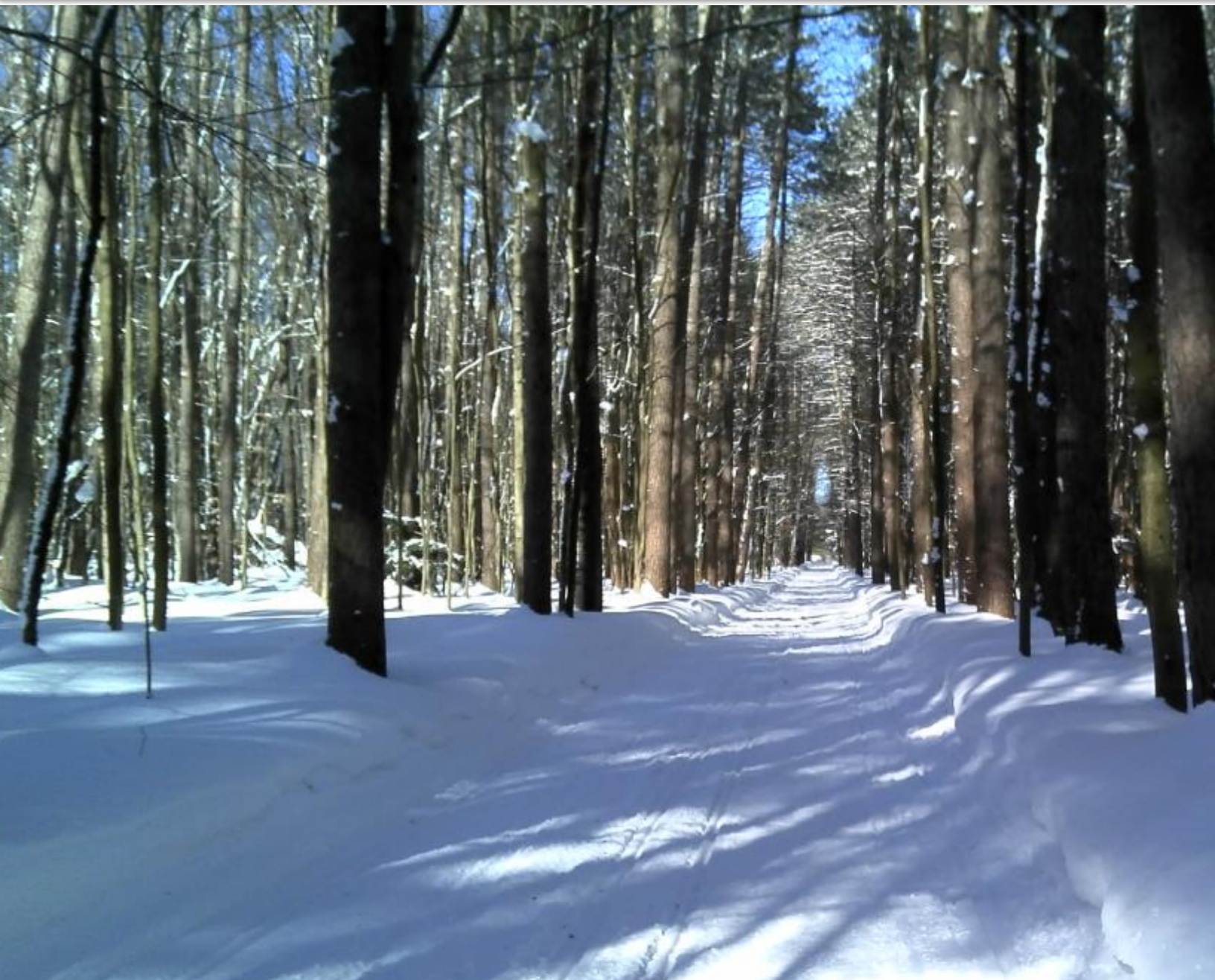




New York State  
Parks, Recreation and  
Historic Preservation



New York State Snowmobile Trail  
Grant-In-Aid Program

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# **Program Overview**

This document contains guidance for all application phases for the project season (April 1st – March 31<sup>st</sup>).

The Snowmobile Trail Grant Program was created, based on Article 27 of the NY Parks, Recreation and Historic Preservation Law. This program establishes a mechanism for allocating funds to local governmental sponsors engaged in the development and maintenance of snowmobile trails, designated as part of the New York State Snowmobile Trail System. The New York State Office of Parks, Recreation and Historic Preservation, through the Snowmobile Unit, administers this program. The program is divided into three phases.

**PHASE I      TRAIL SYSTEM APPROVAL PROCESS** - Approval from the New York State Office of Parks, Recreation and Historic Preservation Snowmobile Unit (OPRHP) is necessary for any Local Sponsor requesting funding for change request(s) related to a GPS update, reroute, reclassification or reassignment of an existing trail within the designated statewide snowmobile trail network. It is also necessary for desired additions to the statewide snowmobile trail network.

**DEADLINE FOR SUBMITTAL – JUNE 1st**

**PHASE II      APPLICATION FOR FUNDING** - Approval from the New York State Office of Parks, Recreation and Historic Preservation Snowmobile Unit (OPRHP) is necessary for any Local Sponsor requesting funding for grant program year.

**DEADLINE FOR SUBMITTAL – September 1st**

**PHASE III      CERTIFICATION FOR PAYMENT, FINAL REPORT, & CLOSE OUT** - Local Sponsors and TMEs are required to maintain accurate and up to date records and receipts of all maintenance, signing, and operations undertaken on OPRHP Snowmobile Unit approved snowmobile trails to account for and document the funds awarded for trail maintenance and development were documented in accordance with the Rules, Regulations, Guidelines, and Laws governing the allocation of NYS funds to localities.

**DEADLINE FOR SUBMITTAL – MAY 31st**

Snowmobile trail grants are issued to the local governmental sponsor on a pro-rated basis derived from approved trail system and funding applications. The 70% portion of the total grant shall be made available to the local governmental sponsor after November 1st. The remaining 30% portion shall be made available following the end of the state fiscal year (March 31st) and upon receipt of the Certification for Payment, Final Report, and Close Out document, provided sufficient available funds exist in the statewide Trail Fund account. The Office of the Comptroller will issue payment following the receipt of a properly signed and executed State Aid Voucher.

**Local Sponsors must submit applications to:** [SnowmobileTrailGrant@parks.ny.gov](mailto:SnowmobileTrailGrant@parks.ny.gov)

Questions regarding this application may be directed to the Snowmobile Unit at (518) 474-0446.

# **Snowmobile Trail System Approval Process**

## **Application Deadline: June 1st (Phase I)**

Submission must be received from the local sponsor **no later than June 1st**. Sponsors may establish separate deadlines for Trail Maintenance Entities (TMEs).

### **What requires Approval?**

Approval from the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) Snowmobile Unit is necessary for any Local Sponsors requesting funding for **TRAIL CHANGE** or **NEW TRAIL** requests. Trail Change Request categories include GPS data update(s) and/or correction(s), trail reroute(s), trail reclassification (Secondary to Corridor/Corridor to Secondary or Class A to Class B/Class B to Class A), or trail reassignment (change of TME change related to the transfer of trail responsibility).

When requesting New Trail approval, the applicant should consider the following:

- Does the trail qualify as Corridor or Secondary? Class A or B trail?
- If the proposed trail continues into the next town or county, the adjoining Local Sponsor will need to show how the trail will continue to its natural termination by either intersecting another funded trail or ending at a snowmobiler's service such as food, fuel, lodging, and so forth, or explain long-term efforts to extend the trail.
- Generally, trail(s) that end at a town or county line or end because the trail connects to a TME private (non-funded) trail system *will not* receive consideration for funding.
- It is the responsibility of the trail sponsor to demonstrate and explain how any proposed trail will serve to improve or enhance the existing statewide funded trail system.

Local Sponsors can apply for the funding of designated trails **ONLY within its political borders**.

- A county can apply for funding **only** for those designated trails that are within the borders of the county.
- A town or village can apply for funding **only** for designated trails within the town or village's borders.

**Local Sponsors must submit Phase 1 applications to [snowmobilegps@parks.ny.gov](mailto:snowmobilegps@parks.ny.gov)**

Questions regarding this application may be directed to the Snowmobile Unit at (518) 474-0446.

## **OPRHP Trail Approval**

OPRHP will evaluate proposals for change request(s) related to a GPS update, reroute, reclassification or reassignment of an existing trail within the designated statewide snowmobile trail network or for desired additions to the statewide snowmobile trail network within the context of its statutory authority and obligations.

Trail proposals are balanced and measured against multiple management goals. The overall goals are to provide an interconnected statewide snowmobile trail system for public use, while protecting the environment, providing enjoyment for snowmobile owners, and properly addressing the concerns of other user groups and the non-snowmobiling public. OPRHP is committed to providing trail development that ensures the safe utilization of the trail system, encourages tourism, as well as addresses the protection of environmental resources.

The following considerations will guide the selection of new trail development segments:

- Minimize environmental and residential area disturbances to the greatest extent possible;
- Minimize major highway crossings and snowmobile operation along highways to the greatest extent possible;
- Minimize use of highway inside banks and any highway outside banks less than 8 feet in width;
- Minimize major water crossings such as large rivers and streams to the greatest extent possible;
- Maximize use of utility rights-of-way and abandoned railroad beds and trestles, where permissible;
- Maximize use of existing statewide trail mileage maintained with the assistance of snowmobile trail funds;
- Maximize the effort to have trails pass near existing support facilities when possible (i.e., food establishments, lodging, rest areas, service stations, repair shops, etc.);
- Maximize the effort to include as many points of scenic interest as possible;
- Maximize the effort to interconnect adjacent communities;
- Maximize use of an existing trail network;
- Establish trails in semi-remote areas (i.e., locate trails in wooded areas for protection from weather);
- Establish trail accessibility for the disabled who can operate a snowmobile or as a passenger on a snowmobile;
- Weigh the number of miles of new trail requests against the available funding and the existing number of funded trail miles.

Using the above, OPRHP will determine if the requested trail segments are eligible for inclusion to the State system. Priority selection will be given to community/regional connector trails and reroute of existing trails to maintain trail continuity. Secondary trails that clearly identify connection to services, trail heads, and parking will be given priority over trails that create loops or shortcuts between trails. No trail will be approved that terminates at a body of water.

There is a continual review of existing trails to ensure trails continue to meet the appropriate trail classification and criteria to remain eligible to receive funding. As a part of this process, OPRHP will contact the local sponsor to discuss any findings.



## **Trail Classification**

**Corridor Trail:** “Through trail” connecting to other trails in a manner similar to the interstate highway system. This main trail will connect villages, towns, cities, counties and/or state parks, and should pass near service stations, repair shops, restaurants, and lodging. Overhead clearance should be maintained at a minimum of 12 feet and sustained grades and slopes at a maximum of 25%.

**Secondary Trail:** Usually designated to lead to a corridor trail at some point. This type may be one or more trails branching off from the main trail, originating from a local trailhead, or providing access to necessary facilities not accessible directly from the corridor trail. Overhead clearance and maximum grade should be the same as the corridor trail.

Corridor and Secondary trails are further divided into two classifications based on width:

**Class A:** trail treads at least 12 feet wide, wider in curves and must be capable of handling groomer power units and drags that are at least 8 feet wide. They are cleared to an effective height of at least 12 feet. All culverts and bridges must be sufficiently wide enough to accommodate grooming equipment 8 feet wide. Bridges costing \$5,000 or more must be built according to approved engineering designs. The travelled portion of Class A trails can be much wider than 12 feet and must be capable of handling two-lane traffic. Where possible, add an additional 2 feet of width to improve safety in high use areas.

**Class B:** trail treads at least 8 feet wide, wider in curves and must be capable of handling groomer power units and drags that are at least 4 feet wide. They are cleared to an effective height of at least 12 feet. Bridges costing \$5,000 or more must be built according to approved engineering designs. Class B trails can be wider than 8 feet. Where possible, add an additional 2 feet of width to improve safety in high use areas.

OPRHP reserves the right to inspect any trail at any time to ensure proper classification and adjust funding if necessary.

## **High Snow**

High Snow refers to the areas of the state that receive an average annual snowfall of 110 inches or more based on a 30-year average of data compiled by NOAA (current data range is from 1984-2014). GIS analysis is used to determine which sections of the funded trails are within these areas and the included trails or portions thereof are detailed in the mileage table. Please note that the updated map was effective for the 2016-2017 season and remains in effect.

## **Mileage Table**

After the TRAIL SYSTEM APPROVAL PROCESS is complete, OPRHP will send the final determinations to the local sponsor along with an updated mileage table. This table will only reflect information within the county/municipality sponsor jurisdiction and provides the following information:

- Trail Number: Designated trail name given at time of approval.
- TME: Trail Maintenance Entity/club responsible for trail maintenance.
- GPS Date: Year of GPS collection date. The GPS collection date for the entire trail segment is based on the oldest collection date for any portion of that segment.
- Class: Trail Classification will be designated as Class A or Class B, based on previous designation or criteria provided within application.
- Mileage Total: Actual mileage (to two decimal places), as determined by GIS Unit review.
- Funded Total: Funded mileage (rounded to the nearest whole number).
- High Snow: High snow mileage, as determined by GIS Unit review.
- Notes: Important information will be communicated here for notification purposes.
- Corridor A: Quantity of miles funded for trails classified as “Corridor A” trails within local jurisdiction.
- Secondary A: Quantity of miles funded for trails classified as “Secondary A” trails within local jurisdiction.
- Corridor B: Quantity of miles funded for trails classified as “Corridor B” trails within local jurisdiction.
- Secondary B: Quantity of miles funded for trails classified as “Secondary B” trails within local jurisdiction.
- High Snow: Quantity of miles funded for trails designated as “High Snow” within local jurisdiction, in addition to trail classification.
- Total: Quantity of total funded miles within local jurisdiction. Does not include high snow miles.

Local Sponsors should distribute a copy of the mileage table to each TME upon receipt.



## **Snowmobile Trail Mapping**

### **GIS Data**

The grant funded statewide snowmobile trail system is maintained in a Geographic Information System (GIS) database. The information maintained by the state is:

Trail type, name, class, club (TME), mileage, high snow mileage, GPS date, basic GPS metadata, OPRHP funding notes, trail status (based on funding year).

This data is updated annual and informs the grant process. It is important for the local sponsor to review the information for their area each year to ensure that the state's records are accurate. A template dataset is available upon request along with the complete file.

### **GPS Data**

The use of Global Positioning System (GPS) data to update the statewide trail database is critical in ensuring the accuracy and quality of the dataset. This accuracy is especially important as GPS data is relied upon for public safety and recreational navigation. Since 2004, we have used GPS derived data to enhance and improve trail inventory of the funded statewide trail system. The data must be updated to maintain this integrity. It provides a clear view of the trail system and verification of the trail. To ensure that all Local Sponsors and TMEs are providing consistent data, OPRHP will only accept projected GPS derived shapefiles or geodatabases.

Each trail's GPS collection date is listed as an attribute in the GIS database and is included in the local sponsor's mileage table. The OPRHP website has additional resources for viewing trail data.

Every trail must have GPS derived GIS data no more than three years old. It is recommended that clubs stagger their GPS data collection efforts, so they are not collecting data for all their trails in the same year. Data no more than three years old will be the minimum requirement; clubs are encouraged to collect data more often if they are able. Local sponsors may set more stringent requirements.

GPS data will not be accepted directly from TMEs. It must go through the Local Sponsor and be submitted in a projected shapefile format. If the Local Sponsor does not have GIS capability, they may send this information to OPRHP in a projected ESRI shapefile format. The data needs to have been collected according to this publication and the "NYSSA Guide to Trail GPS Mapping" publication and must conform to the requirements listed below.

### **Metadata**

Metadata is data or documentation about data. It is a descriptive document outlining the data collection process and describing the data itself. It is very important to include as much information as possible about how the data was collected and processed. This is the responsibility of whoever collects the GPS data (typically the TME). Variables that are important to document are: date, time, map datum used, coordinate system used, map projection used, field data collector's name and contact information (such as: address, phone number and email address), the brand and model number of GPS unit, software (name and version number) used to download and/or process GPS field data, and any other pertinent information about the data collection process. If using a cell phone, the make and model of the phone and name of any apps used are needed.

Metadata Sheets: A separate metadata sheet must be provided with each application; do not submit one sheet for multiple trails or the entire county/municipality.

Coordinate System: It is extremely important to know the coordinate system and the datum used to collect the data. Examples of commonly used formats are UTM, State Plane, and Latitude/Longitude (DD, DMS, DMM) with either the NAD 27 or NAD 83 datum. Provide all data in UTM Zone 18 coordinates using the NAD 83 datum.

Data format: The data that is submitted to OPRHP from the Local Sponsor must be in a projected GIS format. This includes a shapefile, geodatabase, or coverage (ESRI file formats). No other file formats will be accepted for the purposes of updating trail locations and mileages. The steps outlined in the application must be followed when submitting GIS data. OPRHP will not accept hand drawn maps, raw GPS data such as a text files or Google maps as the main data submission. They can be included only as additional information.

**Important information about SEQRA**  
**Environmental Review for Snowmobile Grants**

The State Environmental Quality Review Act (SEQRA) was implemented under the Environmental Conservation Law to ensure consideration of environmental factors in the review, planning, and decision-making processes of government entities. As an applicant seeking State aid, it is the responsibility of the towns, counties, or other grant applicants to guarantee compliance with SEQRA. A determination, where necessary, is required as part of the trail application (Phase I).

**When is a SEQRA Determination REQUIRED to receive State aid for snowmobile trails?**

If an applicant is seeking funding for maintenance or construction of:

- i) A new snowmobiling trail, or
- ii) Reroutes or changes to an existing trail.
- If either of the above situations applies, applicants MUST submit a trail application by June 1st.

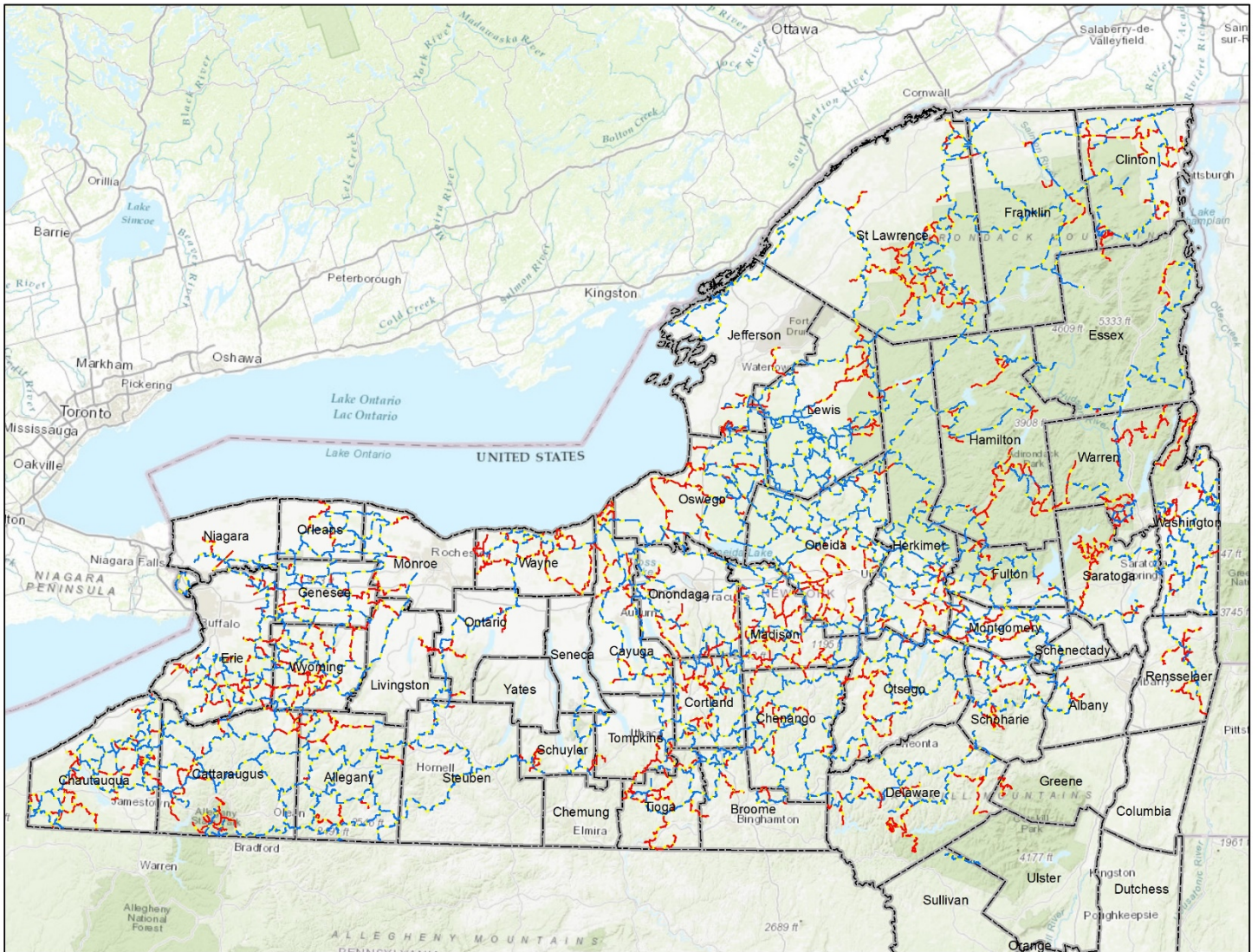
SEQRA Determination is made by the lead agency. The county/town/municipality will be SEQR lead agency or will be responsible for initiating lead agency designation procedures if there are involved agencies other than OPRHP (e.g., the Department of Environmental Conservation (DEC) via a required permit). If the proposed trail is on state park land, the lead agency is OPRHP on the state park section.

The lead agency is required to comply with SEQR as follows:

- If your project is Type II, it is not subject to SEQR. If this is the case, provide a statement as to the classification of your project and the reason. If any permits are required, list them in your statement.
- If your project is subject to SEQR, consult SEQR regulations to determine if it is classified Unlisted or Type I. If it is Unlisted, submit a completed short Environmental Assessment Form (EAF) (Parts I-III). If the project is classified Type I, submit a completed long EAF and either a negative declaration or a Final Environmental Impact Statement (FEIS) and SEQR Findings.
  - o The EAF is available at: [http://www.dec.ny.gov/docs/permits\\_ej\\_operations\\_pdf/feafpart1.pdf](http://www.dec.ny.gov/docs/permits_ej_operations_pdf/feafpart1.pdf)
- If the project's impacts have been previously reviewed under SEQR, supporting documentation must be submitted (e.g., FEIS and SEQR Findings Statement).
- If your project is on state park land, the applicant must provide a statement as to why it should be considered Type II or complete the appropriate EAF as a draft to OPRHP for acceptance and a determination of significance.

For additional information on the SEQR process, please see the New York State Department of Environmental Conservation's website, at <http://www.dec.ny.gov/permits/357.html>

# Snowmobile Trail Mapping and Trail Application Instructions



## **Snowmobile Trail Mapping Instructions**

Required for submission of snowmobile trail data

1. County wide map
2. County wide shapefile or geodatabase
3. Trail application form – one per trail
4. Trail metadata – one per trail
5. GPX files are no longer required for submission (2022-23). Local sponsor must maintain source file data on file for 3 years or until the data is superseded by new data as back up and in case verification is needed or corrupt data needs to be rebuilt.

## **Mapping procedure**

1. Review Current Trail System
  - a. Determine that the proper corridor or secondary trail identification number and TME has been identified for each trail segment.
  - b. Check the breakdown of TME by trail. If a trail segment was incorrectly identified, please correct where the trail TME assignment should have been. This is important in calculating trail mileage by TME.
2. Highlight changes to existing trail system on countywide map and in countywide shapefile/geodatabase
  - a. GPS Update of existing trail
  - b. Reroute of existing trail to new location
  - c. Type change request – Corridor or Secondary
  - d. Class change request – A or B
  - e. New Trail Proposals – must be clearly labeled as a new trail submission.
3. Submit one countywide projected GIS file or one projected GIS file for each trail.
  - a. Coordinate system – UTM zone 18, NAD83
  - b. Acceptable formats: shapefile, geodatabase.
4. GIS data must include fields that are in the current file maintained by OPRHP. A template for fields, field type, and field length is available upon request.
  - a. Appropriate fields must be filled in.
  - b. Note changes and proposals in OPRHP\_NOTES field.
5. Metadata must be provided, including GPS data collection procedures and standards.
6. A hard copy map must be submitted in addition to the GIS data, with changes shown and highlighted. This is important to have during the Prior Approval application review to eliminate confusion when viewing the data.

## **County Wide Map**

Include a map depicting the grant funded snowmobile trail system, junction numbers as well as proposed trails, reroutes, trail changes and GPS updates.

**To Obtain Current Trail Data:** Shapefiles for use with GIS software will be provided on request (email [snowmobilegps@parks.ny.gov](mailto:snowmobilegps@parks.ny.gov))



## **Snowmobile Trail Application Instructions**

Please use the guidance and definitions below to complete the Trail Application.

1. **Local Governmental Agency Sponsor:** Name of County or Town.
2. **Trail Maintenance Entity/Club:** Name of TME or Club submitting application through sponsor.
3. **Trail Name:** Designated trail name or “TBD” if NEW TRAIL request.
4. **Trail Classification (A or B):** The appropriate classification is determined, based on criteria listed below.
  - a. **Class A** trails have trail treads at least 12 feet wide, wider in curves and capable of handling groomer power units and drags at least 8 feet wide.
  - b. **Class B** trails have trail treads at least 8 feet wide, wider in curves and capable of handling groomer power units and drags at least 4 feet wide.
5. **Current Mileage:** Mileage, as listed on Mileage Table or N/A if NEW TRAIL request.
6. **Anticipated Mileage:** Mileage for designated trail (reflecting change/no change to Current Mileage value) or estimated mileage for review if NEW TRAIL request.
7. **TRAIL CHANGE REQUEST OR NEW TRAIL:** Select correct category.
  - a. **TRAIL CHANGE REQUEST:**
    - GPS Update:** Select if submitting trail data to meet 3-year GPS collection date requirements.
    - Trail Reroute:** Select if trail data has changed from previously recorded data. If SEQRA determination is required, it must be provided with application.
    - Trail Reclassification:** Select if trail criterion has changed and choose one of the four options listed, as appropriate.
    - Trail Reassignment:** Select if permissions and trail maintenance responsibilities of previously funded trail has transferred between TMEs. An application requesting the reassignment of a previously funded trail must be received from each TME for recording purposes.
  - b. **NEW TRAIL:**

SEQRA determination is required and must be attached to application.

**NOTICE:** The New York State snowmobile trail network has reached the maximum capacity of trails that can be sustained at the current funding levels. New trail segments cannot be considered for funding without the closure/removal of a designated trail of equal or lesser mileage located within the borders of the local sponsor jurisdiction.
8. **Justification/Narrative:** Explain how this trail benefit will the overall trail system. If applicable, provide name of designated trail(s) and/or service(s) proposed trail will provide connectivity to.
9. **Local Sponsor Signature:** Form must be signed and dated by Local Sponsor representative prior to submission. Electronic Signature is acceptable. Forms received without a signature or date will not be accepted.
10. **OPRHP Grant Review Determination:** For OPRHP Office Use Only.

## **Metadata Form Instructions**

A separate metadata form is required for each trail application. Metadata forms received with multiple trails or multiple sponsor jurisdictions listed will not be accepted. Metadata forms submitted with missing or incomplete information will not be accepted.

1. **Name/Position:** First name, last name, and position (or title) of individual within Trail Maintenance Entity/club or agency responsible for information collection and form submission.
2. **County:** Name of County of submission. If trail crosses a county boundary, a separate form is required for each sponsor jurisdiction.
3. **Club:** Name of Trail Maintenance Entity/Club submitting application through sponsor.
4. **Phone Number:** Provide best contact number, should communication from local sponsor or Parks representative be necessary.
5. **Email Address:** Provide best email address, should communication from local sponsor or Parks representative be necessary.
6. **Collection Date:** Provide date of data collection. GPS collection date is listed as an attribute in the GIS database and is included in the local sponsor's mileage table.
7. **Time Began:** Provide start time of data collection in hours/minutes (hh:mm).
8. **Time Ended:** Provide start time of data collection in hours/minutes (hh:mm).
9. **GPS Unit (brand):** Provide brand of GPS unit or cell phone used to collect data.
10. **GPS Unit (model):** Provide model of GPS unit or cell phone used to collect data.
11. **Software** (all software used to download and process the data): Provide name and version number used to download and/or process GPS field data. If using a cell phone, provide the name of any apps used.
12. **Coordinate System:** It is extremely important to know the coordinate system and the datum used to collect the data. Examples of commonly used formats are UTM, State Plane, and Latitude/Longitude (DD, DMS, DMM) with either the NAD 27 or NAD 83 datum. Provide all data in UTM Zone 18 coordinates using the NAD 83 datum.
13. **Trail Name:** Provide designated trail name or "TBD" if NEW TRAIL REQUEST.
14. **Data Collection Process:** Provide brief narrative of how the data was collected.
15. **Trail Sub-Surface Data:** Provide brief description of the trail's main underlying surface classification. For example:
  16. farm field, utility line Right Of Way, seasonal road, asphalt, highway Right Of Way inside bank, highway Right Of Way outside bank, etc.
17. **Post Processing Process:** Brief narrative of anything that was done to the data after it was downloaded from the GPS unit.
18. **Name:** First and last name of individual certifying accuracy of information provided.
19. **Signature:** Signature of person certifying accuracy of information provided. Form must be signed and dated prior to submission with application. Electronic signature is acceptable.



# Snowmobile Trail System Application for Funding

**Application Deadline: September 1<sup>st</sup>**

**(Phase II)**

Submission must be received from the local sponsor **no later than September 1<sup>st</sup>**. Sponsors may establish separate deadlines for Trail Maintenance Entities (TMEs).

To be eligible to receive Snowmobile Trail Grant funds, a **COMPLETE APPLICATION MUST BE POSTMARKED BY September 1<sup>st</sup>**. The application and all the associated conditions of funding represent a project agreement between OPRHP and the Local Sponsor. Incomplete applications will not be accepted. There may be only one application per sponsor, and it must include summary information for all Trail Maintenance Entities (TMEs) within their jurisdiction. Local Sponsors are encouraged to set their own deadlines to have sufficient time to review TME submissions. OPRHP will support a Local Sponsor's decision to reject submissions from a TME that do not comply with Local Sponsor submission deadlines.

No trail will be eligible for funding unless it has been designated as a part of the New York State Snowmobile Trail System by OPRHP. Trails are approved by OPRHP based on how they relate to the statewide snowmobile system as explained in the Phase I documentation. New construction of trails, including reroutes and trails to be considered for funding which were not funded in the previous project year, must have obtained a Local Sponsor SEQRA determination and have the permission and approval of landowners, administering agencies of the state, or other municipal entities charged with management of impacted lands. Trails that were submitted as new or that requested modification, and which received conceptual approval following the Phase I application will be designated and added to the trail mileage award calculation if all the required documentation is submitted and approved under this application.

OPRHP will assign all trail classifications. Corridor and secondary route trail markers and other appropriate snowmobile trail signs must be used on trails receiving state funds and placed in compliance with guidelines found in the New York State Snowmobile Trail Signing Handbook. Applicants and TMEs can obtain a copy of this handbook by visiting the OPRHP website or by contacting the Snowmobile Unit at the address listed in this document. Placement of trail signs on Department of Environmental Conservation (DEC) lands may only be made with the written approval of the DEC Regional Land Manager. Funds can only be expended on approved trails as determined by OPRHP.

## **TRAIL USER FEE STATEMENT**

Trails upon which a local user fee is imposed will not be eligible for State Snowmobile Trail Program funding unless the Local Sponsor can document consistency with Section 25.09 of the Parks, Recreation and Historic Preservation Law and the rules and regulations adopted thereto. Non-discrimination and indemnification are addressed in the conditions of the grant.

**Local Sponsors must submit Phase 2 applications to [SnowmobileTrailGrant@parks.ny.gov](mailto:SnowmobileTrailGrant@parks.ny.gov)**

Questions regarding this application may be directed to the Snowmobile Unit at (518) 474-0446.

### **Landowner Permission**

Construction and/or maintenance of trails must have the permission and approval of landowners, administering agencies of the state, or other municipal entities charged with management of impacted lands. OPRHP does not require that written permission for the trail use be in place, but the TMEs must acknowledge in writing that they have received all the proper permissions. OPRHP retains the right to contact landowners to ensure that permissions have been granted. **Should a property owner challenge the use of land under his/her control, it shall be presumed that permission was not given, the trail will be closed and removed from the trail system, and the appropriate portion of state assistance will be withheld or recovered. A property owner challenge will require written proof of permission for future use of the property.**

### **What do I do if the project is on lands administered by a state agency, including DEC or DOT?**

All projects for trails crossing DEC lands must conform to DEC unit management plans, management guidelines, and policies. When DEC lands are involved, a DEC Land Manager must be contacted prior to submitting the Phase I Prior Approval application to OPRHP for new projects, construction, or major repair, or when submitting applications for projects for maintenance or grooming. The DEC Permissions form must be completed and signed by both the TME and DEC representatives as part of the Phase II application.

Trails along a NYS Department of Transportation (DOT) right of way must have approval and all road crossings must be identified for DOT. Contact your regional DOT office and complete the DOT Permissions form, including the signature of the TME and DOT representatives.

Projects on state lands other than DEC and DOT or on Federal land, including trail projects crossing OPRHP land, must have approval from the administering agency, using the Other Landowner or Administrator form.

### **3 Year Plan - Why do we need a 3 Year Plan?**

The requirement for preparing a three (3) year plan rests within Statute: NYS Code of Rules and Regulations: 454.3 Local snowmobile trail development and maintenance plans:

- a) Each local sponsor wishing to obtain State aid for snowmobile trail development and maintenance shall submit to the commissioner a local snowmobile trail development and maintenance plan. The plan shall be in a form and contain such information as shall be required by the commissioner.
- b) The plan shall serve as a long-range planning document for the development and maintenance of snowmobile trails by the local sponsor and all applications for future State aid shall be in conformance with and implement all or part of the plan. The plan shall cover at least three years' snowmobile trail development and maintenance.
- c) After January 1, 1989, no local sponsor shall submit to the commissioner an application for State aid until it has first submitted and had approved a local plan. To submit an application for State aid for a project which is not covered by the plan previously submitted a local sponsor shall submit and have approved an updated plan.

- d) No later than September 1st of each year, each local sponsor shall submit an update of its local plan. The update shall include any changes to the plan previously submitted which the local sponsor has determined to be necessary or appropriate. In addition, the update shall always project the trail development and maintenance to be undertaken for three years beyond the current fiscal year.
- e) The commissioner shall review the local plan, and local plan updates, and comment on each in writing no later than 90 days after receipt.
- f) The Local Sponsor shall be responsible for conducting all appropriate reviews of the plans, including environmental reviews, and for obtaining necessary approval of local, region and other State governmental entities.

**What does the narrative 3-year plan need to address?**

Local sponsors and TMEs must consider the following factors as they relate to plans to improve or expand trails, specifically as it relates to any Phase I requested trail changes, improvements, or additions. These factors include but not limited to:

- What types of development activities will be accomplished that increase safety, promote tourism, and improve local riding awareness?
- What is the level of access to the trail system? Where is there parking, can it accommodate expected volume, and are there comfort facilities nearby?
- Which trails are being considered for upgrading to accommodate larger grooming equipment or to eliminate hazardous segments and provide a safer riding experience?
- What types of activities are anticipated to improve trail signage, trail mapping, and on-trail promotion of points of interest such as gas stations, emergency services, lodging and restaurants?
- Are there trails on any property where landowner permission can be obtained for more than one year or permanently?
- Are there trails on property at risk of being sold off for development or otherwise expecting landowner permission challenges?
- Which trails should be rerouted or eliminated to maximize efficient use of resources and improve the overall riding experience?
- How are you addressing landowner complaints?
- Will any bridges and/or culverts need replacement and when do you expect to replace them?
- Where do you need gates to prevent off-season trespassing?

### **Grooming Equipment Summary Instructions**

Provide a groomer list for each TME and attach as part of the Phase II application. Each TME should verify that the groomer information is complete and correct, including the year, make, model, and serial number. The information provided is used to determine the appropriate groomer classification, which is used in determining the groomer rate. Notify the local sponsor of any deletions, additions, or updates during the season.

### **Groomer Classifications**

#### **Class A:**

Tracked Large Tractor conversions with original equipment manufacturer (OEM) 85 PTO HP & above as well as purpose-built large snow groomers with OEM 150 HP and above, being based on replacement, ownership, and maintenance costs as well as OEM engine performance/torque, suspension, and pulling power capability over the expected lifetime. All model designations within a basic model number are considered the same for classification purposes, except for the ***Tucker 1000HD-160*** OEM units.

The **purpose-built** groomer models in addition to the tractors within this class include:

*Bombardier/Camoplast/Prinoth* Husky, BR160, BR180, BR250, and BR350 models

*LMC/DMC* 1800, 3700, and 4700 models

*Pisten Bully* Trail, PB100/150/200/240/260/280/270/300/400/600 models

*Thiokol* 3700 model

*Tucker* 1000HD-160 (OEM 160HP units ONLY), and all 2000 models

#### **Class B:**

Tracked Mid-Size Tractor conversions with OEM 50 to 84 PTO HP as well as purpose-built mid-sized snow grooming units between OEM 80 and 150 HP, being based on replacement, ownership, and maintenance costs as well as OEM engine performance/torque, suspension, and pulling power capability over its expected lifetime. All model designations within a basic model number are considered the same for classification purposes, except for the ***Tucker 1000HD-160*** OEM units .

The **purpose-built** groomer models in addition to the tractors within this class include:

*Bombardier/Camoplast* BR60/110/120, SV200/252/300, SkiDozer, and Trooper models

*LMC/DMC* 1200/1450/1500/1700 models

*Pisten Bully* PB60/130, Panaa, and Scout models

*Rotobec* VTS-172 model

*Track Truck* DX4530 model

*Thiokol* 1450/2000/2100, and all Spryte models

*Tucker* 1000/1000HD (except 1000HD-160), 1342, and 1544 models

All tracked full-size truck/SUV vehicle conversions (over ½ ton rated models only, being based on OEM engine performance/torque, suspension, and towing capabilities as well as operating and purchase costs).

**Class C:**

Tracked Small Tractor conversions less than OEM 50 PTO HP and purpose-built small snow grooming units under OEM 80 HP, being based on replacement, ownership, and maintenance costs as well as engine performance/torque, suspension, and pulling power capability over its expected lifetime. All model designations within a basic model number are considered the same for classification purposes.

The **purpose-built** groomer models in addition to the tractors within this class include:

*Bombardier Bombi, JW, and 100/100+ models*

*Cushman Tracster*

*Right Track AT01*

*Track Truck 2500/2800/8600, and Scout*

Tracked small/mid-size truck/SUV vehicle conversions including but not limited to Chevrolet Blazer and S10, Oldsmobile Bravada, and GEO Tracker (up to and including ½ ton rated, being based on lower-rated drivetrains and suspensions than full-size/over ½ ton models).

**Class D:** All Tracked UTVs, Sherpa, and Argo models, and the following purpose-built small groomers:

*Bombardier SW models*

*Thiokol IMPs*

**Class E:** All snowmobiles and tracked ATVs.

**Groomer Rate Chart (revised 11/2022)**

There are two categories for groomer reimbursement rates.

Groomer Rate Chart		
Classification	Flat Rate Per Hour (Club/Sponsor Owned)	Usage Rate Per Hour (Leased/Rented)
Class A	<b>\$143</b>	<b>\$91</b>
Class B	<b>\$108</b>	<b>\$68</b>
Class C	<b>\$63</b>	<b>\$38</b>
Class D	<b>\$46</b>	<b>\$27</b>
Class E	<b>\$34</b>	<b>\$23</b>

**Groomer Flat Rate:** Used for Club/Sponsor Owned equipment operations. Rate is all-inclusive (labor, fuel, oil, grease & fluids, maintenance, normal wear & tear, repairs, and a built-in replacement factor).

**Groomer Usage Rate:** Used for all groomers donated or leased. Rate is all-inclusive (labor, fuel, oil, grease & fluids, maintenance, normal wear, tear, and repairs).

Both the Flat and Usage Rates are all-inclusive amounts set to cover the cost of labor, fuel, oil, maintenance, wear & tear, servicing of the groomer, and repairs. The Flat Rate cannot be claimed if the groomer is donated or leased, as the Flat Rate includes an allowance for the future replacement of the groomer.

## **Phase II Frequently Asked Questions**

### **Can a Local Sponsor apply for snowmobile trail assistance for any area(s)?**

A Local Sponsor can apply for funding of designated trails that are located solely within the borders of their jurisdiction. Local Sponsors, as provided in and consistent with Sections 25.07 and 25.09 of the New York State Office of Parks, Recreation and Historic Preservation Law, may impose reasonable conditions regulating the use of snowmobiles within their jurisdiction. Trails upon which a local user fee is imposed will not be eligible for State Snowmobile Trail Program funding per the Trail User Fee statement.

### **Which trails are eligible for funding?**

Only trails that have received Phase I approval are eligible for funding. Approved trails are shown on maps and Trail Mileage Tables available from the OPRHP Snowmobile Unit.

### **Can I obtain a general map of state funded snowmobile trails in my county/area?**

A PDF map of the statewide trail system and a KMZ file for use with Google Earth are available at <https://parks.ny.gov/recreation/snowmobiles/maps.aspx>. A shapefile for use with GIS software is also available upon request to [snowmobilegps@parks.ny.gov](mailto:snowmobilegps@parks.ny.gov).

### **What should we do if our municipality is dealing with an association instead of individual clubs?**

For the purpose of the Phase II application, treat the association as the sole TME in the municipality.

### **What happens if there is a trail closure during the season?**

If a trail is closed for any reason, the TME must notify their local sponsor and any additional TME who may be directly impacted by the closure, immediately. The local sponsor must notify OPRHP. If a suitable reroute will not be established prior to the next grant season, the nearest junction, service, or destination location will need to be determined.

# **Snowmobile Trail System Certification for**

## **Payment, Final Report, & Close Out**

### **Application Deadline: May 31<sup>st</sup>**

### **(Phase III)**

Submission must be received from local sponsor **no later than May 31<sup>st</sup>**. Sponsors may establish separate deadlines for Trail Maintenance Entities (TMEs).

**Notice:** No costs incurred before the April 1st or after March 31st, will be reimbursed.

#### **Accounting Requirements**

New York State Finance Law requires that money received from the State does not co-mingle with other funds. When receiving an advance from OPRHP, you are required to set up a separate account where money should remain until expended. The same separate accounting system should be used for the length of the program year.

Proper cash accounting is required for classifying, recording, and reporting financial activity correctly and accurately. State funds are to be considered restricted funds; therefore, separate records must be maintained.

All Local Sponsors and Trail Maintenance Entities are required to maintain accurate records and receipts of all trail maintenance activities undertaken on the OPRHP Snowmobile Unit approved snowmobile trails to support the funds awarded by OPRHP in accordance with the Rules, Regulations, Guidelines, and Laws governing the allocation of NYS funds.

**Local Sponsors must submit Phase 3 Certification For Payment, Final Report, and Close Out using the MS Forms document made available by Parks. The reimbursement value provided within each payment category shall represent the combined value of all Trail Maintenance Entity approved snowmobile trail maintenance activities and/or snowmobile trail expenditures performed on grant funded trails within your jurisdiction.**



### **Responsibilities of Local Sponsors**

- Audit all expenditures submitted by TMEs, rejecting those which are improperly documented or not eligible for reimbursement, per program guidelines.
- Retain copies of all (i.e., for purchases such as trail signs, equipment rentals, and construction materials), bank statements, money orders, credit card statements, etc. received.
- Maintain a list of all funds received under this grant, including a description of source and amounts. (Cash Receipts Journal).
- Maintain a list of all funds disbursed under this grant, including payee name and amount.
- Maintain all grant documentation supporting revenues and expenditures to be available for audit upon request for a period of seven (7) years after the end of the grant program year.
- Return all unexpended advanced funds to OPRHP.

### **Responsibilities of Trail Maintenance Entities (TMEs)**

- Provide record of expenditures to Local Sponsor within 30 days of date work was performed or date of purchase.
- Keep independent, accurate records of all expenditures, work logs and groomer usage logs.
- Retain the originals of all receipts, bank checks/statements, money orders, credit card charges, leases, agreements, etc. for review and/or audit.
- Review and submit expenditures to Local Sponsor

### **Guidelines for Claiming Reimbursement**

- Provide a description of work performed, materials and/or services and the rental agreements for equipment pertaining to each item that requires payment/reimbursement.
- Expenditures are required to have documentation showing item(s) purchased, the date paid, check numbers and, where applicable, vendor's signature. Supporting documentation for eligible trail maintenance materials and expenditures (invoices, receipts, bank statements, lease agreements, insurance policies) should be provided to the Local Sponsor, as required.
- **All** substantiating documentation must show the following information where applicable:
  - Date services were performed
  - Funded trail name/location where work was performed
  - Description of trail maintenance work and/or services performed
  - First and Last name of volunteer
  - Total number of hours recorded in 15-minute increments
  - Invoice, including date of purchase and/or services, vendor name, itemized detail of materials and/or services, and proof of payment
- If an item shown on an invoice is not clearly a "snowmobile trails related" item or does not appear to be something that would normally be used for snowmobile trail maintenance or development, an explanation or certification should be attached to the claim, explaining the item involved. If not provided, the item will be subject to rejection.
- **TAXES ARE NOT REIMBURSABLE**

**Notice: Proof of purchase and proof of payment must be provided to Local Sponsor for review. The originals are to be retained by the TME. Do not send originals to Local Sponsors or OPRHP.**

### **Snowmobile Trail Maintenance Expenditures**

Expenditure values within this category are calculated using work log and equipment usage entries for trail maintenance duties performed (including, but not limited to mowing, brushing, sign installation/removal, bridge repair/replacement, GPS data collection, etc.).

- A Work Log should be used to record all trail work and trail maintenance performed.
- Equipment Usage should be included within work log entries, as appropriate.
- Provide first & last name, no initials, or nicknames, of the person/persons performing work.
- Work performed on a trail, description of work & location.
  - Must include funded trail name(s) as listed on the Mileage Table, not colloquial trail names.
  - Work not performed on a trail, trail name should be “other”, and detail of work performed must be included within the description.
- Multiple people can be added to an entry.
- Enter number of hours it took to complete the task.
- Claim for purchase, rental or donation of equipment shall be reimbursed at the cost noted on the invoice or use receipt.
  - The claim value for donation of equipment *shall not exceed* the hourly rate as indicated on the Equipment Rate Chart.
- Claim for rental or donation of equipment must include a location of use (funded trail name & purpose in description), Rental Agreement, and proof of payment.
- Frugal price comparison is expected.
- TMEs are allowed to claim up to 10% of the final award amount for labor hours associated with completing administrative requirements. Hours should be recorded in 15-minute increments (.25). Administrative requirements include:
  - Preparation of Phase 1 submission to sponsor.
  - Preparation of Phase 2 submission to sponsor.
  - Preparation of Phase 3 submission to sponsor.

### **Snowmobile Trail Maintenance Material Expenditures**

Expenditure values within this category are calculated using itemized receipts for eligible material and equipment expenditures (including, but not limited to culvert, gravel, mats, gates, lumber, blocks, hardware, chain saw, power hand tools, etc.).

- Provide itemized invoice and proof of payment (credit card/cash receipt/cashed check or bank statement).
- Item description must include location of use (funded trail name(s) & purpose in description).

### **Trail Sign & Related Material Expenditures**

Expenditure values within this category are calculated using itemized receipts for eligible material expenditures (including, but not limited signs, stakes, posts, reflective material, paint, cement, fasteners, etc. to be used on OPRHP approved trails in accordance with the Snowmobile Trail Signing Handbook).

- Provide itemized invoice and proof of payment (credit card/cash receipt/cashed check or bank statement).
- Item description must include location of use (funded trail name(s) & purpose in description).

### **Grooming Expenditures**

Expenditure values within this category are calculated using work log submissions and appropriate equipment usage rates.

- Groomer Log should be used to record all groomer activity performed.
- Must include funded trail name(s) as listed on the Mileage Table, not colloquial trail names.
- Enter number of miles groomed and total hours. Hours should be recorded in 15-minute increments (.25).
- Provide first & last name, no initials, or nicknames, of Groomer Operator.
  - Reimbursement for Groomer Assistant hours should be submitted as a trail maintenance expenditure.
- **Groomer Flat Rate:** Used for Club/Sponsor Owned equipment operations. Rate is all-inclusive (labor, fuel, oil, grease & fluids, maintenance, normal wear & tear, repairs, and a built-in replacement factor).
- **Groomer Usage Rate:** Used for all groomers donated or leased. Rate is all-inclusive (labor, fuel, oil, grease & fluids, maintenance, normal wear, tear, and repairs).
- Groomer drags are considered grooming equipment and thus are not eligible for parts and repair expenses.

### **Insurance Expenditures**

Expenditure values within this category are calculated based on itemized receipts per eligible insurance expenses.

- Eligible insurance expenditures include:
  - Fire and theft - TME/Club owned trail maintenance/grooming equipment.
  - Accident insurance - Coverage for volunteers performing trail maintenance on funded trails.
- Provide itemized invoice detailing policy dates and breakdown of equipment covered.

### **Equipment Registration and/or Permit Expenditures**

Expenditure values within this category are calculated based on itemized receipts for eligible registration and/or permit expenditures.

- Provide registration invoice and proof of payment (credit card/cash receipt/cashed check or bank statement).
  - **Only TME/Club owned equipment is eligible for reimbursement.**
- Provide canal permit invoice and proof of payment of permit(s) credit card/cash receipt/cashed check or bank statement).
  - **Only TME/Club issued permit(s) eligible for reimbursement.**

### **Governmental Sponsor - Administrative Costs**

Expenditure values within this category are calculated based on Local Sponsor administrative costs directly related to grant application preparation, planning costs, and GIS mapping.

- The maximum allowable administrative reimbursement value shall be no more than 10% of the total grant award value for each jurisdiction.
- Complete Local Sponsor Claim For Administrative Expenses form and retain for your records.

### **Phase III Frequently Asked Questions**

#### **What kind of insurance is an allowable expense?**

Insurance premiums can be claimed for fire and theft on TME owned trail maintenance/grooming equipment. Accident insurance covering volunteers doing trail development and maintenance work may be claimed.

#### **What rate do we use if our groomer is used for pre or post season trail maintenance work?**

The groomer Flat Rate can **NOT** be used for pre or post season trail maintenance. Use the Usage Rate for ATV, UTV or the Tractor with attachments (choose small, medium, or large tractor based on the size of the groomer).

#### **Are improvements made to TME owned structures eligible for reimbursement?**

No, costs associated with TME owned structures are not reimbursable. This includes costs related to signs, and graphics or custom paint jobs on storage barns, clubhouses, or equipment.

#### **Can TMEs claim reimbursement for property taxes on TME owned property?**

No, taxes are not a reimbursable expense. This includes property tax, sales tax, local tax, etc.

**Equipment Rate Chart (revised 11/2022)**

Cost of fuel, lubricants, maintenance, wear & tear, depreciation, repairs, and future replacement for all equipment is included in the hourly Usage Rate.

The Rate Chart is not intended to be an exhaustive list of equipment allowed for grant reimbursement. If equipment used is not listed, apply the listed rate that it most closely approximates.

Equipment repairs, or parts are not an allowed expense.

<b>Equipment Rate Chart</b>	
<b><u>Miscellaneous Tools</u></b>	<b><u>Hourly</u></b>
Portable Rotary Screw Air Compressor	\$12.87
Portable Welder	\$9.51
Chain Saw	\$1.91
Pole Pruners	\$1.19
Circular Saw	\$1.06
Portable Generator – up to 9,000 Watts	\$3.67
<b><u>Light Power Equipment</u></b>	
ATV/Snowmobile (used for other than grooming)	\$3.42
ATV w/Towed Mower	\$10.22
UTV/RTV – Gator, Mule Ranger, etc.	\$5.71
UTV/RTV w/Towed Mower	\$12.51
Pickup Truck (4 x 4)	\$17.04
Pickup Truck (4 x 4) w/Equipment Trailer	\$24.78
Tractor with Loader, Backhoes [bucket cap. up to .5 cubic yards] (small)	\$14.67
Tractor with Loader, Backhoes [bucket cap. up to 1.5 cubic yards] (medium)	\$33.60
Tractor with Loader, Backhoes [bucket cap. over 1.5 cubic yards] (large)	\$57.53
Tractor with Mower- Side or Rear Mount	\$40.40
Tractor with Mower-Towed	\$36.48
Tractor with Bar Cutter Mower	\$36.15
Skid Steer Loader [bucket cap. up to 1,500 lbs.] (small)	\$15.52
Skid Steer Loader [bucket cap. Up to 2,500 lbs.] (medium)	\$23.58
Skid Steer Loader [bucket cap. over 2,500 lbs.] (large)	\$27.56
Brush Chippers (trailer mounted)	\$15.70
Equipment Trailer	\$7.75
<b><u>Heavy Power Equipment</u></b>	
Excavator [bucket cap. up to 1 cubic yard] (small)	\$47.11
Excavator [bucket cap. over 1 cubic yards] (large)	\$92.85
Bulldozer – Up to 84hp (small)	\$38.33
Bulldozer – 85+hp (large)	\$92.09
Truck (6x2 – 3 Axle - Gas)	\$46.15
Truck (6x2 - 3 axle - Diesel)	\$56.23

## Glossary

AUTHORIZED PROJECT ADMINISTRATOR	Designated by the Local Sponsor as responsible for administering the grant. This person must be an employee of the governmental agency.
DEC	New York State Department of Environmental Conservation
DEC LAND MANAGER	The Department of Environmental Conservation's regional representative for the management of the land(s) on which the project will be established.
DESIGNATED PROJECT CONTACT	Designated by the Sponsor to serve as the coordinator between all local TMEs and the Local Sponsor. This person may be the Authorized Project Administrator, another government employee, or a person from the snowmobile community. If the governmental agency is designating a non-government employee to be the Project Contact, OPRHP must receive an official notification the person represents the governmental agency in an official capacity.
DOT	New York State Department of Transportation.
EXECUTIVE OFFICER	"Executive officer" shall mean: In the case of a county, the county executive unless there is none, in which case it shall mean the county manager if there is one, or the chairman of the county legislative body if there is neither a county executive nor county manager. In the case of towns, the supervisor or presiding supervisor.
HIGH SNOW AREA	An area that receives an average greater than or equal to 110 inches of annual snowfall based on 30-year data compiled by NOAA.
INDEMNIFICATION	The Local Sponsor agrees to defend, indemnify, save, and hold harmless the State, OPRHP and their agents or employees from any and all claims, demands, actions, or causes of actions resulting from the negligent acts, error, or omissions of the Local Sponsor in the performance or non-performance of the work and services provided for in this grant.
LOCAL SPONSOR	Governmental agency engaging and assisting in the development and maintenance of a system of snowmobile trails and a program within relation thereto within its boundaries in order to encourage safety, tourism, and utilization.
OPRHP	The abbreviated designation for the NYS Office of Parks, Recreation and Historic Preservation, the state administering agency of the snowmobile trail program and fund.
PHASE I	The process for applicants to submit trail change and/or new trail requests for review and approval. This includes a request for approval of new trail designations, reroutes, and trail mileage updates. This is the first phase of the Snowmobile Trails Grant-in-Aid project and must be submitted by June 1st.
PHASE II	The process for Local Sponsor applicants to request funding and establish an agreement with OPRHP for the development and maintenance of snowmobile trails designated as part of the State Snowmobile Trail System during the grant program year.

PHASE III	The process for Local Sponsor applicants to submit expenditures for maintenance, signing, and grooming operations undertaken on OPRHP Snowmobile Unit approved snowmobile trails to ensure trail maintenance and development activities were performed in accordance with the Rules, Regulations, Guidelines, and Laws governing the allocation of NYS funds to localities. The last phase of the application process. Eligible expenditures must be submitted by May 31st, or earlier, as required by the Local Sponsor.
PROGRAM YEAR	April 1st through March 31st. (The period in which the project is to be implemented and completed).
STATE ENVIRONMENTAL QUALITY REVIEW ACT (SEQRA)	Article 8 of the NYS Environmental Conservation Law. The process undertaken by the Local Sponsor that results in compliance with the State Environmental Quality Review Act (SEQRA) showing that environmental concerns have been reviewed and considered prior to project implementation.
TRAIL CLASSIFICATION	Established as part of the State of New York Snowmobile Trail Plan adopted in October 1989. Classification includes Corridor Trails (which are the major connecting routes between communities and between major points of interest) and Secondary Trails (which connect snowmobilers to local services and points of interest from Corridor Trails). Trails are further classified as Class A, (average width of 12 ft.) and Class B (average width of 8 ft.). Trails within the Adirondack & Catskill Parks are evaluated separately. OPRHP designates and assigns all trail classifications as part of the approval process.
TRAIL MAINTENANCE	Including, not limited to, grooming (defined as dragging or smoothing snow on the trail to remove the moguls or potholes); trail brushing; building/repairing/replacing culverts, bridges, parking areas and facilities; and construction and installation of gates, fencing and signage.
TRAIL MAINTENANCE ENTITY (TME)	For the purposes of the program, that local organization which has an agreement with the Local Sponsor to undertake trail maintenance activities on the snowmobile trail(s).
TRP	Temporary Revocable Permit
VSA	Volunteer Stewardship Agreement (DEC agreement replacing the AANR)



End of Documentation