FUNDING REQUEST 2022-2023

Education and Enforcement • Ongoing
Report and request for continued funding

☒ Motorized ☐ Non-Motorized

PATROL AREA – Provide name of Sno-Parks / Trail System(s) patrolled

The Patrol Area incorporates the Washington portion of the Blue Mountains in southeast corner of the state.

Sno-Parks found in the area are-Cloverland, Rose Springs, Touchet Corral, and Eckler Mtn/Hatley Gulch. The Fields Spring State Park non-motorized Sno-Park is also located in Asotin County.

Groomed snowmobile trails are the Skyline system (56 miles) and the Blue Mountain system (47 miles).

TOTAL FUNDS REQUESTED
$5,000 Motorized $0 Non-Motorized

TOTAL FUNDS / IN-KIND SERVICES / MATERIALS PROVIDED $36,000

TOTAL VALUE OF PARTNERSHIP $41,000

APPLICANT INFORMATION

NAME OF APPLICANT
WA Dept of Fish and Wildlife-Detachment 20

NAME OF REPRESENTATIVE
Paul Mosman

APPLICANT MAILING ADDRESS
1049 Port Way

TITLE
Sergeant

CITY, STATE, ZIP
Clarkston, WA 99403

E-MAIL ADDRESS
paul.mosman@dfw.wa.gov

TELEPHONE NUMBER & EXTENSION
509-710-5707

FAX NUMBER

CONTACT PERSON (if different than above)
same as above

MAILING ADDRESS (if different than above)

CITY, STATE, ZIP

TELEPHONE NUMBER & EXTENSION
Ongoing Education & Enforcement Report and Request for Continued Funding
Summary Sheet

List the Sno-Park, single vehicle capacity and estimated average percentage of vehicle use for each (if additional space is needed, add an additional sheet).

<table>
<thead>
<tr>
<th>Sno-Park Name</th>
<th>Vehicle Capacity</th>
<th>Estimate Average Percentage of Vehicle Use</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Weekends/Holiday</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Non-snowmobile Users/Snowmobile</td>
</tr>
<tr>
<td>CLOVERLAND</td>
<td>30</td>
<td>5/15</td>
</tr>
<tr>
<td>ROSE SPRINGS</td>
<td>60</td>
<td>5/50</td>
</tr>
<tr>
<td>ECKLER MTN/HATLEY GULCH</td>
<td>10</td>
<td>10/20</td>
</tr>
<tr>
<td>TOUCHET CORRAL</td>
<td>40</td>
<td>10/50</td>
</tr>
</tbody>
</table>

1. Date enforcement began December 11th, 2021. Date enforcement ended March 26th, 2022.
2. a. How many officer days per season did your agency provide education/enforcement? 38
   b. Of the total days per season, how many officer* days per weekday did your agency provide education/enforcement?
      
      7 Sun  2 Mon  5 Tues  2 Wed  4 Thurs  4 Fri  14 Sat

      *Officer days – any portion of a day when one officer is educating/enforcing (one day/two officers = two officer days).
3. This past season, how many calendar days did your agency provide education/enforcement? 35
4. What is the average number of Sno-Park visits per officer day? 1-2
5. Average amount of time spent in each Sno-Park visited: 30-40 Minutes
6. What percentage of patrol hours occur on:
   a. Weekends/holidays 65% + Weekdays 35% = 100%
   b. Parking lot patrol 60% + Trail patrol 40% = 100%
7. Total number of personal contacts for season. 200-300
8. Total number of users in areas patrolled for season. unknown
9. a. Total number of vehicles parked in Sno-Parks for season. 262
   b. What is your formula/method to determine the count? physical count
10. Number of citations issued. 13 Of this total, 8 are parking and 5 are on trails.
    Number of citations for registration violations 5
11. Number of warnings issued. 18 Reason(s) (Top 3 reasons):
    Sno Park Permit , Snowmobile Registration , Out of State Registration
12. Please give an approximate percentage for the following:

- **5-10**% of personal contacts resulting in a citation or warning being issued.
- **80-85**% of vehicles displaying a valid sno-park permit during parking lot patrol
- **85**% of snowmobiles displaying a valid registration during trail patrol.

13. Do the officers employed under the funding provided have the authority to issue citations? Yes

14. Provide a brief summary of the 2020-2021 season to include:

a) A description of an average education/enforcement day and participation in safety training classes, local grooming council meetings, area trail council meetings, etc.

Typically, a Sno-Park check would involve one Officer driving to one or more Sno-Parks and physically inspecting each vehicle to ensure compliance with having a valid Sno-Park permit displayed. If the owner of the vehicle found in violation was not present, a notice would be left on the windshield and an infraction would later be mailed to the registered owner through the court. If the owner was present, a warning would usually be issued with the stipulation that the owner buy a Sno-Park permit and provide the Officer proof that they had had done so.

Snowmobile patrols were started at various access points to the trail system, sometimes at a Sno-Park, but not always. Snowmobile patrols were conducted with a minimum of two Officers and were an equal mix of dual agency patrols (one WDFW/ one USFS LEO) and WDFW only patrols. The mixed agency patrols allowed for a more frequent patrol schedule. This year, one of our snowmobiles was down for an extensive part of the season due to damage inflicted in an incident while on patrol. A broken down UTV in the Cloverland area lead to a WDFW Officer attempting to maneuver around it on an icy hillside and the snowmobile flipped and slid into the tracked UTV. The officer sustained minor injuries and the machine was in the shop for almost two months.

WDFW Officers did not attend any snowmobile club meetings during this period, however they did contact multiple members at club sponsored events such as the lunch feeds, poker runs, and at the warming huts maintained by the clubs.

Early in the season, we did assist the ACSO SAR team with a rescue after a family got stuck on the trail system, after illegally driving onto it, while searching for a Christmas tree. The SAR team did not have working snowmobiles, nor were they prepared for the blizzard like conditions. We utilized WDFW machines to find the family and shuttle them and their dog out to safety.

Overall, it appears that compliance with SnoPark parking permits and snowmobile registrations requirement were up this year compared to the last few years.

b) Describe your complaint process (how are they recorded and tracked), the number and kind of complaints received, recurring themes and issues, and any known conflict between user groups.

The WDFW Enforcement program has a formal tracking system for logging complaints and subsequent investigations into complaints involving Officer conduct and professionalism. For complaints outside of this, Officers deal with issues and complaints as they crop up.

We continue to enforce the out of snowmobile registration issue, in which Idaho registrations are not valid in Washington. Overall, compliance is much higher on this issue after a few years of enforcement actions, however, we still do not have a good non-resident snowmobile registration option available.
14. How is on the trail enforcement provided? What would you need to make on the trail enforcement more effective?

On the trail enforcement is provided by two or more Officers conducting a snowmobile patrol on the trail system. Officers do compliance checks with groups that have already stopped on the trail or at known gathering spots, such as a warming shelter, or when the groups return to the parking areas. Negligent operations or other safety related violations result in Officers attempting to stop and contact the operator in violati

15. How is Sno-Park enforcement provided? What would you need to make Sno-Park enforcement more effective?

Sno-Park enforcement involves an Officer physically checking the vehicles parked in a Sno-Park for proper display of a valid permit. Due to the large distances between Sno-Parks in this area, an Officer would typically only check 1-2 Sno-Parks on a given day. If the vehicle was found in violation, either a written notice was left on the windshield, with an infraction later issued through the court, or a warning was issued to the driver with the stipulation that a valid Sno-Park permit be purchased.

A common issue we found with the area Sno-Parks are vehicles/trailers being parked outside of the Sno-Park boundaries. The occupants then utilize snowmobiles to access the trail system. These vehicles are primarily displaying out of state licenses, with Idaho being the most prominent.

The road to the Cloverland SnoPark was plowed for most of the season, however an ice sheet built up on a steep, shaded portion of the road which limited the amount of vehicles accessing and parking at the actual SnoPark. Most vehicles parked on the county road and then accessed the trail system by snowmobile.

RESUME

NOTE: THIS APPLICATION IS FOR ONGOING EDUCATION & ENFORCEMENT REPORT AND REQUEST FOR CONTINUED FUNDING ONLY

APPLICANT AGENCY
WA Dept of Fish and Wildlife-Detachment 20
## Agreement

In the event funding is provided by the Washington State Parks and Recreation Commission Winter Recreation Program, a cooperative or funding agreement of one to five years will be offered to the Applicant that will prescribe how the funding is to be utilized and how to apply for reimbursement for services provided.
The applicant certifies that, to the best of his/her knowledge, the information in this application is true and correct.

________________________________________  __________________________________________  ________________
Signature of Applicant                      Printed Name and Title of Applicant           Date

________________________________________  __________________________________________  ________________