red and blue colors by the general public, this legislation fixes that omission.

**Wisconsin ATV-UTV Association Inc.**  
1539 N 33<sup>rd</sup> Place Suite A  
Sheboygan, WI  
Phone: 920-694-0583

Web: [www.watva.org](http://www.watva.org) | E-mail: [info@watva.org](mailto:info@watva.org)

5) Because ATV UTV riding networks include thousands of miles of routes that intermix and combine with trail systems, currently riders are required to have headlights lit for routes but not on trail systems. Some trails are under thick tree canopies that make for a darker riding condition. When combined with dusty scenarios, it enhances everyone's safety to require headlights lit on trails as well as routes. This is another example of making the ATV UTV law consistent, whether riding on trails or routes, the law will now be the same.

6) Currently there is no statutory requirement in 23.33 that requires trail riders to comply with stop, yield, or other regulatory sign on our trail systems. The ATV UTV program registration program that started in 1986, never anticipated the growth we've had and continue to experience. Our total number of machines registered is approximately 400,000 strong and still growing. Most riders aren't aware there are no requirements to comply with regulatory signs on trail systems but as we keep expanding, it's high time to correct this omission. In the early years, there was little chance or need to have this provision, that's not the case nowadays. Another adjustment to make the law consistent whether on road routes or trail networks.

7) A major benefit to the business community, as well as the Wisconsin general economy, depends on attracting riders from out of state as well as new riders in Wisconsin coming into this type of outdoor recreation. A major tool that all riders seek are "where the riding opportunities exist" by way of a statewide riding area map. For these specialized maps to be effective, they need to be shipped to tourism centers, registration locations as well other tourist attractions where riders and potential riders can obtain them to make their travel plans accordingly. The state association has been able to secure temporary funding to produce these statewide maps, proving they are a desired and sought-after product. This update allows for a stable funding source for a statewide map using the stability of the ATV UTV registration program, self-funded to promote our own trail networks. This update also updates eligibility for a statewide app which is the current trend in society. As well, the self-funded ATV account would make eligible the acquisition to secure safety and public awareness signage that are currently not being displayed. This update also provides for communications equipment needed to enhance the safety and productivity for the dedicated volunteers doing trail and ambassador work in the backcountry of Wisconsin.

8) With the growing popularity of the enclosed cabs on the side x side UTVs, winter trail riding has increased greatly. In some areas of the state, the consumer is purchasing a UTV versus a snowmobile as it can be used year-round. The original UTV laws did not anticipate heated and enclosed cabs or winter use at all. This update adds an increase for the UTV side of winter funding of \$100 per mile even if the winter trail is not used in the summer season. Likewise, this update provides for a new type of winter trail that may not necessarily be shared with the snowmobile community, referred to as a frozen ground winter trail. This new opportunity will apply to areas of the state that receive the cold weather but light snow cover.

9) Summer trail maintenance dollars will be increased by \$100 per mile on the UTV side of the program, increasing the total maximum amount for maintenance to increase by 14% or up to a maximum of \$800 per mile. With increased traffic and larger UTVs, this increase is necessary to sustain our ability to maintain our resources.

10) The original registration program of the 1980s could never have predicted the ever-changing and developing ATV/UTV industry. Equipment manufacturers now build many different models and sizes, some designed for use out west in desert and/or wide-open type riding while other models are designed for narrower and smaller trail systems which better describe our woods riding here in Wisconsin. This situation has created confusion for the consumer who can legally purchase a machine that is outside of our state description of what a legal UTV or ATV is, but they later discover they can't ride it when their registration application is eventually returned. In some cases, however, the application / applicant for legal registration omits a certain model designation, yet with other examples of falsified models listed and being sent to the DNR registration bureau. Unfortunately, the state estimates as many as 10,000 machines may have already been registered when the fact is the machine is too wide or too heavy to meet the agreed-upon size dimensions our trail footprints are planned around and built upon because of the falsified applications. Eventually the consumer discovers they either purchased a machine that was outside the legal parameters to be registered, only to discover they can no longer register or ride on our trail networks or even worse they are cited when discovered when riding out on the trail networks. The unscrupulous retailer bears no financial recourse under current law, simply because the original registration program is outdated. Under our change, we are clarifying where someone can be tried in a court of law for falsifying registration information.



## 2019 Legislative Proposal ATV / UTV Maintenance Funding Flow Chart

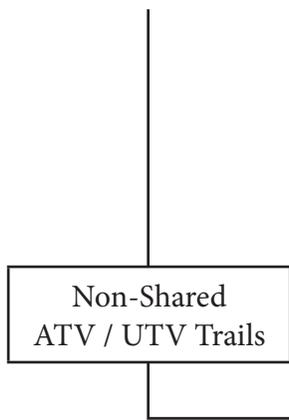
The following chart can be used to view the current funding maintenance rates for ATV / UTV trails. There are two classifications of trails used on this chart. A winter trail is either going to be shared with snowmobiles or non-shared where the trail is exclusive for ATV / UTV travel. The final column shows the combined funding potential for both summer and winter trails, depending if they are shared or not. A blue row is shown to indicate the minimum potential snowmobile funding a trail system can receive.



ATV / UTV Summer	
Current	Proposed
ATV \$600 per mile	ATV \$600 per mile
UTV \$100 per mile	UTV \$200 per mile
ATV & UTV \$700 per mile	ATV & UTV \$800 per mile

Shared ATV/UTV Snowmobile	
Current	Proposed
ATV \$100 per mile	ATV \$100 per mile
UTV \$0 per mile	UTV \$100 per mile
ATV & UTV \$100 per mile	ATV & UTV \$200 per mile
Snowmobile \$300 per mile	Snowmobile \$300 per mile
ATV, UTV & Snowmobile \$400 per mile	ATV, UTV & Snowmobile \$500 per mile

Combination Shared Year-Round	
Current	Proposed
ATV \$700 per mile	ATV \$700 per mile
UTV \$100 per mile	UTV \$300 per mile
ATV & UTV \$800 per mile	ATV & UTV \$1,000 per mile
Snowmobile \$300 per mile	Snowmobile \$300 per mile
ATV, UTV & Snowmobile \$1,100 per mile	ATV, UTV & Snowmobile \$1,300 per mile



Non-Shared Winter Only	
Current	Proposed
ATV \$100 per mile	ATV \$200 per mile
UTV \$0 per mile	UTV \$100 per mile
ATV Only \$100 per mile	ATV & UTV \$300 per mile

ATV / UTV Only Year-Round	
Current	Proposed
ATV \$700 per mile	ATV \$800 per mile
UTV \$100 per mile	UTV \$300 per mile
ATV & UTV \$800 per mile	ATV & UTV \$1,100 per mile

2019 Legislative Proposal  
ATV / UTV Maintenance  
Funding Impact Calculator



		Current		Proposed	
Summer Use		Per Mile Rate	Total	Per Mile Rate	Total
Miles of ATV Trail					
Miles of UTV Trail					
Total Summer Funding:				Total Summer Funding:	



		Current		Proposed	
Winter Use		Per Mile Rate	Total	Per Mile Rate	Total
Miles of joint ATV & Snowmobile Trail					
Miles of joint UTV & Snowmobile Trail					
Miles of ATV Only Trail					
Mileas of UTV Only Trail					
Total Winter Funding:				Total Winter Funding:	

Total Annual Funding:	Current	Proposed
	Total	Total

# Wisconsin County Forests Association

Norman Bickford  
President

Executive Director Rebekah Luedtke

Burnett County

TO: Honorable Members of the Assembly Committee on  
Transportation

Gary Zimmer  
Asst. Executive Director

Joe Waichulis  
Vice President

FROM: Rebekah Luedtke, Executive Director

Clark County

Greg Sekela  
Treasurer  
Oconto County

DATE: January 13, 2020

SUBJECT: Assembly Bill 652

Al Mans

Director

Marinette County

Please accept this input from the Wisconsin County Forests Association (WCFA) regarding Assembly Bill 652. WCFA represents the forestry and recreation interests of

Myron Brooks

Director

Taylor County

29 counties in Wisconsin with county forest lands established under state statutes §28.10 and §28.11. Collectively our member counties manage over 2.4 million acres of forests, the largest public land ownership in our state. In addition, Wisconsin's County

Ed Kelley

Director

Florence County

Forests are host to thousands of miles of ATV/UTV and snowmobile trails, with most county forest administrators, or members of their staff, serving as snowmobile trail coordinators in their county.

Bill Schradle

Director

Barron County

Without knowing more detail on where the proposed language came from, WCFA does not support nor oppose Assembly Bill 652, but strongly feels more analysis is needed.

Thompson, Jr.

Director

Iron County

Phil Schneider

Director

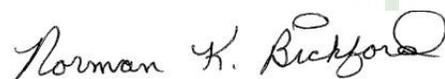
Rusk County

These concerns, as well as potential concerns from other

Romaine Quinn

Director

There are major concerns around the potentially significant safety impacts for Tom recreational trail users, both on and off county forest land by allowing ATVs & UTVs to mix with snowmobile traffic if the language was approved as is. We feel the potential safety impacts of creating a winter use UTV maintenance funding mechanism has not been sufficiently evaluated and vetted. There are a number of member counties who have expressed serious concerns creating a program which would allow ATV/UTVs to mix with snowmobile traffic. These concerns, as well as potential concerns from other stakeholders, need to be addressed before moving forward with this portion of the bill



Agenda Item 6 - Proposed Legislation AB652/SB583

Washburn County

(Section 32)

William Bialecki  
Director

WCFA respectfully requests the Committee direct the Snowmobile Recreation Council

Lincoln County

and the Off-Road Vehicle Council to thoroughly analyze the impacts this bill may have on recreation user safety and county budgets, and to propose multi-interest group

Arnold Schlei  
Director

recommendations for the Committee's consideration before moving forward with AB

652.

Marathon County

Ed Waffle  
Director

Very respectfully,

Juneau County

Alan VanRaalte  
Director



Oneida County

Michael Luedeke  
Director-at-Large  
Spooner, WI

Norman Bickford  
President

Rebekah Luedtke  
Executive Director

Henry Schienebeck  
Director-at-Large  
Rhineland, WI

3243 Golf Course Rd., PO Box 70  
Rhineland, WI 54501  
715-282-5951 [wcfaf@frontier.com](mailto:wcfaf@frontier.com)  
[www.wisconsincountyforests.com](http://www.wisconsincountyforests.com)

**Recommendations for Amendments to SB 583/AB 652**

**December 11, 2019**

Senators and Representatives, thank you for introducing or cosponsoring SB 583 or AB652 regarding ATV/UTV use. It contains needed clarifications and revisions to the current statute.

It appears this would be a good time to add amendments to further improve the statute.

Our town just passed an ATV/UTV ordinance to establish our town roads as ATV/UTV routes. We were concerned about the safety hazard of ATV/UTV's using roads. In 2018, there were 26 fatalities from ATV/UTV use in Wisconsin. Twelve of these occurred on public roads. Half of these involved roll-overs. But, in a survey of residents, which received a significant response, about 2/3 of respondents were in favor of allowing ATV/UTV's on our town roads. We studied the DOT and DNR guidelines and received direct advice from subject experts at the DOT, DNR and county sheriff department.

**Amend bills to explicitly state that towns can (or shall) set speed limits for ATV/UTV's on town roads--**

During this process, we learned some things. Manufacturers don't design ATV/UTV's for hard pavement use. Suspensions, steering, and tires are designed for softer surfaces. Thus, they are more difficult to operate safely on the paved roads than on dirt or gravel trails. Based upon their designed use, some ATV's can achieve speeds of over 60 mph and some UTV's up to 50 mph. These are dangerous speeds for these vehicles on paved roads. Also, a very low speed limit can be dangerous because cars and trucks coming upon a slow ATV or UTV, especially on hilly or curvy roads, may not be able to slow down fast enough to avoid a collision. High speed limits result in risky handling and endangers other users of the roadway such as bicyclists and pedestrians. For these reasons and based upon recommendations of subject experts for safer operation, we established a speed limit of 35 mph, unless there is a lower posted speed limit for other vehicles.

The problem with the current statutes is that it appears that statutes don't explicitly state that towns can set speed limits for ATV/UTV routes. Many towns have assumed they can do so and have done so because of expert advice and common sense. But the Wisconsin Towns Association feels that such enabling statute provisions do not exist.

SB 583/AB 652 should be amended to state that towns can (or shall) establish speed limits for ATV's and UTV's on town roads.

**Amend bills to clarify that ATV/UTV operators on highways including town roads must have a driver's license along with the currently required safety certificate--**

Safety certificate training for ATV/UTV use does not include the rules-of-the-road which are taught in driver license training. Both the DOT and DNR are concerned with young operators being allowed on roads under current law without the training which other vehicle operators must have to drive on public roads.

SB 583/AB 652 should be amended to require the ATV/UTV operator to have a driver's license to operate on a public road.

## Agenda Item 6 - Proposed Legislation AB652/SB583

### **Amend bills to clarify that only one person is allowed on an ATV unless manufacturer's operating manual states otherwise—**

Statute 23.33(3)(em) and (3e) refer to seating for passengers in UTV's but the statute doesn't seem to address passengers on ATV's. ATV's usually have long seats to facilitate the movement of the operators to balance the ATV when turning and going up and down hills. But operators often interpret that the long seat is to accommodate passengers. Most ATV's are designed to only handle an operator. Their related operator's manuals point out that no passengers should be allowed. Only a few ATV's are designed with a separate passenger seat. The statute should clarify this safety requirement.

SB 583/AB 652 should state that passengers are not allowed on ATV's used on public roads unless the manufacturer's operator's manual states that having a passenger is allowable.

### **Amend bills to disallow drinking or carrying open containers of alcoholic drinks on ATV's and UTV's—**

Current statute has provisions to disallow the operation of ATV/UTV's while the operator is intoxicated but has no restrictions for drinking or carrying open containers of alcoholic drinks. Operating on ATV/UTV trails or on private property is quite different than operating on public roads. The rules for ATV/UTV's should be the same as for other vehicles operating on public roads. Also, current statutes present a confusing message to our children as regards "drinking and driving".

SB 583/AB 652 should state that the drinking or carrying of open containers of alcoholic drinks is not allowed when operating an ATV or UTV on a public road.

### **Amend the bills to allow counties, cities, villages and towns to post "ATV/UTV Route" signs, not just "ATV Route" signs—**

Turns out, the DOT indicates that, when a political subdivision decides to allow ATV's and UTV's on their public roads, only "ATV Route" signs can be posted. The reason is that Wisconsin follows the federal Manual of Uniform Traffic Control Devices (MUTCD) which provides for "ATV Route" signs but not "ATV/UTV Route" signs. Political subdivisions may add separate information signs to state that UTV's are also allowed. But this provision adds to the cost of signage for local government and complicates communication to the community.

SB 583/AB 652 should state that white-letters on green background "ATV/UTV Route" signs may be used by political subdivisions when routes are designated for both ATV's and UTV's.

### **Amend the bills to explicitly state the golf cart-type vehicles are not allowed on highways including town roads—**

DOT and DNR publications state that the ATV/UTV rules do not apply to golf carts. The public usually interpret this to mean that there are no restrictions on use of golf carts on public roads. Some local ordinances make the same statement. Some local officials also misunderstand the statement.

SB 583/AB 652 should explicitly state that s. 23.33 does not allow golf carts on public roads.

Prepared by Glen R. Schwalbach, P.E.

Email: [glenschwalbach@netzero.com](mailto:glenschwalbach@netzero.com), Cell: 920-680-2436



Agenda Item 7 - Proposed Trout Funding Legislation

**PRELIMINARY DRAFT - NOT READY FOR INTRODUCTION**

1 A<sup>N</sup> A<sup>CT</sup> relating to: modifying administrative rules related to eligibility for aid 2 for maintenance of all-terrain vehicle routes and trails.

---

***Analysis by the Legislative Reference Bureau***

Under current law, the Department of Natural Resources may use moneys received from the registration of all-terrain vehicles (ATVs) and utility terrain vehicles (UTVs) to provide aid for various ATV projects, including the maintenance of ATV routes and trails.

Under rules promulgated by DNR, ATV trails are eligible for maintenance funding at a specified per-mile rate. A hybrid trail that is open to both ATVs/UTVs and motor vehicles and that is used to connect one trail to another trail or services is eligible for up to 50 percent of the per-mile rate if no gas tax is being received for the road. Under this bill, a hybrid trail that receives no gas tax is eligible for up to 100 percent of the per-mile rate.

For further information see the ***state and local*** fiscal estimate, which will be printed as an appendix to this bill.

---

***The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:***

**Agenda Item 7 - Proposed Trout Funding Legislation**

**3 SECTION 1.** NR 64.14 (2r) (b) 1. of the administrative code is amended to read: 2019 - 2020  
Legislature- 2 - LRB-4901/P2

ZDW:ahe

**SECTION 1**

1 NR 64.14 **(2r)** (b) 1. For eligible applicants not receiving gas tax for a road on  
2 which all-terrain vehicles will also be traveling, not more than ~~50~~ 100 percent of the 3 per-  
mile rate as identified in sub. (2).

4 (END)

Agenda Item #8 - Grant Fund Requests  
(last minute additions may appear at meeting)

## 2019-20 ATV COST INCREASE REQUESTS

Region	County		New/Increase Component	New Costs	Total	Approved	Comments/Notes	
NOR-R	Oneida	Oneida County is requesting additional funds to cover expenses of the Bowman Connector trail development. The additional expenses include gravel materials, and force account labor. The county indicates they are only requesting ATV funds for half of the force account expenses and will cover the other half themselves.	Materials	\$181	\$1,934 After Cost Share: <b>\$1,934</b>			
			Force Account	\$1,753				
		Other funds received, requested, or committed? Yes or No: <input type="checkbox"/> Amount: <input type="text"/>						
		Original Grant #	ATV-3915	Funding Category				Summer Dev
		Original Grant Amt	\$ 16,361.00	New Grant Amt (After)	\$18,295		\$1,934	
					\$0 After Cost Share: <b>\$0</b>			
		Other funds received, requested, or committed? Yes or No: <input type="checkbox"/> Amount: <input type="text"/>						
		Original Grant #		Funding Category				
		Prev Grant Amt		New Grant Amt (After)				
				TOTAL	\$1,934	\$0	\$0	