

Governor's Snowmobile Advisory Council Meeting Minutes

Saturday August 9th, 2025

Chair Bruce Hintz called the meeting to order at 9:03 a.m.

Council members present: Bruce Hintz, Al Nagel, Dave Kennedy, and Todd Wilkinson were present.

Council Members Present on Zoom: Todd Sprang, Gary Ulmer and Scott Erstad

Not Present:

Game, Fish, and Parks (GFP) members present: Jeff Vanmeeteren, Al Nedved, Shannon Percy and Ryan Raynor.

Agenda Adoption

Wilkinson asked where in the agenda we'll be discussing fees. Raynor stated he wanted to get through the FY25 budget review which would include an updated fund balance before discussing fees. Wilkinson stated good and that's where he'll make my motion.

A motion was made by Wilkinson and seconded by Nagel to adopt the agenda. **Motion Carried.**

Approval of Minutes

A motion was made by Nagel and seconded by Kennedy to approve the minutes of the May 17th, 2025; meeting as presented. **Motion Carried.**

Council Member Terms

Raynor recognized Todd Sprang, Al Nagel and Dave Kennedy for being reappointed to another 3-yr term. Raynor also shared the year all 7 council members started which included: Sprang in 2019, Kennedy in 2004, Nagel in 2002, Hintz in 2006, Wilkinson in 2003, Erstad in 2007 and Ulmer in 1991.

Open Forum

No comments were made.

FY 2025 East River GIA Applications Finalized

Raynor reminded the staff of the individual grants shared back in May, which included 14 total grants, 11 using state owned equipment and 3 using privately owned equipment, 983 miles, 1,433 grooming miles with a total grant request of \$379,579.



2025 – 2026 GIA Proposals

Aberdeen	\$ 26,359	Mitchell	\$ 8,679
Beresford	\$ 27,603	Poinsett	\$36,043
Brookings	\$ 42,832	Siouxland	\$21,021
Clear Lake	\$ 37,365	Sisseton	\$33,110
DeSmet	\$ 39,234	Watertown	\$19,770
Huron	\$ 15,934	<u>Webster</u>	<u>\$19,901</u>
Milbank	\$ 25,359	Total:	\$379,579
Miller	\$ 23,378		

Wilkinson made a motion to approve the 2025-2026 GIA package, seconded by Nagel. Motion Carried.

Black Hills Update

Percy introduced the new Equipment Technician as Tate Lies who comes from ND from the mining industry. He served as a mechanic and starts on Monday the 11th.

Percy included 2 maps for trail #5 and #5A that were approved by the BHNFS.

Black Hills Reroutes – Trail 5

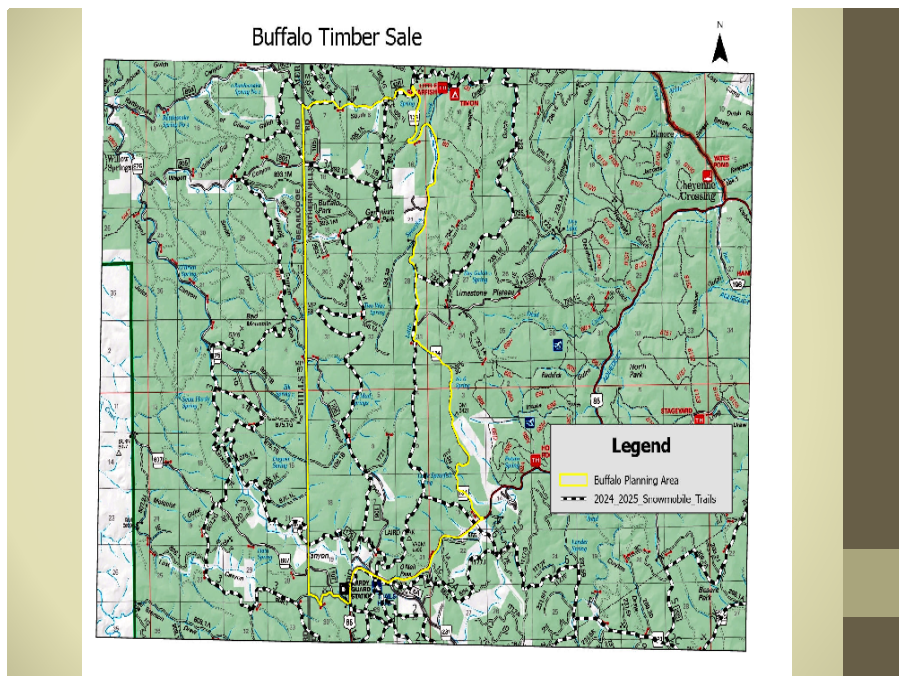


Black Hills Reroutes – Trail 5A

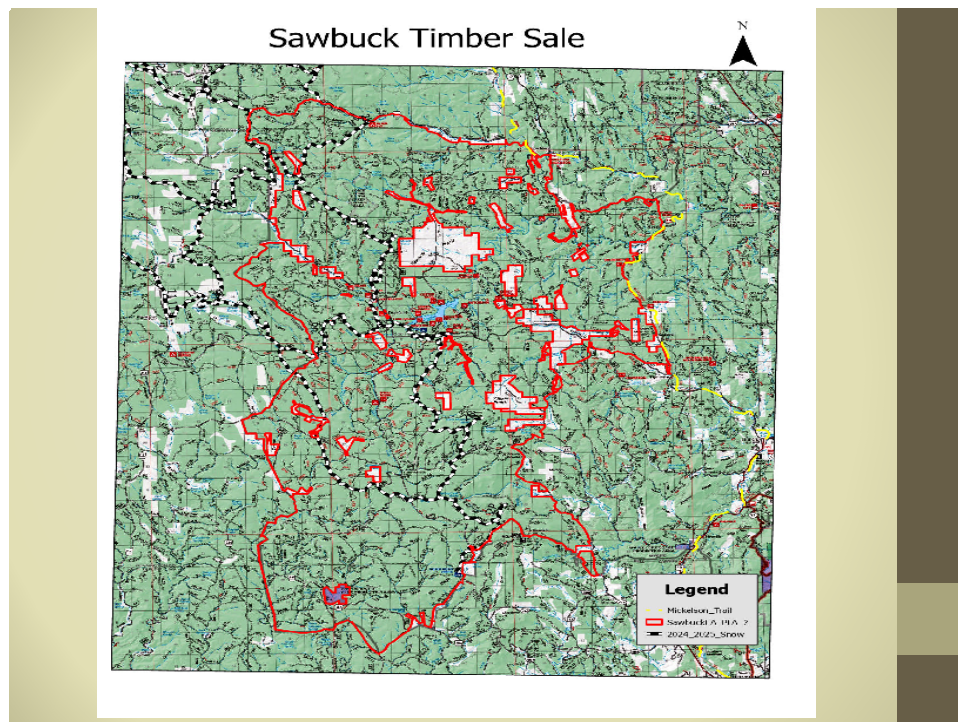


Wilkinson asked if these reroutes would be considered permanent moves. Percy confirmed that, yes; these would be more permanent reroutes.

Next Percy introduced the map below for the Buffalo Timber Sale. This is being considered an emergency removal and will be sold sometime in October or November. Right now, being told it won't impact the trails. Shannon's new BHNFS contact is saying much of this sale will take place next summer and fall and we should see minimal impact on the trails as things currently stand, even though it covers a large portion that involves the snowmobile trail.



Percy showed the below map about the Sawbuck Timber Sale, scattered throughout the southern portion of the trail system. While he hasn't heard much on this one, Percy does expect this to come together next year. Percy stated this map just shows the boundary, and does not include yet, the individual timber sales that will happen within that boundary. **Wilkinson** asked if we'll be getting any trails back from past year's timber sales? Percy stated hopefully some of the Parmalee sale as that was supposed to be a 3yr sale, but they have made great progress and we could get on those southern trails much earlier then expected.



Finally, Percy stated Ryan Frederickson went to Medford, Oregon to the Tucker SnoCat maintenance school. One of the biggest takeaways was making sure to run cats for at least an hour, once a month, when they haven't been operated. This happens from April through November state wide. On the eastern side of the state, cats can sit throughout the grooming season as well depending on snow conditions. Raynor stated clubs will be shared this information during fall equipment inspections and be reimbursed for these hours based on grooming rates.

East River Update

Raynor stated cat #4 from the Black Hills will be transferred East River before the season starts. This cat has 3,173 hours and 23,010 miles. **Hintz** asked if those hours and miles are considered high? Raynor shared an excel spreadsheet which had a variety of information related to statewide grooming equipment. That information is shared below. In summary, Raynor stated our Sno Cats are in good shape. They have less hours and miles on them, when they leave the Black Hills along with when they are surplused from East River now, then 10 years ago. That information is showed in the information below. This is due to spreading hours and miles on 7 cats in the Black Hills

instead of 6 and poor snow conditions on both sides of the state over the past 5 or 6 years.

Grooming Miles			
Year	South Dakota	Wyoming	Total
2008-2009	29,227	4,241	33,468
2009-2010	25,229	4,003	29,232
2010-2011	30,225	5,142	35,367
2011-2012	23,042	3,231	26,273
2012-2013			0
2013-2014			0
2014-2015	26,396	4,181	30,577
2015-2016	13,298	2,727	16,025
2016-2017	26,688	3,000	29,688
2017-2018	26,461	4,395	30,856
2018-2019	33,509	4,943	38,452
2019-2020	37,682	5,111	42,793
2020-2021	16,977	2,227	19,204
2021-2022	6,064	914	6,978
2022-2023	34,823	5,451	40,274
2023-2024	5,298	637	5,935
2024-2025	17,880	2,768	20,648
			405,770

Wilkinson asked what the condition of groomer #2, compared to groomer #4 is? Percy stated #2 is stationed out of the Lead office and #4 is out of Hardy Camp its entire life.

Wilkinson asked if you ever rotate them since you groomer less hours out of the Lead office compared to Hardy Camp? Percy stated no as the groomer located in Lead sees a lot more wear and tear on the paint due to all the salt it sees, and he wants to make sure that only impacts one cat throughout its life in the Black Hills.

Wilkinson stated the East River fleet is seeing its age. Raynor stated if you just base that on the model year, yes. SD carries 18 total Sno Cats, with 7 being in the Black Hills and 11 in Eastern, SD. However, if you base it on hours and miles they are in good shape and over the last decade you can see hours and miles continue to go down as groomers are surplused out of the state. Percy stated this year's cat will cost \$315,000 and to help keep newer tracks in the fleet, last year was the first year we swapped newer tracks off east river groomers, before the groomer is surplused.

Wilkinson asked what drag's we have in the fleet and what the Buy America threshold through the RTP program is. Raynor stated they are signing waivers up to \$500,000, anything above that threshold, needs to be made in America. Raynor stated drags are also older, but we have plenty of spares in the state to swap out if club's drags are truly deteriorating and recently multiple clubs have sand blasted, and powder coat painted afterwards. Drags are a big chunk of steel with wear items that get replaced when necessary.

Black Hills Groomers - May 2025 Update														
	#1	#2	#3	#4	#5	#6	#7							
Hours	1,695	2,697	548	3,173	422	1,894	1,124							
Miles	12,453	15,608	3,891	23,010	3,415	13,750	7,952							
Year	2022	2021	2025	2020	2023	2021	2023							
East River Groomers - May 2025 Update														
Location	Aberdeen	Brookings	Huron	Milbank	Miller	Mitchell	Poinsett	Sioux Falls	Sisseton	Watertown	Webster			
Hours	2,173	3,669	2,713	3,285	4,212	4,270	4,447	5,535	3,482	3,092	2,173	39,051	3,550	
Miles	16,943	26,906	20,066	23,024	23,689	28,992	31,719	38,208	22,119	19,569	10,942	262,177	23,834	
Year	2019	2018	2015	2012	2016	2017	2017	2013	2011	2014	2014			
Black Hills to East River Transfer														
Calendar Year	Hours	Miles	Location	Groomer	Year									
2015	2,236	17,285	Milbank		2012									
2016			Webster		2014									
2017			Sisseton		2011									
2018	2,736	17,570	Watertown		2014									
2019	4,149	29,000	Sioux Falls		2013									
2020	2,455	18,375	Huron		2015									
2021	4,060	22,750	Miller		2016									
2022	4,258	28,962	Mitchell		2016									
2023	4,447	31,719	Poinsett		2017									
2023	3,578	26,066	Brookings		2017									
2024	2,173	16,943	Aberdeen		2019									
East River Surplus Info														
Calendar Year	Hours	Miles	Location	Groomer	Year									
2015	5,103	31,526	Milbank		2005									
2016	5,038	26,341	Webster		2004									
2016	4,032	25,419	Mitchell		2002									
2017														
2018	2,052	15,951	Watertown		2004									
2019	4,552	28,108	Sioux Falls		2009									
2020	4,304	26,872	Huron		2008									
2021	4,708	44,951	Miller		2007									
2022	6,125	36,125	Redfield		2006									
2022	3,073	19,584	Mitchell		2013									
2023	4,224	23,890	Brookings		2013									
2023	2,580	15,615	Poinsett		2012									
2024	3,872	23,003	Aberdeen		2010									

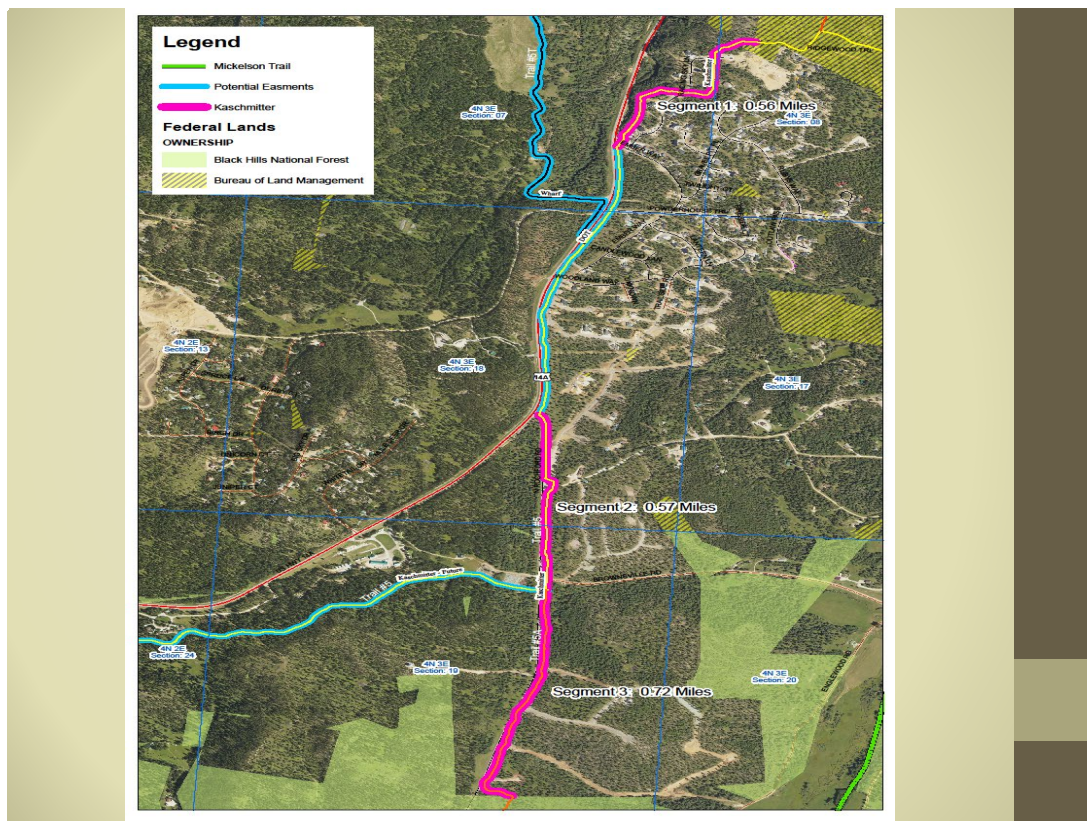
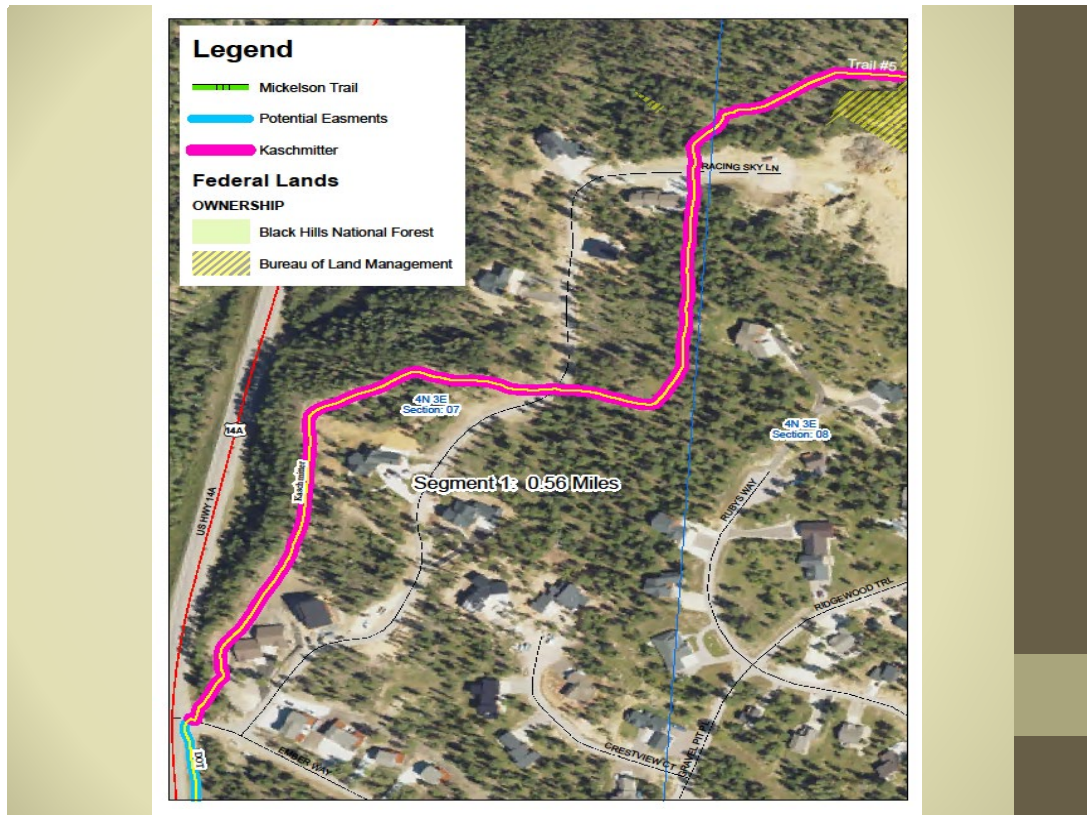
Kaschmitter Permanent Easements

Percy shared the map below which includes 8 different landowners. GFP and Kaschmitters both thought the snowmobile trail was written into the utility easement, which it was not. Fortunately, all landowners are willing to have the trail in place during the 25-26 season, and all willing to work towards a permanent easement. Next step is to GPS the trail system, even though Kaschmitter is still laying lots. **Wilkinson** asked as a state entity, what requirements do you have to follow to purchase property? Percy stated the property must be appraised under contract and then we cannot buy above the appraised value. Each landowner will require its own appraisal. The goal is to have these appraised asap. Once the appraisal comes in, if even 1 landowner doesn't agree, this whole trail section will have to be abandoned.

Hintz asked if you could receive donations to help purchase the property? Percy stated we could. Percy just wanted to remind the group that while a lot of work has taken place up to this point, a lot of work is yet to be done, and it is slow moving.

Weaver asked for a specific timeline for the appraisal to be completed. Nedved stated once the contract is signed, they have around 100 days to complete. We have been in

talks with the same appraiser who completed the Trailhead Easement, for the Kaschmitter easement as well.



Economic Impact Study

The original USD Snowmobile Program EIS contract was signed in 2010 with the survey being completed during the 2011-2012 snowmobile season. That contract was signed for \$19,881. Raynor was hoping to have a proposal in hand for this meeting, but USD was not able to complete. However, a verbal amount of around \$23,000 was recently given to Raynor.

Weaver spoke about the opportunity of SDSA applying for a grant through the International Snowmobile Manufacturing Association for up to \$10,000. That application deadline is October 1st and Raynor stated he'll get on USD to provide a proposal which will be used to fill out and submit the application.

Raynor stated the survey will be completed like the past one except GFP will be reaching out to the Black Hills snowmobile clubs to help pass out the RAC cards with the survey link at trailheads based on the schedule provided by USD once the proposal is received.

Trail Use Survey

Raynor stated GFP has a contract signed with RRC and Associates to perform a Snowmobile Trail Use Survey in the Black Hills for \$55,000. Raynor reminded the council about what it took to get to this point, including advertising through the Request for Proposal process. This includes country wide advertising with 2 companies providing proposals. A review committee including Al Nedved, Stephanie Buckley from GFP and Dr. Michael Allgrun from USD rated each proposal with RRC coming out on top as best to compile the information we wanted.

Through their experience, RRC proved they have the most experience dealing with a variety of use surveys on state and federal lands, and showing the ability to screen data that we don't want. That experience included but not limited to: Blue Ridge Parkway, Great Smoky Mountains NP, Appalachian National Scenic Trail, L&C Historic Trail to name a few.

Listed below is the information GFP is seeking from RRC:

- Provide Use Patterns on the 350mile Trail System
- How many total miles traveled on specific trail segments along with total miles per sled on weekday and weekend trips
- Total volume of resident by weekend, weekdays, holiday weekends and total season
- Total volume of Non-resident by weekend, weekdays, holiday weekends and total season
- Total Number of Resident Sleds during the season
- Total Number of Non-Resident Sleds during the season
- Screen data to ensure only snowmobile use
- Compare and calibrate GFP TRAFX trail counters
- Provide Written Report of findings including estimate models

Wilkinson stated I want to make sure we don't narrow the reach, this type of survey can perform, so I hope we included off trail documentation too. Percy stated we just had a kickoff meeting with RRC a few days ago and had that exact conversation. We do expect to capture more than just trails now.

Nedved reminded the group this survey method is way more accurate than the way similar surveys were done in the past. Even if you don't have cell coverage, your phone will be collected as most people have GPS enabled on their phone, or through a specific app. All the data is private with no personal information shared, as we only see a random number assigned to represent a phone. From this they can tell, the state and down to the area code.

Weaver asked for a timeline on when they'll be able to present this data. Raynor stated we'll be receiving 3 years of data from the 22-23, 23-24, 24-25 seasons which represents a great, poor and average grooming season. GFP emphasized screening data from the 22-23 and 24-25 seasons, and we hope to present some of that info at convention. Contract was awarded for 2 years even though RRC felt they would be able to complete the contract in the next 6 to 8 months.

Weaver asked if Ride command could be used. Raynor stated if that technology uses GPS, it would just be duplicating data but would talk to RRC during the next project update.

FY 2025 Budget Review (July 1, 2024 to June 30, 2025)

The snowmobile program spent \$978,920 during FY25 and revenue earned totaled \$908,165. The snowmobile trails fund decreased from \$702,109 to **\$631,354** as of June 30th, 2025.

Total Revenue Earned in FY25 Included:

Gas Tax:	\$432,985 (12,371 Registered Snowmobiles)
\$10 Snowmobile License:	\$ 79,030
3% Registration Tax:	\$256,036
\$40 5-Day Temporary Permit:	\$ 16,240
Interest:	\$ 37,195
Charges for Sales/Services:	\$ 84,729
Other:	<u>\$ 1,950</u>

Total: **\$908,165**

Raynor stated the revenue earned in Excise Tax is one of the lowest numbers we've received in over a decade.

Raap stated the numbers don't add up for total revenue earned with the \$10 annual registration based on the number of registered sleds. Raynor stated while we only take in \$8, the numbers don't add up. Raynor stated he has been trying to talk to Department of Revenue (DOR) to ask that question and confirm our Gas Tax earned in FY26 isn't a glitch, as it seems very high. More discussion took place from audience members as some felt it's the difference in registered sleds and licensed snowmobiles. You need to

title/register your snowmobile when you buy a new one under your name but you don't need to license it, or purchase your annual colored tag, just like every other vehicle, trailer or boat in the state.

Total Expenditures in FY25 Included:

Fulltime Salaries:	\$223,860	Contractual Services:	\$135,476
Seasonal Salaries:	\$103,351	Supplies & Materials:	\$196,614
Benefits	\$ 84,770	Grants:	\$120,263
Travel:	\$ 32,369	Capital Assets:	\$ 82,217

Total: \$978,920

Capital Assets Purchased:

Raynor shared with the council the slide below to remind them what was purchased under capital assets and what RTP dollars were spent in FY25. This slide also shows what GFP plans on purchasing in Capital Assets and how much will be spent through snowmobile and RTP funds for FY26.

Wilkinson asked where the RTP funds go from last FY, since we didn't spend it. That money just carries over to the next fiscal year through the RTP program coordinator, **Nedved** stated. It's carried over on a different budget withing GFP.

Vanmeeteren stated we can get extensions to go beyond 2 years if justified and money would only go back to the general pot of the RTP program if we decided to do so.

Weaver asked what an allowable expense is for the \$119,726 easement category, just paying for the easement? **Nedved** stated yes and includes paying for the appraisal, platting survey as well.

FY25 Capital Assets \$264,000			
(July 1, 2024-June 30, 2025)	Project Exp.	Snowmobile Exp.	RTP
Trail Groomer	\$306,551	\$66,217	\$240,000
Tracks x 2	\$16,000	\$16,000	\$0
Easements	\$149,658	\$0	\$119,726
Radios & Computer	\$8,000	\$0	\$0
Total	\$480,209	\$82,217	\$359,726
FY26 Capital Assets \$264,000			
(July 1, 2025-June 30, 2026)	Project Exp.	Projected SNMB Exp.	RTP
Trail Groomer	\$315,394	\$63,394	\$252,000
Tracks x 2	\$20,000	\$20,000	\$0
Easements	\$18,146	\$3,629	\$14,517
Forrestry Head	\$40,000	\$40,000	\$0
Total	\$393,540	\$127,023	\$266,517
FY25* Total Motorized RTP Authority \$359,725			
FY26* Total Motorized RTP Authority \$266,517			

Raynor stated he's going to ask Division Director VanMeeteren up to the Mic to explain what we learned from our legal counsel about a NR permit through the GFP commission.

Vanmeeteren stated we do feel we have the authority to go through the GFP commission to implement a Non-Resident Snowmobile Permit. GFP recently went through the commission to set a free Park Entrance License (PEL) and 50% off camping for Purple Heart Recipients. The Interim Rules Review Committee reverted this rule stating the GFP commission didn't have the authority, so we want to make sure you understand there are no guarantees. **Vanmeeteren** stated property tax relief will be a hot subject and we feel the legislative body will be looking for any way to pay for that relief. We do not want to jeopardize our current fee structure by asking for a NR permit. Another example of this is GFP just passed a \$4 million fee package and then lost \$500,000 in other funds because of it. The parks division fund balance was 1% of total expenses before feeling confident to pursue a fee package increase and the snowmobile fund sits at over 50% at the start of FY26.

The most important factor in this is having real hard numbers for the 3 big projects we've got going on. The results of the Economic Impact Study, total number of NR visiting SD through the RRC Use Survey and how much the easements will cost through the Kaschmitter properties. Once the department has this information, discussing future budget impacts will be seen much clearer.

Wilkinson stated looking at these numbers, estimating the future of RTP is in serious jeopardy based on what we see from the current administration, I feel we need to pursue a NR Snowmobile User Fee through the GFP commission. Wilkinson's biggest concern is waiting too long to do anything and we'll be in deficit financing. **Wilkinson** then asked for the timeline working through the commission to implement a new fee.

Vanmeeteren stated our fees are normally implemented in September or October. **Wilkinson** wondered if it's too late this season yet to implement a NR fee and stated we should be pursuing this fee to be in place by the 26-27 season? **Vanmeeteren** stated that's what I would recommend as we should have a lot of the data we are currently pursuing to help justify this new fee structure as our current fund balance is considered very healthy.

Vanmeeteren stated the process through the commission is in September it would be proposed. Next a 30- or 60-day comment period and then it would be finalized. **Hintz** asked when would it go into effect? **Vanmeeteren** stated it then goes to the Interim Rules Review Committee afterwards, to approve or revert. If approved, the rule could go into effect 20 days after IRRC approves. **Wilkinson** stated best case scenario were into late fall if we pursue this schedule this year. **Weaver** asked due to the snowmobile season, is it possible for us to bring this proposal to the commission in the spring? **Vanmeeteren** stated yes it would be possible but wants to make sure we can demonstrate why we need this. He also wanted to make sure the snowmobile community understood the department would not allow the snowmobile program to quit operating if it came to that. We need the EIS, Use Survey and Easements costs to be able to drive this justification home.

Raynor stated we have a healthy fund balance, revenue earnings through 1 month of almost \$550,000 and asking Vanmeeteren to pursue a fee package increase because we think RTP will disappear down the road is putting him in a tough spot.

Wilkinson stated so if we bought 2 groomers this fiscal year, to maximize the use of RTP while we have it, how will that impact the budget. **Raynor** stated doing this, we'd be making decisions to spent RTP dollars for a second groomer to just use RTP dollars because we think it will disappear, and we don't agree with that. If our fleet was in serious trouble, this approach is understandable. However, I just showed you all how our fleet is in great shape and operating just fine. **Wilkinson** stated my issue is when you guys come back next year and tell us RTP is no longer available, buying two groomers now, we've been able to buy one groomer for next year really. **Raynor** stated GFP isn't saying because RTP disappears, we are done buying 1 groomer per year. If RTP disappears, GFP will continue to buy 1 groomer per year as we need to with 18 groomers in the fleet.

Wilkinson stated because RTP must be reauthorized, I'd be shocked if RTP comes back. He remembers in 2021 when the department listened to his motion to purchase 2 groomers where the department was hesitant. **Raynor** stated GFP typically does not come to the table to purchase 2 groomers. The main reason for buying 2 groomers in years past, is because the RTP council didn't have enough motorized project applications to allocate the full 30% pot of motorized dollars.

Weaver stated she's excited to hear the commission has the authority to move this forward. She also understands the political climate as WY is going through the same thing, they were able to increase a NR permit because it's for Nonresidents and was brought forth by the users. **Weaver** also stated if we can get past the 25-26 legislative session, and have the information we are looking to get, bringing a NR user fee to the commission in the spring makes sense as we need to be proactive. In closing **Weaver** stated the snowmobilers we represent expect us to be proactive. Non-Residents expect to pay a fee when visiting other states and even if RTP does come back, there is no guarantee other motorized projects aren't competitive for the same 30% pot, that historically has all gone to the snowmobile program. Many other states raised their snowmobile fees with conservative values.

Vanmeeteren stated being smart about this process is what we are trying to do, which means asking for something, while not losing something at the same time. I'd really encourage SDSA to get Governor Rhoden to the governor's ride. He then stated Ryan, and I will work on Secretary Robling, and we should try and get the GFP Commissioner's to this ride as well. **Raynor** stated he's presented in front of the GFP commission about the snowmobile program more in the past 2 year than ever before and that also included Percy showing the commissioners Hardy Camp a few years ago. **Vanmeeteren** agreed being proactive is important, along with having the right information, which we are seeking.

Everyone agreed whenever this user fee is implemented, it would have to be on a spring schedule for introduction to the commission. GFP then needs time to buy and distribute permits, implement online purchasing policies along with all other facets related to implementing this new fee structure.

Wilkinson asked how a motion to implement a NR Snowmobile User Fee or the 26-27 snowmobile season impacts the budgets we are currently discussing and reviewing. **Raynor** stated it would force us to make some assumptions on total revenue earned and how we would project that out. **Wilkinson** stated I just don't want to kick this can down the road as we have been and I'm ready to make a motion.

Raynor stated so everyone is on the same page, if the council makes a motion to implement a NR User Fee, for the 26-27 snowmobile season, this means we are going to the commission in the spring of 2026. **Wilkinson** stated that's my hope, so we must address the issues we just explained, meaning the time required to implement a new fee throughout SD. **Raynor** stated so if RTP doesn't disappear and our fund balance increases this is still your expectation for next spring. **Wilkinson** agreed.

Wilkinson made a motion to implement a state Non-Resident Snowmobile User Fee in the sum of \$50 effective for the 26-27 snowmobile season. **Nagel** seconded, pending the information we receive from these studies (User Survey & Easements costs). **Wilkinson** stated that won't be part of my motion. **Percy** asked for clarification if this is through commission or legislation? **Wilkinson** stated I will clarify that he only wants to go through commission. **Vanmeeteren** asked what happens if we suddenly have a whole bunch of money in the fund balance. **Wilkinson** stated I'm going to take care of that with my next motion. **Vanmeeteren** stated, we may get sideways on these things. **Wilkinson** understood.

Percy stated when going through the commission, our legal authority would only be on state owned lands or managed lands including designated snowmobile trails. If a non-resident is not sitting on a designated snowmobile trail, our Conservation Officers would not be able to cite him for not having a NR permit. On the eastern side of the state, if a Non-Resident is riding in the ditch opposite of the designated trail, our Conservation Officers would not be able to cite them for not having this NR Permit. Questions were raised about fishing on different bodies of water. **Nedved** and **Vanmeeteren** both agreed that's because our department is tasked with managing all wildlife. **Wilkinson** stated we have agreements with the Forrest Service to manage the Black Hills. **Percy** clarified that our agreements with the BHNFS are for the designated trails we maintain, and nothing else.

Wilkinson asked where CO's do their policing now? **Percy** stated it's on the trail system, but they may sit off trail while viewing permits. **Wilkinson** stated so I don't see any difference where you do your policing now, compared to the situation we are discussing. **Percy** stated he just wanted everyone to understand the on the ground impact going through commission. **Wilkinson** thanked him for the information. **Wilkinson then amended his motion to include "through the commission" which Erstad seconded. Motion Carried**

FY 2026 Budget Preview (July 1, 2025 to June 30, 2026)

Raynor told the council that in years passed they have always shown budget authority instead of projected expenses. Starting in FY24, the budget numbers presented to the council will show projected expenses instead of budget authority. Raynor did state budget authority is shown and will be reviewed. Projected revenue for FY26 is \$1,048,665 while \$1,152,869 is projected in expenses. The 14,619 snowmobile registrations account for \$511,665 received through the gas tax reimbursement. This revenue is based on the number of registered snowmobiles as of July 1st, x .28 cents in gas tax, x 125 gallons of fuel. That is the only number shared in FY26 that is final and not projected as gas tax dollars are transferred at the beginning of the fiscal year, or July 1st. Raynor stated he will follow up with DOR to make sure this number wasn't mis calculated as it is hard to believe with recent years snow conditions across the state.

Projected Revenue:

Gas Tax:	\$511,665 (16,619 registered sleds)
\$10 Snowmobile License:	\$110,000
3% Registration Tax:	\$300,000
\$40 5-Day Temporary Permit:	\$ 15,000
Interest :	\$ 25,000
Charges for Sales/Services:	\$ 85,000
Other:	<u>\$ 2,000</u>

Total FY26 Projected Revenue: \$1,048,665

Projected Expenses:

Fulltime Salaries:	\$252,652	Contractual Services:	\$135,000
Seasonal Salaries:	\$168,217	Supplies & Materials:	\$190,000
Benefits:	\$ 85,000	Grants:	\$160,000
Travel:	\$ 35,000	Capital Assets:	\$127,000

Total FY26 Projected Expenses: \$1,152,869

FY26 Projected Capital Assets:

Raynor stated the RTP council in June approved the full 30% motorized allotment to the snowmobile program. Raynor then referred to the slide above for project costs of assets to be purchased this fiscal year, including how much RTP monies were allocated for the specific projects.

FY 2027 Budget Recommendation (July 1, 2026 to June 30, 2027)

Projected revenue for FY27 is \$942,000. Specific categories are mentioned below.

Projected Revenue:

Gas Tax:	\$420,000 (projected registered sleds of 12,000)
\$10 Snowmobile Licenses:	\$100,000
3% Registration Tax:	\$300,000
\$40 5-Day Temporary Permit:	\$ 15,000
Interest :	\$ 20,000
Charges for Sales/Services:	\$ 85,000

Other	\$ 2,000
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Total FY27 Projected Revenue: \$942,000

Projected Expenditures:

Full Time Salaries:	\$252,652	Contractual Services:	\$135,000
Seasonal Salaries:	\$168,217	Supplies & Materials:	\$190,000
Benefits:	\$ 85,000	Grants:	\$160,000
Travel:	\$ 35,000	Capital Assets:	\$127,000

Total FY27 Projected Expenses: \$1,152,869

Budget Authority for FY26 and FY27

Full Time Salaries:	\$252,652	Contractual Services:	\$148,309
Seasonal Salaries:	\$168,217	Supplies & Materials:	\$184,750
Benefits:	\$101,631	Grants:	\$312,500
Travel:	\$ 64,359	Capital Assets:	\$264,000

Toal FY26 & 27 Budget Authority: \$1,496,418

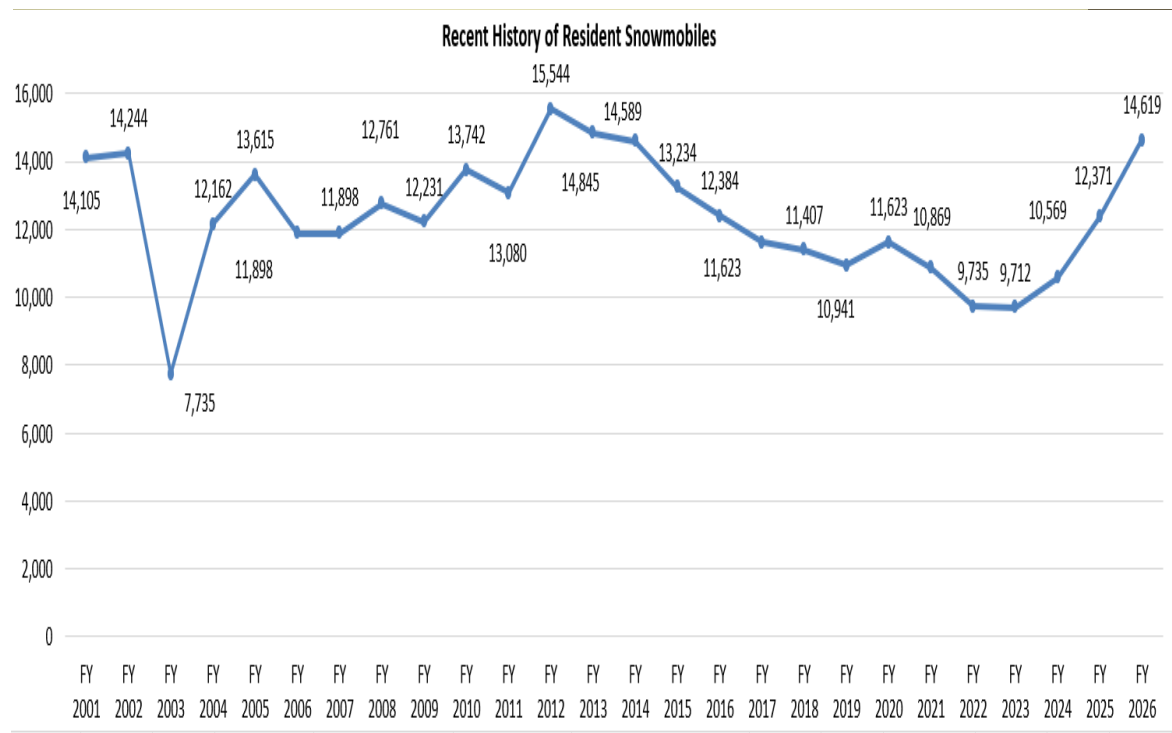
Wilkinson stated I'm confident we currently do not have enough money allocated to easements. With only around \$150,000 through RTP and then the minimal snowmobile match. If we don't have enough authority to accommodate how much these easements are when they come in, what is the process to increase FY26 budget authority?

Vanmeeteren stated we can take money from Contractual Services, Supplies and Materials and use in this example yes. If we don't go over the \$1,496,418 number.

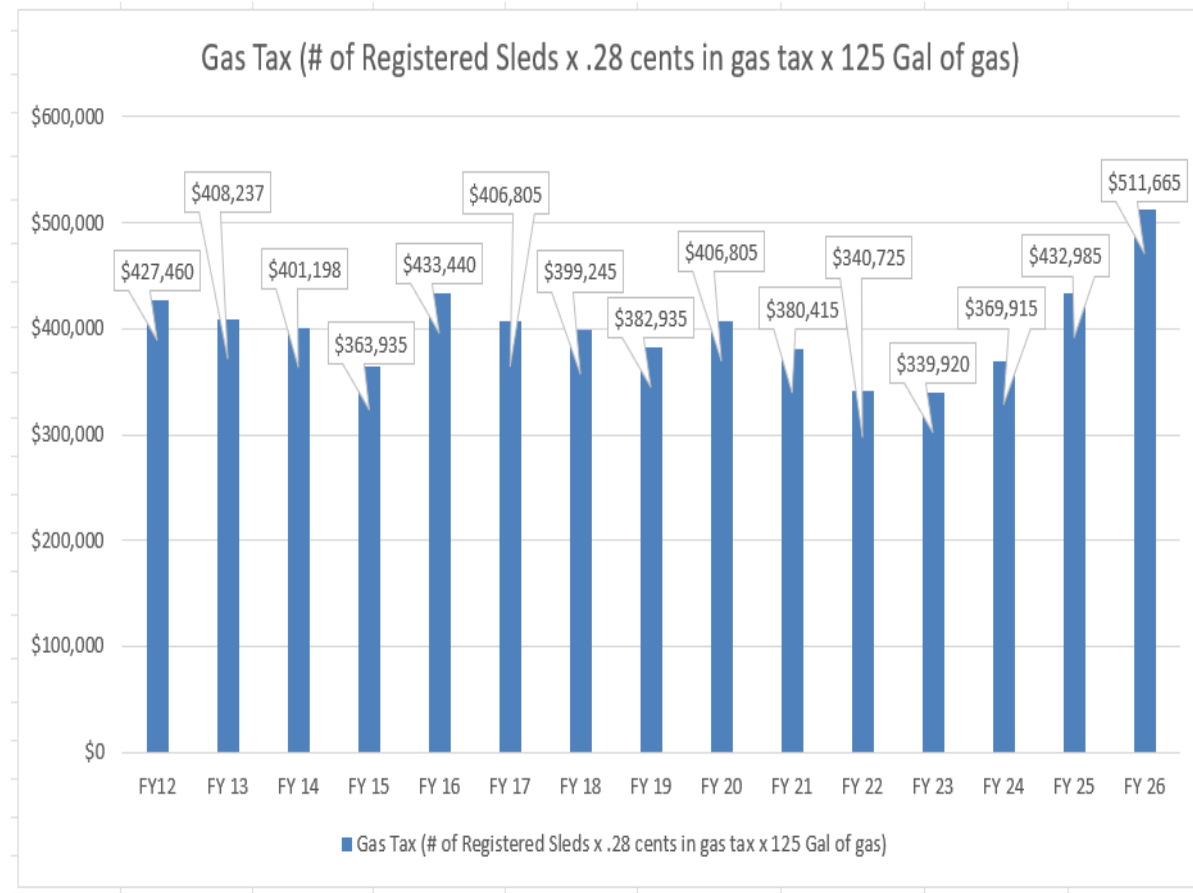
Wilkinson made a motion to allocate another \$100,000 towards the purchase of a new groomer. Vanmeeteren strongly encouraged the council to allocate those same dollars specifically towards easements. **Wilkinson** stated he's trying to understand which is easier to fund through RTP, easements or equipment. Hiles stated either project would and has qualified. **Wilkinson amended his motion to allocate another \$100,000 towards the purchase of this easement in FY26. Erstad seconded.**
Motion Carried

Erstad made a Motion to approve the FY2027 Snowmobile budget as proposed. **Motion seconded by Ulmer. Motion Carried.**

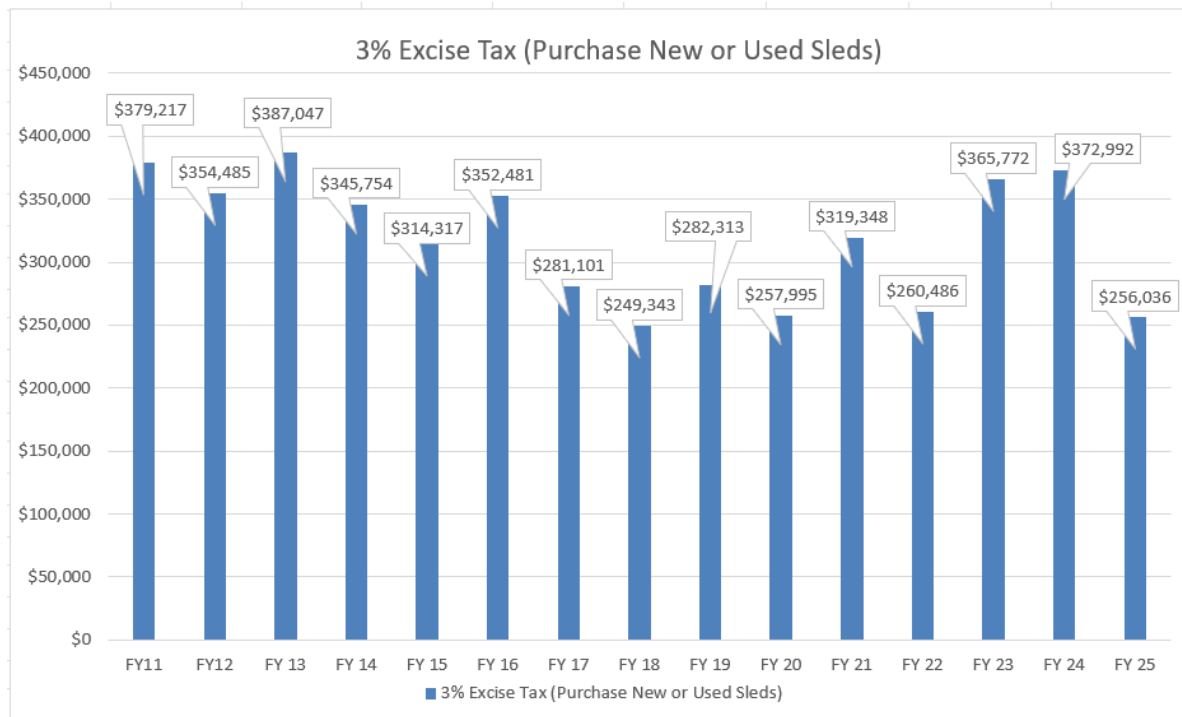
Graph below was shown to the council with number of registered sleds.



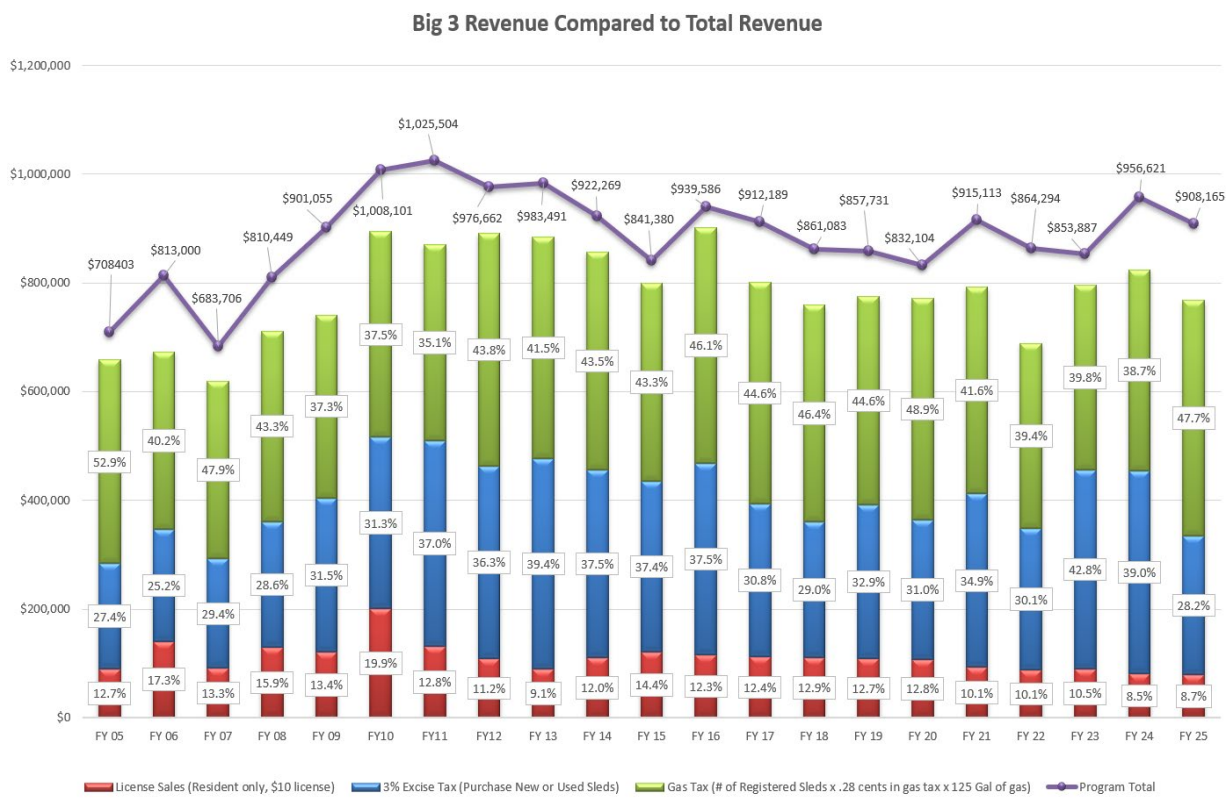
Graph below was shown to the council with revenue earned through Gas Tax.



Graph below was shown to the council with revenue earned through 3% Excise Tax.



Graph below was shown to the council with revenue earned through the Big 3 revenue categories.



Election of Officers

Wilkinson made a Motion to elect Nagel as Chairman for the next 2 years. **Kennedy seconded. Motion Carried.**

Nagel made a Motion to elect Sprang as Vice Chair. **Kennedy seconded. Motion Carried.**

Next Meeting

The next meeting is scheduled for 10:00 a.m. on Friday, December 5th, 2025, in Rapid City. This meeting is held in conjunction with the SD Snowmobile Association Association's Annual Convention held at the Ramkota.

Adjournment

Wilkinson made a Motion to adjourn and was **seconded by Nagel** at 11:57 a.m. **Motion carried.**