



OFF-ROAD VEHICLE ADVISORY WORKGROUP (ORVAW)

Meeting Minutes

Location: Virtual meeting

Date: May 4, 2022

5-7 p.m.

Welcome – Roll Call

PRESENT FOR THE OFF-ROAD VEHICLE ADVISORY WORKGROUP:

- James Maike, Chair
- Keith Lynch, Vice Chair
- James Hunt
- Bob Meyers
- Mike Timm (absent)
- Jarrod Biebel
- vacant

PRESENT FOR THE DEPARTMENT OF NATURAL RESOURCES (DNR) STAFF

Jacklin Blodgett, Jessica Holley-Roehrs, Annalisa Centofanti, Nikki Van Bloem, Michael Hearn, Greg Kinser, Paige Perry, Rob Katona, Ron Yesney, Peter Costa, Jody Johnston, Jason Fleming, Michael Hearn (LED), Kristen Thrall (USFS),

Others: Thomas Dunn, Paul Mulder, Karen Middendorp, Karl Davenport, Craig Pinkelman, Len Todd, Jessi Adler, Scott Beltman, Jenny Cook, Don Kauppi

Meeting minutes

ACTION ITEMS

Meeting was called to order at 5 p.m.

Motion to approve the May 4 agenda as is made by Jarrod Biebel and James Hunt second, with all in favor. Motion carried.

Motion to approve meeting minutes from February 23, 2022 made by Keith Lynch and second by Jarrod Biebel, with all in favor. Motion carried.

PUBLIC COMMENT

NICK VAN BLOEM, DNR

Nick Van Bloem mentioned invites have been sent out for 2 evening sessions, joining Trails and Wildlife staff. The topics will be on May 11; wildlife funding sources and how it affects trails and on June 15; Pigeon River elk study responses on trail use. Both sessions are scheduled 5:30 – 7 p.m. Send questions to Anna or prior to meeting.

PAUL MULDER

Paul Mulder, Craig Pinkelman, and many volunteers two weeks ago participated in the DNR's "Adopt a Forest" clean-up in the St. Helen area. Approximately 110 jeeps and over 100 people were involved and 3 30-yard dumpsters were filled, totaling 31,000 pounds of trash, along with 208 tires that were pulled out of woods. BIG THANK YOU TO ALL!

SCOTT BELTMAN

Scott Beltman from Allegan County spoke on the ORV ordinance Allegan County implemented last year allowing ORV use on county roads. Scott is looking for more information on opening state trunk lines. Scott specifically commented about the criteria to have to have an 8' shoulder and wondering if there is a way around it? Scott is asking anyone that can help with his questions to reach out to him directly.

BUSINESS ITEMS FOR DISCUSSION

RESOLUTION #1 – SUPPORT FOR ORV OPERATION ON M-37 AND US-10

See Attachment A

Len Todd (lentodd@att.net), District 7 Commissioner; Village of Baldwin, shared information in support of allowing ORV travel into and out of the Village of Baldwin on certain portions of M-37 and US-10.

Greg Kinser, DNR, stated he is not sure what the next steps are and will need to review the information. Greg will discuss internally and circle back to Len and James Maike.

Keith Lynch mentioned there is an application process to use the M highways. This type of request will need support from local municipalities and the support from ORVAW will help.

Keith Lynch made a motion to support resolution #1 – Support for ORV Operation on M-37 and US-10 in certain portions. A vote was taken:

- James Maike: yes, in support
- Keith Lynch: yes, in support
- James Hunt: yes, in support
- Jarrod Biebel: yes, in support
- Bob Meyers: yes, in support
- Mike Timm (absent)

Motion carried.

ORV 2022-2023 GRANT STATUS

See Attachment B.

ORV PREPRINTED STICKER – ISSUES

Jessica Holley-Roehrs, DNR, talked about the recent concerns that some ORV permit stickers may have defective adhesives. Jessica said testing was performed and a few minor issues were discovered. At this time preprinted stickers are available online again. There should be no reason for riders not to display a permit and tickets will be issued if the permits are not affixed to a vehicle.

Paul Mulder commented that some of the stickers were put on cold plastic and the adhesive may not have adhered as well.

Bob Meyers is asking the DNR to release a public announcement confirming the stickers need to be affixed to the vehicles. Bob is still encountering users claiming the DNR told them the stickers are not needed at this time due to the issue.

FOREST ISLANDS UPDATE

The Marquette DNR office, along with Keith Lynch are looking for support in fixing the south end of the Forest Islands trailhead in honor of Tim Kobasic. Tim was an original ORVAW member and very active in the ORV community. The funds for this project are being requested by way of a grant amendment. Part of this project will add 3 picnic tables and 3 grills (2 gravel and one cement pads), which one of the tables and grill will be handicap accessible. Rob Katona mentioned the ballpark figure for this project is between \$5-10K. Keith is looking for support from ORVAW to make an amendment to the grant for this year.

Bob Meyers made a motion in support of using ORV fund dollars for this project and adding the naming of the trail head in Tim Kobasic's honor. A vote was taken:

- James Maike: yes, in support
- Keith Lynch: yes, in support
- James Hunt: yes, in support
- Bob Meyers: yes, in support
- Jarrod Biebel: yes, in support
- Mike Timm (absent)

Motion carried.

STORM DAMAGE COMMITTEE

See Attachment C

Paul Mulder spoke on behalf for the Storm Damage committee. The final report is ready for submittal to the DNR for review (attachment C). Paul is asking the DNR to report back to the committee at the August meeting.

James Hunt made a motion to present the Storm Damage Committee final report to the DNR for input and report back to the committee at the August meeting. A vote was taken:

- James Maike: yes, in support
- James Hunt: yes, in support
- Keith Lynch: yes, in support
- Bob Meyers: yes, in support
- Jarrod Biebel: yes, in support
- Mike Timm (absent)

Motion Carried.

ORV LEGISLATION SUNSET INFORMATION

Thomas Dunn provided an update regarding the ORV license fees and the upcoming review and renewal through legislation. The ORV fees are outlined in the Natural Resources and Environmental Protection Act, Part 811 (Attachment D). The amendment is set-up to expire every 5 years, with the last approval taking place in 2019. The next sunset comes up in April 2024 and will not go back to what it was before (\$16.25), it will go to 0. It is important this is addressed in a timely manner. Representative Jon Bumstead put this sunset in place. Thomas indicated he is waiting to hear if Representative Jon Bumstead will support again. If the DNR is looking for a license fee increase, this can cause a problem, as not enough time is forecasted to open the legislation. If there are no changes to be made, then it is more likely Representative Jon Bumstead will push this through.

UPDATES

USFS UPDATE

Kristen Thrall, USFS, said the Baldwin OHV trails were cleared in early April and are now open. The USFS is changing the approach on hiring seasonal staff, moving to a model where the role will be permanent seasonal staff and they will receive benefits. This change is expected to see a higher retention rate. Positions are being advertised right now. A new forest supervisor for the southwest will be coming on board soon with more details to follow.

EASTERN U.P. TRAIL SPECIALIST

Ron Yesney, DNR, introduced Peter (PJ) Costa as the new Eastern U.P. Trail Specialist to the Trails Section team. Peter filled Paul Gaberdiel's role, who retired last November. Peter started Monday,

May 2. Peter comes to us with experience on both motorized and nonmotorized use, along with his forest resource experience.

SILVER LAKE STATE PARK (SLSP) UPDATE

Jody Johnston, DNR, provided an update for Silver Lake State Park. Jody said the park opened a week ago, but the weather has not been good, so the crowds have been small. The park implemented a "dune ready" entrance, reducing traffic near the rest room and exit. Jody said they do anticipate a typical busy year. Piping Clovers were discovered on the dunes and the park is addressing the federal endangered bird. The concern continues for rider safety and lack of being educated.

Mike Cook, Silver Lake Recreation Association (SLRA) sent in an update.

Jody & the DNR have implemented a new 'Dune Ready' entrance. It appears to be working well at reducing traffic near the rest rooms/exit. We have not had an update from the DNR but have a meeting next week Saturday.

SLRA held our annual 'Springtime Dune Clean-Up' on March 26. We were joined by dozens of SLRA members, local Boy Scouts, and Chester's Sanitation. We also used a very large magnet (8' long) on a skid steer and tested cleaning parts of the dunes. We are excited to see final product if we are able to find the funds for a similar magnet.

SLRA is working on creating videos for safety & dune ready for SLSP.

SLRA has been asked to assist SLSP staff in educating the public on noise and sound issues. SLRA is looking into options and ways to meet this request.

HOLLY OAKS

Jason Fleming, DNR, introduced Jon Noyes, Principal Planner with Oakland County Parks and Recreation. Jon Noyes provided a presentation (Exhibit A) for Holly Oaks ORV Park located in Oakland County. The park is a joint State-County project, operated by Oakland County Parks and Recreation in partnership with the Michigan Department of Natural Resources via a 20-year operating agreement (with a 10-year renewal). Any questions contact Jon Noyes at noyesj@oakgov.com

MISORVA MILLION UPDATE

Keith Lynch reported the update for MISORVA's legislative grant of \$1.15M. Keith said applications were due from the clubs to MISORVA by the end of April and more than 80 were received. Next step is for the committee to meet in Gaylord on May 19 and 20 and review all the applications.

ORVAW COMMITTEE UPDATES

Q4 REGIONAL TRAILS STAFF REPORTS

(written report provided to committee members)

2022 MEETINGS

(Aug. 24; Nov. 9)

Discussion is taking place on holding the August meeting in Leota. If this plan moves forward the meeting will move to Friday, August 26. A group ride will be offered.

CLOSING/ROUND ROBIN

Paul Mulder asked for an update on the northeast lower peninsula Trail Specialist position. Greg Kinser, DNR, responded and said the hiring packet is being finalized and next step will be internal process and review.

Jacklin Blodgett, DNR, provided an update on the hiring status for the Section Trails Coordinator. Jacklin said 2 rounds of interviews have been completed and a recommendation has been made to HR. Jacklin hopes to have the position filled and someone in place by the end of May.

Meeting adjourned at 7:05 p.m.

Attachment A

Resolution of Support for ORV Operation on Certain Portions of M-37 and US-10

The purpose of this document is to indicate to the County of Lake that the _____ supports Lake County's effort to allow Off Road Vehicles (ORVs) travel into and out of the Village of Baldwin on certain portions M-37 and through the Village on a small portion of US-10 from North Sheridan Street to South Sheridan Street, which are offset by ~150 feet.

Whereas: The Lake County ORV Committee, the Lake County Sheriff, Lake County Commission and the local ORV Club have been studying the feasibility of requesting the State of Michigan to allow ORV traffic on limited portions of M-37 into and out of the Village of Baldwin, MI, and along US10 for ~150' between the North and South Sheridan Streets in the Village of Baldwin, and

Whereas: The State of Michigan has a process to approve allowing ORV traffic on highways to allow reasonable access to local business, and

Whereas: Areas of M-37 from 76th Street to the Village's south boundary, and the area of US10 from the North Sheridan Street to South Sheridan Street meet the criteria for the State's ORV Access process, and

Whereas: Local business owners and the local ORV Club's leaders have asked the County ORV Committee to investigate the potential for allowing ORV traffic on the two proposed highways, and

Whereas: The current route into the Village from the local motels adjacent to the Village's south boarder causes ORVs to travel ~21 miles one-way versus simply going one block north on M-37, and

Whereas: The Village is pursuing a route from US-10 to the Ninth Street Trailhead's parking area via South Sheridan Street.

Whereas: A route on South Sheridan Street to Ninth Street will preclude ORV access to the intersection of M-37 at US10 in the Village of Baldwin, and

Whereas: The Village of Baldwin's Village Council supports the effort to allow ORVs on the proposed highways and is willing to modify the Village's current ORV Ordinance as necessary to accommodate the new traffic in and out of the Village via the two proposed routes (See Attachment 1).

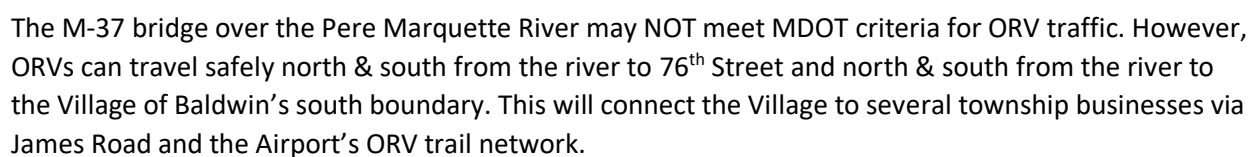
Therefore: The _____ supports Lake County's request to allow ORV traffic on limited portions of M-37 and US10 which are described above and depicted on the attached maps.

Organization President/Chairperson

Date

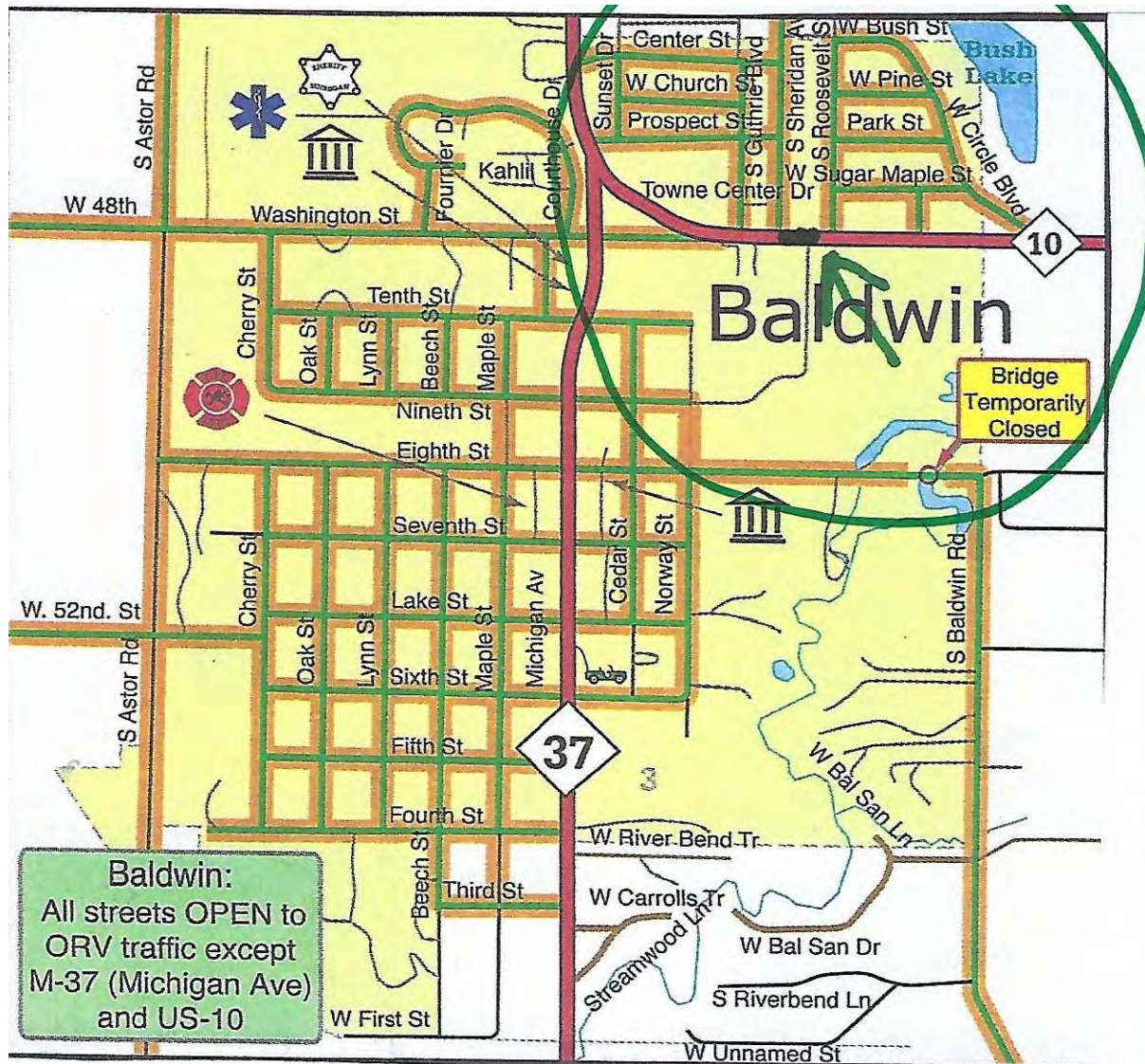
Attachment 1 – Maps to show proposed ORV routes

Proposed Route Along M-37



ATTACHMENT 1

Proposed Route Along US-10



The portion of US10 from North Sheridan to South Sheridan is the only section of US10 that is needed to connect the roads north of the Village of Baldwin to the planned Village ORV route from US10 to the parking areas and downtown businesses. This planned ORV route along South Sheridan to the Village is to ensure that ORVs do NOT use the intersection of M-37 at US10 to go into the Village or cross over M-37 to the trails that are located west of the Village.

Attachment B



State of Michigan, Department of Natural Resources
Parks and Recreation Division

FISCAL YEAR 2022 ORV MAINTENANCE AND RESTORATION

GRANTS SUMMARY

Monday, April 25, 2022

Grant No	Sponsor	Grant Amt
22-001	UP Sandstormers Motorcycle and ORV Club	\$30,903.00
22-005	Drummond Island Off Road Club	\$30,285.00
22-006	Genesee County Parks & Recreation Commission	\$50,000.00
22-007	Great Lakes Dual Sporters	\$27,898.00
22-008	Great Lakes Four Wheel Drive Association	\$14,475.00
22-009	Irons Area Tourist Association	\$46,795.00
22-010	Kalkaska County Snowmobile Association	\$46,200.00
22-011	Keweenaw ATV Club	\$133,550.00
22-012	Lansing Motorcycle Club	\$15,198.00
22-013	MI-TRALE	\$171,780.00
22-014	Normenco Sportsman Club	\$42,095.00
22-015	S.O.R.V.A. of Alger County	\$71,053.00
22-017	Schoolcraft County Motorized Trail Association	\$130,045.00
22-018	Straits Area Snowmobile Club	\$91,000.00
22-019	Twin Bay Trail Riders, Inc.	\$16,915.00
22-022	Cycle Conservation Club of Michigan	\$428,277.00
22-025	U.S.D.A. Forest Service - Baldwin	\$72,243.50
22-026	USDA Forest Service - Mio Ranger District	\$101,230.00
22-027	The Chippewa Sno-Kats Trail Club Inc.	\$46,900.00
22-028	Sportsmen Off Road Vehicle Assoc. of Delta County	\$31,008.00
22-029	ATV Off-Road Club of Michigan	\$13,982.00
22-030	Iosco County Parks and Recreation	\$23,530.00
22-031	Alcona County Parks & Recreation Commission	\$7,850.00
22-032	St. Helen Snowpackers	\$12,100.00

Grant No	Sponsor	Grant Amt
22-033	Gogebic Range Trail Authority	\$32,836.00
22-037	Trail Riders Enthusiast Alliance of Marquette County	\$52,054.50
22-040	Rosco-Higgins Trail Cruisers	\$28,668.00
22-041	Baraga County Sno-Drifters	\$4,765.00
22-043	Les Cheneaux Snowmobile Club	\$7,610.00
22-044	Houghton Lake Snow Groomers, Inc.	\$27,847.92
22-046	Silver Lake Recreation Association	\$9,900.00
22-047	Iron Ore Heritage Recreation Authority	\$48,665.00
22-048	Chippewa County SORVA	\$116,340.00
22-051	USDA Forest Service Huron Shores Ranger District	\$347,903.00
22-053	Ogemaw Hills Snowmobile Club	\$15,861.00
22-055	Tahquamenon Area Snowmobile Association	\$11,765.00
22-057	Chippewa Snow Chasers	\$9,500.00
22-059	Upper Peninsula Recreational Off Road ATV Riders	\$274,571.00
22-061	West Mackinac Recreation Area Association	\$4,650.00
22-065	Tri County Snowmobile & ORV Club	\$27,870.00
22-066	Mud Brothers of the North ATV/UTV Club	\$4,536.00
22-067	Oakland County Parks and Recreation	\$199,000.00
22-068	Northwest ORV Association	\$42,894.00
22-069	Sault Ste. Marie Snowmobile Association	\$75,000.00
22-070	Missaukee Trail Blazers	\$20,540.84
22 Total Grants	45	\$3,018,089.76

Grant No Sponsor		Grant Amt
Total Grants:	45	\$3,018,089.76

Storm Damage Committee Report to ORVAW

Storm Committee Members:

Paul Mulder, Jim Hunt, Scott Slavin, Curt Brower, Bob Myers, Howard Campbell, Greg Yager, Jessica Holley; Lewis Shuler, Kristen Thrall.

Charge of Committee:

To collaborate and make recommendations for DNR policy and procedures relative to storm damage events via ORVAW.

Agreed Upon Points/Definitions/Recommendations:

Designated Trail and Route Systems. These recommendations are for trails and routes. It is noted that trailheads are maintained by another division within the DNR. Developing a communication plan to address storm damage at trailheads and access roads to trailheads is in the best interest of all involved parties.

Priority Storm Damage Consideration For the majority of the state, March 1 through November 15. For high-use trail systems, this is subject to modification/extension depending upon weather conditions and other factors.

How storm damage is identified/reported: National Weather Service reports; Grant sponsor reports; Staff reports (including COs); Reputable volunteers; User reports.

Definition of Trail Maintenance: The biannual clearing of trails, including routine removal of deadfall, brushing to specifications, and maintaining signage throughout a trail system. Trail maintenance is required to be completed prior to Memorial Day and prior to Labor Day each year.

Definition of Storm Damage is the clearing of excessive downfall, sign damage repair and brushing caused by a specific weather event that has resulted in blocked and/or dangerous trails in affected areas or sections of a trail.

Storm Damage Response Team

The creation of a joint Department and Grant Sponsor team or alliance, created and trained to address major storm damage concerns.

Storm Damage Report Portal/Website

- The creation of a Department portal/website similar to the Adopt A Forest illegal trash website/database <http://www.cleanforests.org/form-report-a-dumpsite>
- Riders and the general public would have the ability to create a log in (user name and password) to report storm damage
- The user would be required to provide a name and email address and whether or not they are willing to opt in as a volunteer storm watcher and if yes, which specific trail systems, regions or areas they are willing to provide feedback for
- Grant sponsors could use this portal to encourage volunteers and club members to sign up as Storm Watchers
- The webpage/portal would have a short series of questions such as: 1) location (with ability to pinpoint on a map), 2) number of trees down, 3) whether trail is passable/ impassable, 4) description of hazards 5) box for comment 6) option to attach pictures

- The portal would be used in two ways 1) Users entering comments on their own accord 2) The Department could use the user data from this portal to solicit information about future storm damage

Storm Damage Rating System

The Committee recommends the implementation of a 1-4 Storm Damage Rating system as detailed below.

Storm Damage Response

The priority is to notify users of potential hazards as soon as possible. Many users from downstate or out of state may have no idea that a weather event has occurred.

LEVEL ONE

- **Reporting:** Damage reporting for level one events would typically include user reports, law enforcement or grant sponsor reports.
- **Damage Level:** Minimal damage caused by a storm with minimal impact to trail system(s).
- **Response:** No Storm Damage Team response is necessary. This is considered to be typical, routine damage that is handled by the appropriate grant sponsor during regular spring and fall trail maintenance.
- **Reimbursement:** No reimbursement is required over and above regular trail maintenance paid to grant sponsor.

LEVEL TWO

- **Reporting:** Documented though National Weather Service reports as a serious storm. May also be reported by a Storm Report Volunteer, grant sponsor or multiple reports by users.
- **Damage Level:** Damage is localized and impacts a single trail system (1-2 miles)
- **Response:** The Department will issue PSA announcements advising users that there are potential hazards and trail blockages and that they should exercise extreme caution while utilizing the trail system. Storm Damage Response Team will respond and clear damage.
- **Reimbursement:** Schedule C rates.

LEVEL THREE

- **Reporting:** Documented though National Weather Service reports as a serious storm. May also be reported by a Storm Report Volunteer, grant sponsor or multiple reports by users.
- **Damage Level:** Damage is similar to a level two however is more widespread, and may impact multiple trail systems within a 30-mile radius. Minimal or no sign damage. Minimal re-routes and trail interruptions.
- **Response:** Department will issue PSA announcements notifying users of expected trail hazards blockages. Users should be encouraged to avoid that trail system to allow sufficient time for clean-up. Storm Damage Response Team will respond to assess and report findings to Department. This is a cooperative effort between the Team and the Department. A clean-up plan will be developed and implemented.
- **Reimbursement:** Schedule C rates.

LEVEL FOUR

- **Reporting:** Documented though National Weather Service reports as a significant weather event such as a tornado, straight-line winds or winds in excess of 50 mph in the local community and forests surrounding a trail

system. There will be reports of obvious severe, widespread damage in the immediate surrounding area and beyond.

- **Damage Level:** Damage to trail is moderate to significant with possible sign damage, re-routes and trail interruptions or section blockages, or possible complete trail closure.
- **Response:**
 - a. Department will issue PSA announcements notifying users of immediate temporary trail closure. Users should be warned that the trail system is closed until further notice and should be directed to the DNR website for trail updates.
 - b. Closure signs and/or physical barriers will be installed at trail heads and or major access points.
 - c. The Storm Damage Response Team may respond to assess and report the level of damage to the Department.
 - d. This is a cooperative effort between the Team and the Department.
 - e. An expedited clean-up plan will be developed under the direction of the Department.
- **Reimbursement:** Schedule C rates and possible additional reimbursement may apply.

Communication/Trust

Grant Sponsors and Department staff have a history of failed communication resulting in a lack of trust on both sides. These communication failures have resulted in issues with routine maintenance, and if not resolved will be amplified in addressing storm damage.

The Storm Damage Committee believes that utilizing Storm Watch volunteers as mentioned earlier, to access and report storm damage, will eliminate a lot of these communication issues. However, in the event that there are no local Storm Watch volunteers that are able to ride and assess damage of a particular trail, there needs to be an alternative communication plan that uses Grant Sponsor as well as Department staff member's time as quickly and efficiently as possible.

There is concern from grant sponsors that delayed response times on behalf of the Department will result in significant time delays and additional expenses incurred by the grant sponsors. There is a history of trail techs not responding to calls from grant sponsors in a timely fashion (and sometimes never returning those calls).

The Department is concerned that if grant sponsors act before the Department has authorized storm clean up and reimbursement, that the volunteers may report that the storm damage was more extensive than it actually was, in an effort to receive more compensation.

Here is an example: If an ORV Grant Sponsor were to send members that live 1-4 hours away from the trail that they maintain to inspect storm damage, and they discover level two to three damage - it is not efficient nor reasonable for the volunteer(s) to take pictures of the damage, attempt to contact their trail tech to report the damage, and then wait several hours, days or weeks for the trail technician to run the approval up the chain of command. By the time the approval would come through, the volunteer may have returned home and then have to make a second trip and re-run the trail system to clear the damage.

Clear-cut communication responsibilities need to be outlined for both parties that include escalation plans to address these types of issues quickly and efficiently. It is understandable that Departmental staff would not want their cell phone numbers distributed to potentially hundreds of volunteers across the state. However, a suggestion is that the Grant Sponsor Contacts have access to directly contact Departmental staff that have the authority to authorize storm damage clearing quickly under circumstances such as listed in the example above.

Summary

It is noted that the recommendations that result from this committee work may well cross over into other applications for the Department, such as snowmobile, hiking, biking and other non-motorized trail considerations.

Due to the increase in the number of motorized recreation enthusiasts and the perceived increase in both severity and the occurrence of damaging storms, this process is a priority for both the Grant Sponsors and the Department. “Eyes and Ears” in the storm reporting process that help the Department identify storm damage issues is critical. For this reason, it is the recommendation of this committee, that the implementation of a Storm Damage Portal/Website move forward immediately.

House Bill 4669 (as passed by the House)
Sponsor: Representative Jon Bumstead
House Committee: Appropriations
Senate Committee: Appropriations

Date Completed: 6-5-13

CONTENT

The bill would amend Part 811 of the Natural Resources and Environmental Protection Act to increase annual off-road vehicle (ORV) license fees from \$16.25 to \$26.25 for ORVs not used on State ORV trails or \$36.25 for ORVs that are used on State ORV trails. The increased license fees would take effect for the license year beginning on April 1, 2014. The bill also would establish an April 1, 2019, sunset on ORV license fees; individuals who purchase licenses after that date would not have to pay a fee.

MCL 324.81116

FISCAL IMPACT

The bill would have a significant positive fiscal impact on the Department of Natural Resources as well as local units of government. New revenue from the increased fees would be credited to the Off-Road Vehicle Trail Improvement Fund. Using fiscal year (FY) 2011-12 license sales numbers as a projection for future years, the increased fees would generate between \$2.0 million and \$3.9 million in additional revenue, assuming ORV fees are perfectly price-inelastic and increased prices did not reduce demand for the licenses. This figure is highly variable because it is unknown how many ORV owners would opt for the \$26.25 license that would not allow State ORV trail use versus the \$36.25 license that would allow State ORV trail use. Additionally, the actual revenue would vary based on the actual price elasticity of licenses, which is likely non-zero.

New revenue from increased ORV license fees would be required by statute to be spent as follows:

- Not less than 50% would be distributed as grants for planning, improving, constructing, signing, or maintaining ORV trails.
- Not less than 31.25% would be spent on law enforcement; 24% of this amount would be distributed as grants to county sheriffs.
- Not less than 12.5% would be distributed as grants to public agencies or nonprofits for the repair of damage done by ORVs on public land.
- Not more than 3.125% would be spent by the DNR for administration.
- The remaining 3.125% would be distributed as grants for planning, improving, constructing, signing, or maintaining ORV trails, or for law enforcement.

Attachment D
page 2

Attachment D
page 3

The FY 2013-14 DNR budget includes an additional \$2.7 million in ORV Trail Improvement Fund revenue that was assumed to come from some increase in ORV license fees. If the increased fees in the bill generated more revenue than the additional \$2.7 million appropriated, that revenue would be carried forward as a fund balance into FY 2014-15.

Fiscal Analyst: Josh Sefton

This analysis was prepared by nonpartisan Senate staff for use by the Senate in its deliberations and does not constitute an official statement of legislative intent.

NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION ACT (EXCERPT)
Act 451 of 1994

***** 324.81116 THIS SECTION IS AMENDED EFFECTIVE 91 DAYS AFTER ADJOURNMENT OF THE
2022 REGULAR SESSION SINE DIE: See 324.81116.amended *****

324.81116 Application for license by owner or dealer of ORV; filing; form; application fee; false information prohibited; issuance of license; validity; permit fees; purchase and resale of ORV licenses; refunds; records; attachment of license to vehicle; license not required for vehicle used and stored outside state; lost or destroyed license.

Sec. 81116. (1) The owner of an ORV requiring licensure under this part shall file an application for a license with the department or a dealer on forms provided by the department. If an ORV is sold by a dealer, the application for a license shall be submitted to the department by the dealer in the name of the owner. The application shall include a certification. The owner of the vehicle shall sign the application or, if the application is filed electronically, provide information requested by the department to verify the owner's identity. The application shall be accompanied by a fee as provided in subsection (2). A person shall not file an application for a license that contains false information. Upon receipt of the application in approved form and upon payment of the appropriate fee, the department or dealer shall issue to the applicant a license. A license shall be issued and is valid for the 12-month period beginning April 1 and ending March 31 each year.

(2) The fee for a license is as follows:

(a) Except as provided in subdivision (c), if the license does not authorize operation of the ORV on state ORV trails, \$26.25.

(b) Except as provided in subdivision (c), if the license authorizes operation of the ORV on state ORV trails, \$36.25.

(c) For a license valid for a 12-month period beginning April 1, 2024 or a subsequent April 1, no fee.

(3) Dealers may purchase from the department ORV licenses for resale to owners of vehicles requiring licensure under this part. The department shall refund to dealers the purchase price of any ORV licenses returned within 90 days after the end of the 12-month period for which they were valid. A dealer shall maintain and provide to the department records of ORV license sales on forms provided by the department. In addition to the sale of ORV licenses, a dealer engaged in the sale, lease, or rental of ORVs as a regular business may sell any other license or permit authorized by the department to be sold by other dealers under the statutes of this state.

(4) Before a vehicle requiring an ORV license is operated, the owner shall ensure that a license is permanently attached to the vehicle in the manner prescribed and in the location designated by the department.

(5) If at the time of sale the purchaser certifies on a form provided by the department that the purchased vehicle otherwise requiring a license under this part will be used and stored outside of this state and will not be returned by the purchaser to this state for use, then a license is not required.

(6) If a license acquired by the owner of an ORV is lost or destroyed, the department shall provide that person with a replacement license free of charge. The department may require a person requesting a replacement license to supply sufficient evidence of the loss or destruction of the original license.

History: Add. 1995, Act 58, Imd. Eff. May 24, 1995;—Am. 1995, Act 99, Imd. Eff. June 22, 1995;—Am. 2003, Act 111, Eff. Oct. 1, 2003;—Am. 2006, Act 477, Imd. Eff. Dec. 21, 2006;—Am. 2012, Act 28, Imd. Eff. Feb. 23, 2012;—Am. 2013, Act 75, Imd. Eff. June 25, 2013;—Am. 2017, Act 199, Eff. Mar. 15, 2018.

Popular name: Act 451

Popular name: NREPA

Popular name: Off-Road Vehicle Act

Popular name: ORV

EXHIBIT A

HOLLY OAKS ORV PARK UPDATE & SUSTAINABILITY PLAN

Holly Oaks ORV Park Update & Sustainability Plan

Groveland Township
April 11, 2022



Park Overview

- Park opened September 2020
- Partnership with MDNR
- 20 Year Operating Agreement
 - Share Operating Loss
 - MDNR ORV Stickers Required
- 235 acres acquired with MNRTF
- 106 acres currently open
- Remainder open by 2025
- Open to all types of ORVs





2021 First Full Year

- Participation
 - FY2020 (<3 mos.): 4,036 visitors/(2,479 passes)
 - FY2021: 19,950 visitors (12,254 passes)
- Major weather events
- Building/learning year
- Major focus on dust and sound control

	2021	2022	2023	2024	2025
REVENUE					
Fees Day Use	\$ 193,410	\$ 255,000	\$ 266,000	\$ 305,000	\$ 325,000
Rental Facilities	\$ 119,375	\$ 115,000	\$ 125,000	\$ 130,000	\$ 145,000
Special Contracts	\$ 25,500	\$ 30,000	\$ 35,000	\$ 35,000	\$ 40,000
Sponsorships	\$ 10,000	\$ 25,000	\$ 50,000	\$ 75,000	\$ 75,000
TOTAL REVENUES	\$ 348,285	\$ 425,000	\$ 476,000	\$ 545,000	\$ 585,000
EXPENSE					
Salary & Fringe	\$ 237,038	\$ 247,245	\$ 278,395	\$ 288,139	\$ 298,224
Overtime	\$ 3,634	\$ 2,500	\$ 2,500	\$ 2,652	\$ 2,732
Contractual Svcs. (Garbage, Laundry, Electric)	\$ 15,594	\$ 18,000	\$ 16,315	\$ 17,510	\$ 18,035
Equipment Rental	\$ 165,233	\$ 104,000	\$ 104,000	\$ 107,120	\$ 110,334
Grounds Maintenance	\$ 110,260	\$ 35,000	\$ 25,000	\$ 26,523	\$ 27,318
Equipment Maintenance	\$ 5,028	\$ 13,028	\$ 23,000	\$ 24,000	\$ 25,000
Security Expense	\$ 9,288	\$ 12,000	\$ 1,000	\$ 1,030	\$ 1,061
Commodities (custodial/office/small tools)	\$ 11,122	\$ 17,775	\$ 42,275	\$ 18,540	\$ 19,096
Depreciation Park Improvements	\$ 9,288	\$ 14,667	\$ 18,000	\$ 18,000	\$ 18,540
Internal Support (Info tech/insurance/motor pool)	\$ 12,979	\$ 18,650	\$ 15,000	\$ 15,450	\$ 15,914
TOTAL EXPENSES	\$ 582,262	\$ 507,865	\$ 525,485	\$ 539,564	\$ 557,471
(Loss)/Gain	\$ (233,977)	\$ (82,865)	\$ (49,485)	\$ 5,436	\$ 27,529
50% loss share with MDNR (reimbursement)	\$ 116,989	\$ 41,432	\$ 24,743	\$ -	\$ -
Total Loss/Gain for OCPR	\$ (116,988)	\$ (41,433)	\$ (24,743)	\$ 5,436	\$ 27,529

Park Vision

In the next FOUR years, Holly Oaks ORV Park will become **sustainable**. Operation of the park will be **revenue positive** and **flexible** to adapt to fluctuations in ORV use. Park features will be **resilient** and adapted to the landscape, the climate, and the changing market for ORV experiences. We will **effectively manage dust and noise** and be an **environmentally responsible** neighbor in Groveland and Holly townships. We will have a **positive economic impact** on the community and its businesses.



Holly Oaks Financial Objective

- The park will be revenue positive by end of its 5th year of operation (September 2025) per the Holly Oaks ORV Park Plan
 - Create a **5-year Operating Budget** – revenue positive by/before FY2025
 - Create a **5-year Infrastructure Plan** and budget utilizing grant funding
 - Create a **5-year Capital Improvement Plan** targeting funding from sponsorship or future park revenue





MDNR Grant-Funded Infrastructure Plan

- Youth Riding Opportunities
- Storm Resiliency Modifications
- Water Management & Irrigation
- Tin Town Pavilion
- Oasis Falls
- Wonder Wall

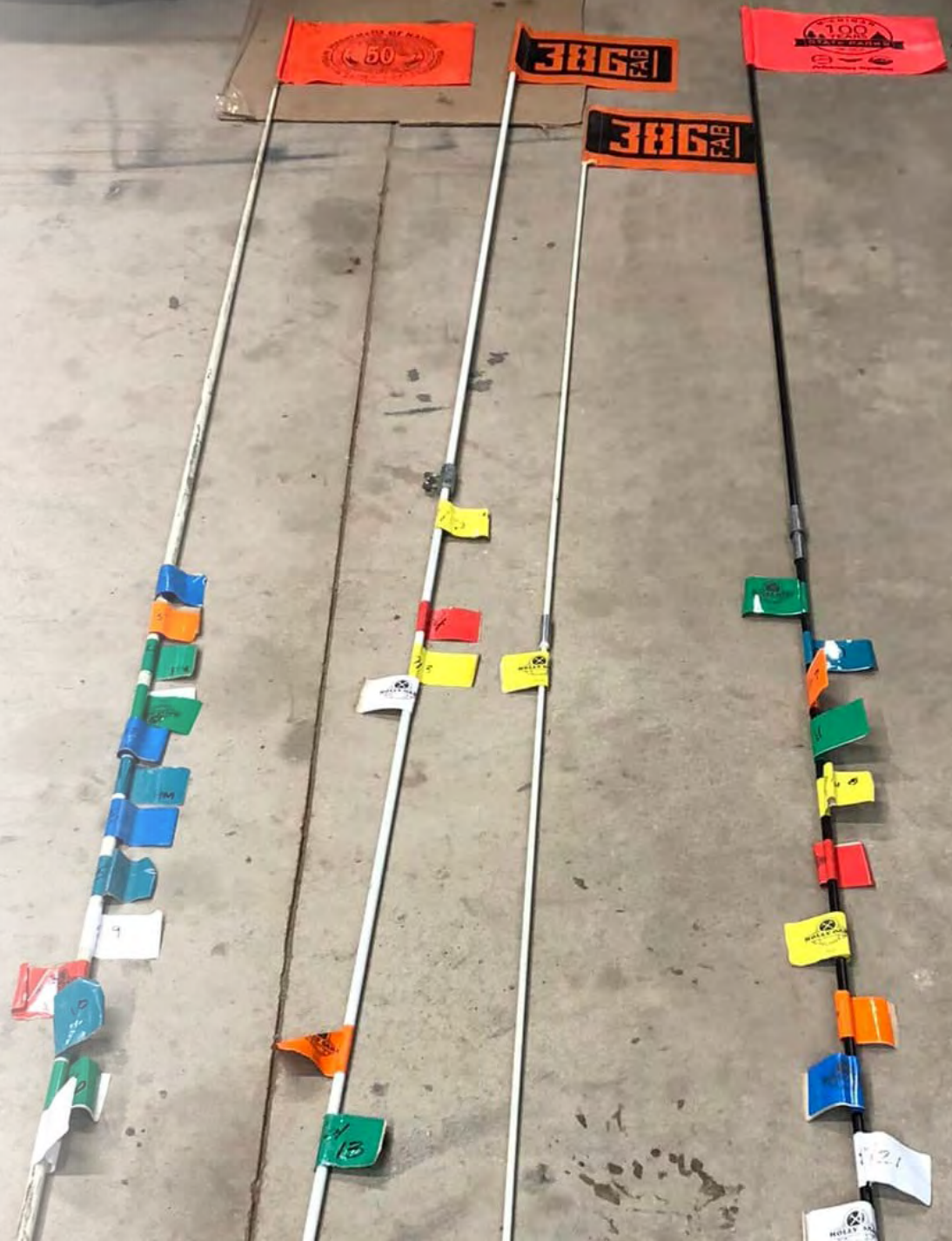


Sponsor/Revenue-Funded Feature Development Plan

- No Mad Overlook Pavilion
- Rubicon Experience Trail
- Rim Runner Redux
- Headcase Hill Climb
- Big Easy Sand Replenishment
- Hollywood Hill
- Deadwood
- The Dragon
- Magna Spires
- Lion's Back
- Vehicle Displays
- Borderlands Straight Run
- Soggy Bottom Bog

New Fee Structure for 2022

- Increase from \$15 online/\$20 gate to \$30 flat rate
- Punch Card – Buy 4 get the 5th Visit Free (\$120)
- Annual/Season Pass - \$250, limited to 100
- Youth Rate - \$15



2022 Marketing Strategy

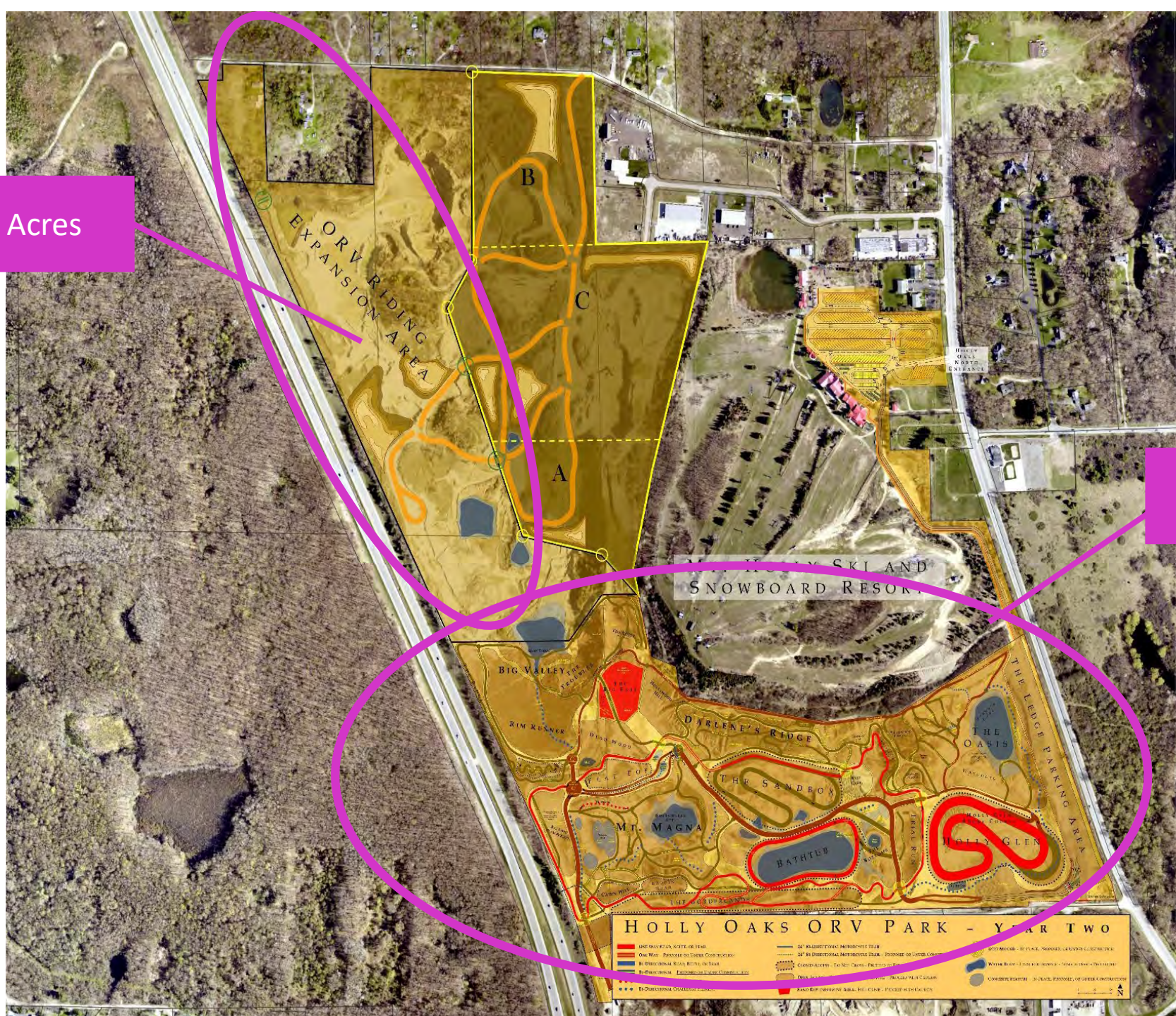
- Event-Based Marketing
 - Veteran's Event/Armed Forces Day
 - Summer Thursday Theme Nights
 - Women's Night
 - Motorcycle/ATV Night
 - Youth Night
 - Side x Side Night
 - Disability Dirt Day
 - Trunk or Treat
 - Veteran's Day Event
- Corporate Partnerships for Demo/Dealer Days
- Partner with MDNR – Statewide Marketing/Media
- Increased Video Production



Current Park

New 62 Acres

Current Park





Jeep + Electrify America Solar Powered EV Charging Station



Bestop Open Air Station



New RC Car Lot Coming 2022



Free ORV Weekends – June 11/12



2022 Season Starting April 23



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COUNTY PARKS**
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