

SNOW-

MACHINES



ALASKA STATE LEGISLATURE
HOUSE OF REPRESENTATIVES
RESEARCH AGENCY

P.O. Box Y, State Capitol
Juneau, Alaska 99811-3100
Mail Stop 3100
(907) 465-3991

April 15, 1987

MEMORANDUM

TO: Representative Sam Cotten

ATTN: Ned Farquhar

FROM: Karla Hart *KH*
Legislative Analyst

RE: Snowmobile Trail Systems in Other States
Research Request 87.223

You initially asked what was required to make snowmobiles street and sidewalk legal. Snowmobiles are regulated under Title 5, Chapter 30 of the Alaska Statutes. The authority to regulate the use and operation of snowmobiles by ordinance is granted to local governments under AS 05.30.070. The Department of Public Safety explained that there is a basic incompatibility between operating conditions for wheeled vehicles, pedestrians, and ski and track vehicles such as snowmobiles. For snowmobiles to be street legal, they would have to comply with all of the regulations governing motor vehicles (Title 13, AAC Chapter 4), including the requirement that vehicles must be driven on rubber tires. I explained to you during our phone conversation that modifying snowmobiles to make them street and sidewalk legal was not considered practical by the enforcement officials with whom I spoke.

You then requested information on establishing a snowmobile trail system in Alaska. Recreational snow machine trails exist in many other states which have winter recreation possibilities. Six states were contacted for information: Minnesota, Montana, North Dakota, Vermont, Washington and Wyoming. Two important factors exist in all six states: volunteer involvement and user fees.

Minnesota

In Minnesota, snowmobile trails are administered through the Division of Trails and Waterways, Department of Natural Resources. The program is self-supporting, with funding coming from a triennial registration fee of \$18.00 (99 percent of the fee is dedicated) and a proportion (0.75 percent)

of the gas taxes collected.¹ The registration fee generates approximately one million dollars per year, and the snowmobile fund's portion of the gas tax is approximately \$2.2 million per year.

The money is used to develop, maintain and groom trails on existing state lands, and as grants-in-aid through local governments. Local governments in turn work with snowmobile clubs to develop, maintain and groom trails on land other than state land. The grants-in-aid program pays up to 65 percent of the cost of trail development and maintenance and 90 percent of grooming costs. The balance depends largely on volunteers; clubs are given credit of \$8.00 per hour for volunteer labor to meet their matching fund requirements (Attachment A).

The Minnesota Office of Tourism promotes the trail system through the publication of a 45-page guide to snowmobile trails. The Department of Natural Resources includes snowmobile opportunities in their guide to Minnesota state parks.

Montana

In Montana, snowmobile trails are administered by the Parks Division, Fish, Wildlife and Parks Department. Revenue is generated through a two dollar per year decal fee and 0.5 percent of the state gas taxes. Half of the money is dedicated to trails and half to enforcement.

Most of the maintenance conducted is under contract with local snowmobile clubs. The Bureau of Land Management and a Forest Service Ranger District each have a single maintenance contract. The Parks Division purchases necessary maintenance and grooming equipment and leases it to the clubs which have contracted to maintain the trails. For trail systems of less than 35 miles, the contracts are very low budget and rely heavily on volunteer labor. For larger systems, large ski hill type grooming equipment is used and paid operators, hired by the clubs, conduct the grooming.

North Dakota

The Parks and Recreation Department in North Dakota is responsible for administering the snowmobile trail network. Revenue is generated through an \$8.00 biennial fee. Of this, \$6.00 is a snowmobile trail tax and the funds are dedicated to pay for trail grooming and development. Administrative costs for the program are paid from the Parks Department budget. —

¹The proportion of the gas taxes dedicated to snowmobile funds is calculated through various user formulas in Minnesota, Montana, Washington and Wyoming.

A trail coordinator from each club is involved in planning the trail network at a state level. Clubs are paid to groom trails but all of the signing and labor involved in trail development is done by volunteers. The Parks Department publishes a booklet of North Dakota snowmobile laws and individual trail maps (Attachment B--sample map).

Vermont

The Vermont snowmobile trail system is administered by the Parks Division, Forest, Parks and Recreation Department. Currently, a snowmobile registration fee of \$10 per year for residents and \$17 for nonresidents is charged. A bill under consideration would raise the fees by five dollars. Seventy-five percent of the fee is dedicated for the trail fund and is used for development and maintenance.

The Vermont Association of Snow Travelers (VAST) is an organization of over 160 snowmobile clubs that develop, construct and maintain the snowmobile system on both private and public lands under contract from the Parks Division. They rely heavily on volunteer labor, and donated money and equipment. The VAST prepares a booklet with maps of Vermont snowmobile trails which includes paid advertising. Attachment C provides detailed information on "How the Snowmobile Trails Program is Provided in the State of Vermont."

Washington

The Washington snowmobile trails are administered by the State Parks and Recreation Commission. Dedicated funding is generated by a \$10 per year registration fee and 0.032 percent of the gas tax receipts. Local snowmobile clubs identify trail needs, prepare applications for funding, and provide input and evaluation on the trail system.

Most of the contracts for maintenance and development of trails go to counties or the U.S. Forest Service, only a few snowmobile clubs have contracts. The Parks Commission purchases grooming equipment which is made available to the contract holders. Clubs are relied on for volunteer trail construction and clearing. A snowmobile trail packet, funded in part by a grant from the Washington State Snowmobile Association, provides detailed maps, safety tips and other information.

Some of the dedicated funds are used for trailhead enforcement of snowmobile regulations by Parks Commission employees and through contracts with local law enforcement agencies. No on-trail enforcement is conducted.

Wyoming

The Wyoming Recreation Commission administers the Wyoming snowmobile trail network. Funding is generated through a \$10 per year registration sticker--of which nine dollars goes to the trail system and one dollar to the vendor selling the sticker--and eight dollars in gasoline tax receipts for each registration sticker sold. When an individual purchases a registration sticker, the registration form allows the individual to designate the area of the state in which the fees collected from his or her registration should be spent. This gives each snowmobiler the opportunity to provide direct input on which trails receive funding.

In Wyoming, snowmobile clubs generally initiate the construction of a new trail by submitting a proposal to the Recreation Commission. The commission evaluates the proposals for feasibility, accessibility and safety and then establishes a priority system. The proposals which receive the highest priority are added to the registration form to allow snowmobilers the opportunity to designate funds for the area--allowing for future construction if enough funds are designated.

Currently trails are maintained and groomed through contracts with individual clubs, counties, and recreation boards, or by the commission itself. The commission is in the process of changing the program to one of grants-in-aid, under which funds will be distributed to counties which in turn will offer grants to clubs for trail maintenance and grooming. This will simplify the administration of the program for the commission and ultimately make the clubs more directly responsible for the trails.

Attachment D includes statutes relating to snowmobiles in Wyoming and details on the Wyoming Snowmobile Program budget.

Bob Renteria, with the Recreation Commission, was very excited about the possibility of Alaska establishing a recreational snowmobile system and had lots of advice to offer based on Wyoming's experiences over the years. He is very concerned with snowmobile safety, the need for snowmobile education programs--especially for young riders--and emphasized the most important feature of any snowmobile trail system should be excellent signing to reduce accidents. In addition, he suggested that snowmobiles should be required to have titles, the same as automobiles. He said that this would make it easier to obtain bank loans to purchase snowmobiles, that insurance companies prefer titled snowmobiles, and that theft is reduced if snowmobiles are titled. Mr. Renteria would be a good source of additional information for snowmobile clubs or administrators trying to establish a snowmobile system or regulations.

International Snowmobile Congress

Most of the snowmobile administrators contacted mentioned the International Snowmobile Congress and suggested that, if Alaska is serious about establishing a trail system, they should send a representative to the congress

Representative Cotten
April 15, 1987
Page 5

in June. The International Snowmobile Congress includes the International Snowmobile Tourism Council, the International Association of Snowmobile Administrators, and the International Snowmobile Council Chapters (clubs). This is an annual opportunity for all interested parties to share information and ideas on all aspects of snowmobiling. The conference agenda is Attachment E.

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I hope this information is helpful. If you have additional questions, please call.

Attachments

ATTACHMENT A
Minnesota Snowmobile Trails Assistance Program
Instruction Manual

**MINNESOTA
SNOWMOBILE
TRAILS
ASSISTANCE
PROGRAM**

**INSTRUCTION
MANUAL**

MINNESOTA DEPARTMENT OF NATURAL RESOURCES

1985

DNR Regions



- DNR Regions
- Program Background
- Program Summary
- Trail Maintenance Application Form
- New Trail Project Procedure Project Proposal Form
- Request for Reimbursement Worksheet Form
- Grooming Log Sheet
- Allowable Charges
- Allowable Costs
- Sample County/Club Contract Agreement
- Trail Specifications and Sign Minnesota Liability Law
- Trail Use Regulation Laws
- Sample Trail Permit
- Sample Easement
- Sign Order Form
- Trail User Map Suggestion

Region I -- 2115 Birchmont Beach Road Northeast
 Bemidji, Minnesota 56601
 Regional Administrator:
 Merlyn Wesloh 218/755-3955
 Regional Trails & Waterways Coordinator:
 Ardon Belcher 218/755-2255

Region IV -- Box 756 -- Highway 15 South
 New Ulm, Minnesota 56073
 Regional Administrator:
 James Schneider 507/354-2196
 Regional Trails & Waterways Coordinator:
 Dave Wolff 507/354-2196

Region II -- 1201 East Highway 2
 Grand Rapids, Minnesota 55744
 Regional Administrator:
 John Chell 218/327-1702
 Regional Trails & Waterways Coordinator:
 Les Ollila 218/327-1708

Region V -- 2300 Silver Creek Road Northeast
 Rochester, Minnesota 55904
 Regional Administrator:
 William Morrissey 507/285-7418
 Regional Trails & Waterways Coordinator:
 Craig Mitchell 507/285-7176

Region III -- 424 Front Street -- Box 648
 Brainerd, Minnesota 56401
 Regional Administrator:
 Robert Hance 218/828-2613
 Regional Trails & Waterways Coordinator:
 Tim Browning 218/828-2610

Region VI -- 1200 Warner Road
 Saint Paul, Minnesota 55106
 Regional Administrator:
 Kathleen Wallace 612/296-3572
 Regional Trails & Waterways Coordinator:
 Delos Barber 612/296-3572

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CONTENTS

	<u>Page</u>
DNR Regions	Inside Front Cover
Program Background	2
Program Summary	3
Trail Maintenance Application Procedures	4
Application Form	5
New Trail Project Procedures	6
Project Proposal Form	7
Request for Reimbursement Form	8
Worksheet Form	9
Grooming Log Sheet	10
Allowable Charges	11
Allowable Costs	12
Sample County/Club Contract	13
Agreement	14
Trail Specifications and Signing Suggestions	16
Minnesota Liability Law	18
Trail Use Regulation Laws	19
Sample Trail Permit	20
Sample Easement	21
Sign Order Form	22
Trail User Map Suggestion	23

Highway 15 South
 Minnesota 56073
 Administrator:
 Schneider 507/354-2196
 Trails & Waterways Coordinator:
 Hoff 507/354-2196

Creek Road Northeast
 Minnesota 55904
 Administrator:
 Morrissey 507/285-7418
 Trails & Waterways Coordinator:
 Schell 507/285-7176

er Road
 Minnesota 55106
 Administrator:
 Wallace 612/296-3572
 Trails & Waterways Coordinator:
 Berber 612/296-3572

PROGRAM BACKGROUND

In 1973 the Department of Natural Resources (DNR) was delegated the responsibility by the Minnesota Legislature to administer a cost-sharing program for the development and maintenance of snowmobile trails. Funding for the first year of the program was \$100,000.00. Seven counties and one city were approved for this funding and they developed 479 miles of snowmobile trail. Now, in 1985, over 6,800 miles of snowmobile trail have been developed.

The DNR has been delegated the responsibility of administering the Snowmobile Trails Assistance Program, also called Grants-In-Aid or GIA. The DNR sets program policies, accepts and approves applications, provides technical assistance, monitors and audits the program and enters into legal agreements with local units of government.

In the initial years of the program, development cost accounted for most of the program's funding. However, as in most programs of this nature, the majority of the funding is now being allocated to maintenance and grooming of these trail systems.

The program has been, and continues to be, involved in providing trail systems where there have not been any in the past. These trails provide connections between state trails, state park trails, state forest trails and local communities.

Trail development and maintenance costs are divided with the state paying 65 percent of these costs and the local agency contributing 35 percent. Winter grooming costs are divided with the state paying 90 percent and the local agency contributing 10 percent.

The Saint Paul office of the DNR sets program policy, program guidelines, budgets for program funding and provides for auditing of the program. The DNR regional personnel are responsible for approving and processing necessary program forms, providing technical assistance, monitoring trail development, maintenance and grooming and conducting informational meetings with local organizations. The DNR regional personnel are the main contact for local organizations.

Local Units of Government

A local unit of government sponsor" and could be a county, town or city. The sponsor is accountable to the State for the program.

Trail user organizations generally work with the sponsor to physically develop and maintain the trails. The following steps are the most common system development through the Assistance Program:

1. A trail user club or organization is formed for trails in their area.
2. The club or organization completes the program forms (refer to page 14). Sponsorship must be in writing by the sponsor.
3. The club and sponsor enter into a legal agreement (refer to page 14). The sponsor completes the forms and submits them for DNR approval.
4. Upon DNR approval of the agreement is sent to the sponsor for signature. The agreement is then signed by the sponsor. The Sponsor will be notified in writing by the DNR when the project begins.

Project Funding Priorities:

Due to the response to the program, maintaining the present trail systems is a high priority. The following list identifies the projects approved by the DNR.

1. The first priority for funding is for projects that are receiving approval for rerouting.

PROGRAM SUMMARY

Local Units of Government Responsibilities:

A local unit of government will be identified as "sponsor" and could be a county, township or city. The sponsor is accountable to the State for expenditures charged to the program.

Trail user organizations generally enter into contracts with the sponsor to physically perform the work necessary in developing and maintaining the local trail system. The following steps are the most common procedure in trail system development through the Snowmobile Trails Assistance Program:

1. A trail user club or organization identifies a demand for trails in their area.
2. The club or organization submits the necessary program forms (refer to page 4 and 6) to the sponsor. Sponsorship must be in the form of a resolution from the sponsor.
3. The club and sponsor enter into an agreement (refer to page 14). The sponsor then signs the necessary forms and submits the project to the DNR for approval.
4. Upon DNR approval of the project, an agreement is sent to the sponsor for authorized original signatures. The agreement is then returned to the DNR. The Sponsor will be notified in writing that the agreement has been consummated. Only after notification in writing by the DNR can work on the project begin.

Project Funding Priorities:

Due to the response to the program and cost of maintaining the present trail systems, it is now impossible to approve all of the projects now being submitted. The following list identifies the order in which projects will be approved by the DNR:

1. The first priority for funding will be existing trails that are receiving acceptable use and do not require rerouting.

2. The second priority will be trails which will connect populations centers, and recreation and service facilities and which will connect and/or expand other trail systems.

3. The third priority will be new trail systems or significant additions to currently funded mileage.

To ensure a fair statewide distribution of grants, regional factors will be considered in funding new trails. These factors include existing use per mile of trail, number of snowmobiles registered in the county, existing trail mileage, ability to hold snow, and tourism considerations.

Program Forms:

The following five forms are listed to identify the basic paperwork necessary for the Snowmobile Trails Assistance Program:

1. **Application Form:** This form is used to explain and provide maintenance funding for trail systems already in the Assistance Program.
2. **Project Proposal Form:** This form is the instrument for proposing a new trail project that has not been funded by this program.
3. **Agreement Form:** This form is the legal document between the State and sponsor. This document sets aside funding and identified conditions agreed to by both parties. Only after notification in writing by the DNR can work on the project begin.
4. **Request for Reimbursement Form:** This form is submitted as a summation of expenses incurred and as the request for payment of allowable charges.
5. **Worksheet and Groomer Log Sheet:** These sheets are submitted with the Request for Reimbursement and are the actual time sheets for labor, materials, contract services, etc.

ALLOWABLE CHARGES

INTRODUCTION:

All the charges listed below must be directly related to the acquisition, development, maintenance and grooming of your trail system. No other charges will be accepted without prior approval from your Regional Trails & Waterways Coordinator.

ADMINISTRATION CHARGES: (no more than 15 percent of total grant)

- Mileage and Labor — These charges may be reimbursed for preparing the paperwork and forms for the program, bookkeeping, paying invoices, attending necessary county board or DNR meetings, and obtaining bids for equipment rentals.
- Stamps — The cost of mailing necessary DNR forms, billings, bid requests, or maps. It is suggested that a list of mailings and materials mailed be kept on file.
- Telephone Calls — Long distance calls directly related to trail administration to vendors, the sponsoring agency, landowners, and the DNR will be accepted. It is suggested that a list of calls be kept on file.
- Office Supplies — The purchase of materials needed to fulfill the programs administration such as writing, typing and copying materials are acceptable. Office space rental is not an acceptable charge.
- Maps —
 - The cost of county maps that are to be submitted to the DNR as required by the program are reimbursable.
 - For maps that are printed for trail users identifying the trail route, etc., costs are reimbursable. The State will pay 65 percent of the actual printing cost if the map is made available to the public free of charge. **THESE MAPS WILL IDENTIFY THAT THE TRAIL SYSTEM IS A GIA TRAIL AND FUNDED BY THE DNR AND THAT DNR DOES NOT ENDORSE ANY OF THE ADVERTISERS ON THE MAP.**
- Meeting — The DNR allows charges for essential personnel to attend meetings directly related to the program. The general rule will be not more than four (4) people for a trail committee meeting and not more than two (2) people for a governmental meeting. Club meetings are not acceptable as chargeable meetings. Rental of meeting rooms is not an acceptable charge.

ACQUISITION CHARGES: (65% reimbursable)

- Mileage and Labor — These charges are acceptable for alignment work, checking ownership records, and landowner contacts.
- Maps — The cost of securing maps necessary for aligning trail routes is reimbursable. County highway maps and topographic maps are acceptable -- aerial photography maps should receive DNR approval since costs can be extremely high.
- Permits and Easements — The program has done extremely well to date with landowner cooperation and low permit or easement costs. Costs incurred are reimbursable.

DEVELOPMENT AND MAINTENANCE CHARGES: (65% reimbursable)

- Mileage and Labor — These charges are reimbursable for construction and maintenance of the trail system. A worksheet must be filled out for reimbursement identifying hours and dates work was performed.
- Equipment Rentals —
 - Heavy equipment work is reimbursable as needed for construction. The operator or vendor of the heavy equipment must be identified and an invoice submitted to the DNR for payment.
 - Bids — When equipment cannot be rented at the allowable costs, bids must be let to secure the necessary equipment. Three (3) hourly bids must be secured from vendors in your area. If three (3) bids cannot be secured, list the vendors contacted, date contacted, and vendor's response. When the bids have been secured, the Regional Trails & Waterways Coordinator must be contacted and approve the bids. After his approval, the equipment can be hired. The bids are then submitted with the request for reimbursement.
 - Hand power equipment rental is reimbursable. The operator or owner of the equipment must be identified on the worksheet for payment.

NOTE: Before any equipment rental or work is done, the rental costs must be within the allowable limits. If these limits cannot be met, bid procedures must be strictly adhered to or the billing will not be processed.

- Material — Charges may be submitted for materials used directly on the trail system. Materials may include, but are not limited to: lumber, paint, signs, gates, posts, fencing, culverts, fill, grass seed, bolts or other hardware, etc. If you have a question on any materials, it is best to contact your Regional Trails & Waterways Coordinator.
- Snow Plowing — Reimbursement for plowing parking lots will be acceptable when the parking lot is used solely for trail user parking. Parking areas at business establishments do not qualify for grants assistance. The maximum allotment per parking area per year will be \$200.00.
- Insurance — Club Liability Insurance — Maximum allowable charge, \$500.00 per club per year (65% reimbursable).
- Grooming — Includes packing by groomers and snowmobiles (when snow conditions require), and passes by groomers with drags that result in a smooth, rideable surface (90% reimbursable).

Date	Name	Time	Rate	Hours	Total	Description	
2-14	Ken Smith	8:00 a.m. 6:00 p.m.	\$22.00	9	\$198.00	Groomed Clubhouse to 7 Corners and return. 1 hour lunch break.	
2-15	Al Jones	7:00 a.m. 6:00 p.m.	\$22.00	10	\$220.00	Groomed Clubhouse to Palmer Road and return. 1 hour lunch break.	
TOTALS					292	\$1,320.00	Total Cost This Sheet Total State Cost (90%)
\$1,188.00							

ALLOWABLE COSTS

I. ACQUISITION, DEVELOPMENT, MAINTENANCE COSTS

State Cost 65%	Total Cost
Labor	\$ 0.00
Mileage	
Snowmobile	\$.25/mile
Car	\$.25/mile
Three-Wheel ATV	\$.25/mile
Four-Wheel ATV	\$.25/mile
Six-Wheel ATV	\$.25/mile
Pickup	\$.25/mile
4 x 4	\$.30/mile
1-2 ton	\$.30/mile
2 1/2 ton and up	\$.40 mile
Power Tools	
Chainsaw	\$ 3.50/hour
Brushsaw	\$ 4.00/hour
Post Hole Digger	\$ 3.50/hour
Jari Mower	\$ 5.00/hour
Other Equipment (Includes Gas, Oil and Operator)	
Bobcat	\$24.00/hour
Small Tractor (less than 25 hp)	\$12.00/hour
Tractor	\$25.00/hour
Attachments (Additional Per Hour)	
Disc	\$ 2.00/hour
Power Take Off Equipment	\$ 9.00/hour
Brush Cutter (self-propelled)	\$30.00/hour
JD-350	\$35.00/hour
JD-450	\$45.00/hour
D-4	\$45.00/hour
D-6	\$60.00/hour
D-7	\$75.00/hour

II. GROOMING

State Cost 90%	
Includes gas, oil, operator, repair, parts and service, insurance and drag.	
Snowmobile	\$12.00/hour
Double Track Snowmobile	\$15.00/hour
S-W Groomer	\$15.00/hour
Trackster	\$16.00/hour
Ranger or Otter	\$16.00/hour
J-5	\$22.00/hour
QuadTrac	\$22.00/hour
Muskeg	\$25.00/hour
Snow Track	\$27.00/hour
Bombi	\$27.00/hour
ASV-Track Truck	\$27.00/hour
IMP	\$27.00/hour
Weasel	\$30.00/hour
SV-200	\$32.00/hour
Sno Master	\$32.00/hour
Thioicol 2100	\$35.00/hour
Thioicol SPRITE	\$35.00/hour
SV-252	\$36.00/hour
SV-301	\$36.00/hour
Tucker Sno Cat	\$36.00/hour
NOTE: COPIES OF ALL INVOICES OVER \$50.00 MUST BE SUBMITTED WITH EACH REQUEST FOR REIMBURSEMENT.	

This agreement made 19____, between _____ hereinafter referred to as _____ and _____ referred to as the club.

WITNESSED:

Whereas the local unit to establish a public trail, public recreation program

Whereas the club agree local unit of government maintain said trail, and

Whereas the State financial and technical assistance of government for the tenance of an approved trail in connection with the inafter be called _____

Now therefore it is agreed thereto:

The local unit of government State of Minnesota — District sources — for financial assistance in accordance with the provisions governing said assistance

If said assistance is government shall contribute acquisition of the necessary the subsequent construction the trail.

NOTE: This sample, or a government participation

ATTACHMENT B
North Dakota Snowmobile Trails and
Red River Snowmobile Trail

North Dakota offers seven state snowmobile trails for public use. Scenic rides through the forested Turtle Mountains and spectacular Pembina River Gorge provide hours of snowmobiling adventure along North Dakota's northern border. The eastern portion of the state claims two trails winding through the Red River Valley and the Sheyenne River Valley. One trail located in south central North Dakota follows an abandoned railroad right-of-way connecting Fort Abraham Lincoln State Park and Fort Rice Historic Site. The rolling hills and woody draws of northwestern North Dakota paint a picturesque setting for snowmobiling along Lake Sakakawea, while the Devils Lake Area features riding through forested lake trails.

DEVELOPMENT

of North Dakota's snowmobile trail system is made possible through snowmobile registration fees. Six dollars out of every eight dollar registration fee is earmarked for the Snowmobile Trail Tax Fund. The remaining two dollars goes to the State Motor Vehicle Department for administration. The North Dakota Parks and Recreation Department, in conjunction with a Snowmobile Advisory Council, has been charged with the responsibility of administering the Trail Tax Fund. The snowmobile program is designed to assist local snowmobiling groups when an interest in trail development is present.

FUNDING

for snowmobile trails may be obtained through application to the North Dakota Parks and Recreation Department. June 1 of every year marks the deadline for funding requests. Once the application is approved by the Snowmobile Advisory Council and the North Dakota Parks and Recreation Department, funds may be spent on trail development and maintenance.

TRAIL ROUTE ACQUISITION

relies totally on lease agreements between landowners and the Department. Local clubs determine trail routes and are initially responsible for acquiring landowner approval. Leases are signed by the landowner allowing snowmobile use on designated lands. To date, approximately 90 landowners lease land for minimal cost to provide snowmobile trails.

LIABILITY INSURANCE

is provided up to \$1,000,000 for property damage and bodily injury for all landowners who sign a lease agreement.

TRAIL SIGNS

are provided by the Department and installed along trail routes by snowmobile club volunteers.

GROOMING

equipment is purchased through the Snowmobile Trail Tax Fund and provided on major trail systems in high use areas.

The North Dakota Snowmobile Program is a cooperative effort between the North Dakota Parks and Recreation Department, snowmobilers, private landowners, and various state, federal, and private agencies. The scope of the program is to provide safe and lawful operation of snowmobiles in designated areas of the state. Discover North Dakota this winter -- on a snowmobile.

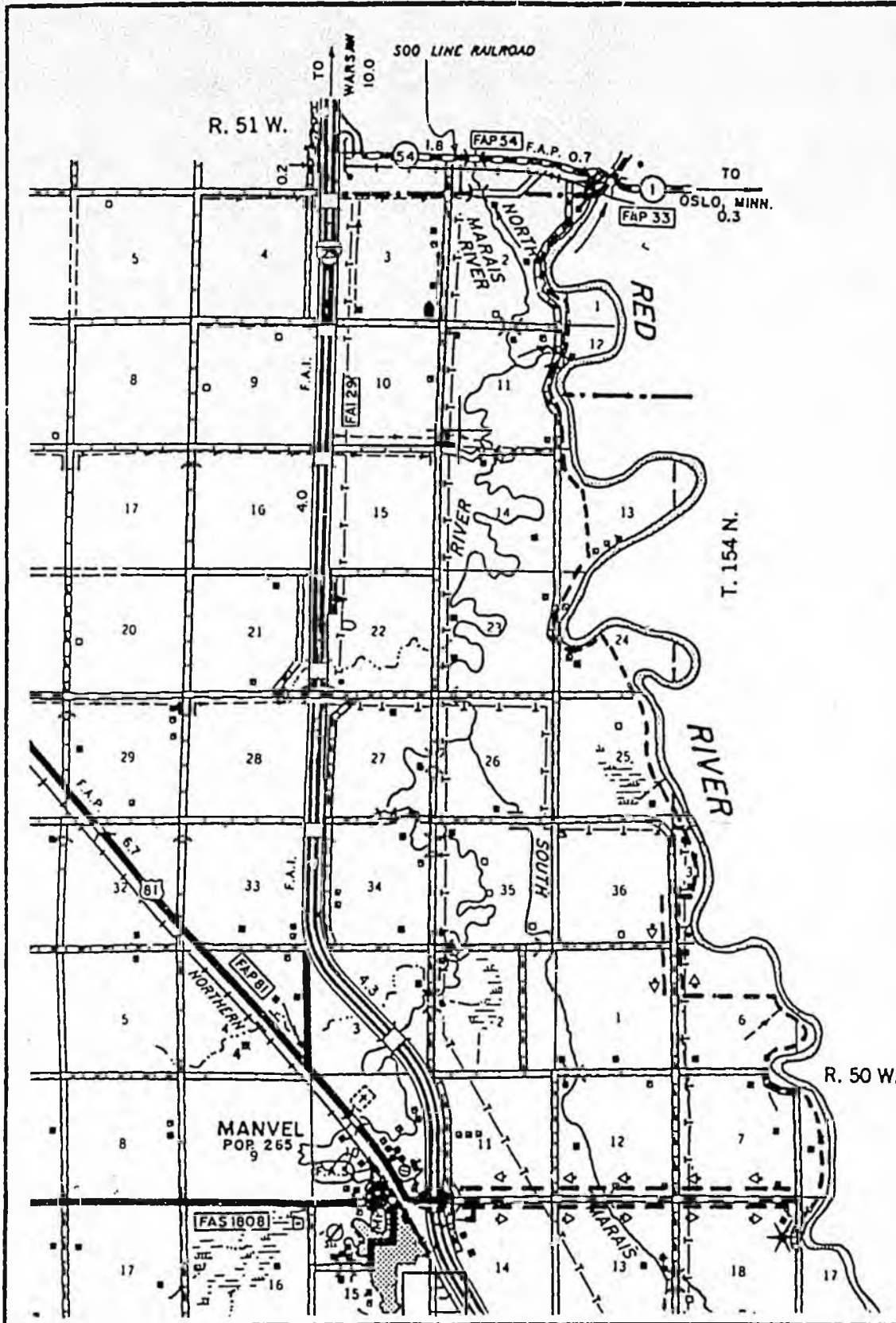




RED RIVER SNOWMOBILE TRAIL

MANVEL, ND.
ABOUT 20 MILES

--- TRAIL
* TRAILHEAD
--- ONE-WAY TRAIL



NORTH DAKOTA SNOWMOBILE TRAILS PROGRAM

North Dakota snowmobile trails have been provided through your snowmobile registration fees. Currently \$6.00 out of every \$8.00 registration fee is placed directly in the Snowmobile Trail Tax Fund specifically for the development and maintenance of these trails. Private landowners have generously leased their lands in order to furnish a trail for the public to enjoy. Please respect their rights.

With cooperation of local snowmobile clubs, approximately 250 miles of trail are open to the general public this winter for riding. In order to legally and safely operate on these trails the following items should be stressed:

1. "No person shall operate any snowmobile unless the snowmobile has been registered" (NDCC 39-24-02).
2. "It shall be unlawful for any person to operate a snowmobile without having possession of a valid driver's license or permit" or "has received the appropriate snowmobile safety certificate" (NDCC 39-24-09 and 39-24.1).
3. "It shall be unlawful for any person to drive or operate any snowmobile... in a careless, reckless, or negligent manner" or "while under the influence of intoxicating liquor" (NDCC 39-24-09).

Snowmobiling is an exciting and growing sport in North Dakota. In order to appreciate our statewide resources and promote snowmobiling as a healthy, safe and enjoyable recreational activity, we must respect our environment and the rights of other trail users. North Dakota law prohibits snowmobiling within many municipalities. Please contact local law enforcement agencies to find out current snowmobiling rules and regulations.

As you experience the winter splendor of North Dakota up close, keep in mind the following Code of Ethics. Have fun and ride safely.

CODE OF ETHICS

1. I will be a good sports enthusiast. I recognize that people judge all snowmobile owners by my actions. I will use my influence with other snowmobile owners to promote fair conduct.
2. I will not litter trails or camping areas. I will not pollute streams or lakes.
3. I will not damage living trees, shrubs, or other natural features. I will go out only when there is sufficient snow so that I will not damage the land.
4. I will respect other people's property and rights.
5. I will lend a helping hand when I see someone in distress.
6. I will make myself and my vehicle available to assist search and rescue parties.
7. I will not interfere with or harass hikers, skiers, snowshoers, ice anglers or other winter sports enthusiasts. I will respect their rights to enjoy our recreation facilities.
8. I will know and obey all federal, state/provincial and local rules regulating the operation of snowmobiles in areas where I use my vehicle. I will inform public officials when using public lands.
9. I will not harass wildlife. I will avoid areas posted for the protection or feeding of wildlife.
10. I will stay on marked trails or marked roads open to snowmobiles. I will not snowmobile where prohibited.

For further information, please contact the North Dakota Parks and Recreation Department, 1424 West Century Avenue, Suite 202, Bismarck, ND 58501. (701) 224-4887, or John Bushaw, Red River Valley Trail Coordinator, (701) 696-2503. For snow conditions, call the "Frostline" state toll-free number, 1-800-472-2100.

CAUTION - There may be areas marked on the reverse side representing water crossings which are not covered by state liability insurance. Please use your discretion.

ATTACHMENT C
How The Snowmobile Trails Program Is Provided In The
State of Vermont

Prepared by: George E. Plumb
Recreation Division Director

HOW THE SNOWMOBILE TRAILS PROGRAM IS PROVIDED IN THE STATE OF VERMONT
1/22/87

The Vermont Snowmobile Trails Program begins with the registration of the snowmobile machines. The registration fee is currently \$10.00 for residents and \$17.00 for nonresidents. As of this date, there are approximately 20,000 Vermont registrations and 4,000 nonresident registrations. People who register their machines in a state that has reciprocity with Vermont do not have to register in Vermont. This includes most of the states in the Northeast.

Under present laws 75% of the registration receipts go to the Agency of Environmental Conservation, "for development and maintenance of snowmobile trails on public and private lands," and the remaining 25% into the Transportation Fund. The AEC receipts are "dedicated funds," and any unspent money is carried over from one fiscal year to the next for snowmobiling use only. For FY'87 only an additional \$10,000 was appropriated from the Transportation Fund.

The Legislature each year appropriates the expenditures for the snowmobile funds as a separate budget item. For the current fiscal year the expenditures are as follows:

Personal Services	\$ 3,200	(staff time)
Operating	10,000	(primarily snowmobile construction on State lands)
Grants	<u>151,800</u>	(Contract with VAST)
	\$165,000	

If receipts exceed those anticipated in the budget, approval is requested from the Secretary of Administration to put the additional money into the grants.

After the Legislature adjourns, the Governor's Snowmobile Advisory Council meets to approve a plan for the expenditure of the funds. This Council consists of representatives from State and Federal agencies involved in snowmobiling, one each from the Vermont House and Senate and the Vermont Association of Snow Travelers (VAST). The plan includes a detailed budget of how the funds are to be spent.

Following the Snowmobile Advisory Council Meeting, the Contract between VAST and the Department of Forests, Park and Recreation is signed for next fiscal year. This contract provides for VAST to build, maintain, and provide information about the state snowmobile trails system. VAST employs a full-time snowmobile trails coordinator and a part-time secretary to carry out this contract.

Except for the preparation of public information, the VAST Trails Coordinator does not do any of the direct work on the Trails Program. Instead, he subcontracts with local and county snowmobile clubs. Grants are provided to those local groups to, 1) assist in the construction of trails; generally 80% of the cost of materials (culverts, bridge materials, seed, etc.) and purchased services (bulldozing and other heavy equipment); 2) assist in the purchase of groomers (grants of 25%), which may cost as much as \$47,000 to clubs; and 3) assist in the cost of trail grooming. Clubs are reimbursed on a per mile basis, which currently ranges from \$1.00 to \$5.75 per mile depending on the type of equipment used. There are approximately 2,065 miles of trails that are groomed. For the current fiscal year there is only enough money to groom the trails five times. Trails should be groomed at least once a week during the entire snow season.

HOW THE SNOWMOBILE TRAILS PROGRAM IS PROVIDED IN THE STATE OF VERMONT
Prepared by: George E. Plumb, Recreation Division Director

Page 2
1/22/87

The Vermont way of administering snowmobile trails is highly successful. Most other states use State employees to do most of the trail work. Vermont leverages its funds by utilizing the hard work and talents of hundreds of volunteers who build and maintain the trails.

VAST CONTRACTUAL BUDGET FOR FY'87

EXPENSES:

1. OPERATIONS

Trails Coordinator	\$ 18,058
Office Secretary	5,446
Employee Benefits	4,500
Office Rental	2,250
Office Supplies/Miscellaneous	3,500
Travel/Expense	4,200
Professional Audit	<u>1,000</u>

\$ 38,954

2. TRAIL SIGNS

7,500

3. SECONDARY TRAILS - CONSTRUCTION
AND MAINTENANCE (No Grooming)

5,346

4. CORRIDOR TRAILS

Equipment Grants	\$ 25,000
Winter Grooming	108,000 80,000
Construction and Summer Maintenance	<u>30,000</u>

\$135,000 ~~163,000~~

5. PARKING LOT PLOWING

2,000

6. PUBLIC INFORMATION

3,000

TOTAL EXPENSES

\$191,800

SOURCE OF FUNDS

FY'87 SNOWMOBILE APPROPRIATION	\$151,800
<i>EXCESS RECEIPTS</i>	<i>28,000</i>
TRANSFER FROM TRANSPORTATION FUND	<u>40,000</u>

~~\$191,800~~~~\$219,800~~

Notes: Past contracts have provided for expenses for public liability insurance. For FY'87, this expense will be covered from VAST General Fund, and will not be funded through this contract.

ATTACHMENT D
Session Laws of Wyoming, 1985 and
Wyoming Snowmobile Program 1986 - 1987 Season
Tenative Snowmobile Budget Breakdown, July 25, 1986

23-1-302. Powers and duties.

(b) Notwithstanding subsection (a) of this section, the commission shall not ban the use of lead shot except in areas where shotgun shell pellets will exceed twenty thousand (20,000) per acre as determined by sampling methods approved by the commission. Banned lead shot areas shall not exceed areas reasonably necessary for practical enforcement of the ban.

Section 2. This act is effective May 23, 1985.

Approved February 12, 1985.

CHAPTER 54

Original Senate File No. 127

TELEPHONE AND TELEGRAPH COMPANIES

AN ACT to repeal W.S. 39-2-205 relating to taxation; eliminating a gross revenue factor to be used in valuing telephone and telegraph companies; and providing for an effective date.

Be It Enacted by the Legislature of the State of Wyoming:

Section 1. W.S. 39-2-205 is repealed.

Section 2. This act is effective immediately upon completion of all acts necessary for a bill to become law as provided by Article 4, Section 8 of the Wyoming Constitution.

Approved February 13, 1985.

CHAPTER 55

Original Senate File No. 229

SNOWMOBILE GASOLINE TAX DISTRIBUTION

AN ACT to amend W.S. 39-6-210(c)(v) and by creating a new paragraph (vi) relating to gasoline taxes; providing such taxes from gasoline used in snowmobiles shall be used to improve snowmobile trails; and providing for an effective date.

Be It Enacted by the Legislature of the State of Wyoming:

Section 1. W.S. 39-6-210(c)(v) and by creating a new paragraph (vi) is amended to read:

39-6-210. Distribution of gasoline license taxes.

(c) The state treasurer shall make deductions from the taxes collected under this article in the following order:

(v) Deduct the amount necessary to refund the taxes paid on gasoline used for agricultural purposes as provided by W.S. 39-6-211;

(vi) Deduct an amount collected on fuel used in snowmobiles, computed by multiplying the number of snowmobiles registered during the current fiscal year under W.S. 31-2-402 times eight dollars (\$8.00). The amount computed shall be credited to an account within the earmarked revenue fund to be expended by the recreation commission to improve snowmobile trails in Wyoming.

Section 2. This act is effective May 23, 1985.

Approved February 13, 1985.

CHAPTER 56

Original House Bill No. 148

ESTABLISHMENT OF PRIVATE ROADS

AN ACT to amend W.S. 24-9-101 relating to private roads; changing notice requirements; authorizing viewers to locate a private road other than as indicated in the application; providing limitations; and providing for an effective date.

Be It Enacted by the Legislature of the State of Wyoming:

Section 1. W.S. 24-9-101 is amended to read:

24-9-101. Petition; hearing; appointment of viewers and appraisers, etc. Any person whose land has no outlet to, nor connection with a public road, may apply in writing to the board of county commissioners of his county for a private road leading from his premises to some convenient public road. At least sixty (60) days prior to applying to the board, the applicant shall give notice in writing to the owner, resident agent or occupant of all lands over which the private road is applied for, of his intent to apply for a private road. If the owner of the land is a nonresident, and there is no resident agent upon which personal service can be had, then the notice may be published once a week for three (3) weeks in a newspaper published in the county. The last publication shall be at least thirty (30) days before the hearing of the application. At the hearing, all parties interested may appear and be heard by the board as to the necessity of the road and all matters pertaining thereto. Upon the

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(c) Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheels skid on dry, level, clean pavement. (Laws 1955, ch. 225, § 80; W.S. 1957, § 31-169.)

ARTICLE 8. SNOWMOBILES

§ 31-5-801. Operation of snowmobiles on highways.

(a) Snowmobiles may be operated upon the highways of Wyoming subject to the following conditions:

(i) Snowmobiles may be operated within the right-of-way but not on the main traveled roadway except as provided hereafter;

(ii) Crossings of main-traveled roadways shall be made at right angles to the roadway or as nearly so as practicable, but in any case yielding the right-of-way to all traffic in the main-traveled roadway;

(iii) Snowmobiles may be operated on the highways within the cities and towns pursuant to ordinance;

(iv) Snowmobiles may be operated on the main-traveled roadway when the highway is closed to wheeled vehicular traffic. (Laws 1973, ch. 194, § 1.)

ALR3d references. — Accidents involving negligence in operation of snowmobile, skimobile, or similar vehicle, 42 ALR3d 1422.

Criminal liability based on violation of statute or ordinance specifically regulating operation of snowmobile, 45 ALR3d 1438.

ARTICLE 9. EQUIPMENT

Division 1. Generally

Cross references. — As to motorcycles and motorcycle riders, see § 31-5-116. As to bicycles, see § 31-5-706. For Vehicle Equipment Safety Compact and related provisions, see §§ 31-15-101 to 31-15-105.

Am. Jur. 2d, ALR and C.J.S. references. — 7 Am. Jur. 2d Automobiles and Highway Traffic §§ 149 to 167.

Comment note on effect of violation of safety equipment statute as establishing negligence in automobile accident litigation, 38 ALR3d 530.

Validity and construction of safety standards issued under National Traffic and Motor Vehicle Safety Act of 1966, as amended (15 U.S.C. § 1381 et seq.), 6 ALR Fed. 988.
60 C.J.S. Motor Vehicles § 26.

§ 31-5-901. Scope and effect of regulations.

(a) It is a misdemeanor for any person to drive or move or for the owner to cause or knowingly permit to be driven or moved on any highway any vehicle or combination of vehicles which is in such unsafe condition as to endanger any person, or which does not contain those parts or is not at all times equipped with such lamps and other equipment in proper condition and adjustment as required

Cross references. — As to use of dealer plates, see § 31-2-211.

Am. Jur. 2d, ALR and C.J.S. references. — 7A Am. Jur. 2d Automobiles and Highway Traffic § 153.

60 C.J.S. Motor Vehicles § 106.

ARTICLE 4. SNOWMOBILES

Cross references. — As to operation of snowmobiles on highways, see § 31-5-801. ute or ordinance specifically regulating operation of snowmobile, 45 ALR3d 1438.

Am. Jur. 2d, ALR and C.J.S. references. — Criminal liability based on violation of stat-

§ 31-2-401. "Snowmobile" defined.

"Snowmobile" means any mechanically driven vehicle of a type which utilizes sled type runners, or skis, or any endless belt tread or combination of these, designed primarily for operation over snow. (Laws 1984, ch. 47, § 3.)

Am. Jur. 2d, ALR and C.J.S. references. — 7A Am. Jur. 2d Automobiles and Highway Traffic § 5.

§ 31-2-402. Registration selling agents; application for registration.

(a) The recreation commission, with the advice of the director, shall receive applications from and appoint registration selling agents to sell snowmobile registrations. Newly appointed agents shall pay for, and give, a one thousand dollar (\$1,000.00) surety or property bond to the recreation commission. The surety or property bond shall be conditioned upon the proper performance of his duties and accounting for all money that may have come into his hands as a selling agent. Persons who have served as selling agents for a period of one (1) year or longer shall pay for, and give, a similarly conditioned surety or property bond on the basis of the total snowmobile registration sales for the previous year as follows:

- (i) Sales to \$3,000.00 \$1,000.00 bond
- (ii) Sales from \$3,000.01 to \$6,000.00 \$2,000.00 bond
- (iii) Sales from \$6,000.01 to \$10,000.00 \$3,000.00 bond
- (iv) Sales over \$10,000.00 \$5,000.00 bond

(b) Each selling agent shall retain one dollar (\$1.00) for each registration he sells. For failure to comply with this section, selling agents are not entitled to one dollar (\$1.00) per registration sold and are liable on their bond. Designated recreation commission employees may sell snowmobile registrations but no employee of the recreation commission shall receive any commission on registrations sold.

(c) On or before the tenth day of each month, every selling agent shall file a report for the preceding month with the recreation commission on forms provided by the recreation commission. Selling agents shall also remit all money collected during the previous month less commission and shall account

for, and deliver, all surplus and damaged registration decals to the recreation commission.

(d) Except as hereafter provided, every person who owns or uses a snowmobile which will be operated within the state of Wyoming shall, for each snowmobile so owned or used file or cause to be filed each year beginning July 1, with any designated registration selling agent, an application for registration of the snowmobile which shall be in writing in duplicate. The application shall state the name and address of the owner and the name of the applicant and describe the snowmobile, including make, model and any identifying serial numbers located on the snowmobile. (Laws 1984, ch. 47, § 3.)

Cross references. — As to recreation commission generally, see ch. 4 of title 36.

Meaning of "director". — The reference to the "director" in the first sentence of subsection

(a) is seemingly a reference to the director of the recreation commission, which office is created by § 36-4-114.

§ 31-2-403. Required registration fee.

The owner of a snowmobile which will be operated within the state of Wyoming shall, upon the filing of an application, pay to the registration selling agent, in cash, money order, certified check or bank draft, a registration fee as provided by W.S. 31-2-404. (Laws 1984, ch. 47, § 3.)

§ 31-2-404. Amount of fee; ad valorem tax exemption; disposition of fees; duties of recreation commission.

- (a) The annual registration fee for a snowmobile is ten dollars (\$10.00).
 - (b) Snowmobiles are hereby exempt from any and all ad valorem taxes.
 - (c) The registration selling agent shall forward to the recreation commission nine dollars (\$9.00) of each registration fee as provided for in W.S. 31-2-401 through 31-2-408 to be deposited to the general fund together with the original copy of the registration application.
 - (d) The recreation commission of Wyoming shall:
 - (i) Administer the snowmobile trails program;
 - (ii) Furnish a sufficient quantity of numbered decals and necessary forms to each registration selling agent; and
 - (iii) Keep full and complete records of all registered snowmobiles.
- (Laws 1984, ch. 47, § 3.)

§ 31-2-405. Payment of fees; issuance of certificate and decal.

Snowmobile registration fees shall be paid before the expiration of sixteen (16) days after acquiring ownership of a snowmobile which will be operated within the state of Wyoming. Upon receipt of the registration fee the registration selling agent shall issue to the owner for each snowmobile a certificate

of registration, setting forth the facts in the application, together with a numbered decal which shall bear a distinctive number assigned to the snowmobile which shall at all times be prominently displayed on the snowmobile. (Laws 1984, ch. 47, § 3.)

§ 31-2-406. Lost, mutilated or destroyed certificate or decal.

In the event of loss, mutilation or destruction of any registration certificate, or numbered decal, the owner of a snowmobile may obtain a duplicate registration certificate or a new numbered decal from any registration selling agent or any authorized recreation commission employee upon filing an affidavit showing the loss, mutilation or destruction of the original registration certificate or numbered decal and paying a fee of one dollar (\$1.00). The registration selling agent shall forward to the recreation commission fifty cents (\$.50) of each duplicate registration certificate fee to be deposited to the general fund. It is unlawful for any person to willfully alter or mutilate any registration certificate or numbered decal. (Laws 1984, ch. 47, § 3.)

§ 31-2-407. Duration of certificate and number.

Every certificate and number issued pursuant to W.S. 31-2-401 through 31-2-408 shall continue in full force and effect to and until and shall expire on July 1, each year. The use of license plates or decals issued during any registration year is hereby authorized and legalized until and including the first day of August of the next succeeding registration year. (Laws 1984, ch. 47, § 3.)

§ 31-2-408. Exemptions.

(a) The following snowmobiles are exempt from W.S. 31-2-401 through 31-2-408:

- (i) Mobile track-laying units;
 - (ii) Snowmobiles used solely for business and agricultural purposes;
- and
- (iii) Snowmobiles owned by out-of-state residents if a valid registration sticker from the owner's state of residence is affixed to those snowmobiles or if the owner can demonstrate other proof of valid registration in his state of residence.

(b) This section does not exempt snowmobiles which are leased or rented. (Laws 1984, ch. 47, § 3.)

§ 31-4-104. General penalty.

Any person who violates any provision of this act for which no separate penalty is provided upon conviction shall be punished by a fine not to exceed seven hundred fifty dollars (\$750.00), imprisonment not to exceed six (6) months, or both. (Laws 1984, ch. 47, § 3.)

Cross references. — As to penalties for violations of provisions regulating traffic on highways, see § 31-5-1201.

Meaning of "this act". — For the definition of "this act," referred to in this section, see § 31-1-101(a)(xxii).

CHAPTER 19

Liability of Owners of Land Used for Recreation Purposes

Sec.	Sec.
34-19-101. Definitions.	34-19-105. When landowner's liability not limited.
34-19-102. Landowner's duty of care or duty to give warnings.	34-19-106. Duty of care, etc., not created; duty of care of persons using land.
34-19-103. Limitations on landowner's liability.	
34-19-104. Application to land leased to state or political subdivision thereof.	

Law review. — See comment, "The Status of Visitors in the National Parks Located in Wyoming — Federal Liability Under Current Applicable Wyoming Law," 2 Land & Water L. Rev. 447 (1967).

§ 34-19-101. Definitions.

(a) As used in this act [§§ 34-19-101 to 34-19-106]:

(i) "Land" means land, roads, water, watercourses, private ways and buildings, structures, and machinery or equipment when attached to the realty;

(ii) "Owner" means the possessor of a fee interest, a tenant, lessee, occupant or person in control of the premises;

(iii) "Recreational purpose" includes, but is not limited to, any of the following, or any combination thereof: hunting, fishing, swimming, boating, camping, picnicking, hiking, pleasure driving, nature study, water skiing, winter sports, and viewing or enjoying historical, archaeological, scenic, or scientific sites;

(iv) "Charge" means the admission price or fee asked in return for invitation or permission to enter or go upon the land. (Laws 1965, ch. 9, § 1.)

§ 34-19-102. Landowner's duty of care or duty to give warnings.

Except as specifically recognized by or provided in section 5 of this act [§ 34-19-105], an owner of land owes no duty of care to keep the premises safe for entry or use by others for recreational purposes, or to give any warning of a dangerous condition, use, structure, or activity on such premises to persons entering for such purposes. (Laws 1965, ch. 9, § 2.)

The duty of care owed by the owner of land to an invitee is to use ordinary and reasonable care to keep the premises reasonably safe for his visit and to warn him of any hidden danger.

Smith v. United States. 383 F. Supp. 1076 (D. Wyo. 1974).

Duty of invitee. — Even though a person is an invitee this does not relieve him of the duty to

exercise ordinary care for his own safety under all the attendant facts and circumstances. *Smith v. United States*, 383 F. Supp. 1076 (D. Wyo. 1974).

Duty of care of national park service. — Where the national park service of the department of the interior of the United States of America was foreclosed by its own regulation from charging any fee to plaintiff, it owed no

duty of care to plaintiff to keep the premises, a national park, safe for his entry or his use for recreational purposes, nor did it owe any duty to give him any warning of any dangerous condition, use, structure, or activity on the premises because he was entering for recreational purposes. *Smith v. United States*, 383 F. Supp. 1076 (D. Wyo. 1974).

§ 34-19-103. Limitations on landowner's liability.

(a) Except as specifically recognized by or provided in section 5 of this act [§ 34-19-105], an owner of land who either directly or indirectly invites or permits without charge any person to use such property for recreational purposes does not thereby:

- (i) Extend any assurance that the premises are safe for any purpose;
- (ii) Confer upon such person the legal status of an invitee or licensee to whom a duty of care is owed;
- (iii) Assume responsibility for or incur liability for any injury to person or property caused by an act of omission of such persons. (Laws 1965, ch. 9, § 3.)

§ 34-19-104. Application to land leased to state or political subdivision thereof.

Unless otherwise agreed in writing, the provisions of sections 2 and 3 of this act [§§ 34-19-102 and 34-19-103] shall be deemed applicable to the duties and liability of an owner of land leased to the state or any subdivision thereof for recreational purposes. (Laws 1965, ch. 9, § 4.)

§ 34-19-105. When landowner's liability not limited.

(a) Nothing in this act [§§ 34-19-101 to 34-19-106] limits in any way any liability which otherwise exists:

- (i) **Failure To Warn Against Dangerous Condition.** — For willful or malicious failure to guard or warn against a dangerous condition, use, structure, or activity;
- (ii) **Where Landowner Charges For Entry.** — For injury suffered in any case where the owner of land charges the person or persons who enter or go on the land for the recreational use thereof, except that in the case of land leased to the state or a subdivision thereof, any consideration received by the owner for such lease shall not be deemed a charge within the meaning of this section. (Laws 1965, ch. 9, § 5.)

Duty of care of national park service. — Where the national park service of the department of the interior of the United States of America was foreclosed by its own regulation from charging any fee to plaintiff, it owed no

duty of care to plaintiff to keep the premises, a national park, safe for his entry or his use for recreational purposes, nor did it owe any duty to give him any warning of any dangerous condition, use, structure, or activity on the

§ 34-19-106 PROPERTY AND SECURITY TRANSACTIONS § 34-19-106

premises because he was entering for recreational purposes. *Smith v. United States*, 383 F. Supp. 1076 (D. Wyo. 1974).

§ 34-19-106. Duty of care, etc., not created; duty of care of persons using land.

(a) Nothing in this act [§§ 34-19-101 to 34-19-106] shall be construed to:

(i) Create a duty of care or ground of liability for injury to persons or property;

(ii) Relieve any person using the land of another for recreational purposes from any obligation which he may have in the absence of this act to exercise care in his use of such land and in his activities thereon, or from the legal consequences of failure to employ such care. (Laws 1965, ch. 9, § 6.)

WYOMING SNOWMOBILE PROGRAM
1986-87 SEASON
TENTATIVE SNOWMOBILE BUDGET BREAKDOWN
July 25, 1986

Fiscal Year 1986 Gas Tax Fund Carryover	\$ 23,600.
Fiscal Year 1987 Gas Tax Fund	\$ 105,488.
Fiscal Year 1987 General Fund	\$ 106,564.
 TOTAL BUDGET	 \$ 235,652.

I. Administration

A. Printing 1986-87 Registration Forms and Decals=	\$ 3,600.
B. Printing Trail Map Brochures=	\$ 5,000.
C. Radio Broadcasts-Trail Condition Reports=	\$ 3,500.
D. Promotion (News Releases, Advertising Materials)=	\$ 1,500.
E. Mailing (Postage, Envelopes etc.)=	\$ 300.
F. Expenditure Study Printing=	\$ 1,200.
G. Inspections (Travel and Per Diem)=	\$ 9,000.
H. Computer Services (Data Entry Operator and Computer Time)=	\$ 6,200.
SUBTOTAL=	\$ 30,300.
Percentage of Total Budget=	12.9%

II. New Equipment and Supplies

A. Two (2) Ski-Doo Alpine Double Track Snowmobiles=	\$ 12,000.
B. Three (3) Single Track Snowmobiles=	\$ 12,000.
C. Six (6) small snow groomers (4 1/2 ft. wide)=	\$ 7,200.
D. Two (2) large snow groomers (8-10 ft. wide)=	\$ 9,000.
E. Two (2) Four-place Trailers=	\$ 3,500.
F. Trail Signing	\$ 2,800.
SUBTOTAL=	\$ 46,500.
Percentage of Total Budget=	19.7%

III. Trail Maintenance and Development

A. Snowmobile Area Distribution

1. Pahaska Teepee (51)	
Salary=	\$ Park Staff
Contract=	\$ ----
Machine Maintenance and Repair=	\$ 2,042.
Plowing=	\$ ----
Total=	\$ 2,042.

* Funding Recommended by the WRC

2. Sunlight (Bear Tooth) (52)
Salary= \$ Park Staff
Contract= \$ 5,304.
Machine Maintenance and Repair= \$ 1,500.
Plowing= \$ -----
Total= \$ 6,804.

3. Ten Sleep-Buffalo (57)
Salary= \$ 3,000.
Ten Sleep Contract= \$ 3,000.
Buffalo Contract= \$ 1,300.*
Machine Maintenance and Repair= \$ 861.
Plowing= \$ -----
Total= \$ 8,161.

4. Antelope Butte (55)
5. Red Grade Road (58) UNDER ONE CONTRACT
6. Burgess Junction (59)
Salary= \$ -----
Contract= \$ 14,831.
Machine Maintenance and Repair= \$ -----
Plowing= \$ -----
Total= \$ 14,831.

7. Lander-South Pass (61)
Salary= \$ Park Staff
Contract= \$ 6,000.
Machine Maintenance and Repair= \$ 1,500.
Plowing= \$ 2,080.
Total= \$ 9,580.

8. Dubois (62)
Salary= \$ -----
Contract= \$ 7,768./4,800.*
Machine Maintenance and Repair= \$ -----
Plowing= \$ -----
Total= \$ 12,568.

9. Sundance (63)
Salary= \$ Park Staff
Contract= \$ -----
Machine Maintenance and Repair= \$ 5,624.
Plowing= \$ -----
Total= \$ 5,624.

* Funding Recommended by the WRC

10. Albany (65)		
11. Foxpark (66)	UNDER ONE CONTRACT	
12. Mountain Home (67)		
Salary=		\$ 4,000.
Contract=		\$ 5,500./4,500.*
Machine Maintenance and Repair=		\$ 1,428.
Plowing=		\$ 1,500.
	Total=	\$ 16,928.
13. Ryan Park (68)		
Salary=		\$ 1,500.
Contract=		\$ 5,000./3,000.*
Machine Maintenance and Repair=		\$ 965.
Plowing=		\$ -----
	Total=	\$ 10,465.
14. Afton (Groover Park) (72)		
15. Smith Fork (80)		
Salary=		\$ 1,400./1,100*
Contract=		\$ -----
Machine Maintenance and Repair=		\$ 415./200.*
Plowing=		\$ -----
	Total=	\$ 3,115.
16. Goosewing (73)		
Salary=		\$ 4,500.
Contract=		\$ -----
Machine Maintenance and Repair=		\$ 1,715.
Plowing=		\$ -----
	Total=	\$ 6,215.
17. Granite Hot Springs (75)		
Salary=		\$ 500.
Contract=		\$ 1,500.
Machine Maintenance and Repair=		\$ 360.
Plowing=		\$ -----
	Total=	\$ 2,360.
18. Cache Creek (78)		
Salary=		\$ 690./350.*
Contract=		\$ -----
Machine Maintenance and Repair=		\$ 500.*
Plowing=		\$ -----
	Total=	\$ 1,540.

*Funding Recommended by the WRC

19. Togwotee (74)		
Salary=	\$	1,500.
Contract=	\$	720./1,500.*
Machine Maintenance and Repair=	\$	400.
Plowing=	\$	-----
	Total=	\$ 4,120.
20. Big Piney (76)		
Salary=	\$	-----
Contract=	\$	2,258.
Machine Maintenance and Repair=	\$	-----
Plowing=	\$	-----
	Total=	\$ 2,258.
21. Upper Green River (Pinedale) (77)		
Salary=	\$	-----
Contract=	\$	19,165.
Machine Maintenance and Repair=	\$	-----
Plowing=	\$	-----
	Total=	\$ 19,165.
22. Casper Mountain (94)		
Salary=	\$	-----
Contract=	\$	7,500.
Machine Maintenance and Repair=	\$	-----
Plowing=	\$	-----
	Total=	\$ 7,500.
23. Esterbrook (95)		
Salary=	\$	-----
Contract=	\$	2,776.
Machine Maintenance and Repair=	\$	-----
Plowing=	\$	-----
	Total=	\$ 2,776.
24. Alpine (New)		
Salary=	\$	-----
Contract=	\$	800.*
Machine Maintenance and Repair=	\$	-----
Plowing=	\$	-----
	Total=	\$ 800.

* Funding Recommended by the WRC

25. Muddy Mountain (New)	
Salary=	\$ -----
Contract=	\$ 4,500.
Machine Maintenance and Repair=	\$ -----
Plowing=	\$ -----
Total=	\$ 4,500.

26. Black Hills (Moskee Area) (New)	
Salary=	\$ -----
Contract=	\$ 2,500.*
Machine Maintenance and Repair=	\$ -----
Plowing=	\$ -----
Total=	\$ 2,500.

B. Contingency For Emergency Repairs
 And Extended Service = \$ 15,000.

SUBTOTAL = \$ 158,852.
Percentage of Total Budget = 67.4%

* Funding Recommended by the WRC

WYOMING SNOWMOBILE PROGRAM

1986-1987 REGISTRATION SURVEY RESULTS
AS OF JULY 25, 1986

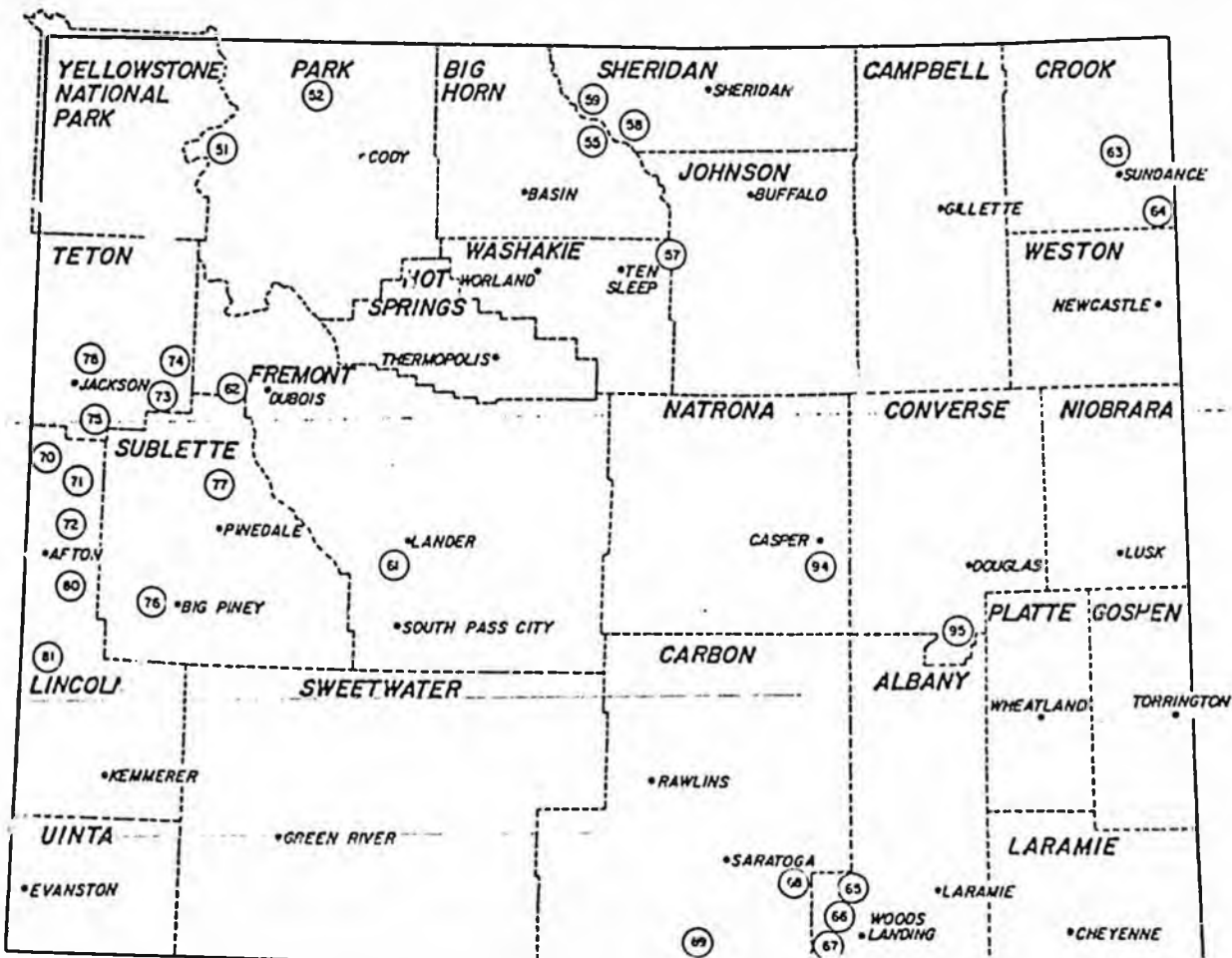
Total 1985-1986 Registrations Sold = 13,186

Area Number	Area Name	Number Selecting This Area	Percentage of Total
50	Statewide	1517	11.50%
51	Pahaska Tepee	187	1.42%
52	Sunlight (Bear Tooth)	624	4.73%
55	Antelope Butte	189	1.43%
57	Ten Sleep	629	4.77%
58	Red Grade Road	491	3.72%
59	Burgess Junction	680	5.16%
61	Lander-South Pass	878	6.66%
62	Dubois	712	5.40%
63	Sundance	515	3.91%
65	Albany	669	5.07%
66	FoxPark	325	2.46%
67	Mountain Home	147	1.11%
68	Ryan Park (Saratoga)	685	5.19%
72	Afton	107	0.81%
73	Goosewing	569	4.32%
74	Togwotee	240	1.82%
75	Granite Hot Springs	216	1.64%
76	Big Piney	207	1.57%
77	Upper Green River (Pinedale)	1757	13.32%
78	Cache Creek	63	0.48%
80	Smith Fork	59	0.45%
94	Casper Mountain	1467	11.13%
95	Esterbrook	253	1.92%
TOTALS		13186	100.00%

WYOMING SNOWMOBILE PROGRAM LOCATIONS

SELECT THE NUMBER OF THE AREA THAT YOU WANT YOUR REGISTRATION DOLLARS TO GO AND WRITE IT ON YOUR REGISTRATION FORM. IF NO PREFERENCE USE NUMBER 50—STATEWIDE.

- | | |
|----------------------------|-----------------------------------|
| 50 - STATEWIDE | 69 - ENCAMPMENT |
| 51 - PAHASKA TEEPEE | 70 - ALPINE |
| 52 - SUNLIGHT (BEAR TOOTH) | 71 - GREYS RIVER |
| 55 - ANTELOPE BUTTE | 72 - AFTON (GROVER PARK) |
| 57 - TENSLEEP—BUFFALO | 73 - GOOSEWING |
| 58 - RED GRADE ROAD | 74 - TOGWOTEE |
| 59 - BURGESS JUNCTION | 75 - GRANITE HOT SPRINGS |
| 61 - LANDER—SOUTH PASS | 76 - BIG PINEY |
| 62 - DUBOIS | 77 - UPPER GREEN RIVER (PINEDALE) |
| 63 - SUNDANCE | 78 - CACHE CREEK |
| 64 - MOSKEE | 80 - SMITH FORK |
| 65 - ALBANY | 81 - HAMS FORK |
| 66 - FOX PARK | 94 - CASPER MTN—MUDDY MTN |
| 67 - MOUNTAIN HOME | 95 - ESTERBROOK |
| 68 - RYAN PARK (SARATOGA) | |



WYOMING RECREATION COMMISSION

WYOMING RECREATION COMMISSION
WYOMING SNOWMOBILE PROGRAM

Public Input On The Snowmobile
Trail Maintenance Program

Please include the following items outlined below in your written comments concerning the Wyoming Snowmobile Trail Maintenance Program.

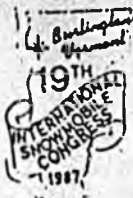
- A. Date: Month/Day/Year
- B. Time of Day
- C. Location
 - 1. Program Area Name and Number
 - 2. Name of Trail Head or Parking Lot
 - 3. Name of Trail
 - 4. Destination
- D. Weather Conditions
 - 1. Temperature
 - 2. Approximate Wind Speed
 - 3. Date and Depth of the Last Snowfall
- E. Comments On Condition Of Trail And Trail Maintenance Program
- F. Personal Information
 - 1. Name
 - 2. Address
 - 3. Telephone Number
 - 4. Snowmobile Club Affiliation
 - 5. Names of Other People Accompanying You On This Ride

Please submit your written comments to:

Mr. Lewis B. Diehl, Chairman
Wyoming Snowmobile Advisory Board
203 North Federal
Riverton, WY 82501

ATTACHMENT E
International Snowmobile Congress 1987

INTERNATIONAL SNOWMOBILE CONGRESS '87



Hosted by the Vermont Association of Snow Travelers, Inc.
P.O. Box 4235, So. Burlington, Vermont USA, 05401-0041

JUNE 10 - 13, 1987

RADISSON BURLINGTON, BURLINGTON, VERMONT

PRELIMINARY PROGRAM

TUESDAY, JUNE 9

4:00 P.M. - 10:00 P.M.

Registration (Welcomers at airport)

WEDNESDAY, JUNE 10.....BURLINGTON DAY

7:00 A.M. - 6:00 P.M.

Registration (Welcomers at airport)

7:30 A.M. - 9:00 A.M. - Breakfast

9:00 A.M. - 12:00 noon

International Snowmobile Tourism Council/International
Association of Snowmobile Administrators Joint Meeting.

1:30 P.M. - 5:00 P.M.

International Snowmobile Council Chapter Meetings (members of Inter-
national Association of Snowmobile Administrators invited).

- Northeast Chapter Meeting
- Midwest Chapter Meeting
- Western Chapter Meeting
- Canadian Council of Snowmobile Organizations

6:00 P.M. - 7:00 P.M.

Ice Breaker Reception sponsored by the Radisson Burlington

7:00 P.M. - Discover Burlington with its many restaurants, easy shopping,
the waterfront, etc.

THURSDAY, JUNE 11.....VERMONT DAY

7:30 A.M. - 9:00 A.M. - Breakfast

9:00 A.M. - 12 noon

- International Association of Snowmobile Administrators Meeting
- International Snowmobile Council Meeting
- International Snowmobile Tourism Council Meeting

12:00 noon - 1:30 P.M.

Luncheon, sponsored by VAST and the State of Vermont

1:30 P.M. - 4:00 P.M.

General Sessions (agenda to be announced)

5:00 P.M. -

"New England Clambake" and "1988 Snowmobile Preview" - Transportation
provided to Leddy Park and the Paquette Arena, where you will enjoy
beautiful Lake Champlain - Special surprises.

FRIDAY, JUNE 12.....NORTHEAST CHAPTER DAY

7:30 A.M. - 9:00 A.M. - Breakfast

9:00 A.M. - 12:00 noon

- International Association of Snowmobile Administrators Meeting
- International Snowmobile Council Meeting
- International Snowmobile Media/Information Council Meeting
- International Snowmobile Tourism Council Meeting

12:00 noon - 1:30 P.M.

Luncheon (Sponsored by the Northeast Chapter, International Snowmobile Council)

1:30 P.M. - 4:00 P.M.

General Sessions (agendas to be announced)

4:00 P.M. -

Evening left open for delegates to discover Burlington's Jazz Festival and its many events. Partake in good dining or a cruise on Lake Champlain.

SATURDAY, JUNE 13.....INTERNATIONAL DAY

7:30 A.M. - 9:00 A.M. - Breakfast

9:00 A.M. - 12:00 noon

- International Association of Snowmobile Administrators Meeting.
- International Snowmobile Council Meeting
- International Snowmobile Media/Information Council Meeting

1:30 P.M. - 4:00 P.M.

General Sessions (agenda to be announced)

5:30 P.M. - 9:00 P.M.

- Reception and Awards Banquet
- Dance and Entertainment

THE FOLLOWING DOCUMENTS HAVE
NOT BEEN FILMED BUT ARE
AVAILABLE IN THE ORIGINAL
FILE