
2009 GPS Verification: Policies and Process

GRANT-IN-AID POLICIES

GPS verified miles will be used to determine funding for the 2009/2010 season (FY2010). Funding to each Grant-in-Aid (GIA) trail is determined from the rate zone and the number of GPS verified miles of trail. The following policies apply in determining the number of trail miles:

- Standard grooming practice is a double pass, and this is reflected in the rate per mile.
- Only statute directed ice trail miles are included in the funding system.
- Statute ice miles that are not groomed receive 50% of the rate per mile.
- For trails within a road right-of-way, trails groomed and signed on each side of the road will continue to be counted on both sides.
- Trail reroutes can be included in GPS miles if the section being rerouted was previously part of the GIA program in the last 5-years. Reroute mileage increases should be as short and efficient as possible. The intent of this policy is to acknowledge that it may take time to find an alternate route.
- Trail miles that are not in the Grant-in-Aid system will be allowed entrance through a competitive solicitation.
- All rate zones will increase by \$9/mile.
- Capital improvement grants will be available with \$500,000 awarded annually.

VERIFICATION PROCESS

The intent of the GPS verification process is to capture a data driven accounting of the miles of trail in the Minnesota Snowmobile GIA Program. The intent of the following process is to ensure accurate trail information.

In order to keep the GPS miles updated, all trail route and mileage changes must be confirmed and approved annually with the DNR Area Supervisor by May 15th in order to be included in the following years' funding and DNR published maps. For FY2010 funding, this process must have been resolved with DNR Area Supervisors by December 31, 2008.

- I. DNR Trails and Waterways Area Supervisors are the first and main contact for snowmobile clubs and sponsors. Concerns and corrections to GPS trail routes should be directed here first.
- II. If there is a concern that cannot be resolved at the Area level, then it should be directed to the DNR Trails and Waterways Regional Manager as appropriate.
- III. If there is a concern that cannot be resolved at the Area and Regional level, the snowmobile club and sponsor should work with their local Minnesota Snowmobile Advisory Committee (MSAC) representative. The MSAC representative and the DNR Regional Manager will work with DNR Trails and Waterways Central Office leadership in this situation.

