



Vermont Association of Snow Travelers, Inc.
 26 Vast Lane/Berlin
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 www.vtvast.org

Equipment Grant-In-Aid Application

Statewide Snowmobile Trails Program (SSTP)

Equipment Grant-in-Aid Criteria

1. Date of Application: _____

2. Club or Contractor (Lessor):

3. Club or Contractor Address:

4. Current miles groomed under contract: _____

5. Corridor route number(s) groomed: _____

6. Does your club groom any trails for another club?
(If yes, indicate club & miles): [] Yes [] No

7. What is the Make/Model of the club's current equipment?
 Model _____
 Year _____

8. a. Are you replacing this equipment? [] Yes [] No
 b. Are you keeping your current equipment? [] Yes [] No
(If yes, state reason):

9. Is the equipment to be purchased: [] New [] Used

Equipment to Purchase

1. a. Power Unit:
 Make _____
 Model _____
 Year _____
 Serial No. _____

b. Drag:
 Make _____
 Model _____
 Year _____
 Serial No. _____

3. Where is this equipment being purchased from:
 Manufacturer: _____
 Private Sale: _____
 Power Unit _____
 Hourmeter Reading: _____
 VAST TA / VAST CTC _____
 Approval Signature: _____
 Approval Date: _____

4. a. Power Unit:
 Purchase Price: \$ _____
 Trade Value: \$ _____
 Net Purchase Price: _____
Grant Amount Based On \$ _____

b. Drag:
 Purchase Price: \$ _____
 Trade Value: \$ _____
 Net Purchase Price: _____
Grant Amount Based On \$ _____

5. Does the club have other funding sources (i.e., USDA grants) that will be applied towards the purchase?: [] Yes [] No
If yes, please indicate source:

6. Is the club seeking financial assistance from a lending institution?: [] Yes [] No
If yes, please indicate source:

7. Amount of Desired Loan: \$ _____

8. Estimate Yearly Payment: \$ _____

9. Term of Loan: [] Months or [] Years

10. Number of Members in Club: _____

11. Club Dues: \$ _____

12. Average Number of Miles Groomed/Year: _____

13. Please explain the reason for the new/used equipment purchase:

Equipment Grant Number

Club Name

Capital Repairs

1. Repairs on the following equipment:

Model

Year

Please list what repairs will be made to the equipment listed above:

Total Cost of Repairs:

VAST Equipment Financial Analysis

Club/Contractor:

Equipment Class:

Class Rate/Traveled Mile:

Equipment Manufacturer/Model:

Drag Model:

Contract Miles Groomed:
(One-Way Surface Miles)

Equipment Purchase Price:
(After Trade-In & Other Grants)

Equipment Year:

Age:

Miles/Gallon:

Average Miles/Hour:

Insurance Cost/Year:

Pre-Season Maintenance:
Fluids, Filters, Differentials, Transmission, Other

Cost of Fuel/Gallon:

Total of Season Miles Groomed:

OR Hours Groomed:

Operator Cost/hour *(\$/hour)*

Total of Season Labor
(Operator Cost)

If you had MAJOR Repairs:
(Last 5 Yrs - Please list) ie. Tracks, belts, axles...

Drag Cost/Repair:

Drag Depreciation:

Interest Cost:

Principle/Depreciation:
and/or Loan/Interest Payment:
Annual Payment Cost to Club:

Members:

Club Dues:

Revenue from Membership:

Fund Raisers:

Signatures

Club/Lessor:

Signed

Date

VAST Trails Administrator:

Signed

Date

Grooming Cost:

Avg Fuel Cost/Yr:

Insurance:

Pre-Maintenance:

Major Repairs:

Annual Payment:
(interest, drag & PU)

Depreciation*:

Labor:

TOTAL:

Revenue:

VAST Payment:

Dues:

Fund Raisers:

NET Loss/Gain:

Total Cost:

Cost Per Mile:

Cost Per Hour:

**Depreciation: Original price and divide value by 5 yrs.*

Formulas

Miles/Gallon: Total Miles for Tank of Gas / # of Gallons in Tank

Miles/Hour: Total Season Miles / Total Season Hours Groomed OR
Total Miles in Run / # of Hours Groomed

Season Hours Groomed: Total Season Miles / Avg. Miles per hour

Season Labor Cost: Operator \$ per hour x Hours groomed

Avg Fuel Cost per year: *(\$ fuel per gallon / miles per gallon) x total season miles*

Net Gain/Loss: Total Revenue - Total for grooming cost

Total Cost: Sum of Grooming Costs

Cost Per Mile: Total Cost / Season Miles Groomed

Cost Per Hour: Total Cost / Season Hours Groomed

*** This cost analysis sheet has been formatted in Microsoft Excel, please contact the VAST TA for a excel file with formulas*



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C. Equipment Program Policies

The following are the Vermont Association of Snow Travelers, Inc. policies and procedures developed by the VAST Trails Committee, which includes County Trail Coordinators from each county. These policies and procedures have been reviewed and adopted by the VAST Board of Directors and are incorporated in the master document "VAST Policy Manual." These policies and procedures along with any revisions are current as of May 1st, 2009.

1. Minimum Standards for Power Units and Grooming Equipment

a. Power Units

Class-Power Unit and Drag Width	Examples
1- Minimum 8'	Tucker, Sur-Trac, Pisten Bully, Prinoth,
2- Minimum 7'	Tucker 1000, Tractor Conversion, Pisten Bully
3- Minimum 6'	Tractor Conversions, Track Truck, Tracked ATV's. (As approved by Trails Administrator)
4- Minimum 4' Drag	Alpine, Skandic, Polaris wide-track/long track, Yamaha VK 540, Tracked ATV's. (As approved by Trails Administrator)

b. Class IV Grooming Policy

Class IV power units must be utility vehicles of a twin-track design or single-track snowmobiles with a track at least 20 inches wide and 150 inches long. ATV's that have a snow track conversion kit may be utilized for Class IV grooming with the following installed on the vehicle for trail grooming and/or maintenance and snowmobile rescue only during the winter months:

1. Landowner Permission for Class IV ATV Power Unit
 - a. Visible mounted beacon
 - b. Slow moving vehicle sign
 - c. All safety gear and equipment (first aid kit, etc)
 - d. Display VAST Trail Maintenance sign on front and rear of power unit.

Clubs and grooming contractors may only operate this unit on the VAST trail system upon the approval of the VAST Trails Administrator and the County Trails Coordinator. Once approved, the club/contractor must have a VAST grooming contract that is approved by the VAST Board of Directors.

c. Groomer Classification

If a VAST Club/Contractor is pulling a drag (the drag must meet the requirements of the current VAST policy for grooming equipment) with a narrower power unit and has successfully groomed their trails to the VAST Corridor Trail Standards, both the County Trails Coordinator and the VAST Trails Administrator shall approve the grooming classification for the equipment upon their discretion.

d. Groomer Drags

Grooming drags must be of a side-rail design with multiple cutting blades, packing wheels and rear trailing wheels. The purchase of new AFMI drags will not be eligible in this program.

2. Grooming Equipment Grant-In-Aid Policies and Procedures

(Revised 4/08)

a. Equipment Grant-In-Aid Criteria

1. No equipment grant-in-aid for acquisition of equipment over 20 years old.
2. Financial capabilities of the Club/Contractor
3. Volume of Non-Commercial Snowmobile Traffic
4. Priority Order:
 - a. Equipment being replaced is more than 20 years old.
 - b. Documented record of serious mechanical failure that has caused repeated/excessive down time.

- c. Class upgrade (Class 3 to 1 for example).
- d. An incremental increase in the number of miles of trail groomed resulting in current equipment no longer being sufficient for the job.
- e. Other.

b. Application Procedures

Grooming equipment grants may be approved only for grantees with an approved (current or pending) VAST grooming contract. The following are minimum contracted miles required to be eligible to apply for grant-in-aid for grooming equipment.

- Class I - 25 miles
- Class II - 25 miles
- Class III - 15 miles
- Class IV - 10 miles

Class I grooming equipment should not be contracted for more than 60 one-way miles of trail (i.e. 60 miles x 2 ways x twice a week equals 240 miles divided by 6 mph = 40 hrs.).

c. Purchase of Equipment

Up to 65% of the net purchase price (Net = cost of unit less trade) with the grant payment to be determined based on the contractual mileage and the five-year average of grooming weeks. The club/contractor's five-year average of grooming weeks will determine the maximum grant allotment for the purchase of the power unit. The following tables represent the percentages divided into the two categories:

Contractual Mileage:

25-30 Miles	65% of net
31-40 Miles	60% of net
41-49 Miles	55% of net
50+ Miles	50% of net

The maximum grant amount is based on grooming weeks*:

0-7.9 Wks.:	\$30,000
8.0-11.9 Wks.:	\$45,000
12.0-16 Wks.:	\$60,000

* Based on Upcoming season's five year rolling average of grooming weeks.

Example: Club A has 45 miles on their VAST Tailored Grooming contract and a 5-year average of 11.5 weeks.

Cost of Power Unit: \$165,000

Less trade: \$(90,000)

Net Purchase Price: \$75,000

Based on the five-year average, the maximum grant allotment is \$45,000. Since the contractual mileage is 45 miles, clubs/contractors are eligible for 55% of the net purchase price. Therefore the total grant amount on this unit would be \$41,250.

Class IV Equipment: Clubs applying for an equipment grant for Class IV equipment shall be eligible for 50% of the net purchase price.

d. Purchase of Equipment - Additional Units

VAST recognizes that special circumstances may arise, and that additional grooming equipment is necessary in order to maintain the trail system within a contracted area. VAST Clubs and contractors that have a grooming contract for 60+ miles may be eligible for an equipment grant for multiple power units. The contracted miles will be divided into equal segments, equaling no less than 30 miles and the grants will be distributed according to the approved amount of grooming mileage and the five-year grooming average. Clubs that require multiple units for a grooming contract that is less than sixty miles may apply for

an equipment grant; however a subcommittee will review their request. The members of the subcommittee shall include the VAST Trails Administrator, Trail Committee Chair and Co-Chair and one member from the Trails Committee. The subcommittee will approve or deny the special request according to eligibility and need.

Note: Additional units for a contracted area will be considered as new units and will not require payoff of depreciation liens held by VAST on other units.

Example # 1: Club has 64 miles and 12.6 weeks, divide the contract into two (64/2 = 32 miles) At 32 miles, club is eligible for 60% of the net, grant not to exceed \$60,000.

Example #2: Club has 78 miles and 8.0 weeks, divide the contract into two (78/2 = 39 miles) At 39 miles, club is eligible for 60% of the net, grant not to exceed \$45,000

e. Grooming Drags

VAST equipment grants of 50% of the purchase price are available for clubs or contractors wishing to purchase new approved manufacturer side-rail style grooming drags. Used side-rail grooming drags will be funded at 50% of fair-market value as determined by the VAST Trails Administrator taking into consideration drag condition, age and size. Approved side-rail drag manufacturers are: Mogul Master, Mountain Grooming and other drags approved by the VAST Trails Administrator.

This lien shall require that the grantee(s) repay the pro-rated balance should the equipment be disposed of prior to full repayment.

f. Capital Repairs of Existing Owned Equipment

Does not cover expendable items such as tracks, tires, rollers, belts, batteries, etc. 25% of documented purchased parts and labor per minimum below. Total not to exceed 50% of fair-market value.

Class 1 = \$2,000

Class 2 = 1,500

Class 3 = 1,000

Class 4 = 800

g. Lien Period for Service Payback

VAST Clubs and contractors will be eligible for an equipment grant in five years or 2500 hours. No equipment grants will be awarded within the five years unless the club/contractor is eligible for a grant for multiple units. Hour meter readings will be tracked through the submission of the grooming log sheets during the snowmobile season and verified by the County Trails Coordinator or VAST Trails Administrator.

h. Filing Equipment Grants Under the UCC-1 Codes

All equipment grants shall be filed with the Secretary of State under the UCC-1 code. After the equipment grant is awarded, it will be the responsibility of the VAST Trails Administrator to file the lien with the Secretary of State. The club /contractor will receive copies of the paperwork at the time when the funding becomes available.

i. Grooming Contractors

All VAST Grooming Contractors shall establish a business name for their VAST grooming contract and the business shall be registered with the Vermont Secretary of State. This must be accomplished before the grooming contract goes into effect for the season.

3. Rescue Equipment Grant-In-Aid *(Revised 05/05)*

a. Purpose

The purpose of this policy is to financially aid those county clubs or local clubs in the purchase of up-to-date rescue equipment to be used in emergencies related to snowmobiling or any other cause that would necessitate this type of equipment. Clubs shall make this available to communities, local rescue squads, state/local police departments and other membership clubs for the reasons stated above.

With the ever-increasing numbers of snowmobilers on our trail system, the need for this type of equipment will undoubtedly become greater. Historically high traffic areas will need to have up-to-date equipment now and in the future. Areas that are targeted for future trail development will also require this equipment. However, eventually all counties should have at least one unit standing ready.

Remember that the purchase of the necessary equipment is only one component of rescue readiness. A comprehensive plan including location of equipment manager (responsible for maintenance and repair), a network of club/rescue personnel available to respond in cases of emergency and communications systems should be in place prior or in conjunction with equipment purchase. An outline of this plan will be a requirement for receiving grant-in-aid monies.

b. Application Procedure

1. **The VAST Club should apply for the rescue grant-in-aid and submit a Rescue equipment grant-in-aid application to the VAST Office by June 1st.** Upon approval of the grant request, the payment will be made directly to the Club applying for the grant-in-aid. If the local fire department or rescue squad is requesting the grant-in-aid, the club should submit the application and disperse the grant-in-aid money upon final approval and receipt of the grant.
2. The rescue sled by itself is only one component of the total package necessary applications may include the purchase of a power unit with the cost of the rescue sled. Power units currently approved for grant-in-aid under the Equipment Policy, Class 4 power units will qualify for this purpose. Further, mobility is essential to fast response to emergencies, therefore, a trailer may also be part of the grant-in-aid application. This is a one-time purchase and should be looked at as a total package.
3. Grant-in-aid may be 50% not to exceed a maximum of \$5,000.
4. Grant-in-aid liens will be placed on all equipment and repayment will be four years.