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**STATE OF MAINE
119TH LEGISLATURE
SECOND REGULAR SESSION**

**Final Report
of the
COMMISSION TO STUDY EQUITY IN THE
DISTRIBUTION OF GAS TAX REVENUES
ATTRIBUTABLE TO SNOWMOBILES,
ALL-TERRAIN VEHICLES AND
WATERCRAFT**

December, 2000

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Staff:

Patrick Norton, Principal Analyst

**Office of Policy & Legal Analysis
13 State House Station
Augusta, Maine 04333-0013
(207)287-1670; Fax: 287-1790**

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Executive Summary

The Commission to Study Equity in the Distribution of Gas Tax Revenues Attributable to Snowmobiles, All-terrain Vehicles and Watercraft, hereafter referred to as the "Commission", held meetings and public hearings in Fort Fairfield, Augusta, Boothbay Harbor, Greenville and Naples between August 29, 2000 and November 29, 2000.¹ Each meeting consisted of one or more working meetings during the day and an evening public hearing session. On two occasions, in Fort Fairfield and Greenville, the Commission held an afternoon public hearing in addition to an evening public hearing, in anticipation of strong public interest in this issue by outdoor recreation enthusiasts and other interested parties in those areas.

In addition to receiving a wide range of public comment, the Commission also reviewed a consolidated strategic boating plan prepared by the Departments of Conservation, Inland Fisheries and Wildlife (Appendix E), reviewed a needs assessment for ATV and snowmobile access, maintenance and enforcement prepared by the Departments of Conservation and Inland Fisheries and Wildlife (Appendix F) and received an overview of the Highway Fund structural gap, motor fuel consumption estimates and road repair and maintenance needs from the Department of Transportation (Appendix G).

The Commission has concluded that snowmobiling, boating and ATV use have all increased significantly over recent years and now constitute a significant and important part of the economies of many regions of the State. Because Maine has positioned itself well to be competitive with other states and Canada in these outdoor recreational opportunities, the Commission feels that these opportunities offer a substantial potential for continued economic growth in Maine, particularly in the more rural parts of the State. State programs designed to develop and enhance those outdoor recreational opportunities are not meeting current needs and must be enhanced if the State is to maintain its competitive position as a destination state for summer and winter outdoor recreational opportunities.

Although the attached strategic boating plan and snowmobile and ATV needs assessment represents a substantial amount of work completed during its 3 months of meetings this interim, the Commission concluded that more information on the amount of gasoline consumed by boats, snowmobiles and ATVs must be collected before any recommendations can be made on the equitable distribution of gasoline tax revenues among those user groups.

¹ Resolves of 1999, chapter 131 required that the Commission hold its meetings in "geographically diverse locations throughout the State". The Fort Fairfield meeting was held on August 29, 2000, the Augusta meeting on October 3, 2000, the Boothbay Harbor meeting on October 23, 2000, the Greenville meeting on November 13, 2000 and the Naples meeting on November 29, 2000.

By itself, the strategic boating plan and the snowmobile and ATV needs assessments represent a tremendous amount of work by the agencies, and they are to be commended for working together so successfully to complete that important task in such a thorough and professional manner. The second piece of that task, conducting a survey to determine gasoline consumption by snowmobiles, ATV and motorboats, must be completed in an equally thorough and professional manner before we can adequately understand overall gasoline consumption by those users or make recommendations on the equitable distribution of gasoline tax revenues to those users.

For those reasons, and pursuant to the authority granted in its enabling legislation to undertake such research as is necessary to collect such data, the Commission has contracted with the Margaret Chase Smith Center for Public Policy at the University of Maine to conduct surveys of snowmobile, boating and ATV users in order to estimate the total annual gasoline consumed by each of those sectors. That contract, which has been implemented through a cooperative agreement between the University of Maine and the Departments of Conservation, Inland Fisheries and Wildlife, Marine Resources and Transportation, requires a report on gasoline consumption by ATV users by March 15, 2001, a report on gasoline consumption by snowmobiles by June 15, 2001 and a report on gasoline consumption by motorboats by November 30, 2001.

Recommendations

The Commission makes the following recommendations:

- *Reauthorize the Commission for an additional year, until December 6, 2001, for the purpose of providing policy oversight to the agencies and the University during the conduct of these survey, to meet regularly to review and discuss the findings of those surveys and to provide final recommendations on the equitable distribution of gas tax revenues among those user groups to the 2nd Regular Session of the 120th Legislature (See Appendix C); and*
- *Authorize a General Fund Transportation Bond issue in the amount of \$2.9 million for bridge improvements to fund snowmobile crossing lanes at certain highway bridges and to fund high priority boating and fishing access projects at other bridges scheduled for replacement within the next 2 years (See Appendix D).*

Legislation to implement these recommendations is attached as Appendices C and D.

Purpose of the Commission.

The Commission to Study Equity in the Distribution of Gas Tax Revenues Attributable to Snowmobiles, All-terrain Vehicles and Watercraft was established by Resolves of 1999, chapter 131.² The Commission is comprised of five appointed members of the House of Representatives, five appointed members of the Senate and five Executive Branch appointees representing the departments of Transportation, Conservation, Inland Fisheries and Wildlife, Marine Resources and Administrative and Financial Services.³

The duties of the Commission specified in the Resolve were:

1. *To undertake a comprehensive effort to collect and analyze all existing data regarding the amount and type of fuel purchased for and consumed within this State by snowmobiles, all-terrain vehicles and motorboats and of fuel purchased in this State for those vehicles and consumed outside the jurisdiction of this State;*
2. *To identify areas where such information is either incomplete or out of date or has not yet been collected and shall undertake such research as is necessary and within its resources to collect and update that information;*
3. *Assess the needs within the Department of Inland Fisheries and Wildlife, the Department of Conservation and the Department of Marine Resources for enforcement of existing snowmobile, all-terrain vehicle and watercraft laws; assess the capital needs for equipment or facilities for maintenance of trails or access to land or water; and determine how existing revenue allocated for snowmobile, all-terrain vehicle and watercraft programs is being used by those departments;*
4. *Seek input from the public; from organizations representing snowmobile, all-terrain vehicle and watercraft users, including the Maine Snowmobile Association, groups representing all-terrain vehicle users, the University of Maine Agricultural Research Station and the Maine Marine Trade Association; and from any other interested individuals or organizations; and*
5. *Review a strategic boating plan developed by the Department of Inland Fisheries and Wildlife, the Department of Conservation and the Department of Marine Resources that included a review of the existing*

² LD 2645 from the 2nd Regular Session of the 119th Legislature. The effective date of this legislation was May 10, 2000.

³ See Appendix ? for a list of Commission members.

distribution of and limits on funds allocated under the Maine Revised Statutes, Title 36, section 2903-A, a budget detailing the costs to each department to meet the goals of the plan and recommendations for changes to the law that are needed to implement the plan.

6. *Collect other data and make other recommendations the commission considers appropriate on the issue of off-road fuel consumption.*

The Resolve also directed the Commission to determine the percentage of gasoline taxes collected under the Maine Revised Statutes, Title 36, section 2903 that is paid on gasoline consumed by snowmobiles, all-terrain vehicles and motorboats based upon an analysis of the data collected during its study process.

Study process

As previously noted, the Commission held meetings and public hearings in Fort Fairfield, Augusta, Boothbay Harbor, Greenville and Naples between August 29, 2000 and November 29, 2000.

Summary of public comments

The Commission received a wide range of testimony at its public hearings from individual ATV, snowmobile and boating enthusiasts, representatives of local snowmobile and ATV clubs and statewide organizations representing those user groups and boating interests, local officials involved with economic development or town management, statewide organizations such as the Coastal Conservation Association, the Maine Boat Owner's Association, the Maine Municipal Association, the Automobile Association of America (Northern New England Division), the Maine Motor Transport Association, the Maine Better Transportation Association, the Maine Marine Trade Association and others.

The several issues raised by those who testified at the public hearings are summarized below:

Issues Related to Economic development. Snowmobiling, boating and ATV use both offer major economic development opportunities for the State, particularly in the northern and central regions. Recent studies of snowmobiling in Maine funded by the Maine Snowmobile Association have estimated that snowmobiling contributed \$226 million to the State's economy during the 1995-96 season and \$261 million to the economy during the 1997-98 season.⁴ Those

⁴ Reiling, Stephen, Mary Kohchen and Alan Kezis (1996). An Economic Evaluation of Snowmobiling in Maine. The Department of Resource Economics and Public Policy, University of Maine and Reiling, Stephen (1998). An Economic Evaluation of Snowmobiling in Maine: An

studies further estimate that snowmobiling accounts for 3100 full time equivalent jobs in Maine. A majority of those economic benefits from snowmobiling accrue to the central and northern areas of the State and, based on the testimony received, have become one of the most important industries in those regions. The Maine Snowmobile Association concurs with the Department of Conservation and others who state that Maine is positioned now to be competitive with Ontario and Northern Michigan as a destination for out-of-state snowmobilers. Although comparable data was not available for ATV use, the sales and use of ATV's in Maine has increased significantly in recent years. Registration data from the Department of Inland Fisheries and Wildlife indicates that while snowmobile registrations have increased by 26% over the past decade, ATV registrations have increased 56% over that same period.⁵ The Commission heard testimony from the northern and central areas of the State suggesting that this growth in ATV use may offer as much economic development potential as snowmobiles, if not more, although it was noted that the infrastructure to support the use of ATV's to that extent does not currently exist.

Issues related to existing revenues from the state. Representatives of the snowmobiling, ATV user and boating communities testified that, in their opinion, state funding for those programs is inadequate and should be increased. Most of the testimony of this point came from the snowmobile clubs, who receive funding from the Snowmobile Trail Fund for snowmobile trail grooming and maintenance costs. Data from the Department of Conservation (see Appendix ?) indicate that local grants from the snowmobile trail fund are sufficient to fund less than 60% of the costs incurred by municipalities and snowmobile clubs to maintain the trails.⁶ Trail groomers, for example, were cited as costing between \$60,000 to \$100,000 each and were being purchased by the clubs from locally raised revenues;

Issues related to land-owner relations. Because most of the snowmobile and ATV trails are on privately held land and are used only with the permission of the landowner, developing and maintaining good relations between users and landowners is essential. Testimony suggested, however, that land owner relations are being stressed by such things as increases in the number and types of machines using the trails, by the increased presence of nonresident users who may not be as vested in community relations as are resident users, and the new and unresolved land use issues being raised by the large increase in ATV use during the non-winter months, such as erosion of

update for 1997-98. The Department of Resource Economics and Public Policy, University of Maine

⁵ See Table ?. The Maine Snowmobile Association testified that resident snowmobile registrations have been relatively stable over recent years, although nonresident registrations are up 95% over the past 5 years.

⁶ Capital expenditures are not eligible for reimbursement under the snowmobile trail maintenance grant program.

trails by use during the summer and possible spread of disease among potato fields. Many people testified that education is a key to better land-owner relations and stressed that such land owner relations efforts are most effective when implemented at the local level;

Issues related to volunteerism. Volunteers who are members of local clubs account for almost all of the time spent on trail maintenance, education and land owner relations. Although the State does offer some assistance in education and land owner relations and does provide funding to offset some of the costs of trail maintenance, the snowmobile trail system in the state is largely supported and maintained by local volunteers. Many people who testified made the point that the volunteer base within this industry is being increasingly stressed as the industry itself grows and that younger people coming into snowmobiling and ATVing are not participating as volunteers as do the older members of the clubs. The declining interest in volunteerism poses a significant set of problems for continued maintenance of the snowmobile trail system;

Issues related to local/state cooperation. The local club snowmobile and ATV club members testified that land owner relations and education can be effectively accomplished on the local level, but that additional help in funding for capital equipment to expand and maintain the snowmobile trail systems and funding for promoting and advertising recreational opportunities must come from the state. This is particularly important given the increased cost in purchasing and operating trail maintenance equipment and the apparent decline in interest or ability for people to volunteer their time for such activities;

Issues related to enforcement. The general consensus seemed to be that enforcement of boating and snowmobile laws was good and was being effective, but that enforcement of ATV laws was minimal and needed to be improved. In all three areas, the consensus was that education was a key factor; and

Issues related to highway funding. The Maine Municipal Association, the American Automobile Association of America, the Maine Motor Transport Association and others testified against any recommendation that would divert additional gasoline taxes from the highway fund to snowmobile, ATV or boating programs. They expressed concerns that such recommendations, if enacted, would reduce the State's ability to adequately maintain its roads and bridges and would exacerbate a structural gap in the highway fund that is anticipated in the next biennium. Several of those testifiers suggested the Commission look at other sources of revenue, such as General Fund bonds, to fund the capital needs facing the snowmobile, ATV and boating programs.

Options offered for consideration by the public. Several suggestions were offered during the public hearings on ways in which the state could help

support and enhance outdoor recreational opportunities involving snowmobile, boating and ATV use. Although the Commission is not offering any specific recommendations on these options in this interim report, those options offered by the public for consideration included:

- Increase funding for capital equipment and maintenance costs?
- Increase registration fees?
- Increase local club fees?
- Add a “super-sport” option on snowmobile and ATV registrations?
- Sales tax exemption for trail grooming equipment?
- More enforcement, particularly with respect to ATV laws?
- Annual snowmobile and ATV registration forms should include an estimate of gasoline use (similar to boat excise tax forms)?

The Commission learned during its public hearing process that several of these recommendations may be submitted as legislation during the First Regular Session of the 120th Legislature. For example, the Board of the Maine Snowmobile Association recently approved a legislative agenda that includes increasing the snowmobile registration fees and dedicating that increase towards funding trail grooming equipment, creating a sales tax exemption of capital equipment purchased by clubs or other organizations which have a trail grooming contract with the Department of Conservation, requiring liability insurance in order to register a snowmobile, eliminating reciprocity agreements on all non-resident snowmobile registrations and amending the reporting requirements pertaining to snowmobile accidents involving a single snowmobile. The Commission did not take a formal position on any of these proposals.

History of gas tax allocations

In addition to the boating facilities plan and the ATV and snowmobiles needs assessment, the Commission also reviewed the legislative history of state law pertaining to snowmobile, all-terrain vehicle and motorboat gas tax allocations and the historical and projected revenues allocated pursuant to those laws for those various programs. A brief summary of the percent and distribution of the gas tax allocations for each group is provided below, along with a table showing the amount of money allocated for those programs over recent years.⁷

Motorboat users. The amount of total gas tax revenues set aside based on gas consumed by motorboats is:

Two percent of gas tax revenues, not to exceed \$2 million. After deducting the gas tax refunds paid to commercial motorboat operators, 20% percent of the remainder of the 2% goes to the Department of Marine

⁷ For the purposes of these calculations, the law excludes taxes derived from the sale of aircraft fuel.

Resources for commercial and sports fisheries activities and 80% to the Boating Facilities Fund in the Department of Conservation.

When originally enacted in 1965, this provision allocated 1.25% of gas tax funds to the same agencies in the same proportion, without any cap.⁸ In 1983, a \$555,000 annual cap on those allocations was enacted.⁹ In 1987, the percent was increased from 1.25% to 2% and the cap was increased to \$2 million.¹⁰

It is important to note that these boating programs did not receive any additional funds as a result of the recent increase in state gasoline taxes because the gas tax allocations for those programs are capped at \$2 million per year. That cap would also prevent any additional gas tax revenue going to those programs if state gas taxes were increased in the future.

Snowmobile users. The amount of gas tax revenues set aside based on gas consumed by snowmobiles is:

0.5% of gas tax revenue. Ten percent of this amount goes to the Department of Inland Fisheries and Wildlife to support its snowmobile registration program. The remaining 90% goes to the Department of Conservation's snowmobile trail fund.

This provision was enacted in 1973.¹¹ In 1995, the Legislature enacted an additional provision allocating an additional 0.17% of the gas tax revenues to Department of Conservation's snowmobile trail fund.¹²

All-terrain vehicle users. The amount of gas tax revenue set aside based on gas consumed by ATV's is:

0.045% of gas tax revenues, all of which goes to the ATV recreational management fund administered by the Department of Conservation. This law was enacted in 1995.¹³

The following table presents the historical and projected allocations from gas tax revenues for snowmobile, ATV and watercraft programs.¹⁴

⁸ Public Laws of 1965, c. 395, § 2.

⁹ Public Laws of 1983, c. 94, § C, 11.

¹⁰ Public Laws of 1987, c. 793, § A, 10.

¹¹ Public Laws of 1973, c. 613, § 22.

¹² Public Laws of 1995, c. 446 § 1. This additional allocation makes the snowmobile trail fund's share equal to 0.62% of the total gas tax revenues (90% of .5% plus .17%= .62%).

¹³ Public Laws of 1995, c. 446 § 2.

¹⁴ Prepared by the Office of Fiscal and Program Review at the request of the Commission.

Distribution of Gas Tax Revenue

Fund Department/Program	Actuals FY 96	Actuals FY 97	Actuals FY 98	Actuals FY 99	Actuals FY00	Budgeted FY01	Budgeted FY02	Budgeted FY03
Total Gas Tax Collections:								
Total Gas Tax Collections	\$120,592,654	\$121,350,421	\$124,471,080	\$136,268,424	\$146,190,243	\$147,230,460	\$148,577,897	\$149,940,563
Highway Fund (All collections not otherwise designated - see below)								
HF Highway Fund	\$117,680,092	\$118,471,766	\$121,456,100	\$133,571,324	\$143,128,178	\$144,177,762	\$145,515,565	\$146,868,488
Motorboats (36 MRSA, §2903-A) - 2% of total excise tax, not to exceed \$2,000,000 (split after refunds to commercial motorboats - 20% to Marine Resources and 80% to Boating Facilities Fund):								
Commercial Motorboat Refunds	\$93,850	\$99,526	\$89,022	\$75,115	\$76,243	\$75,000	\$75,000	\$75,000
OSR Marine Resources	\$397,794	\$370,576	\$405,914	\$355,001	\$390,899	\$385,000	\$385,000	\$385,000
OSR Conservation - Boating Facilities Fund	\$1,591,174	\$1,536,983	\$1,623,656	\$1,420,003	\$1,563,597	\$1,540,000	\$1,540,000	\$1,540,000
Subtotal - §2903-A	\$2,082,818	\$2,007,085	\$2,118,591	\$1,850,119	\$2,030,738	\$2,000,000	\$2,000,000	\$2,000,000
Snowmobiles (36 MRSA, §2903-B) - 0.67% of total excise tax (0.05% to IF&W and .62% to Snowmobile Trail Fund):								
GF Inland Fisheries and Wildlife	\$61,730	\$60,534	\$62,685	\$59,230	\$71,537	\$73,617	\$74,292	\$71,972
OSR Conservation - Snowmobile Trail Fund	\$723,549	\$756,154	\$777,289	\$734,446	\$894,842	\$912,827	\$921,180	\$932,630
Subtotal - §2903-B	\$785,280	\$816,688	\$839,973	\$793,675	\$966,379	\$986,444	\$995,472	\$1,004,602
ATV's (36 MRSA, §2903-C) - 0.045% of total excise tax to ATV Recreational Mgmt. Fund:								
OSR Conservation - ATV Rec. Mgmt. Fund	\$44,464	\$54,882	\$56,416	\$53,307	\$64,948	\$66,254	\$66,860	\$67,473
Subtotal - §2903-C	\$44,464	\$54,882	\$56,416	\$53,307	\$64,948	\$66,254	\$66,860	\$67,473

Overall program costs and expenditures for Fiscal Year 2000

The Commission spent a considerable amount of time trying to identify all the revenue sources that fund snowmobile, ATV and boating programs and the full range of costs incurred at all levels of government to administer those programs and to enforce snowmobile, ATV and boating laws. Although much of that information is presented in the following tables, more work is needed to fully quantify the administrative and enforcement costs, particularly those incurred by municipal governments and law enforcement agencies other than the Maine Warden Service and the Maine Marine Patrol.

As can be seen in Table 1, total gasoline tax allocations in Fiscal Year 2000 for all three program areas totaled revenues were slightly less than \$3 million dollars.¹⁵ Gasoline tax revenues, however, represent only about 30% of the total state costs of administering and enforcing snowmobile, boating and ATV programs and laws. Tables 2 and 3 on the following pages show in a more comprehensive manner the amount and sources on money collected by the agencies for those programs and how those monies are expended. As can be seen in Table 2, approximately \$8.8 million in revenues were allocated, appropriated or transferred to the agencies from a number of sources including gasoline tax allocations, general fund appropriations, fees from licenses and registrations and a variety of federal funding sources. Table 3 shows the

¹⁵ Actual total from Table 1, excluding commercial motorboat refunds, is \$2,985,822 in FY 2000.

administrative, enforcement and other costs incurred by the agencies to operate snowmobile, boat and ATV programs during Fiscal Year 2000.

**Table 2
EXPENDITURES BY PROGRAM AREA AND FUNCTION FOR FISCAL YEAR 2000**

	<u>Boats</u>	<u>Snowmobiles</u>	<u>ATV's</u>	<u>Row Total</u>
Marine Resources				
Program Administration	\$0	\$0	\$0	\$0
Licensing	\$0	\$0	\$0	\$0
Education	\$0	\$0	\$0	\$0
Enforcement	\$768,717 ¹	\$0	\$0	\$768,717
Access	\$0	\$0	\$0	\$0
Access Maintenance	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0
Other	<u>\$975,912</u> ²	<u>\$0</u>	<u>\$0</u>	<u>\$975,912</u>
Sub-Total DMR	\$1,744,629	\$0	\$0	\$1,744,629
Inland Fisheries and Wildlife				
Program Administration	\$40,000	\$35,000	\$25,000	\$100,000
Licensing	\$283,934	\$182,694	\$101,470	\$568,098
Education	\$15,000	\$20,000	\$5,000	\$40,000
Enforcement	\$1,293,037	\$569,377	\$187,701	\$2,050,115
Access	\$166,000	\$0	\$0	\$166,000
Access Maintenance	\$0	\$0	\$0	\$0
Grants	\$0	\$0	\$0	\$0
Other	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Sub-Total IFW	\$1,797,971	\$807,071	\$319,171	\$2,924,213
Conservation				
Program Administration	\$135,407	\$120,986	\$14,929	\$271,322
Licensing	\$0	\$0	\$0	\$0
Education	\$0	\$46,405	\$23,268	\$69,673
Enforcement	\$0	\$0	\$0	\$0
Access	\$606,067	\$0	\$0	\$606,067
Access Maintenance	\$322,586	\$265,806	\$82,015	\$670,407
Grants	\$511,246 ³	\$2,254,017 ⁵	\$61,405	\$2,826,668
Other	<u>\$560,555</u> ⁴	<u>\$0</u>	<u>\$0</u>	<u>\$560,555</u>
Sub-Total DOC	\$2,135,861	\$2,687,214	\$181,617	\$5,004,692
TOTAL ALL AGENCIES	<u>\$5,678,461</u>	<u>\$3,494,285</u>	<u>\$500,788</u>	<u>\$9,673,534</u>

1. Includes approximate payroll costs for enforcement personnel based on the number of hours reported as engaged in boating program. Funding sources for these activities are split between GF and various OSR fund sources.
2. Includes approximate program expenditures for boat program costs, such as fuel, maintenance, insurances, etc.
3. Grants to municipalities.
4. \$27,235 Songo Lock O&M; \$147,320 navigation aids; \$136,000 transfer to IFW to match federal funds; one time \$250,000 transfer to non-federal access projects.
5. Includes one time transfer of \$150,000 GF and \$150,000 trail fund transfer for capital purchases and late payments on grants (\$14' carried forward from FY 99).

Prepared by OPLA using data provided by the agencies. November, 2000.

**Table 3
INCOME BY PROGRAM AREA AND FUNCTION FOR FISCAL YEAR 2000**

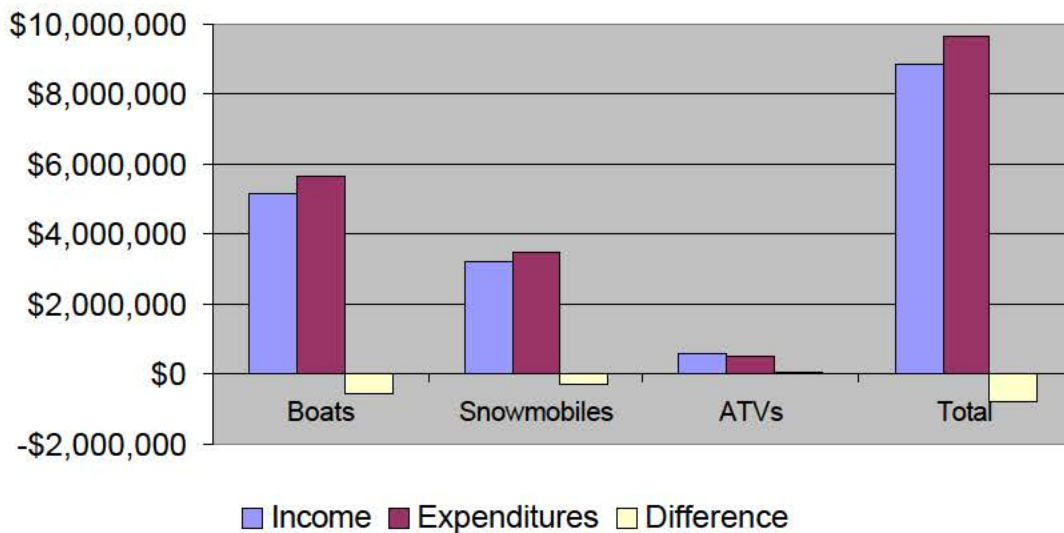
	<u>Boats</u>	<u>Snowmobiles</u>	<u>ATV's</u>	<u>Row Total</u>
Marine Resources				
Registrations or licensing	\$245,831 ¹	\$0	\$0	\$245,831
Fines	\$14,713 ¹	\$0	\$0	\$14,713
Transfers	\$0	\$0	\$0	\$0
Federal Funds	\$140,625 ²	\$0	\$0	\$140,625
GF (not captured above)	\$1,182,245 ³	\$0	\$0	\$1,182,245
OSR (not captured above)	\$161,215 ³	\$0	\$0	\$161,215
Other	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Sub-Total DMR	\$1,744,629	\$0	\$0	\$1,744,629
Inland Fisheries and Wildlife				
Registrations or licensing	\$1,076,692	\$715,328	\$349,845	\$2,141,865
Fines	\$45,974	\$0 ⁶	\$0 ⁶	\$45,974
Transfers	\$136,000 ⁴	\$71,537 ⁷	\$0	\$207,537
Federal Funds	\$548,391 ⁵	\$0	\$0	\$548,391
GF (not captured above)	\$0	\$0	\$0	\$0
OSR (not captured above)	\$0	\$47,184	\$0	\$47,184
Other	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Sub-Total IFW	\$1,807,057	\$834,049	\$349,845	\$2,990,951
Conservation				
Registrations or licensing	\$0	\$0	\$0	\$0
Fines	\$0	\$0	\$0	\$0
Transfers	\$1,539,005 ⁸	\$1,303,070 ¹⁰	\$158,693 ¹⁰	\$3,000,768
Federal Funds	\$0	\$0	\$0	\$0
GF (not captured above)	\$0	\$150,000 ¹¹	\$0	\$150,000
OSR (not captured above)	\$0	\$9,790	\$0	\$9,790
Other	<u>\$29,538</u> ⁹	<u>\$894,842</u> ⁸	<u>\$64,948</u> ⁸	<u>\$989,328</u>
Sub-Total DOC	\$1,568,543	\$2,357,702	\$223,641	\$4,149,886
TOTAL ALL AGENCIES	<u>\$5,120,229</u>	<u>\$3,191,751</u>	<u>\$573,486</u>	<u>\$8,885,466</u>

1. Received from IFW
2. DMR's share of US Coast Guard grant funds from the Recreational Boating Safety Federal financial assistance program.
3. Estimated based on funding distribution of enforcement personnel. 88% supported by GF and 12% by OSR.
4. Transfer from DOC. An additional transfer of \$264,000 in FY 2000 is not shown since it was a one time transfer.
5. From Coast Guard.
6. Not specified when received from court.
7. Gas tax transfer from DOC.
8. Gas tax transfer from Taxation to DOC
9. Songo Lock fees.
10. Transfer from IFW to DOC.
11. One time capital transfer.

Prepared by OPLA using data provided by the agencies. November, 2000.

The following graph shows that, on balance, the costs of operating snowmobile, boating and ATV programs exceeded the revenue allocated or appropriated for those programs by approximately \$788,000 in Fiscal Year 2000.¹⁶

Income and Expenditures for Boating, Snowmobile and ATV programs for Fiscal Year 2000 (DOC, IFW and DMR)



Funding to provide snowmobile crossings across bridges and other bridge related boating and fishing access projects in high priority locations

Legislation submitted during the 1st Regular Session of the 119th Legislature proposed to require that new bridge construction and reconstruction provide for a sidewalk or lane dedicated for the use of off-road recreational vehicles such as snowmobiles.¹⁷ Another bill submitted during that session proposed to create a recreational access committee to provide direction to the Commissioner of Transportation on improvement to state roads and bridges to allow for safe access for recreation and fishing.¹⁸ During the worksessions on those bills, the Departments of Transportation, Conservation, Inland Fisheries and Wildlife and

¹⁶ In recent years, the deficit between revenues and expenditures has been funded by drawing down cash balances carried forward from previous years. If the current rate of drawing down those balances continues, the DOC estimates those cash balances to last for only one or two more years.

¹⁷ LD 273, sponsored by Representative Cameron.

¹⁸ LD 998, sponsored by Senator Harriman.

Marine Resources agreed in an interagency memorandum of agreement to work those bills and to report back on the progress of those interagency efforts to improve public and recreational access to water bodies and snowmobile access proposed memorandum of agreement and reported one of those bills out of committee with a single provision report back to the Transportation Committee in February of 2001 and again in February of 2003 on those interagency efforts.

As part of this study, this Commission reviewed a preliminary list of “high priority” agencies as part of their work under that memorandum of agreement. The 74 projects included in that list all involved bridges that were scheduled for replacement projects, however, did not include money to fund the estimated \$1.7 and water access enhancements.

The Commission concluded that a bond to fund the construction of snowmobile crossings across bridges in high priority bridges locations and was essential to safety of snowmobilers and the general public on bridges that receive significant Commission is recommending a \$2.9 million General Fund Transportation bond be issued that includes \$2 million to fund high priority snowmobile crossing bridges in Canton and Ashland were scheduled for replacement within the next two years and these bonds would provide funds to include a snowmobile w bridges. The bridges in Forks, Bethel and Bingham were not scheduled for replacement in the near future, however the bond would snowmobile crossing lane. The remaining \$900,000 proposed in the bond is to fund “high priority” boating and fishing access opportunities at other bridges projects is included as Appendix D.

Work plan for 2001

Legislation to reauthorize the Commission for an additional year, until December as essential for completing the work for which it was originally created. As noted earlier in this report, the Commission concluded that more information on the

amount of gasoline consumed by boats, snowmobiles and ATVs must be collected before any recommendations can be made on the equitable distribution gasoline tax revenues among those user groups. For that reason, and pursuant to the authority granted in its enabling legislation to undertake such research as is necessary to collect such data, the Commission has contracted with the Margaret Chase Smith Center for Public Policy at the University of Maine to conduct surveys of snowmobile, boating and ATV users in order to estimate the total annual gasoline consumed by each of those sectors. That contract, which has been implemented through a cooperative agreement between the University of Maine and the Departments of Conservation, Inland Fisheries and Wildlife, Marine Resources and Transportation, requires a report on gasoline consumption by ATV users by March 15, 2001, a report on gasoline consumption by snowmobiles by June 15, 2001 and a report on gasoline consumption by motorboats by November 30, 2001. The cooperative agreement and a summary of the survey methodology are attached as Appendix H.

The Commission's work plan during 2001, if it is reauthorized by the Legislature, will require a series of meetings throughout the year to oversee the survey process and to finalize any remaining work on the boating facilities plan and the ATV and snowmobile needs assessment.

With respect of the Commission's oversight of the survey process, we anticipate the following process will be followed for each of the three surveys:

1. The Commission will meet with staff from the University of Maine, Margaret Chase Smith Center for Public Policy, to review and discuss topics and issues to be addressed in the survey. The Commission completed this step with respect to the survey of ATV users when it met in Naples on November 29, 2000. A meeting in January of 2001 is anticipated to complete this step with respect to the survey of snowmobile users and a meeting in March or April is anticipated with respect to the boating survey;
2. The Commission and the University work cooperatively to solicit input from user groups on those topics (or other suggested topics);
3. Staff from the University consult directly with relevant department staff in the development of specific survey questions;
4. Survey questions are finalized by the University and made available to the Commission and the agencies prior to submission of those questions to the University's internal review board for approval. Any comments on the final questions must be addressed to the Commission chairs through OPLA staff within one week of receipt of the questions;
5. Survey is administered to a randomly selected sample of users;
6. The Commission meets to review and discuss the final report for each survey on or around the final reporting date specified in the cooperative agreement. We expect to meet in March to review the ATV survey

6. results, in June to review the snowmobile survey results and in November to review the final boating survey results.

We estimate that the above work plan will require the Commission to meet at least 5 times during 2001. We anticipate that we have sufficient funds remaining in our original budget to fund all costs associated with those meetings.

APPENDIX “A”

CHAPTER 131

H.P. 1901 - L.D. 2645

Resolve, to Create the Commission to Study Equity in the Distribution of Gas Tax Revenues Attributable to Snowmobiles, All-terrain Vehicles and Watercraft

Emergency preamble. Whereas, Acts and resolves of the Legislature do not become effective until 90 days after adjournment unless enacted as emergencies; and

Whereas, the percent of gasoline taxes collected in the State that is paid on gasoline consumed by snowmobiles, all-terrain vehicles and motorboats represents a share of gas tax revenues that should be allocated equitably for programs supporting the enforcement and enhancement of snowmobile, all-terrain vehicle and watercraft use in the State; and

Whereas, the percent for each of those user groups is not presently known; and

Whereas, the overall resource needs to enforce current snowmobile, all-terrain vehicle and watercraft laws and to effectively plan for and provide the services required by current law are not presently known; and

Whereas, collecting and analyzing the information needed to determine the equitable distribution of gas tax revenues generated by snowmobiles, all-terrain vehicles and motorboats and to determine the overall resource needs to enforce and provide services required by law requires that this study begin as soon as possible after adjournment; and

Whereas, the study must be initiated before the 90-day period expires in order that the study may be completed and a

report submitted in time for submission to the next legislative session; and

Whereas, in the judgment of the Legislature, these facts create an emergency within the meaning of the Constitution of Maine and require the following legislation as immediately necessary for the preservation of the public peace, health and safety; now, therefore, be it

Sec. 1. Commission established. Resolved: That the Commission to Study Equity in the Distribution of Gas Tax Revenues Attributable to Snowmobiles, All-terrain Vehicles and Watercraft, referred to in this resolve as the "commission," is established; and be it further

Sec. 2. Commission membership. Resolved: That the commission consists of the following 15 members:

1. Five members of the Senate appointed by the President of the Senate. When making the appointments, the President of the Senate shall give preference to members from the Joint Standing Committee on Inland Fisheries and Wildlife, the Joint Standing Committee on Marine Resources, the Joint Standing Committee on Agriculture, Conservation and Forestry, the Joint Standing Committee on Transportation and the Joint Standing Committee on Taxation;

2. Five members of the House of Representatives appointed by the Speaker of the House. When making the appointments, the Speaker of the House shall give preference to members from the Joint Standing Committee on Inland Fisheries and Wildlife, the Joint Standing Committee on Marine Resources, the Joint Standing Committee on Agriculture, Conservation and Forestry, the Joint Standing Committee on Transportation and the Joint Standing Committee on Taxation; and

3. The following ex officio voting members:

A. The Commissioner of Conservation or the commissioner's designee;

B. The Commissioner of Marine Resources or the commissioner's designee;

C. The Commissioner of Inland Fisheries and Wildlife or the commissioner's designee;

D. The Commissioner of Transportation or the commissioner's designee; and

E. The Director of the Bureau of Revenue Services within the Department of Administrative and Financial Services or the director's designee; and be it further

Sec. 3. Chairs. Resolved: That the first-named Senate member is the Senate chair of the commission and the first-named House member is the House chair of the commission; and be it further

Sec. 4. Appointments; meetings. Resolved: That all appointments must be made no later than 30 days after adjournment of the Second Regular Session of the 119th Legislature. The appointing authorities shall notify the Executive Director of the Legislative Council once the appointments have been made. The Executive Director of the Legislative Council shall notify the chairs when all appointments have been made. The chairs of the commission shall call and convene the first meeting of the commission within 30 days of being notified that all appointments have been made; and be it further

Sec. 5. Duties. Resolved: That the commission shall:

1. Undertake a comprehensive effort to collect and analyze all existing data regarding the amount and type of fuel purchased for and consumed within this State by snowmobiles, all-terrain vehicles and motorboats and of fuel purchased in this State for those vehicles and consumed outside the jurisdiction of this State. The commission shall identify areas where such information is either incomplete or out of date or has not yet been collected and shall undertake such research as is necessary and within its resources to collect and update that information;

2. Based upon an analysis of the data collected under subsection 1, determine the percentage of gasoline taxes collected under the Maine Revised Statutes, Title 36, section 2903 that is paid on gasoline consumed by snowmobiles, all-terrain vehicles and motorboats;

3. Assess the needs within the Department of Inland Fisheries and Wildlife, the Department of Conservation and the Department of Marine Resources for enforcement of existing snowmobile, all-terrain vehicle and watercraft laws; assess the capital needs for equipment or facilities for maintenance of trails or access to land or water; and determine how existing revenue allocated for snowmobile, all-terrain vehicle and watercraft programs is being used by those departments;

4. Seek input from the public; from organizations representing snowmobile, all-terrain vehicle and watercraft users, including the Maine Snowmobile Association, groups representing all-terrain vehicle users, the University of Maine Agricultural Research Station and the Maine Marine Trade Association; and from any other interested individuals or organizations. In seeking that input, the commission shall, within its budgeted resources, hold its meetings in geographically diverse locations throughout the State;

5. Review a strategic boating plan developed by the Department of Inland Fisheries and Wildlife, the Department of

Conservation and the Department of Marine Resources. Those departments jointly shall prepare and submit to the commission a strategic boating plan that includes a plan for meeting the future freshwater and saltwater access and enforcement needs of the State. Development of that strategic boating plan must include a review of the existing distribution of and limits on funds allocated under the Maine Revised Statutes, Title 36, section 2903-A, a budget detailing the costs to each department to meet the goals of the plan and recommendations for changes to the law that are needed to implement the plan. The commission shall review the strategic boating plan and those recommendations and may include in its report any legislation it considers necessary to implement the plan; and

6. Collect other data and make other recommendations the commission considers appropriate on the issue of off-road fuel consumption; and be it further

Sec. 6. Report. Resolved: That the commission shall submit its report, together with any recommended implementing legislation, to the First Regular Session of the 120th Legislature no later than December 6, 2000. If the commission requires an extension of time to make its report, it may apply to the Legislative Council, which may grant the extension; and be it further

Sec. 7. Staff assistance. Resolved: That, upon approval of the Legislative Council, the Office of Policy and Legal Analysis shall provide staffing assistance to the commission. The Office of Fiscal and Program Review and the Department of Transportation, the Department of Marine Resources, the Department of Inland Fisheries and Wildlife, the Department of Conservation and the Department of Administrative and Financial Services, Bureau of Revenue Services shall also provide assistance as requested by the commission; and be it further

Sec. 8. Compensation. Resolved: That the members of the commission who are Legislators are entitled to receive the legislative per diem, as defined in the Maine Revised Statutes, Title 3, section 2, and reimbursement for travel and other necessary expenses related to their attendance at authorized meetings of the commission. Other members of the commission who are not compensated by their employers or other entities that they represent are entitled to receive reimbursement for travel and other necessary expenses related to their attendance at authorized meetings; and be it further

Sec. 9. Budget. Resolved: That the chairs of the commission, with assistance from the commission staff, shall administer the commission's budget. The commission may not incur expenses

exceeding its approved budget. Upon request from the commission, the Executive Director of the Legislative Council shall promptly provide the commission and its staff with a status report on the commission's budget, expenditures incurred and remaining available funds; and be it further

Sec. 10. Appropriation. Resolved: That the following funds are appropriated from the General Fund to carry out the purposes of this resolve.

2000-01

LEGISLATURE

**Commission to Study Equity in the
Distribution of Gas Tax Revenues
Attributable to Snowmobiles,
All-terrain Vehicles and Watercraft**

Personal Services	\$4,400
All Other	5,700

Provides funds for the per diem and expenses of legislative members of the Commission to Study Equity in the Distribution of Gas Tax Revenues Attributable to Snowmobiles, All-terrain Vehicles and Watercraft, for meeting notices and to print the required report.

LEGISLATURE

TOTAL

\$10,100

Emergency clause. In view of the emergency cited in the preamble, this resolve takes effect when approved.

Effective May 10, 2000.

APPENDIX “B”

**COMMISSION TO STUDY EQUITY IN THE DISTRIBUTION OF GAS TAX
REVENUES ATTRIBUTABLE TO SNOWMOBILES, ALL-TERRAIN
VEHICLES AND WATERCRAFT**

Resolves, Chapter 131

Membership 2000

Appointment(s) by the President

Sen. Marge L. Kilkelly, Senate Chair
West Alna Road
P.O. Box 180
Wiscasset, ME 04578

Home: (207) 882-5410
E-mail: kilkelly@wiscasset.net

Sen. Jill M. Goldthwait
22 Albert Meadow
Bar Harbor, ME 04609

Home: (207) 288-5461
E-mail: jillgold@acadia.net

Sen. R. Leo Kieffer
12 Harvest Road
Caribou, ME 04736

Home: (207) 493-3190
FAX: (207) 493-7894
E-mail: Leo.Kiefer@state.me.us

Sen. Judy A. Paradis
40 US Route 1
Frenchville, ME 04745

Home: (207) 728-4854
FAX: (207) 728-6374
E-mail: rody@nbnet.nb.ca / SenJudy.Paradis@state.me.us

Sen. Richard P. Ruhlin
115 Elm Street
Brewer, ME 04412

Home: (207) 989-7333
Bus: (207) 989-4607
FAX: (207) 989-4228
SenDick.Ruhlin@state.me.us

Appointment(s) by the Speaker

Rep. Joseph E. Clark, House Chair
180 Bowdoin Street
Millinocket, ME 04462

Home: (207) 723-5746
Bus: (207) 723-2251
E-mail: jeclark8@ime.net

Rep. Bruce S. Bryant
2470 Canton Point Road
Dixfield, ME 04224

Home: (207) 562-8224
Bus: (207) 369-2394
E-mail: house67@exploremaine.com

Rep. Richard H. Duncan
26 Third Street
Presque Isle, ME 04769

Home: (207) 764-4100
Bus: (207) 764-0625
FAX: (207) 764-8346

Rep. Kenneth A. Honey
Chapel Street
P.O. Box 6
Boothbay, ME 04537

Home: (207) 663-5560
FAX: (207) 633-5092

Rep. Gary J. Wheeler
29½ Frost Hill Road
Eliot, ME 03903

Home: (207) 439-0177
E-mail: repgary.wheeler@state.me.us

Non-legislative Members

Jane Lincoln
Department of Transportation
16 State House Station

Phone: 287-2551
FAX: 287-8757
E-mail: jane.lincoln@state.me.us

Fred Hurley, Deputy Commissioner
Department of Inland Fisheries & Wildlife
41 State House Station

Phone: 7-5216
FAX: 7-6395
E-mail: fred.hurley@state.me.us

Dawn Gallagher, Ass't. Commissioner
Department of Conservation
Harlow Bldg., AMHI Complex
#22 State House Station

Phone: 287-4901
FAX: 287-2400
E-mail: dawn.r.gallagher@state.me.us

Penn Estabrook
Department of Marine Resources
21 State House Station

Phone: 624-6550
FAX: 624-6024
E-mail: penn.estabrook@state.me.us

Elmer Pelletier
Maine Revenue Service
#24 State House Station

Phone: (207) 624-9748
FAX: (207) 287-6628
E-mail: elmer.pelletier@state.me.us

Staff:

Patrick Norton, Principal Analyst
Office of Policy and Legal Analysis
13 State House Station
Augusta, ME 04333-0013

Phone: 287-1670
FAX: 287-1790
E-mail: patrick.norton@state.me.us

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APPENDIX “C”

Resolve, to Extend the Commission to Study Equity in the Distribution of Gas Tax Revenues Attributable to Snowmobiles, All-terrain Vehicles and Watercraft

Emergency preamble. Whereas, Acts and resolves of the Legislature do not become effective until 90 days after adjournment unless enacted as emergencies; and

Whereas, the Commission to Study Equity in the Distribution of Gas Tax Revenues Attributable to Snowmobiles, All-terrain Vehicles and Watercraft was created by Resolves of 1999, chapter 131, with a final reporting date of December 6, 2000; and

Whereas, that Commission was authorized to undertake research as necessary to collect and update information on the amount and type of fuel purchased for and consumed within this State by snowmobiles, all-terrain vehicles and motorboats and of fuel purchased in this State for those vehicles and consumed outside the jurisdiction of this State; and

Whereas, that Commission has authorized surveys to determine the amount of gasoline consumed by snowmobiles, all-terrain vehicles and watercraft; and

Whereas, the information obtained through those surveys is essential for the Commission to fulfill its charge of determining the equitable distribution of gas tax revenues generated by snowmobiles, all-terrain vehicles and motorboats; and

Whereas, it is critical to the validity of the survey results that adequate time be allowed to develop the survey methodology and the survey questionnaire, to select the random sample of survey participants, to administer the survey and to analyze the survey results; and

Whereas, the successful completion of that work requires that the Commission be extended until December 6, 2001, for the purpose of providing policy oversight of those survey efforts and to submit its findings and recommendations to the Second Regular Session of the 120th Legislature; and

Whereas, in the judgment of the Legislature, these facts create an emergency within the meaning of the Constitution of Maine and require the following legislation as immediately necessary for the preservation of the public peace, health and safety; now, therefore, be it

Sec. 1. Commission established. Resolved: That the Commission to Study Equity in the Distribution of Gas Tax Revenues Attributable to Snowmobiles, All-terrain Vehicles and Watercraft, referred to in this resolve as the "commission," is established; and be it further

Sec. 2. Commission membership; appointed and ex officio members.

Resolved: The Commission consists of 15 appointed members and up to 3 Ad-hoc members as provided below:

1. Legislative members reappointed. That the Legislative members appointed pursuant to Resolves of 1999, chapter 131, who are now members of the 120th Legislature are reappointed as members of this Commission;

2. Filling of Legislative vacancies. The President of the Senate shall appoint three members of the Senate to replace the members of the Senate appointed pursuant to Resolves of 1999, chapter 131, who are not members of the 120th Legislature. When making those appointments, the President of the Senate shall give preference to members from the Joint Standing Committee on Inland Fisheries and Wildlife, the Joint Standing Committee on Transportation and the Joint Standing Committee on Taxation;

3. Ex-officio members. The following ex officio voting members:

- A. The Commissioner of Conservation or the commissioner's designee;
- B. The Commissioner of Marine Resources or the commissioner's designee;
- C. The Commissioner of Inland Fisheries and Wildlife or the commissioner's designee;
- D. The Commissioner of Transportation or the commissioner's designee; and
- E. The Director of the Bureau of Revenue Services within the Department of Administrative and Financial Services or the director's designee; and be it further

4. Ad-hoc members. Persons who were appointed by the President of the Senate or the Speaker of the House pursuant to Resolves of 1999, chapter 131, who are not elected members of the 120th Legislature are entitled to serve as (voting? Non-voting?) ad hoc members of the Commission.

Sec. 3. Appointments; meetings. Resolved: That all appointments must be made no later than 30 days after the effective date of this Resolve. The appointing authorities shall notify the Executive Director of the Legislative Council once the appointments have been made. The Executive Director of the Legislative Council shall notify the chairs when all appointments have been made. The chairs of the commission shall call and convene the first meeting of the commission anytime after the effective date of this Resolve; and be it further

Sec. 4. Duties. Resolved: That the commission shall fulfill all the duties required by Resolves of 1999, chapter 131 and shall:

1. Oversee the surveys of gasoline consumption by ATV, snowmobile and watercraft undertaken by the Margaret Chase Smith Center for Public Policy at the University of Maine pursuant to a Cooperative Agreement between the University and the Departments of Conservation, Inland Fisheries and Wildlife, Marine Resources and Transportation as provided in a contract among those agencies signed in November, 2000. That oversight shall include regular meeting during 2001 with the University and interested parties to assist in the development of the surveys and to review and discuss the results of each survey;

2. Seek input from the public; from organizations representing snowmobile, all-terrain vehicle and watercraft users, including the Maine Snowmobile Association, groups representing all-terrain vehicle users, the University of Maine Agricultural Research Station and the Maine Marine Trade Association; and from any other interested individuals or organizations. In seeking that input, the commission shall, within its budgeted resources, hold its meetings in geographically diverse locations throughout the State;

3. Review and report on any updates or supplemental information prepared by the Department of Inland Fisheries and Wildlife, the Department of Conservation or the Department of Marine Resources pertaining to the strategic boating plan prepared by those agencies pursuant to Resolves of 1999, chapter 131; and

4. Collect other data and make other recommendations the commission considers appropriate on the issue of off-road fuel consumption; and be it further

Sec. 5. Report. Resolved: That the commission shall submit its report, together with any recommended implementing legislation, to the Second Regular Session of the 120th Legislature no later than December 6, 2001. If the commission requires an extension of time to make its report, it may apply to the Legislative Council, which may grant the extension; and be it further

Sec. 6. Staff assistance. Resolved: That, upon approval of the Legislative Council, the Office of Policy and Legal Analysis shall provide staffing assistance to the commission. The Office of Fiscal and Program Review and the Department of Transportation, the Department of Marine Resources, the Department of Inland Fisheries and Wildlife, the Department of Conservation and the Department of Administrative and Financial Services, Bureau of Revenue Services shall also provide assistance as requested by the commission; and be it further

Sec. 7. Compensation. Resolved: That the members of the commission who are Legislators are entitled to receive the legislative per diem, as defined in the Maine Revised Statutes, Title 3, section 2, and reimbursement for travel and other necessary expenses related to their attendance at authorized meetings of the commission. Other members of the commission, including ad hoc members, who are not compensated by their employers or other entities that they represent are entitled to receive

reimbursement for travel and other necessary expenses related to their attendance at authorized meetings; and be it further

Sec. 8. Budget. Resolved: That the chairs of the commission, with assistance from the commission staff, shall administer the commission's budget. The commission may not incur expenses exceeding its approved budget. Upon request from the commission, the Executive Director of the Legislative Council shall promptly provide the commission and its staff with a status report on the commission's budget, expenditures incurred and remaining available funds; and be it further

Sec. 9. Appropriations carried over. Resolved: That funds appropriated to the Commission by Resolves of 1999, chapter 131, that are unexpended are carried forward to fiscal year 2001-02 to be used for the purposes specified in that Resolve and in this Act.

Emergency clause. In view of the emergency cited in the preamble, this Act takes effect when approved.

SUMMARY

This emergency Resolve reauthorizes for an additional year, until December 6, 2001, the Commission to Study Equity in the Distribution of Gas Tax Revenues Attributable to Snowmobiles, All-terrain Vehicles and Watercraft. That Commission was originally authorized during the 2nd Regular Session of the 119th Legislature pursuant to Resolves of 1999, chapter 131.

This Resolve reappoints the five Ex-Officio members of the Commission appointed during the 119th Legislature and reappoints the Legislative members appointed during the 119th Legislature who are now members of the 120th Legislature. Members who were appointed as legislative members in 1999 but who are no longer members of the Legislature are entitled to serve as ad-hoc members of the Commission during 2001.

No additional funding is requested in this Resolve, although the Resolve does carry forward all unexpended balances appropriated in Resolves of 1999, chapter 131, to be used by the Commission during 2001 to complete its responsibilities.

APPENDIX “D”

**An Act to Authorize Department of Transportation Bond Issues
in the Amount \$2,900,000 to fund high priority snowmobile crossings on
highway bridges and to provide boating and fishing access improvements
to highway bridges**

Preamble. Two thirds of both Houses of the Legislature deeming it necessary in accordance with the Constitution of Maine, Article IX, Section 14, to authorize the issuance of bonds on behalf of the State of Maine to provide funds to match available federal funds for improvements to highways and bridges, airports and state-owned ferry facilities; development of rail corridors and marine infrastructure; and replacement of public transportation fleets statewide.

Be it enacted by the People of the State of Maine as follows:

Sec. 1. Authorization of bonds to provide for snowmobile crossings and boating and fishing access improvements to certain highway bridges. The Treasurer of State is authorized, under the direction of the Governor, to issue bonds in the name and on behalf of the State in an amount not exceeding \$2,900,000 to provide funds for snowmobile crossing and boating and fishing access improvements to highway bridges, as authorized by section 6 of this Act. The bonds are a pledge of the full faith and credit of the State. The bonds may not run for a period longer than 20 years from the date of the original issue of the bonds. At the discretion of the Treasurer of State, with the approval of the Governor, any issuance of bonds may contain a call feature.

Sec. 2. Records of bonds issued to be kept by the Treasurer of State. The Treasurer of State shall keep an account of each bond showing the number of the bond, the name of the successful bidder to whom sold, the amount received for the bond, the date of sale and the date when payable.

Sec. 3. Sale; how negotiated; proceeds appropriated. The Treasurer of State may negotiate the sale of the bonds by direction of the Governor, but no bond may be loaned, pledged or hypothecated on behalf of the State. The proceeds of the sale of the bonds, which must be held by the Treasurer of State and paid by the Treasurer of State upon warrants drawn by the State Controller, are appropriated solely for the purposes set forth in this Act. Any unencumbered balances remaining at the completion of the project in section 6 of this Act lapse to the debt service account established for the retirement of these bonds.

Sec. 4. Interest and debt retirement. The Treasurer of State shall pay interest due or accruing on any bonds issued under this Act and all sums coming due for payment of bonds at maturity.

Sec. 5. Disbursement of bond proceeds. The proceeds of the bonds must be expended as set out in section 6 of this Act under the direction and supervision of the Commissioner of Transportation. The Commissioner of Transportation must consult with the Commissioner of Conservation, the Commissioner of Inland Fisheries and Wildlife and the Commissioner of Marine Resources prior to any expenditure of these funds and may expend these funds only on projects identified by those agencies as high priority projects.

Sec. 6. Allocations from General Fund bond issues; improvements to highways and bridges for snowmobile crossings and boating and fishing access improvements. The proceeds of the sale of bonds must be expended as designated in the following schedule.

TRANSPORTATION, DEPARTMENT OF

General Fund

Carry-in boating and river bank access from new bridges	\$400,000
Enhancements to new bridges to allow fishing from those bridges	\$500,000
Enhancements to allow snowmobile crossings on highway bridges	\$2,000,00

General Fund Total	<u>\$2,900,000</u>
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Sec. 7. Contingent upon ratification of bond issue. Sections 1 to 6 of this Act do not become effective unless the people of the State have ratified the issuance of bonds as set forth in this Act.

Sec. 8. Appropriation balances at year-end. At the end of each fiscal year, all unencumbered appropriation balances representing state money carry forward. Bond proceeds that have not been expended within 10 years after the date of the sale of the bonds lapse to General Fund or Highway Fund debt service.

Sec. 9. Bonds authorized but not issued. Any bonds authorized but not issued, or for which bond anticipation notes are not issued within 5 years of ratification of this Act, are deauthorized and may not be issued; except that the Legislature may, within 2 years after the expiration of that 5-year period, extend the

period for issuing any remaining unissued bonds or bond anticipation notes for an additional amount of time not to exceed 5 years.

Sec. 10. Referendum for ratification; submission at statewide election; form of question; effective date. This Act must be submitted to the legal voters of the State of Maine at a statewide election held on the Tuesday following the first Monday of November following passage of this Act. The municipal officers of this State shall notify the inhabitants of their respective cities, towns and plantations to meet, in the manner prescribed by law for holding a statewide election, to vote on the acceptance or rejection of this Act by voting on the following question:

"Do you favor a \$2,900,000 bond issue to fund high priority snowmobile crossings on highway bridges and to provide boating and fishing access improvements to highway bridges?"

The legal voters of each city, town and plantation shall vote by ballot on this question and designate their choice by a cross or check mark placed within a corresponding square below the word "Yes" or "No." The ballots must be received, sorted, counted and declared in open ward, town and plantation meetings and returns made to the Secretary of State in the same manner as votes for members of the Legislature. The Governor shall review the returns and, if a majority of the legal votes are cast in favor of this Act, the Governor shall proclaim the result without delay, and this Act becomes effective 30 days after the date of the proclamation.

The Secretary of State shall prepare and furnish to each city, town and plantation all ballots, returns and copies of this Act necessary to carry out the purpose of this referendum.

SUMMARY

This bill authorizes a \$2.9 million General Fund bond issue to fund snowmobile crossings and boating and fishing access improvements on certain highway bridges. The bill requires the Commissioner of Transportation to consult with the Commissioner of Conservation, the Commissioner of Inland Fisheries and Wildlife and the Commissioner of Marine Resources prior to making any expenditures of these bond funds and allows those monies to be spent only on projects identified by those agencies as high priority projects.

APPENDIX “E”

SUPPLEMENT

PUBLIC ACCESS TO MAINE WATERS STRATEGIC PLAN

1995 TO 2000

Prepared by

Maine Department of Conservation

Maine Department of Inland Fisheries and Wildlife

Maine Department of Marine Resources

November 2000

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EXECUTIVE SUMMARY

This supplement updates the *1995 Strategic Plan For Providing Public Access to Maine Waters for Boating and Fishing*, developed jointly by the Maine Department of Conservation (DOC) and the Maine Department of Inland Fisheries and Wildlife (DIF&W). This report:

- outlines the efforts since 1995 of the Maine Department of Conservation and the Maine Department of Inland Fisheries and Wildlife to provide public boating and fishing access;
- describes how funds from Maine's Gasoline Tax and Sport Fishing Restoration Fund are currently spent;
- updates the State and federal programs available to fund public boating access;
- discusses the current funding issues facing the State agencies as they work to provide public access for boating and fishing;
- describes current enforcement of boating laws and boating safety educational efforts;
- proposes agency actions for current and increased funding levels.

The *1995 Strategic Plan For Providing Public Access to Maine Waters for Boating and Fishing* has been an effective tool to focus and prioritize State agency actions on public access to Maine waters. It remains the framework for Maine's water access programs today and should continue to guide future activity, unless funding and staffing are increased to take advantage of new initiatives/opportunities to accelerate the programs.

Since 1995, consistent progress to improve public access to Maine's waters has been made.

- the Department of Conservation (DOC) has ensured public access at 36 boating access sites and renovated 36 boating facilities;
- the Department of Inland Fisheries and Wildlife (DIF&W) has acquired 20 new sites to provide boat access to lakes and ponds, 13 sites that provide public boat and canoe access at strategic locations on navigable rivers with the highest fisheries values, and 9 sites by fee or easement for bank fishing access along streams supporting moderate to high value fisheries. DIF&W also has developed 19 new public access sites;

- the Small Harbor Improvement Program (SHIP), funded through a Department of Transportation bond issue, has provided \$2.5 million to support 41 waterfront and harbor improvement projects, of which 24 included public access;
- the Federal Energy Regulatory Commission's relicensing process has resulted in six new public access sites;
- an interagency committee is pursuing opportunities for water access at MDOT bridge crossings and along public roads next to water bodies.
- the Public Access to Maine Waters Fund was funded in 1999 when Maine voters approved a \$50 million bond for the Land for Maine's Future Program. This generates \$5 million for public access, of which up to \$1 million can be spent each year.
- Other programs that enhance public access include the Maine Coastal Program, the Maine Outdoor Heritage Fund, and the Submerged Lands Fund.

The Boating Facilities Fund (BFF) receives about \$1.5 million annually from the Gas Tax. Income from the Gas Tax is capped at \$2 million and gas tax refunds to commercial boaters are deducted from this amount. Another 20% of this revenue is transferred to the Department of Marine Resources for research. The BFF has spent more than has come in as income for the past few years and an accrued balance has been drawn down. The cost of acquiring and developing facilities has increased. The percentage of funds used each year for design, development and acquisition has increased since 1995, from 55% to 64%.

The Department of Inland Fisheries and Wildlife received over \$361,000 for access improvements from the Sport Fisheries Restoration Act. Another \$136,000 was transferred from the BFF as required state matching funds. DIF&W uses these funds to provide public access to Maine waters with high fisheries potential.

The need for public access to Maine waters is formidable.

- 1809 inland waterbodies have no assured public access sites.
- 186 lakes over 500 acres in size do not have assured public access.
- there is an acute need for public access to coastal waters in southern Maine. The State Planning

Office and the Department of Marine Resources have identified 20 high priority areas.

In the five years since the publication of the 1995 Strategic Plan, the departments have exceeded the targets for major repair/renovation and acquiring new sites; however these targets assumed existing staff and funding levels. It is more difficult to locate and acquire sites, the sites are more expensive, and it is questionable as to whether programs are keeping pace with the loss of traditional access sites or the demand for new sites where none exist. Suitable potential sites are being lost rapidly.

New opportunities to improve public access require more funding

- the Land for Maine's Future Board offers new opportunities to acquire public access, but substantial matching funds are required— up to \$500,000 annually— for five years.
- an interagency bridge review team has identified almost 500 MDOT projects where access could be improved if funding were available. This would cost over \$4 million over 6 years.

Education and Enforcement

Effective enforcement of the boating laws and safety training are not only essential to protect public health and welfare; they can profoundly influence local attitudes towards boat access, especially the development of new access sites. Proposals to expand enforcement programs in both the Department of Inland Fisheries and Wildlife and the Department of Marine Resources are presented in the report along with the costs for doing so.

Expanded Boating Safety and Education programs can be added to the Recreational Safety Division of DIF&W, and make effective use of the existing system of part time hunter safety coordinators in place across the state.

Proposed actions at current and increased funding levels are included in section 9 of the report.

I. INTRODUCTION

The *1995 Strategic Plan For Providing Public Access to Maine Waters for Boating and Fishing*, described the water access programs of the DOC and the DIF&W, established ten-year goals and performance targets, listed priorities, and proposed actions to accelerate the preservation of existing public access and prioritize the creation of new access opportunities on inland and coastal waters. This plan has worked well over the past 5 years and remains the basic framework for Maine's water access programs.

This supplement to the 1995 Strategic Plan describes the progress toward the Plan's goals that has been realized since 1995, current funding and expenditure patterns, and needs and opportunities that have arisen since 1995. It concludes by identifying programmatic and funding actions to address the issues under review by the Commission to Study Equity in the Distribution of Gas Tax Revenues Attributable to Snowmobiles, All-terrain Vehicles, and Watercraft, a Legislative study commission established for the 2000 interim.

The Department of Conservation (DOC) and the Department of Inland Fisheries and Wildlife (DIF&W) have programs for providing public access to Maine waters, primarily for recreational boating and fishing. The DOC's Bureau of Parks and Lands (BPL) administers the Boating Facilities Program, which was established in 1963 and is funded principally by the Boating Facilities Fund (BFF). Revenues come from that portion of the gas tax attributed to non-commercial boating. Inland and coastal facilities are developed and managed on land acquired by the bureau or land acquired, developed, and managed by municipalities with technical assistance and grants from the bureau's BFF. Bureau-owned and managed sites are generally large and serve regional needs; grant-assisted sites serve local needs.

The DIF&W program, established in 1985, is funded by the federal Sport Fishing Restoration Account (SFR) and by an annual transfer of funds from the BFF that provides the required 25% match for these federal funds. In FY 2000, an additional \$250,000 was transferred to DIF&W from the BFF to fund non-federally funded access projects. The DIF&W program provides access for fishing primarily on inland waters; the BPL program provides access for all public uses. The two agency programs share information and closely coordinate activities. In 1995, the two agencies jointly produced a ten-year strategic plan for providing public access.

II. SUMMARY OF 1995 STRATEGIC PLAN

The 1995 *Strategic Plan For Providing Public Access to Maine Waters for Boating and Fishing* found that demand for public access was rising with the growing popularity of boating and sport fishing, while traditional public access and affordable shorefront lands suitable for access were diminishing. At the same time, siting public access facilities had become more difficult because of increasingly-stringent regulatory requirements, siting conflicts, and the diminishing availability and the increasing cost of available land.

The State had developed 321 public access sites between 1963 and 1995, an average of 10 sites per year. These sites are dispersed across the state among its lakes, rivers, and tidal waters, with heaviest emphasis on lakes. The 1995 strategic plan also outlined state agency roles and responsibilities and outlined strategies for enhanced access through leveraging programs in other agencies.

The primary goal of state fishing and boating access programs is to ensure legal, appropriate, adequate, and equitable means of public access to waters where recreational opportunities exist.

The plan outlines the highest priorities for acquiring and developing access in Maine as:

- prevent the loss of traditional public access sites to other uses;
- disperse demand among priority waters. This is especially important in waters that support regionally significant recreational opportunities near population centers;
- maintain the serviceability of existing sites.

Second order priorities include:

- expand access on waters with inadequate public access;
- diversify the kinds of setting where public access is provided.

The plan established objectives for DOC and DIF&W as follows:

DOC 10 year objectives:

- Acquire or develop up to 50 new boating access sites.
- Allocate 20% of the funds reserved for acquisition or development for carry-in or non-motorboat use.
- Renovate up to 50 existing boating sites.

IF & W 10 year objectives:

- Acquire land that provides access to 40 lakes valuable for fishing where traditional access is threatened or unavailable.
- Acquire 8 sites on stretches of navigable rivers valuable for fishing without suitable public access.
- Acquire access for bank fishing along 50 miles of streams with valuable fisheries.

These 10-year objectives were established based on existing staff levels, funding, and capabilities of the programs. They do not necessarily reflect increasing demand or the ability to satisfy all the needs of Maine's boating public and anglers.

The plan also established policies for state agencies to manage Maine's boating and fishing access programs; provide sites in a way that complements other programs and plans; ensure accessibility to sites; establish user fees; ensure appropriate site selection, development and management practices; manage fisheries for public benefit; and limit the navigational aids program.

In 1995, the Boating Facilities Fund accrued \$1.5 million in gas tax revenues. Of this amount, \$70,000 was transferred from the Boating Facilities Fund to the DIF&W to match the federal Sport Fish Restoration Act access monies, which totaled \$210,000 that year.

The issues and obstacles facing DOC's Boating Facilities Program and the DIF&W program identified in the 1995 Plan included the lack of suitable land for available for sites, insufficient staff to proactively identify potential sites on priority waters, complex acquisition and permitting requirements, limited rights for public access to flowing waters, local opposition to public sites, sensitivity of waters with remote values and primitive recreational opportunities, inadequate enforcement of boating laws, limited funds and concern for impacts on wildlife.

The 1995 plan unified and focused efforts by State agencies to provide boating access by outlining policies, objectives, and strategies. While the plan helped the agencies focus their efforts, the underlying issues of flat funding, increasing recreational demand, site renovation needs, increased costs for waterfront land and site improvements, and the difficulty in acquiring sites have not changed.

Anecdotal evidence suggested that numerous, traditional sites providing public access to waterbodies and the ocean were being lost each year due to private development, change of ownership, or inappropriate use of the site that led to closing to the public. The 1995 plan concludes with the suggestion that the number of new sites targeted for development might not keep pace with the loss of informal access and demand for new, ensured public access. If that were the case, meeting these needs could only be addressed through additional financial and human resources.

III. BOATING ACCESS IMPROVEMENTS SINCE 1995

This section outlines progress by four programs towards meeting the goals and objectives of the 1995 Strategic Plan.

A. DEPARTMENT OF CONSERVATION

The 1995 Strategic Plan For Providing Public Access to Maine Waters for Boating and Fishing set 10-year objectives for the Department of Conservation. These objectives and the progress DOC has made meeting them are:

Objective 1—Acquire or develop up to 50 new boating access sites.

Since 1995, *the Department of Conservation has assured public access at 36 sites, 22 of which are on the priority list of the 1995 Plan (Appendix B-4)*. Thirty sites have guaranteed access through grants to local entities; 4 have been acquired by the State; two have been acquired by municipalities with State assistance. See Appendix B for listing of sites acquired and renovated.

Objective 2—Allocate 20% of the funds reserved for acquisition or development for carry-in or non-motorboat use.

To date, 3% of the funds reserved for acquisition and development have been spent on carry-in sites. This percentage is expected to increase in the next five years.

Objective 3—Renovate up to 50 existing boating sites.

Since 1995, 36 boating facilities within Maine have been renovated. The average life of a site before it needs renovation is 20 years. The BFF program has been in place since 1963 and an increasing number of sites are in need of repair. When sites are renovated, they must be brought into compliance with ADA requirements. The 36 renovations were accomplished through 22 grants to local entities and 14 capital projects developed by the State. While trying to keep pace with the loss of access and the increase in demand for boat launching facilities, the Boating Facilities Program needs to upgrade and renovate existing sites to keep them safe and useable.

Funding Status: The Boating Facilities Fund receives about \$1.5 million per year in gas tax revenues. A study conducted for the Bureau in 1989 reported that recreational boating accounted for 3.1% of Maine's total gasoline tax revenue. The legislation establishing the Boating Facilities Fund earmarks 2% of the total

gasoline tax revenues for the Fund, capped at \$2 million. Refunds to commercial boaters are deducted from this \$2 million and 20% of the remaining funds are allocated to DMR to be used for research.

B. DEPARTMENT OF INLAND FISHERIES AND WILDLIFE

The *1995 Strategic Plan For Providing Public Access to Maine Waters for Boating and Fishing* set three 10-year objectives for the Department of Inland Fisheries and Wildlife (DIF&W). These objectives and DIF&W's progress toward meeting these goals are outlined below.

Objective 1—Acquire land that provides access to 40 lakes valuable for fishing where traditional access is threatened or unavailable.

Since 1995, the Department of Inland Fisheries and Wildlife has acquired 19 new sites for boat access; 15 by purchase and 4 by gift. (See Appendix C.)

Objective 2—Acquire land for eight public boat and canoe access facilities at strategic locations on navigable rivers with highest fisheries values.

Since 1995, 13 sites have been acquired; 11 by gift, 2 by purchase.

Objective 3—Acquire land in fee or easement for bank fishing access along 50 miles of streams supporting moderate to high value fisheries.

Nine sites have been acquired since the 1995 Strategic Plan; 6 with funds from other programs, 3 by gift.

Objective 4—Develop as many sites as possible without limiting acquisition.

In addition to the objectives laid out in the plan, DIF&W has set as a goal the development of as many sites as possible, provided acquisition is not limited by a shortage of funds. Development may include paving a ramp, or developing parking sites. *Since 1995, 19 new sites have been developed by DIF&W.*

Funding Status: The Department of Inland Fisheries and Wildlife received \$361,047 in FY 2000 from the motorboat allocation of the Sport Fisheries Restoration Act (SFR). Another \$136,000 was transferred to DIF&W from the Boating Facility Fund to provide the state match for these funds. In FY2000, DIF&W received an additional transfer of \$250,000 from the BFF to use on access sites too small to warrant proposing as a federal project or access sites that are not eligible for SFR funding.

C. SMALL HARBOR IMPROVEMENT PROGRAM

In 1995, Maine voters passed a \$58.9 million Transportation Bond issue that set aside \$2.5 million for the Small Harbor Improvement Program (SHIP). *This Program has funded 41 waterfront and harbor improvement projects in 39 Maine coastal cities and towns along the coast, of which 24 included public access.* The projects have included boat launching facilities, floats and gangways, wharfs and piers, and land acquisition. A minimum 20% local match was required for SHIP grants. This incentive generated approximately \$1.5 million in local match in addition to the \$2.5 million in SHIP funds. SHIP funds can be used for commercial boat access sites.

Funding Status: The last SHIP grant was awarded in 1999. Although there is currently no funding, DOT is evaluating whether to include funding for SHIP in its 2001 bond request for transportation projects.

D. FEDERAL ENERGY REGULATORY COMMISSION

As hydropower projects come before the Federal Energy Regulatory Commission (FERC) for relicensure of dams, public access is one of the needs assessed. Both DOC and DIF&W review applications and comment on the adequacy of public boat access, canoe portages, and bank fishing opportunities. They assist the applicant in assessing existing sites, evaluating potential new sites, and review development plans for new sites and renovations. *Since 1995, six new public access sites have been provided through this process.*

Funding Status: These projects are funded primarily by the applicant.

IV. ADDITIONAL INITIATIVES SINCE 1995

A. DEPARTMENT OF TRANSPORTATION

The Strategic Plan lists increased cooperation and coordination with the Maine Department of Transportation (MDOT) as a strategy to accelerate the provision of water access. In April of 1999, the Commissioners of MDOT, DIF&W, DOC and the Department of Marine Resources (DMR) signed a Memorandum of Agreement creating a Public and Recreational Access to Water Crossings and Properties Adjacent to Water Committee. This group reviews MDOT bridge projects in MDOT's Six Year Plan with an eye for planning, identifying, and prioritizing projects that present public access opportunities. In addition, the Committee may identify high priority access opportunities at water crossings not proposed for inclusion in DOT's Six Year Plans and refer those opportunities to the appropriate agency.

The Committee has reviewed MDOT's 2000/2001 Biennial Transportation Improvement Program (BTIP) and current 2000/2005 Six Year Plan of Needs for opportunities to preserve, enhance and provide access for fishing, boating, snowmobiling, and other forms of recreation. The Committee has developed a list of access projects associated with these bridges, prioritized by need. The next phase of work is to review public access opportunities associated with general highway construction, not associated with bridges, that might provide recreational access opportunities.

A wide variety of the public access opportunities were identified during the bridge project reviews. The opportunity may simply have been to preserve or provide 1 to 4 parking spaces to allow fishing or hand-carry access to a water body. An example of such a project is Rice's Bridge in York, identified as offering an opportunity to provide both fishing and hand-carried boat access. DMR and DOC staff are working with the MDOT Project Manager for this bridge project to capitalize on any opportunities.

Funding Status: MDOT funds are not available to pay for these any of these water access related improvements; however the MDOT is interested in collaborating with other agencies on supplemental funding strategies. The estimated costs of these bridge-related access enhancements are presented later in this document.

B. 1999 LAND FOR MAINE'S FUTURE BOND ISSUE/WATER ACCESS FUND

The Public Access to Maine Waters Fund¹ was created in 1993 to get people to the water. It was not funded until the fall of 1999 when Maine voters approved a \$50 million bond for the Land for Maine's Future Program. This bond required that 10% of the funds be set aside for the Public Access to Maine Waters Fund. The Fund is designed to:

- preserve, provide, or expand citizen access to public waters;
- provide a diversity of recreational opportunities;
- support fishery management; and
- support Maine's recreation-based businesses and economy.

The Land for Maine's Future Board created an expedited process to allow State agencies and cooperating entities to take quick action to secure water access sites. Updates of the priority lists developed as part of the *1995 Strategic Plan for Providing Public Access to Maine Waters for Boating and Fishing*, will be used, as well as a priority list recently developed by the State Planning Office and the Department of Marine Resources for coastal sites. Priorities for inland and coastal water access sites are determined based on the following:

- location of the water and proximity to population centers and other water access sites;
- size of the water and the diversity of recreational opportunities it offers;
- level and proximity to existing public access sites and access needs;
- value of fisheries opportunities based on DIF&W and DMR evaluation;
- expected demand and diversity of uses of the site, current or anticipated; and
- threat of conversion to other uses, especially private development.

Funding Status: \$5 million total, of which up to \$1 million can be spent each year. This funding requires a 33% match of the total project cost for each project. To date no money has been spent.

C. MAINE'S COASTAL PROGRAM

The Maine Coastal Program at the State Planning Office currently has a small matching fund program to assist municipalities in securing coastal water access. The funds are available to municipalities to match LMF Public Access to Maine Waters Fund and other state funds, and for coastal access planning projects.

¹ 5 MRSA section 6203-A

Funding Status: There is \$20,000 budgeted in FY 2001 in the Coastal Program's water access matching fund.

The Coastal Program also helps communities "rediscover" public access ways, and to keep track of existing public access. Each year, small grants of approximately \$1,000 are awarded to six to nine municipalities or local land trusts to research forgotten or overlooked rights-of-way to the shore.

Funding Status: There is \$10,000 in the Right-of-Way Discovery Grant Program budget in FY 2001.

D. MAINE OUTDOOR HERITAGE FUND

The Maine Outdoor Heritage Fund² is funded by proceeds from the Wildlife Lottery Game of the Maine State Lottery. Thirty-five percent of the money in the fund is to be used for "acquisition and management of public lands, parks, wildlife conservation areas and public access and outdoor recreation sites and facilities," more specifically, "areas with proximity to lands dedicated to conservation purposes or public recreation or with access to lands or waters with significant natural resource values." The fund is administered by a board and requires a match of funds. DIF&W submitted a grant request for \$40,000 on September 1, 2000 to help fund the purchase of land providing public access to two lakes.

Funding Status: Amounts generated for acquisition and management have averaged \$550,000 annually.

E. SUBMERGED LANDS FUND

Since submerged lands are considered a public resource; the public is compensated for the use of that land. The owner of a dock or wharf pays into the Submerged Lands Fund. A subset of that fund, the Shore and Harbor Management Fund, is a potential source of funds, matching or other, for municipal coastal access projects. The Shore and Harbor Management Fund³ accrues from submerged lands lease fees. The fund is relatively new and the criteria for grants have not been developed. The Submerged Lands Advisory Board will advise the director of the Bureau of Parks and Lands in developing policies and procedures for the grant program, which should be in place in 2001. The Advisory Board has suggested that only the interest from the recent conveyance of submerged land and material to BIW totaling \$1.5 million be earmarked annually for grants.

² 12 MRSA, Section 7781 et seq

³ 12 MRSA section 1863

Funding Status: The Director of the Bureau of Parks and Lands will determine available funding with advice from the Submerged Lands Advisory Board. The available pool of funds is likely to be in the vicinity of \$75-90,000 a year.

V. CURRENT FUNDING AND EXPENDITURE PATTERNS

A. 1995 AND PROJECTED FUNDING FOR ACCESS

The 1995 Strategic Plan projected that Gas Tax revenues available to the Boating Facilities Fund would remain fairly constant at approximately \$1.5 million annually. FY2000 revenues were \$1,539,005. In FY 2000, the Sport Fish Restoration Act provided about \$150,000 more than projected in 1995 and totaled \$361,407 rather than the \$210,000 expected.

Figures 1 and 2 illustrate how both the Department of Conservation and the Department of Inland Fisheries and Wildlife allocated their public access funds in 1995. Both agencies projected they would be allocated in the same manner in the coming decade.

Fig. 1. 1995 Boating Facilities Fund Expenditures

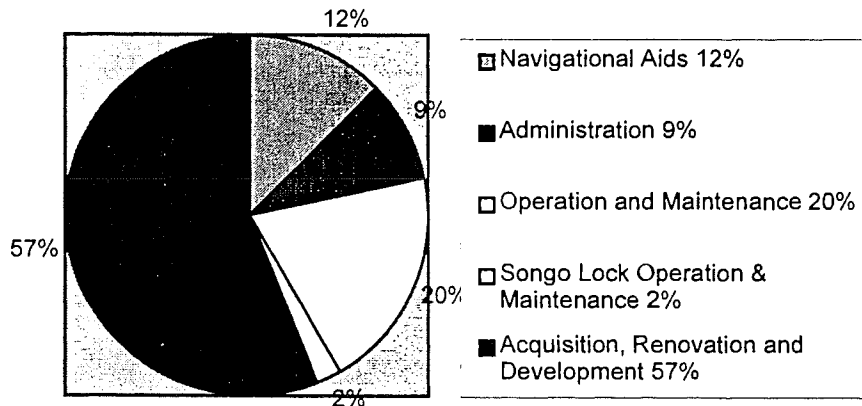
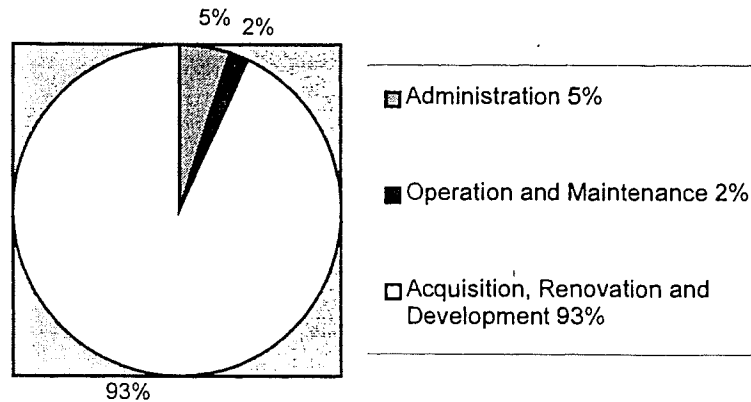


Fig. 2. 1995 IF&W Boating and Fishing Access Expenditures



B. DEPARTMENT OF CONSERVATION

The Boating Facilities Fund (BFF) was established in 1963 to provide public boat launching sites for recreational boaters. The Boating Facilities Program of the Bureau of Parks and Lands, in the Department of Conservation, administers the BFF. Since 1989, the BFF has received a portion of the 2% of annual gas tax revenues, capped at \$2 million⁴. Commercial boaters can receive refunds on their gasoline tax. These refunds are deducted from the \$2 million allocation and in FY 2000 totaled over \$76,000. Of the net revenue, DMR receives 20% to support research, development and propagation activities that will benefit commercial and sport fisheries in the state. This leaves a total of approximately \$1.5 million coming into the fund each year. This figure may vary slightly from year to year depending on the total refunded to commercial boaters.

Boating Facilities Fund FY2000

Source of Funds (Title 36 §2903-A)

2% of Total Gas Tax = \$2,936,942	\$2,000,000
Capped at \$2 million	
Refunds to commercial boaters	(\$76,243)
Net Gas Tax Revenue	\$1,923,757
80% to BP&L Boating Facilities Fund	\$1,539,005
Songo Lock Fee Income	\$29,538
Brought forward from cash balance	860,000
Total Available Funds FY 2000	\$2,428,845

Expenditure of Funds

	Amount	Percentage
Navigational Aids	\$147,320	8.4%
Program Administration	\$135,407	7.7
Operation and Maintenance (155 State Sites)	\$322,586	18.4
Songo Lock O&M	\$27,235	1.6
Renovation, Development, Acquisition	<u>\$1,117,313</u>	<u>63.9</u>
	\$1,749,861	100%

Outstanding Encumbrances	\$292,984
One-time Cash Transfer to DIF&W to Fund Nonfederal Projects ⁵	\$250,000
Cash Transfer to DIF&W to Match Federal Dollars from Sport Fish Restoration Act	\$136,000
Total Expenditures	\$2,428,845

⁴ 36 MRSA §2093-A

⁵ In November of 1999, \$250,000 was transferred to IF&W for that agency to proactively acquire sites. Because the requirements on using federal monies are so cumbersome, they use this allocation as a pool of funds for when the agency must move quickly to acquire land.

Fig. 3. Boating Facilities Fund Expenditures

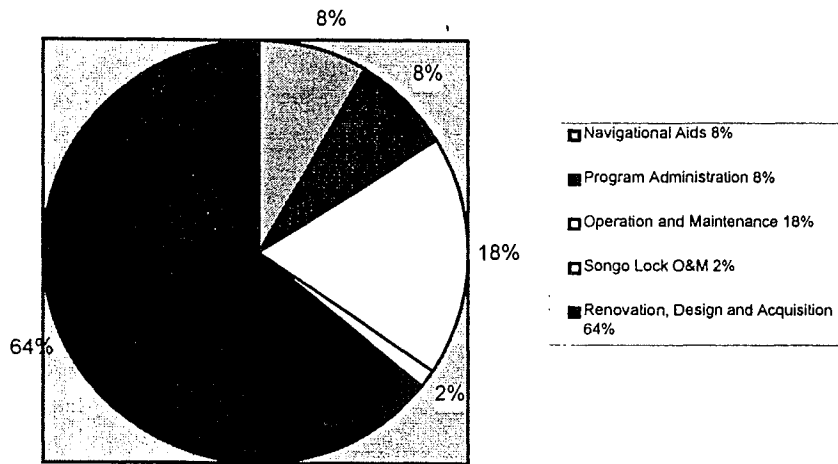


Figure 3 illustrates how these funds were used in the program in FY 2000. Renovation, design and development, and acquisition has taken a larger percentage of the program's funding, as costs to acquire and develop sites increase. In 1995, design and development costs were 55.8% of the total program costs and were projected to remain constant; in FY 2000 these costs amounted to 64%.

C. DEPARTMENT OF INLAND FISHERIES AND WILDLIFE

The Department of Inland Fisheries and Wildlife receives water access funds through the Sport Fish Restoration Act. This funding is generated by a tax on sport fishing equipment and a portion of the federal gasoline tax. In FY 2000, DIF&W received a total of \$2,409,383, of which 15% (\$361,407) is dedicated for motorboat access. At the request of DIF&W, the BFF provides the state funds needed to match these federal funds.

DIF&W's Public Access to Maine's Waters

FY 2000

Source of Funds

Federal Aid in Sport Fish Restoration	\$361,407
Office of the Commissioner	\$30,000
Cash Transfer from BFF to match Federal Dollars from Sport Fish Restoration Act	<u>\$136,000</u>
 Net Revenue and Transfer	 \$527,407
 Cash Transfer to DIF&W to support projects that are not federally-assisted ⁶	 \$250,000
 Gas Tax Revenues to DIF&W	 0
Brought Forward from Cash Balance	<u>\$281,904</u>
 Total Available Funds FY 2000	 \$1,059,311

Expenditure of Funds

	Amount	Percentage
Program Administration (50% of Federal Aid Coordinator's time)	\$30,000	6%
Land Acquisition and Overhead	\$157,328	31.5
Land Development and Reconstruction	\$290,223	58.1
Operation and Maintenance (79 sites)	<u>\$21,606</u>	<u>4.4</u>
 Sub-total Expenditures	 \$499,157	 100%
 Outstanding Encumbrances	 <u>\$169,910</u>	
Total Expenditures FY 2000	\$669,067	

⁶ One time transfer of funds.

Fig. 4. IF&W Boating Access Expenditures FY2000

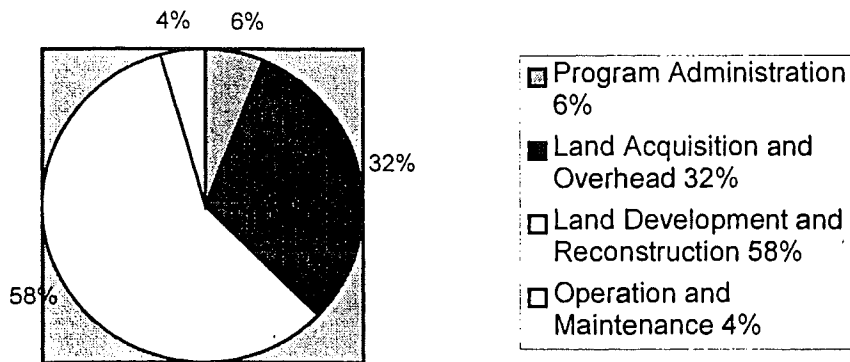


Figure 4 illustrates how DIF&W allocates their funding for boating and fishing access. When the land acquisition and land development and reconstruction figures are combined, they are similar to 1995 and projected allocations in the 1995 Strategic Plan.

D. DEPARTMENT OF MARINE RESOURCES

The Maine Department of Marine Resources (DMR) receives 20% of the portion of the Gas Tax that is attributed to boaters--set by statute at 2% and capped at \$2 million annually--after refunds have been made to commercial boaters. In FY2000, this allocation totaled \$390,899. These funds must be used to conduct research, development, and propagation activities on projects that are most beneficial to Maine's sport and commercial fisheries.

FY2000 Gas Tax Revenue Fund

Source of Revenues

DMR share of Gas Tax Revenues	\$390,899
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Expenditures

Personal Services	362,688
Administrative Support and STACAP	<u>15,818</u>
Total Expenditures	\$378,506

Fig. 5 Maine Department of
Marine Resources
Gas Tax Revenue Expenditures
Fiscal Year 2000



VI. PUBLIC ACCESS NEEDS

A. BACKGROUND

The State of Maine has several programs to improve public access to waters but more resources are needed if the present activities of the DOC and DIF&W are to be maintained or accelerated. Although there are 379 state-owned or state-assisted public boat launching sites in Maine, and privately-owned public boat launching sites required by FERC licenses, many water bodies and coastal areas currently lack “assured” access for the general boating public. Some areas have assured public access, but designed parking capacities are regularly exceeded leading to traffic congestion and unauthorized, off-site parking. Many of the state-owned or state-assisted launching sites are more than 20 years old, the expected life of a facility, and are in need of substantial repair or renovation to keep ramps, entrance roads, parking areas, privies, and grassed areas usable and attractive. At the time of renovation, facilities must be brought into compliance with ADA requirements.

In the five years since the publication of the 1995 Strategic Plan, the departments have generally exceeded the targets established for major repair/renovation and the provision of new sites; however these targets assumed existing staff and funding levels. It is getting more difficult to locate and acquire sites, the sites are more expensive, and it is certainly questionable as to whether the programs are keeping pace with the loss of traditional access sites or the demand for new sites where none exist. It is clear that suitable potential sites are being lost rapidly.

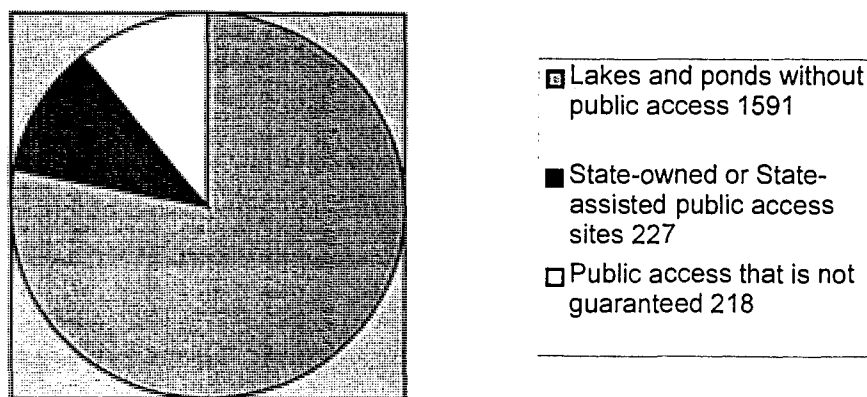
The public recognizes that current program efforts need to be expanded and that acquiring threatened or potential shorefront sites for public access needs to be accelerated. This is evidenced by the passage of the Land For Maine’s Future Bond Issue (1999) that provides up to \$ 5 million to acquire shorefront property sites for watercraft access, and the establishment of the interagency bridge access review committee. The rationale to quickly acquire sites is compelling; the value of shorefront property continues to rise, in some instances at an alarming rate; and shorefront ownership changes and/or development, often eliminate site suitability and availability for future public access.

B. LAKES AND PONDS

DIF&W’s Maine Lakes Inventory File lists 2078 inland waters. The department’s biologists have documented that 445 of these lakes and ponds have some form of established way for the public to access the water

body, although it is not known how permanent or adequate these sites are; 1591 do not have any public access. Since 227 of the 379 state-owned or state-assisted boat launching sites are located on lakes or ponds, it appears that 218 of the 445 access ways have no formal assurances that they will remain open to public use. This translates into a total of 1,809 waterbodies without specific, “assured” access sites. These findings are illustrated in figure 6.

Fig. 6. Public Access to Maine's Lakes and Ponds



The DIF&W lists 226 lakes with high fisheries values of which 45 have been assigned the highest priority to acquire “assured” access sites. To prioritize access needs, the DOC rated (1995) Maine’s 186 lakes over 500 acres in size from 1 to 12; the higher the number, the higher the need. Of this list, 28 lakes have a rating of 8 or higher, 49 lakes have a rating of 6 or higher, and 9 lakes have a rating of 4 or higher.

C. RIVERS AND STREAMS

DIF&W estimates that 6,400 miles of rivers and streams are navigable regardless of water level; 3,200 are navigable at high water. There are 114 state-owned or state-assisted sites on rivers.

D. BRIDGE ACCESS

The Public and Recreational Access Committee reviewing MDOT bridge projects for potential access has identified opportunities to enhance access that could be carried out over the next 6 to 7 years, if funding is available. It is estimated by MDOT that the 2002-2007 Six Year Plan offers 477 water access projects:

- bridge fishing at 62 bridges (\$2,408,800);

- parking enhancements near 204 bridges (\$408,000);
- carry-in for small watercraft at 57 bridges (\$285,000);
- access for riverbank fishing at 143 bridges (\$715,000); and
- boat launching ramps at 11 bridges (\$550,000).

E. COASTAL ACCESS

The 1995 Strategic Plan includes a prioritized list of access needs for freshwater lakes, ponds, and rivers but until recently, a comparable list did not exist for coastal waters. The State Planning Office and the Department of Marine Resources have developed a prioritized list of coastal water access needs. This provides the agencies with a degree of focus for the coast that has not existed before and will expedite the search for sites to acquire with assistance from the Land for Maine's Future Fund and other funding sources.

The SPO and DMR report — to be submitted to the Land For Maine Futures Board in October — identifies towns and stretches of shoreline popular with boaters and anglers that currently have no State-sponsored or State-assisted boat access facilities, or that have facilities but need added capacity to keep up with demand.

Sites were prioritized based on the following criteria: proximity of existing public water access sites and needs for additional sites in the region; location of the stretch of shoreline in relation to population centers; demand for better access in a region based on saltwater angler participation and surveys of saltwater anglers; value of the region's recreational saltwater fisheries; and threat of conversion to other uses, particularly nonfisheries-related uses.

The report finds that there is an acute need in southern Maine, most notably York County and upper Casco Bay, where real estate pressures and user demands are greatest. The report identifies 20 coastal towns as first priority areas, 23 coastal towns as second priority areas, and 38 coastal towns as third priority areas for boating access facilities (See Appendix E).

Because coastal lands are being developed quickly and actively, the report recommends that the State take a more pro-active role to identify potential sites and work with towns, realtors, developers and local conservation groups on public access land acquisition proposals. The report further recommends to:

- create and maintain a database of information on first and second priority areas and on existing State access sites;
- appoint or hire a state staff person, or hire a contractor, to work proactively on public water access sites;

- identify towns and groups that are interested in creating or improving public access sites;
- determine the availability of suitable land and the most appropriate type of access (boat launch, carry-in, bank fishing) for first and second priority areas; and
- seek cooperating agencies or other entities that will hold title and manage public water access sites.

F. DATA BASE

There is no central information source on public access and yet several agencies are working to improve it. A comprehensive, continually-updated data base of public access to the state's waterbodies and coastal areas needs to be developed and maintained to more accurately describe the "assured" status of existing public access, to effectively identify the need for sites, to better coordinate work between agencies, and to more tightly identify priorities and opportunities.

G. SUMMARY OF PUBLIC ACCESS NEEDS

1. Inland Lakes and Ponds:

- DIF&W survey of 2078 lakes and ponds reports 1809 without assured public access;
- 186 high priority water bodies over 500 acres in size do not have assured public access according to the DOC;
- the average cost to acquire and develop inland access sites is \$100,000 per site;
- if the current rate of 10 acquisition and development projects continues, \$1million per year is required;
- the longer it takes, the higher the cost, and the fewer the opportunities for public access, as land sales and waterfront development continue;

2. Coastal Access

- SPO/DMR coastal inventory identifies 20 areas of highest priority need;
- the estimated cost of coastal acquisition and development is \$400,000 to \$1million per site;
- the cost to acquire and develop 2 new sites per year is \$800,000 to \$2 million;
- to acquire and develop 20 new sites to meet highest priority needs will cost \$8 to \$20 million.

3. Bridges

- 477 MDOT projects offer the opportunity to improve public access.
- The cost to develop bridge access enhancements exceeds \$4.3 million.

VII. PUBLIC ACCESS FUNDING

A. THE BOATING FACILITIES FUND

At current funding levels, the Boating Facilities Fund cannot maintain and renovate existing public access sites and provide new access sites at the pace it has for the last five years. In addition, current staffing levels in both the DOC and DIF&W limit the amount of work that can be accomplished, how well the work is done, and how effectively program staff can address issues raised by local residents. Without additional funds, the new opportunity presented by the Public Access to Maine Waters Fund to acquire access sites, and access enhancements identified by the MDOT's Public and Recreational Access Committee, cannot be fully realized except at the expense of current activities. Also, current levels of staffing, legal support, and other project assessment, preparation, and administrative requirements will limit agencies' abilities to move quickly and take full advantage of the unique potential of these new initiatives.

It is difficult to project long-term costs to purchase suitable properties and develop new sites. Shorefront property values and rates of increase in values can vary significantly. Although the minimum size of properties suitable for access facilities are often relatively small—varying from 0.5 to 2 acres—available, suitable properties, may be larger and include structures whose presence adds to the cost. The cost to acquire coastal property for access is especially high (est. \$2-\$800,000), as is the average cost to develop these sites (\$200,000). The cost to permit and develop facilities also varies substantially with site conditions, location, and proximity to a public road.

The average costs for various activities for the past 5 years are listed below.

	BFF	DIF&W
Average cost to renovate a site	\$70,000	
New inland site development	\$33,823	\$74,218
Average cost to acquire land and easements	\$27,000	\$59,386

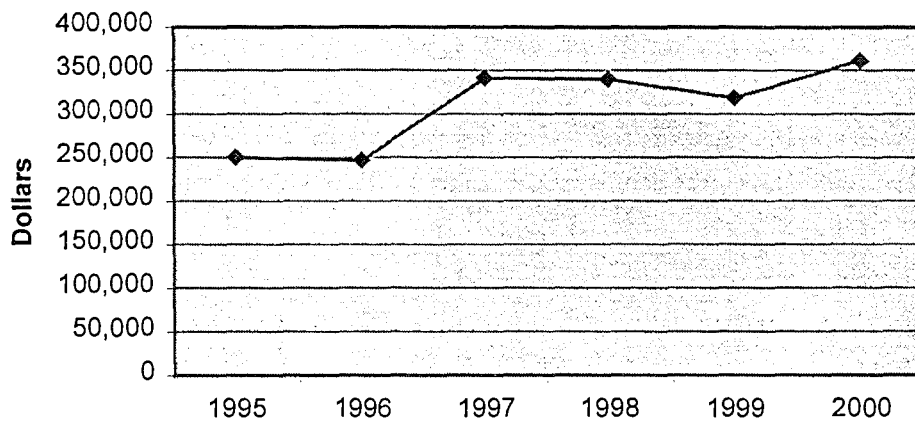
Annual income to the BFF is limited to approximately \$1.5 million. In order to meet the costs of renovation, design, construction, and acquisition, as well as higher costs for other elements of the Boating Facilities Program (navigational aids, site maintenance, program administration) expenditures have exceeded annual income by an average of \$460,000 per year over the last five years. Expenditures were drawn on a cash balance in the fund built up prior to 1995, when annual income usually exceeded total program costs.

At the BFF's level of activity of the past five years, the cash balance of \$1,740,403 (6/30/00) will be reduced to less than \$1.24 million at the end FY 2001, and \$780,000 at the end of FY 2002. This amount falls below the minimum needed at the end of a fiscal year (est. \$800,000-\$1 million) to effectively administer the program during the first quarter of the ensuing fiscal year, before new gas tax revenues are available. If additional revenues are not available for the BFF, the program must be scaled back. The Boating Facilities Program operational costs total at least \$770,000 a year, which leaves only \$730,000 for renovation, design, construction, and acquisition-- a reduction of more than 40% of funds available for these activities.

B. SPORT FISH RESTORATION PROGRAM

Income available annually to the DIF&W for motorboat access from the Sport Fish Restoration program is variable and somewhat unpredictable, due to fluctuations in the required percentage to be used for this purpose and variations in total income to the fund. Amounts transferred to DIF&W annually since 1995 have averaged \$309,659. The amounts are shown in figure 7.

Fig. 7 Sport Fish Restoration Funding



These funds require a 25% state match, provided by an annual transfer to DIF&W from the BFF administered by the Bureau of Parks and Lands.

C. LAND FOR MAINE'S FUTURE/WATER ACCESS FUND

The passage of the Land for Maine's Future bond issue in 1999 provides \$5 million to the Access to Maine Waters Fund. These funds present both a new opportunity and a raised expectation that acquiring shorefront sites to provide access for the boating public will receive high priority. However, these funds require a

match of 33% of the total project cost--\$500,000 annually. If matching monies are provided by the BFF at its current income level, it will accelerate the erosion of the fund balance. This in turn will slow renovation and new site development. While other sources of matching funds are available (e.g., the Outdoor Heritage Fund or private donations), they are not expected to approach the match amount needed. In addition, new staff or contractual resources are needed to proactively search for and evaluate potential properties. This represents a new cost to the BFF, as does the increased cost of maintenance when new sites are added to the state's responsibilities.

D. CURRENT FUNDING SUMMARY

A. Boating Facilities Fund Expenditures for Renovation, Design, Development, and Acquisition

- \$1.5 million annual income to BFF ;
- \$1.2 million spent annually for renovation, design, development, and acquisition;
- BFF expenditures have exceeded income by an average of \$460,000 per year for the last 5 years;
- at past expenditure level the current cash balance of \$1.7 million will be reduced to \$780,000 by the end of FY 2002.
- \$800,000 to \$1 million is needed at the start of each fiscal year to cover first quarter activities & encumbrances;
- at least \$770,000 is needed each year for other program activities (costs will increase as new sites are added and need to be maintained);
- Only \$730,000 would be available for design, development, and acquisition. That is \$470,000 less per year than is currently used.

B. Sport Fishing Restoration

- \$361K in FY 2000; requires a 25% state match or about \$136,000 per year.

C. Land For Maine's Future Fund

- \$1 million a year for 5 years; requires 33% match or \$2.5 million total over 5 years.

D. Maine Outdoor Heritage Fund

- \$550,000 annually available for acquisition and management projects; access sites only one of several eligible types of projects; requires 33% match.

E. Shore and Harbor Improvement Fund

- \$80,000 may be available in 2001 for municipal coastal access projects. Matching requirement undetermined.

At current funding levels, State programs will continue to renovate, develop, and acquire sites for public access to Maine's waters as expeditiously as possible, guided by the policies of the 1995 strategic plan and assisted wherever possible by leveraged state or federal monies. However, because of the cash balance of the

BFF is projected to be drawn down, the rate of access enhancements achieved from 1995-2000 cannot be sustained. Further, despite strong public support for accelerated acquisition of sites, current funding will not allow agencies to take full advantage of new opportunities embodied in the Land For Maine's Future's Water Access Fund and identified by MDOT's Public and Recreational Access at Water Crossings and Properties Adjacent to Water Committee.

VIII. ENFORCEMENT AND EDUCATION

One of the impediments for acquiring public access sites is public resistance. Effective enforcement of the boating laws and safety training are not only essential to protect public health and welfare; they can have a profound influence on local public attitudes towards boat access, especially the development of new access sites.

The Department's of Marine Resources and Inland Fisheries and Wildlife have primary responsibility over the management of the State's wildlife, inland fisheries, and marine life. Enforcement of State laws and agency regulations for use of these resources is a major responsibility of each agency, and enforcement staff have full authorities to enforce all of the laws of the state. Over the years, State laws and regulations for registration and use of watercraft have steadily evolved, and enforcement personnel from both agencies have been looked upon as the primary means of enforcing these requirements. Funding from watercraft registration fees and federal funds received annually from the US Coast Guard for watercraft-related programs fund this work. In the early 1990's it became evident that the demands on each agency for enforcing watercraft laws and regulations were rapidly increasing and the agencies were being forced to divert resource management funds to pay for watercraft enforcement. In 1998, the Legislature instituted a graduated fee structure based on horse power rating to increase funding to cover watercraft related programs administered by each agency.

Although the Department's of Marine Resources and Inland Fisheries and Wildlife are considered the primary means of enforcing watercraft registration and use, all enforcement officers at the municipal, county or state level have the authority to enforce the watercraft laws and rules of the State in their jurisdictions. Harbormasters also have the authority to enforce the watercraft laws of the State within their municipalities.

Over the years, the nature of watercraft use of Maine's inland and coastal waters has steadily changed. Many waters that were once undeveloped and used at relatively low levels and with small craft are now ringed by year-round and seasonal dwellings, and support a multitude of recreational activities using every conceivable form of watercraft. Boat ownership and usage have increased along with boating registrations. In addition to registered watercraft, the numbers of canoes and kayaks that do not require registration has dramatically increased. Laws have been enacted to reduce user conflicts, reduce safety risks, and impacts on wildlife; however conflicts among users and others are increasing and place demands on both agencies that can not be met with existing resources.

Education is an extremely important component of any discussion of watercraft safety and conflicts. Currently, the Department of Inland Fisheries and Wildlife offers watercraft education courses on a voluntary basis but very few people enroll in programs. Programs taught by the Coastal Guard Auxiliary and the U.S. Power Squadron are primarily offered in coastal areas and are frequented by coastal boaters. Leaflets on boating safety risks and watercraft laws are available and pertinent information is posted at public boating launching facilities.

Some of the factors influencing the demand for a greater presence by both agencies on the state's waters:

- Residential and seasonal development in shoreland areas is accelerating across the state. These new landowners are less tolerant of recreational activities that occur on adjacent public waters.
- A 10% increase in watercraft registrations from 112,559 in 1990 to 129,226 in 1999.
- Maine Revenue Service indicates that \$151,341,500 was spent in Maine on boat purchases in 1999.
- The gradual but continuing increase in population from 1,227,928 in 1990 to 1,253,040 in 1999.

A. RECREATIONAL BOATING ENFORCEMENT

Bureau of Marine Patrol, Department of Marine Resources

Mission

Maine will have a marine resource-based industry that is safe and encourages personal stewardship to support sound fishery management. The Department will administer programs to implement and enforce the laws and regulations necessary for public health and safety and sustainable fishery management.

Activities (FY 2000 statistics)

Presently the Bureau of Marine Patrol responds to complaints from the boating public and conducts safety patrols.

- About 24% of the Bureau of Marine Patrol's time (18,714 hours) was focused on providing marine recreational boating law enforcement on Maine's tidal waters. The majority of this time was spent in routine watercraft patrol conducting watercraft inspections for boating safety equipment and registration.
- 76% of the Marine Patrol's time was spent enforcing marine fishing laws, commercial and recreational, along Maine's 3,500-mile coast.
- The total number of hours worked by Marine Patrol Officers was 79,145.
- Marine Patrol Boats operated 7,081 hours. In that time, officers made 25,098 watercraft checks and found 1,479 violations.

- Marine Patrol Officers provide boating law enforcement patrols during marine events throughout the state (fireworks displays, marine regattas, etc.).
- Marine Patrol Officers attend boating and sportsmen shows to meet with the public and provide boating safety education. They attend regional and national boating law enforcement meetings to stay current in their profession.

Staffing

The Bureau has a total complement of 51 sworn law enforcement officers. Forty-seven of those officers work in the field, which includes

- 34 Marine Patrol Officers,
- 6 Marine Patrol Specialists [boat captains],
- 6 Field Sergeants, and
- 1 Marine Patrol Pilot.

There are also 2 Marine Maintenance Mechanics working at the repair facility in Rockland.

Watercraft Assets

The Marine Patrol currently has the following watercraft assets:

- One 44-foot patrol vessel
- Five 35-foot patrol vessels
- Sixteen 21-foot patrol vessels.
- Six 17-foot trailered patrol vessels
- Six 13-foot rigid hull inflatables

A watercraft repair facility is located in Rockland. The Bureau also has a plane used for law enforcement coastwise that is based out of the Brunswick Naval Air Station.

Current Budget

The primary sources of the Bureau's revenues are the General Fund and the Watercraft Fund.

During FY2000, the Bureau of Marine Patrol committed the following resources toward the enforcement of safe boating laws and education:

Personnel--22,709 hours	\$768,717 ⁷
Boat operations-- 18,656 hours	\$902,842
Flight time-- 204 hours	\$16,320
Vehicle mileage--210,185 miles	\$56,750 ⁸
Total	\$1,744,629

Opportunities to improve boating law enforcement by the Department of Marine Resources

Proposal 1

With a moderate increase in funding the Bureau would expand the seasonal workforce by hiring and training seasonal (six month) Marine Patrol Officers to conduct focused boating safety patrols along the tidal waters of the state during peak boating activity. Nine additional staff members would be located as follows throughout the regions:

Kittery area – 1; Portland area – 1; Kennebec – 2; John’s Bay – 1; Penobscot – 2; Downeast – 2.

A full-time Marine Patrol Lieutenant would be hired to train, manage, and coordinate this new group of officers and the entire Watercraft Program. The Lieutenant’s duties would include: recruitment, training and supervision of a seasonal Marine Patrol Officer workforce; liaison with Inland Fisheries and Wildlife; management of the watercraft repair facility; coordination of marine boating law enforcement programs for state, county and local law enforcement; coordination of boating education programs with DIF&W, US Power Squadron and USCG Auxiliary; and recommending policies involving boat safety, education and law enforcement.

Equipment and support for this expanded workforce would require 1 additional Marine Maintenance Mechanic and 7 new boats (17’-19’ trailerable boats) equipped with state of the art apparatus for rescue and navigation.

Budget

The total cost for this level of support would be \$419,776 in year one and \$369,358 in year two. These costs are broken down in the following paragraphs and summarized at the end of this section.

⁷ Based on average wage and benefit costs for all classes of enforcement personnel.

⁸ Cost of boats, planes and trucks are based on average costs of maintaining and operating such equipment.

Salary and benefit costs for a seasonal (six month) Marine Patrol Officer at step one of the appropriate pay scale are approximately \$21,680. Support costs (uniforms, gear, truck lease payments) and other costs amount to approximately \$12,250 in the first year (purchases of full uniforms and truck equipment) and \$6,000 for each year thereafter. Total costs in year one for nine seasonal Marine Patrol Officers would be \$305,370. In year two, considering a step increase in salary and lower on going support costs, the total costs would be \$256,320.

Salary and benefit costs for a full time Lieutenant position at step one of the appropriate pay scale are approximately \$63,596. Support costs (similar to Marine Patrol Officers) would be approximately \$15,500 in year one. Total costs in year one for the Lieutenant position would be \$79,096, in year two \$76,025 (lower on going costs after year one).

Salary, benefits and support costs for a full time Marine Maintenance Mechanic in year one would be approximately \$35,310, in the second year \$37,013 (no one time first year purchases).

<i>Proposed Positions</i>	<i>Year One</i>	<i>Year Two</i>
9 Seasonal Marine Patrol Officers	\$305,370	\$256,320
Marine Patrol Lieutenant	\$79,096	\$76,025
Marine Maintenance Mechanic	\$35,310	\$37,013
Total	\$419,776	\$369,358

Proposal 2

To provide highly visible patrols throughout the state and in some of the more remote areas, the Marine Patrol recommends moving to full-time professional Marine Patrol Officers. Full time officers are more highly trained, qualified, and experienced to work the coastal waters of the state, and if assigned smaller patrol areas could greatly increase their presence and more effectively support both fisheries management and boating needs. The public sentiment is essentially for more presence, somebody on the water making sure boats are being operated safely and available in emergency situations. One of the most important outcomes of increased visibility is that it increases voluntary compliance of Maine's boating laws and regulations.

With higher funding, 6 full-time Officers and 4 seasonal Officers are proposed. A full time Marine Patrol Lieutenant would train, manage, and coordinate this work force and the entire Watercraft Program as described previously. A full time clerical position (one Clerk 3 position) and a full time Marine Maintenance Mechanic to be located at the watercraft repair facility would provide support. The current watercraft repair facility in Rockland would be renovated and expanded.

DMR has a strong outreach program with the marine industries that can be followed in the recreational boating area as well. By developing partnerships and relationships with groups such as the US Coast Guard Auxiliary, the Power Squadron, Maine Boaters Association and others, DMR can increase their effectiveness through combined resources and collaborative programming.

Budget

The total cost for this level of support would be \$634,554 in year one and \$586,310 in year two. These costs are broken down in the following paragraphs and summarized at the end of this section.

Salary and benefit costs for a full time Marine Patrol Officer at step one of the appropriate pay scale are approximately \$43,150. Support costs such as uniforms, gear, truck lease payments and other costs amount to approximately \$15,500 in the first year (purchase of full uniforms and truck equipment) and \$9,250 for each year thereafter. As envisioned in the substantial increase plan, total costs in year one for six full time Marine Patrol Officers would be \$351,900. In year two, considering a step increase in salary and lower on going support costs, the total costs would be \$325,260.

Costs for four seasonal (six month) Marine Patrol Officers (salary, benefits and support costs) for year one would total \$135,720; in year two \$113,920. Costs for one full time Lieutenant position (salary, benefits and support costs) for year one would total \$79,096; in year two \$76,025. Costs for one full time Marine Maintenance Mechanic position (salary, benefits and support costs) for year one would total \$35,310; in year two \$37,013. Costs for one full time Clerk Typist III position (salary, benefits and support costs) for year one would total \$32,528; in year two \$34,092.

<i>Proposed Positions</i>	<i>Year One</i>	<i>Year Two</i>
6 full time Marine Patrol Officers	\$351,900	\$325,260
4 seasonal (6 month) Marine Patrol Officers	\$135,720	\$113,920
1 full time Lieutenant position	\$79,096	\$76,025
1 full time Marine Maintenance Mechanic	\$35,310	\$37,013
1 full time Clerk Typist III	\$32,528	\$34,092

Total

\$634,554.00

\$586,310.00

The Maine Warden Service, Department of Inland Fisheries and Wildlife

Mission

To protect Maine's fish and wildlife resources and enforce the fish and wildlife laws of the State of Maine. The Bureau carries out its charge specific to watercraft enforcement, education and safety by enforcing the laws and department rules for managing and protecting the inland fisheries and wildlife resources of Maine; by enforcing laws and department rules for registration and operation of snowmobiles, watercraft, and all-terrain vehicles; by administering programs for the safe operation of snowmobiles, watercraft, and all-terrain vehicles; and by enforcing laws and department rules for whitewater rafting.

Activities (FY 2000 statistics)

During FY 2000, Maine Game Wardens worked a total of 227,445 hours.

- Boating enforcement constituted approximately 2% of the total enforcement time for Warden Service personnel, or 4,461 hours directly related to boating law enforcement.
- Checks for compliance with boating regulations were made on 18,317 watercraft of various type. These checks ranged from a routine inspection of safety equipment and registrations to actual prosecution of boaters.
- 951 boating related violations were observed and addressed through prosecutions and warnings.
- Fishing enforcement, which routinely involves a simultaneous safety inspection of a watercraft, accounted for 50,616 hours (approximately 21%) of a Game Warden's enforcement time.
- Game Wardens also incurred 9,275 hours of report writing, public relations, maintenance, training, and administration associated with boating enforcement and education.

The Department's five Warden Divisions cover Maine's 2,700 Great Ponds and all inland rivers above head of tide. Each geographic division is unique in terms of recreational boating activity. Waters in the southern and central portions of the state receive the bulk of the recreational use, and generate a proportional share of the enforcement-related activity.

Staffing

The Maine Warden Service is composed of 124 uniformed law enforcement personnel. One hundred and ten are patrol officers and first line supervisors who are responsible to carry out the field enforcement duties of the agency. A routine daily work schedule allows for only two thirds of the field force to be working at any

given time. Vacations and compensation time often cuts the number to only half of the field force working on a regular workday.

Watercraft Assets

Each district game warden is issued a patrol watercraft ranging in size from 14' to 23' in length. Wardens patrolling a large body of water such as Sebago or Moosehead Lake have a watercraft permanently stationed on the lake and an additional watercraft on a trailer for patrolling smaller bodies of water in their assigned area. Wardens with remote ponds with limited access may keep a canoe or small boat stowed along shore to alleviate trailering a watercraft for patrol purposes.

The Maine Warden Service has the following inventory:

- 150 boats ranging from 14' to 23' in length, not all having motors or trailers.
- 1 hovercraft for search and rescue
- 3 airboats for search and rescue
- 99 canoes

Current Budget FY 2000

Department Revenues

Watercraft Registration	\$1,076,692
Coast Guard Grant	548,391
Watercraft fines	<u>45,974</u>
Total	\$1,671,057

Department Expenditures

Enforcement	\$1,293,037
Education	15,000
Registration	283,934
Administration	15,000
Commissioner	<u>25,000</u>
Total	\$1,631,971

Opportunities To Enhance Boating Law Enforcement And Compliance With Boating Laws

The July 2000 Department Program Evaluation prepared for the Legislative Citizens' Advisory Committee to Secure the Future of Maine's Wildlife and Fish included an assessment of the resources it would take to

support a moderate increase in enforcement of watercraft, snowmobile and ATV laws and regulations. The assessment proposed 20 full time officers, with adequate equipment and supervision.

Watercraft enforcement accounted for approximately 26.6% of the Department's entire recreational enforcement effort in FY 2000. The following figures represent the proposed costs for a moderate increase in watercraft enforcement.

Budget with Moderate Increase

Personal Services	\$297,981 (6 additional staff)
All Other	\$79,800
Capitol	<u>\$90,440</u>
Total	\$468,221

To significantly increase Warden Service presence and response capabilities requires a substantial increase in available resources, and involves adding 12 wardens to the staff. This level of staffing allows for smaller patrol districts, an increase in the presence of Warden Service on local waters, an increased ability to respond to requests from the public, and coordination with local law enforcement officials.

Budget with Substantial Increase

Personal Services	\$595,962 (12 additional staff)
All Other	\$159,600
Capitol	<u>\$180,880</u>
Total	\$936,442

B. RECREATIONAL BOATING - SAFETY AND EDUCATION

Increased boater education decreases the need for enforcement. The Department of Inland Fisheries and Wildlife proposed mandatory boater education program to the 119th Maine Legislature. The proposal was not adopted but the need for a better boating education program was recognized. In lieu of new laws, enhanced education must result from innovative ideas and agencies and organizations working together in a collaborative fashion. This proposal embodies that collaborative effort in a joint effort of the DIF&W and DMR and other interested volunteer organizations to increase boating safety and education.

Current Efforts of DIF&W

The Recreational Safety Division's efforts focus on mandated Hunter Safety Education. Boater Safety Education is not required in Maine although the DIF&W has advocated for it in the past and will continue to explore the idea.

Currently, DIF&W's Recreational Safety Division employs 11 Recreation Safety Coordinators. They are part-time, 750-hour positions equaling 4 FTEs. The DIF&W is reallocating the existing 11 Coordinator positions to 8 and establishing a new Coordinator Supervisor to oversee the regional coordinators and an expanded educational program that includes all recreational vehicles. Each coordinator covers a distinct geographical area and has a staff of volunteer instructors. Currently there are approximately 1,000 hunter safety instructors, and 84 also teaching boating safety. In 1999, the DIF&W sponsored National Association of State Boating Law Administrators (NASBLA) certified boating safety programs for 369 students. Many of the training materials used in these programs are relevant for an expanded program.

Six Maine schools have full safety educational programs integrated into their curriculum that include hunter, ATV, and snowmobile safety. These programs are led by the Recreation Safety Coordinators. The DIF&W's Information and Education Division currently produces and distributes seasonal boating safety and educational press releases and printed materials. District Game Wardens also offer boating safety and education as part of their routine public relation activities on a seasonal basis.

Current Efforts of DMR

The Bureau offers the Officer Salty Program in Maine schools on a limited basis, as they are able to staff it. Twelve officers currently go into the schools, set up an aquarium and teach about marine animals. A boating safety component could be added to that program. This program teaches the importance of boating safety and conservation to schoolchildren with the objective of setting high standards early in their lives. It is hoped that this will promote both safety and conservation as adults.

Other Sources of Boating Safety and Education Programs

In 1999 the Coast Guard Auxiliary had 314 volunteer personnel in Maine. These volunteers certified 800 students in their boating education program, made 979 vessel checks (courtesy checks) and clocked 1,463 patrol hours. They are an untapped volunteer resource that could staff educational programs in a well-coordinated and supported boating safety and education program cosponsored by DIF&W and DMR.

Opportunities to Expand Watercraft Education

Expanded Boating Safety and Education programs can be added to the Recreational Safety Division of IF&W, and make efficient use of the existing system of part time hunter safety coordinators in place across

the state. An expanded watercraft education program would require increasing the number of hours each coordinator works from 750 hrs/yr. to 1,040 hrs/yr. (20 hours per week). With this increased staff time more educational programs could be offered and more creative approaches to educating boaters can be explored.

With additional resources, the DIF&W recommends that these 8 part-time positions be increased to full-time coordinators (40 hr/week; 2,080 hr/yr), with an additional support staff person. These coordinators would take on responsibilities and content areas related to boating rather than having specially dedicated boating safety coordinators that only cover one component of recreational safety education.

The Recreational Safety Coordinators are assigned specific geographical areas. Each coordinator would identify people within their regions to offer boating courses. All staff at the coordinator level would be responsible for all education disciplines including boating and the marine component.

Marine Patrol Officers could volunteer to become instructors in this future scenario to give them visibility in this collaborative program housed in DIF&W. At least once a year, each Officer could teach a boating safety course targeted towards marine safety. DMR staff would help develop additional materials, brochures, and literature, as well as promote the boating safety programs through their other programs and enforcement activity. DMR would also join in a collaborative effort with DIF&W to raise awareness about the positive outcomes of mandatory boating safety education.

Proposed Budget for Safety and Education

With a moderate increase in funding, the Department recommends increasing each of the 8 coordinator positions to 1,040 hrs/year. The additional salary costs would be \$32,062. Support costs (travel, telephone, administrative support) and training materials would be \$173,040. The total increase in the budget would be \$205,162.

With a substantial increase in funding, a mandatory boater education with 8 full-time coordinators is assumed. The cost in salary and benefits for 8 full-time coordinators would be \$259,920. Support costs (vehicles, travel, phone) would be \$68,000. An additional full-time support staff person would have salary and benefits of \$22,838. Training materials including student manuals and associated costs for all educational disciplines would be \$209,328. The total cost of this expanded program would be \$560,086.

Moderate level of funding increase

Increase hours of 8 coordinators to 1,040 per year (\$8015.50 each)	\$32,062
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Support costs and training materials 173,040

Total \$205,102

Of this total, \$26,277 would be attributed to an increased boating education program.

Substantial level of funding increase

8 Full-time Coordinators \$259,920

Support costs 68,000

Support staff 22,838

Training materials 209,328

Total \$560,086

Of this total, 26% or \$145,622 would be time spent in mandatory boating education.

Coordinator Time Breakdown

Education Program	750 Hours		1040 Hours		Full-time 2040 Hours	
	Hours	Students	Hours	Students	Hours	Students
Hunting	400	7542	500	9427	750	14140
Boating	50	369	123	907	535	7000
ATV	125	719	177	1013	350	2026
Snowmobile	125	618	177	1013	350	2026
Other			50		100	

The staff at both DMR and DIF&W for boating enforcement, safety and education is already stretched and boating activity continues to increase. Increased staffing is key for more presence on the water. This in and of itself results in more voluntary compliance with Maine boating laws and offers increased enforcement and exciting potential for an active boating safety and education program.

Both agencies agree that in order to most effectively increase boating law enforcement, safety and education, additional resources should be integrated into the existing structures at DMR and DIF&W. By increasing the numbers of Marine Patrol Officers and District Wardens with additional fully authorized officers, enforcement of recreational boating will be increased in a coordinated fashion.

IX. PROPOSED ACTIONS

A. CURRENT FUNDING LEVELS

- DOC/DMR/DIF&W/MDOT: fund a survey of a sample of registered boat owners to estimate the current percentage of the gasoline tax generated by recreational boating and identify access concerns/needs;
- DOC/SPO/DMR: develop and maintain a comprehensive data base of coastal access sites and needs to guide and track status, opportunities, and updated priorities. Contract for services as BFF or other funding sources permit;
- DOC/SPO/DMR: identify opportunities to meet access needs in those high priority areas identified in the SPO/DMR access needs study as lacking adequate access. Contract for services as BFF or other funding sources permit.
- DOC/DIF&W: develop and maintain comprehensive, statewide data base of access status on inland water bodies. Contract for services as BFF and other funding sources permit;
- DOC/DIF&W: continue renovation, development, and acquisition of access sites consistent with priorities and targets of 1995 Strategic Plan. Explore sources of matching funds for LMFF/Water Access fund. Propose and sponsor access acquisition projects to the LMFB, MOHF, and other potential sources of assistance for approval as funding and staff capabilities permit;
- MDOT/DOC/DIF&W/DMR: continue active participation in review of MDOT bridge and road projects to identify and refine opportunities for enhancing access at suitable sites, as current funding permits;
- DMR/DIF&W: Enforcement and Education as described in the previous section.

B. INCREASED FUNDING

- DOC/DIF&W: continue to exceed targets for renovation, development, and acquisition presented in 1995 Strategic Plan;
- DOC/DIF&W: increase program emphasis on acquisition and accelerate purchase of suitable, available inland and coastal sites by providing matching funds needed for LMF/Water Access Fund for both state and local acquisition as appropriate, as funding permits; increase use of contracted services to proactively search for available, suitable sites in high priority areas.
- MDOT/DOC/DIF&W: participate in the development and management of new access sites and access enhancements associated with bridges and public roads as identified by the Public and Recreational Access at Water Crossings and Properties Adjacent to Water Committee.
- DIF&W/DMR: Hire additional staff to increase enforcement presence and response capabilities as described in the previous section.

- DIF&W: Build on current education system of regional coordinators to increase the outreach and instructional capabilities.

APPENDIX A—GAS TAX LEGISLATION

36 MRSA §2903-A. Finding of fact

The Legislature makes a finding of fact that the percentage relationship of "gasoline tax" paid by that segment of the non-highway gasoline user, the motorboat user, is not less than 2.00% of the total "gasoline tax" revenue. Based on this legislative finding of fact, there is set aside 2.00% of the total excise tax, not to exceed \$2,000,000, on internal combustion engine fuel sold or used within the State, but not including internal combustion engine fuel sold for use in the propulsion of aircraft. From this 2.00% allocation is deducted the refunds paid out under section 2908 to purchasers and users of internal combustion engine fuel for commercial motorboats; 20% of the balance of 2.00% after paying out such refunds must be paid to the Treasurer of State to be made available to the Commissioner of Marine Resources for the purpose of conducting research, development and propagation activities by the department, and it is the responsibility of the Commissioner of Marine Resources to select activities and projects that will be most beneficial to the commercial fisheries of the State as well as the development of sports fisheries activities in the State; the remaining 80% of the balance of 2.00% after paying out such refunds must be credited to the Boating Facilities Fund, established under Title 12, section 1896, within the Maine State Bureau of Parks and Lands. The State Tax Assessor shall certify to the State Controller, on or before the 15th day of each month, the amounts to be credited under the previous sentence, as of the close of the State Controller's records for the previous month. When refunds paid to purchasers and users of internal combustion engine fuel for commercial motorboats in any month exceed 2.00% of gasoline tax revenues for that month, such excess must be carried forward in computing amounts to be credited to the Department of Marine Resources and to the Boating Facilities Fund under this section for the succeeding month or months. Funds credited to the Department of Marine Resources must be allocated by the joint standing committee of the Legislature having jurisdiction over appropriations and financial affairs. The Bureau of Parks and Lands, the Department of Marine Resources, the Department of Inland Fisheries and Wildlife and the Department of Transportation shall devise and agree to a system for determining the percentage of the gasoline tax and special fuels tax that results from fuel purchases for boating uses and whether those uses are for pleasure or commerce and for salt or freshwater boating. The Bureau of Parks and Lands shall ensure that proper records are kept to provide input for this system. Beginning February 1, 1991, and every 3 years thereafter on February 1st, the Bureau of Parks and Lands shall issue to the joint standing committee of the Legislature having jurisdiction over taxation matters a report based on an analysis of data according to this section. The Boating Facilities Fund must be used to fund the costs of this activity.

§2903-B. Finding of fact

The Legislature hereby makes a finding of fact that the percentage relationship of "gasoline tax" paid by that segment of the non-highway gasoline user, the snowmobile user, is not less than .5% of the total "gasoline tax" revenue, but certainly is more than the .5% referred to. Based on this legislative "finding of fact" there is set aside .5% of the total excise tax on internal combustion engine fuel sold or used within the State, but not including internal combustion fuel sold for use in the propulsion of aircraft. From this .5% allocation, 10% shall be paid to the Treasurer of State to be made available to the Department of Inland Fisheries and Wildlife; this money to be expended for the purpose set forth in Title 12, section 7824. The remaining 90% of the .5% shall be credited to the Snowmobile Trail Fund of the Bureau of Parks and Lands, established under Title 12, section 7824. The State Tax Assessor shall certify to the State Controller by the 15th day of each month the amounts to be credited under this section as of the close of the State Controller's records for the previous month.

In addition to the set aside of .5% of the total excise tax on internal combustion fuel sold or used within this State, the Legislature finds that an additional percentage of .17% must be paid to the Treasurer of State

to be made available to the Snowmobile Trail Fund of the Department of Conservation, Bureau of Parks and Lands, established under Title 12, section 7824.

§2903-C. Finding of fact

The Legislature makes a finding of fact that the percentage relationship of "gasoline tax" paid by that segment of the non-highway gasoline user, the all-terrain vehicle user, is estimated to be not less than .045% of the total "gasoline tax" revenue. Based on this estimate, there is set aside .045% of the total excise tax on internal combustion engine fuel sold within this State, not including internal combustion fuel sold for use in the propulsion of aircraft. This .045% allocation must be expended for the purposes required by Title 12, section 7854, subsection 4, paragraph B. The State Tax Assessor shall certify to the State Controller by the 15th day of each month the amounts to be credited under this section as of the close of the State Controller's records for the previous month.

APPENDIX B— DOC PROGRESS SINCE 1995

New or Renovated sites funded by the Boating Facilities Fund since 1995

Renovated sites in bold italics

Abbot	Piper Pond
Abbot	Whetstone Pd
Acton	Great East Lake
Acton	Horn Pond
Addison	Eastern Harbor
Allagash	Allagash River
Auburn	Lake Auburn Route 4
Bath	Kennebec River South End
Bowdoinham	Cathance River
Bridgton	Highland Lake
Bridgton	Moose Pond
Brunswick	Androscoggin River Mill S
Brunswick	New Meadows River
Danforth	Grand Lake Green Cove
Denmark	Moose Pond
Dexter	Wassookeag Lake
Eagle Lake	Eagle Lake
East Machias	Gardner Lake
East Machias	Hadley Lake
Eliot	Piscataquis River
Edmunds TWP	Cobscook
Franklin	Donnell Pond
Fryeburg	Swans Falls
Gardiner	Kennebec River
Hampden	Penobscot River
Hiram	Clemons Pond
Hiram	Stanley Pond
Howland	Penobscot River
Jonesport	Chandler Bay
Lubec	Johnson Bay
Mariaville	Graham Lake
Marshfield	6 Mile Pond
Meddybemps	Meddybemps Lake
Monmouth	Cobbossee
Naples	Songo Lock
Nobleboro	Pemaquid Pond
No. Yarmouth	Royal River
Oakfield	Spaulding Lake
Oakfield	Timoney Lake
Oakland	Messalonskee
Pleasant Ridge Plantation	Wyman
Portage Lake	Portage Lake

Rangeley
Rangeley
Rangeley
Richmond
Ripley
Robbinston
Sangerville
Scarborough
Scarborough
Sidney
So. Portland
Southwest Harbor
Stoneham
Swansville
T1R11WELS
T2R9WELS
T2R10WELS
T4R1WBKP
T4R1WBKP
T10R12WELS
TC So. Arm
Thomaston
Tremont
Union
Vassalboro
Vassalboro
Weston
Woolwich

Mooselookmeguntic @ Haines
Landing
Rangeley Lake at Oquossoc
Rangeley I Town Park
Kennebec River
Ripley Pond
St Croix River
Mahanock Pond
Scarborough River/Ferry Beach
Scarborough River/Pine Pt..
Kennebec River
Fore River
Southwest Harbor
Kewaydin Lake
Swan Lake
Namakanta
Debsconeag
West Branch Penobscot
Mooselook
U. Richard.
Churchill
Richardson
St. George River
Bass Harbor
7 Tree Pond
China Lake
Three Mile Pond.
E. Grand Lake
Nequassett Lake

APPENDIX C—DIF&W PROGRESS SINCE 1995

Objective 1

Acquire land for boating access to 40 lakes with moderate to high fisheries value.

<u>Accomplishments</u>	<u>Location</u>	<u>Grantor</u>	<u>Date Acquired</u>
Androscoggin Lake	Wayne	David Ault, Norine Jewell	January 13, 1998
Concord Pond	Woodstock	2 Parcels - Kehrley/Morton	Nov. 20, 1996/Nov. 20, 1998
Doe Pond	Monson	Harold & Jeanne Smith et al	December 21, 1998
Dyer Long Pond	Jefferson	Flora Jones	October 31, 1995
Grand Falls Flowage	Baileyville	Town of Baileyville	
Heart Pond	Orland	Dwight & Sandra Gates	October 22, 1998
Mountain View Pond	Big Squaw Twp.	Louis Oakes Trust	October 14, 1997
Pemaquid Pond	Nobleboro	Town of Nobleboro	February 15, 1995
Rockabema Lake	Moro Pt.	Richard Storm	February 15, 1995
Sawyer Pond	Greenville	Town of Greenville	May 20, 1998
Sebago Lake (Jordan Bay)	Raymond	St. Joseph's College	March 29, 2000
Sokokis Lake	Limerick	Leo Allaire	March 25, 1999
Square Pond	Acton	R. Pepin & Sons	July 24, 1996
Thompson Lake	Poland	Mary, Jane & Sally Fernald	September 22, 1998
Thomas Pond	Raymond	Lombard/Wintle	January 28, 1999
Togus Pond	Augusta	Margaret McInnis	October 27, 1997
Trickey Pond	Naples	Town of Naples	June 5, 2000
Wilson Pond	Greenville	Raymond & Claire Hamilton	June 21, 1995

Objective 2

Acquire land for 8 public boat and canoe access facilities at strategic locations on navigable rivers with highest fisheries values.

<u>Accomplishments</u>	<u>Location</u>	<u>Grantor</u>	<u>Date Acquired</u>
Androscoggin River	Hanover	Mead Oxford/Town	December 15, 1999
Aroostook River	Fort Fairfield	Town of Fort Fairfield	March 27, 1996
Aroostook River	Presque Isle	B & A Railroad	December 1, 1995
Kennebec River	Pittston	Norma Tewes	July 18, 1995
Kennebec River	Woolwich	Norman Lynch	July 21, 1997
Kennebec River/shipyard lot	Phippsburg	Frederick & Ada Haggett	May 16, 1995
Meduxnekeag River	Houlton	Town of Houlton	July 3, 1997
Penobscot River	Winn	Herbert and Virginia Haynes	May 23, 1995
Piscataquis River	Guilford	Town of Guilford	July 8, 1997
Piscataquis River	Dover	Town of Dover-Foxcroft	August 2, 1995
Piscataquis River	East Dover	Town of Dover-Foxcroft	August 2, 1995
Piscataquis River	Howland	Town of Howland	September 17, 1996
Sandy River	Farmington	James and Ruth Sawyer	October 1999

Objective 3

Acquire land in fee or easement for bank fishing access along 50 miles of streams supporting moderate to high value fisheries.

<u>Accomplishments</u>	<u>Location</u>	<u>Grantor</u>	<u>Date Acquired</u>
Belgrade Stream	Mount Vernon	Belgrade Stream Acres Trust	December 22, 1995
East Grand Lake	Danforth	Bradford White, et al	May 11, 1995
Grand Lake Stream	T27 ED BPP	Georgia Pacific/MCHT	October 4, 1995
Kennebec River	Benton	H. Norton Webber	August 30, 1999
Rangeley River	Rangeley	Rangeley Lakes Heritage	October 26, 1996
Rapid River	Upton	Crown Vantage	July 22, 1997
Wilson Stream/Bowerbank	Bowerbank	MCHT	March 28, 1997
Wilson Stream/Sebec Lake	Willimantic	Jean Fay	December 20, 1995
Wilson Stream (Early's Landing)	Willimantic	Gerald & Amanda Packard	July 10, 1997

Objective 4

Develop as many sites as possible without limiting acquisition.

<u>Accomplishments</u>	<u>Location</u>	<u>Date In Service</u>
Androscoggin Lake	Wayne	1999
Androscoggin River Ferry Landing	Hanover	2000
Aroostook River	Fort Fairfield	1996
Aroostook River	Presque Isle	1996
Doe Pond	Monson	2000
Dyer Long Pond	Jefferson	1996
Grace Pond	Upper Enchanted	1996
Meduxnekeag River	Houlton	1998
Pemaquid Pond	Nobleboro	1995
Penobscot River	Winn	1996
Piscataquis River - Chambers Site	Dover-Foxcroft	1996
Piscataquis River - East Dover Bridge	Dover-Foxcroft	1997
Piscataquis River	Guilford	1998
Piscataquis River	Howland	1997
Prong Pond	Greenville	1999
Sawyer Pond	Greenville	1999
Sebago Lake - Jordan Bay	Raymond	2000
Trickey Pond	Naples	2000
Wilson Pond	Greenville	1996

APPENDIX D – MDOT FUNDING ESTIMATES

Public & Recreational Access to Water Crossings & Properties Adjacent to Water
Estimated Funding Needs for Water Access
September 18, 2000
by Steve Abbott, Committee Co-Chair

Committee Members,

The committee has been exploring funding options to address the access needs identified in the bridge phase of access review process. MDOT has made clear that routine MDOT funding sources are not available for these identified needs, yet that we are interested in collaborating with other agencies on supplemental funding strategies. These supplemental funding strategies can only be delivered through cabinet-level resource agency or gubernatorial staff engagement. Some preliminary estimates of the funding needs and the method of deriving them follow:

Total access needs were computed using the following assumptions:

- Only HIGH Priority needs were used in the calculations (218 of 355 reviewed bridges)
- There may be more than one need per bridge

Snowmobile - \$500 per/linear foot of bridge. (Assumes 4' additional bridge width)

Fishing from Bridge - \$600 per/linear foot. (Assumes 5' additional sidewalk).

Parking near Bridge - \$2000 (Assumes 2 spots, 1 each on 2 corners)

Carry-in for small water craft - \$5000 (For Real Estate)

Access to Riverbank Fishing - \$5000 (For Real Estate)

Boat launching Ramps - \$50000 each

Total for Access Needs are as Follows:

2002/2007 6 Year Need

Snowmobile - \$455,000 (4 bridges), *reviews incomplete, more snowmobile needs anticipated.*

Fishing from Bridge - \$2,048,800 (62 bridges)

Parking near Bridge - \$408,000 (204 bridges)

Carry-in for small water craft - \$285,000 (57 bridges)

Access to Riverbank Fishing - \$715,000 (143 bridges)

Boat launching Ramps - \$550,000 (11 bridges)

TOTAL - \$4,821,800 (218 bridges)

Estimated for 2002/2003 BTIP (revised 11.21.00)

Snowmobile - \$60,000 (1 bridge), *reviews incomplete, more snowmobile needs anticipated.*

Fishing from Bridge - \$942,000 (22 bridges)

Parking near Bridge - \$138,000 (69 bridges)

Carry-in for small water craft - \$105,000 (21 bridges)

Access to Riverbank Fishing - \$295,000 (59 bridges)

Boat launching Ramps - \$150,000 (3 bridges)

TOTAL - \$1,690,000

APPENDIX B-1

Waters Without General Public Access

Appendix B-1 - Lakes identified in the Department of Inland Fisheries & Wildlife inventory as being without general public access. (*List subject to change as access conditions change.*)

Lakes marked with a single asterisk have been included in the DIF&W active list (Appendix B-2) because of a reasonable chance of obtaining public access in the near future. Access on the other waters in the list is not being actively pursued at the present time.

Lakes marked with a double asterisk are classified as Management Class 1 or 6 lakes under policies and standards of the Land Use Regulation Commission, with vehicular access prohibited. (See Issue 6)

COUNTY	TOWN		LAKE	ACRES
ANDROSCOGGIN	LIVERMORE	*	ROUND P.	161 a,c
	TURNER		WILSON P (LITTLE)	111 a
AROOSTOOK	CASWELL		GIRARD P	19 a
	FORT FAIRFIELD		BRYANT P	19 a
	T14 R08 WELS	**	MOCCASIN	32 j
	WASHBURN		CARIBOU L	115 a.b
CUMBERLAND	RAYMOND	*	NOTCHED P	77 a,c
	RAYMOND		RAYMOND P	346 a,c
	STANDISH	*	WATCHIC P	448 a,c
	WINDHAM	*	FOREST L	213 a,c
FRANKLIN	BEATTIE TWP		BOUNDARY P	70 d
	CHAIN OF PONDS TWP		ROCK P	26
	COBURN GORE	**	CROSBY POND	150 a
	DAVIS TWP		FLATIRON P	30 d
	DAVIS TWP		JOHNS P	267 f
	DAVIS TWP		KAMANKEAG P	40 f
	LANG TWP		COW P	62 a,c
	MASSACHUSETTS GORE		BOUNDARY P (South)	10e
	MASSACHUSETTS GORE		GRANTS P	20e
	MASSACHUSETTS GORE		MASSACHUSETTS BOG	30 e
	MASSACHUSETTS GORE		NORTHWEST P	45 e
	MASSACHUSETTS GORE		NORTHWEST P (Little)	10 e

COUNTY	TOWN		LAKE	ACRES
	RANGELEY		ROSS P	165 a,c
	SEVEN PONDS TWP		BEAVER P	20 e
	SEVEN PONDS TWP		ISLAND P (Big)	350 e
	SEVEN PONDS TWP		ISLAND P (Little)	50 e
	SEVEN PONDS TWP		L POND	95 e
	SEVEN PONDS TWP		LONG P	35 e
	SEVEN PONDS TWP		SECRET P	10 e
HANCOCK	DEDHAM		BURNT P	315 g
	DEDHAM		GOOSE P	202 a,c
	DEDHAM		HARRIMAN P	45 a,c,
	DEDHAM	*	MOULTON P	45 a,c
	DEDHAM		MOUNTAINY P	691 a
	ORLAND	*	HEART P	73 a
	OTIS		FLOODS P	654 g
	STONINGTON		BURNTLAND P	20 g,j
	T10 SD		ROUND P	205d
KENNEBEC	READFIELD		MILL P	12 a
	ROME	*	WATSON P	66 a
KNOX	ROCKPORT		MIRROR L	109 g
	VINALHAVEN		ROUND P	6 g
LINCOLN	DAMARISCOTTA	*	LITTLE P	80 g
	JEFFERSON	*	DEAR MEADOW P	51 a
OXFORD	ALBANY TWP		KNEELAND P	16 a
	ANDOVER N SURPLUS		SURPLUS P	9 d
	BOWMANTOWN TWP		BARKER P	35 d
	BOWMANTOWN TWP		BLACK P (Upper)	30 d
	LOWER CUPSUPTIC TWP		MUD P	6 d
	LYNCHTOWN TWP		PARMACHENEE L	912 d
	MAGALLOWAY PLT		CRANBERRY P	100 d
	PARMACHENEE TWP		OTTER P	14 d
	PARMACHENEE TWP		RUMP P	35 d
	PARMACHENEE TWP		WELLS P	7 d
	PORTER	*	PLAIN P	16 a
	STONEHAM		TROUT P	64 a
PENOBSCOT	CLIFTON		BURNT P (Little)	15 g
	CLIFTON		SNOWSHOE P	8 g
	HOLDEN	*	HOLBROOK P	280 a

COUNTY	TOWN		LAKE	ACRES
	T06 R08 WELS		HAY P	134 d
PISCATAQUIS	T06 R10 WELS		WEBSTER L	531 d
	T07 R09 NWP		HOUSTON P	694 d
	T07 R14 WELS	**	POLAND P (Upper)	490 d
	T07 R14 WELS		ROUND P	375 d
	T08 R14 WELS		NARROW P	151 d
	TA R11 WELS		CRAWFORD P	390 d
	TA R11 WELS		MONKEY P	30 d
	TA R11 WELS		PLEASANT P (Big)	195 d
	TA R11 WELS		YOKE PONDS	134 d
SOMERSET	CARRYING PLC TWN TWP		CARRY P (Middle)	126 d
	CARRYING PLC TWN TWP		CARRY P (West)	675 d
	KING & BARTLETT TWP		BUTLER P	45 d
	KING & BARTLETT TWP		DEER P	30d
	KING & BARTLETT TWP		EVERETT P	20 d
	KING & BARTLETT TWP		FELKER P	50 d
	KING & BARTLETT TWP		KING & BARTLETT L	538 d
	KING & BARTLETT TWP		LONG P	60 d
	MOOSE RIVER	*	HEALD P	186 d
	SOLDIERTOWN TWP		CENTER P	51 d
	T03 R05 BKP WKR		BECK P	32 d
	T03 R05 BKP WKR		LOST P	15 d
	T04 R05 NBKP		KING L (Little)	90 d
	T05 R06 BKP WKR		BAKER P	270 d
	T05 R06 BKP WKR		BLAKESLEE L	55 d
	T05 R17 WELS		ST JOHN P (Fourth)	198 d
	T07 R16 WELS		TURNER P	104 d,i
	T07 R17 WELS		BAKER L	1231 d,i
	T08 R16 WELS		DESOLATION P	70 d
WALDO	PALERMO		PRESCOTT P	14 a,c
WASHINGTON	CHARLOTTE		LEDGE (Bald Ledge P)	17 a
	COLUMBIA		MEYERS P (North)	6 a
	COLUMBIA		MEYERS P (South)	3 a
	FOREST TWP		TOMAHL	56 j
	T26 ED BPP		BEAVER DAM L (North)	147 a
YORK	ACTON		SQUARE P	910 a
	ARUNDEL		BRIMSTONE P	12 a,c
	KENNEBUNK	*	ALEWIFE P	37 a

COUNTY	TOWN		LAKE	ACRES
	KITTERY		KITTERY CLUB P	3 a,c
	LIMINGTON	*	SAND P	26 a,c
	PARSONSFIELD	*	WEST P	140 a,c
	SANFORD		DEERING P	26 a
	SHAPLEIGH		POVERTY P (Little)	13 a,c
	SHAPLEIGH		SHY BEAVER P	25 a
	YORK		BOULTER P	94 g
	YORK		CHASES P	133 g
	YORK		FOLLEY P	54 g,j
	YORK		MIDDLE P	37 g
	YORK		WELCHS P	9 g

con't.

N=107

- a Access controlled by small, private landowners.
- b Has no sportfish potential.
- c Stocking by DIF&W stopped due to denied access.
- d Access controlled by large, corporate landowners.
- e Access controlled by large, corporate landowner and private sporting club.
- f Access controlled by camp owners association.
- g Access controlled by municipal water supply district.
- h Access controlled by utility company.
- i Limited public access through Canada or by special permission of large corporate landowner.
- j Closed to all fishing by State.

**Lakes with High or Moderate Fisheries Value in Need of
Guaranteed or Additional Access Sites**

Lakes in need of guaranteed public access or additional access development, as identified by DIF&W regional fisheries biologist. Towns listed only serve to identify the water and are not necessarily the towns where access facilities would be located. *(List does not identify all the access needs statewide.)*

Lakes marked with an single asterisk are those that have been given highest priority for access acquisition and development.

Lakes marked with a triple asterisk are classified as Management Class 2 lake under the Land Use Regulation Commission's policies and standards with access sites requiring special consideration. (See Issue 6).

COUNTY	TOWN		WATER	ACRES	ACCESS TYPE
ANDROSCOGGIN	AUBURN		TAYLOR P	625	IMPROVED
	LEEDS	*	ANDROSCOGGIN L	3,980	IMPROVED
	LEWISTON		NO NAME P	143	UNIMPROVED
	LIVERMORE	*	ROUND P	161	UNIMPROVED
	POLAND		TRIPP P	768	UNIMPROVED
	POLAND		WORTHLEY P	42	UNIMPROVED
	TURNER		PLEASANT P	189	UNIMPROVED
	TURNER		BEAR P (Big)	432	UNIMPROVED
AROOSTOOK	BRIDGEWATER	*	PORTLAND L	41	UNIMPROVED
	LITTLETON		ROSS L	32	CARRY-IN
	LUDLOW	*	BRADBURY L	38	UNIMPROVED
	MORO PLT	*	ROCKABEMA L	339	UNIMPROVED
	NASHVILLE PLT		MACHIAS L (Little)	275	UNIMPROVED
	NEW CANADA		SLY BROOK L (First)	90	CARRY-IN
	NEW LIMERICK	*	COCHRANEL	79	UNIMPROVED
	NEW LIMERICK		GREEN P	29	CARRY-IN
	ORIENT	*	DEERING L	474	UNIMPROVED
	ST CROIX TWP		SAINT CROIX L	416	UNIMPROVED
	ST JOHN PLT		WALLAGRASS (1st & 2nd)	281	UNIMPROVED
	ST JOHN PLT		WHEELOCK L	160	CARRY-IN
	T01 R05 WELS		MOLUNKUSL	1,050	UNIMPROVED
	T07 R05 WELS		UMCOLCUS L	630	UNIMPROVED

COUNTY	TOWN		WATER	ACRES	ACCESS TYPE
AROOSTOOK (con't.)	T17 R04 WELS		MUD L	972	UNIMPROVED
	T18 r10 WELS	*	GLAZIER L	1,120	UNIMPROVED
	T19 R11 WELS	*	BEAU L	2,003	UNIMPROVED
	WALLAGRASS		SOLDIER P	96	UNIMPROVED
	WESTON		BRACKETT L	576	UNIMPROVED
CUMBERLAND	BRIDGTON		ADAMS P	45	UNIMPROVED
	BRIDGTON		BEAVER P	69	UNIMPROVED
	BRIDGTON		INGALLS (Foster's) P	141	UNIMPROVED
	BRIDGTON		LONG L	4,867	IMPROVED
	BRIDGTON		OTTER P	90	UNIMPROVED
	CAPE ELIZABETH		GREAT P	131	CARRY-IN
	CASCO		DUMPLING P	30	CARRY-IN
	CASCO		OWL P	20	WALK-IN
	CASCO	*	THOMAS P	442	UNIMPROVED
	FALMOUTH		HIGHLAND (Duck) L	640	IMPROVED
	NAPLES		BAY OF NAAPLES	762	IMPROVED
	NAPLES		COLD RAIN P	38	CARRY-IN
	NAPLES	*	TRICKEY P	311	IMPROVED
	RAYMOND		NOTCHED P	77	UNIMPROVED
	RAYMOND	*	PANTHER P	1,439	IMPROVED
	NEW GLOUCESTER		SABBATHDAY L	340	IMPROVED
	RAYMOND	*	RAYMOND P	346	UNIMPROVED
	STANDISH		RICH MILL P	77	CARRY-IN
	STANDISH	*	WATCHIC P	448	IMPROVED
	WINDHAM		COLLINS P	45	UNIMPROVED
	WINDHAM		FOREST L	198	UNIMPROVED
FRANKLIN	CHAIN OF PONDS TWP	***	CHAIN OF PONDS	700	IMPROVED
	DALLAS PLT		SADDLEBACK L	358	CARRY-IN
	DAVIS TWP	*	KENNEBAGO L (Big)	1,700	UNIMPROVED
	RANGELEY		DODGE P	230	UNIMPROVED
	SANDY RIVER PLT		BEAVER MTN L	543	UNIMPROVED
HANCOCK	BROOKSVILLE		WALKER P	697	UNIMPROVED
	BUCKSPORT		JACOB BUCK P	190	UNIMPROVED
	DEDHAM		MOULTON P	45	UNIMPROVED
	ELLSWORTH		BRANCH L	2,703	IMPROVED
	MARIAVILLE		GRAHAM L	7,865	UNIMPROVED
	ORLAND		CRAIG P	218	IMPROVED
	ORLAND		HEART P	73	IMPROVED

COUNTY	TOWN		WATER	ACRES	ACCESS TYPE
	OTIS	*	SPRINGY P (Lower)	114	IMPROVED
	T09 SD		DONNELL P	1,120	IMPROVED
	T10 SD		LONG P	205	UNIMPROVED
	T10 SD	*	ROUND P	205	UNIMPROVED
	T10 SD	*	SPRING RIVER L	704	IMPROVED
	T40 MD		NICATOUS L	5,165	UNIMPROVED
KENNEBEC	ALBION		LOVEJOY P	324	UNIMPROVED
	AUGUSTA	*	ANDERSON (Evers)	12	CARRY-IN
	AUGUSTA		DAM P	98	CARRY-IN
	AUGUSTA		GREELEY P	51	CARRY-IN
	AUGUSTA		THREE CORNERED P	182	CARRY-IN
	AUGUSTA		TOGUS P	660	UNIMPROVED
	BELGRADE		GREAT P	8,239	UNIMPROVED
	BELGRADE		PENNY P	44	CARRY-IN
	CHINA		RANCH P	316	UNIMPROVED
	FAYETTE		DAVID P	297	UNIMPROVED
	FAYETTE		HALES P	70	CARRY-IN
	FAYETTE		PARKER P	1,513	IMPROVED
	LITCHFIELD		JIMMY P	40	CARRY-IN
	MANCHESTER		FAIRBANKS P	14	CARRY-IN
	MANCHESTER		HUTCHINS P	100	CARRY-IN
	MONMOUTH		ANNABESSACOOK L	1,420	IMPROVED
	PITTSTON		NEHUMKEAG P	178	CARRY-IN
	ROME		WATSON P	66	CARRY-IN
	ROME		WHITTIER P	21	CARRY-IN
	VIENNA		FLYING P	360	UNIMPROVED
	WAYNE		POCASSET L	601	UNIMPROVED
	WINDSOR		MOODY P	32	CARRY-IN
	WINSLOW		PATTEE P	712	IMPROVED
KNOX	APPLETON		SENNEBEC P	532	IMPROVED
	HOPE		HOBBS P	264	UNIMPROVED
	HOPE		LERMOND P	171	UNIMPROVED
	HOPE		LILY P	29	CARRY-IN
	UNION	*	CRAWFORD P	591	IMPROVED
	WARREN		NORTH P	338	UNIMPROVED
	WARREN		SOUTH P	548	UNIMPROVED
	WASHINGTON		IRON P	11	CARRY-IN
	WASHINGTON		SPRING (Muddy) P	18	CARRY-IN
LINCOLN	ALNA		PINKHAM P	24	CARRY-IN
	BOOTHBAY		ADAMS P	73	CARRY-IN
	BREMEN		McCURDY P	192	CARRY-IN

COUNTY	TOWN		WATER	ACRES	ACCESS TYPE
	BREMEN		WEBBER P	219	UNIMPROVED
	DAMARISCOTTA		LITTLE P	80	CARRY-IN
	DAMARISCOTTA		PARADISE (Muddy) P	166	CARRY-IN
	JEFFERSON		GARDINER P	78	CARRY-IN
	JEFFERSON		CLARY L (Pleasant P)	666	UNIMPROVED
	JEFFERSON	*	DEER MEADOW P	51	CARRY-IN
	JEFFERSON		DYER LONG P	423	UNIMPROVED
	JEFFERSON		THREE CORNER P	72	CARRY-IN
	JEFFERSON		TRAVEL P	102	CARRY-IN
	NOBLEBORO		COOKS P	73	CARRY-IN
	SOMERVILLE		TURNER P	193	CARRY-IN
LINCOLN (con't.)	WALDOBORO		KALERS P	87	CARRY-IN
	WALDOBORO		MEDOMAK P	237	UNIMPROVED
	WALDOBORO		MEDOMAK P (Little)	75	UNIMPROVED
	WALDOBORO		PETERS (Gross) P	12	CARRY-IN
OXFORD	ALBANY TWP		PROCTOR P	45	UNIMPROVED
	ALBANY TWP		SONGO P	224	UNIMPROVED
	BROWNFIELD		PEQUAWKET L	87	UNIMPROVED
	CANTON		FOREST P	51	UNIMPROVED
	DENMARK		GRANGER P	125	UNIMPROVED
	DENMARK		PERLEY P	79	CARRY-IN
	FRYEBURG	*	KEZAR P	1,447	UNIMPROVED
	FRYEBURG		KIMBALL P (Lower)	486	UNIMPROVED
	HANOVER	*	HOWARD P	128	UNIMPROVED
	HARTFORD		ANASAGUNTICOOK L	568	UNIMPROVED
	HEBRON		MARSHALL P	142	UNIMPROVED
	HIRAM	*	BARKER P	206	UNIMPROVED
	HIRAM		SOUTHEAST P	173	UNIMPROVED
	LOVELL		FARRINGTON P	89	UNIMPROVED
	MAGALLOWAYLT	*	STURTEVANT P	518	UNIMPROVED
	NORWAY		SAND P	141	UNIMPROVED
	OTISFIELD		MOOSE P	160	UNIMPROVED
	OXFORD		GREEN P	38	CARRY-IN
	OXFORD		HOGAN P	177	UNIMPROVED
	OXFORD	*	THOMPSON L	4,426	IMPROVED
	ERU		WORTHLEY P	375	IMPROVED
	PORTER		BICKFORD P	237	UNIMPROVED
	PORTER		CHAPMAN P	13	CARRY-IN
	PORTER		MINE P	58	UNIMPROVED
	PORTER		PLAIN P	16	CARRY-IN

COUNTY	TOWN		WATER	ACRES	ACCESS TYPE
	PORTER		TRAFTON P	56	CARRY-IN
	STONEHAM		VIRGINIA L	145	UNIMPROVED
	SUMNER		LABRADOR P (Big)	115	UNIMPROVED
	SUMNER		LABRADOR P (Little)	15	CARRY-IN
	SWEDEN		KEYS P	192	UNIMPROVED
	SWEDEN		STEARNS P	247	UNIMPROVED
	WATERFORD		JEWETT (5 Kezars) P	32	CARRY-IN
	WATERFORD	*	LONG (McWain) P	473	UNIMPROVED
	WATERFORD		MOOSE P	181	UNIMPROVED
	WATERFORD		MUD (5 Kezars) P	45	UNIMPROVED
	WATERFORD		PAPOOSE P	64	UNIMPROVED
	WOODSTOCK		CONCORD (Big)	135	CARRY-IN
	WOODSTOCK		NORTH P	284	UNIMPROVED
PENOBSCOT	CLIFTON		PARKS P	124	UNIMPROVED
	EDDINGTON		EDDINGTON (Davis)	417	UNIMPROVED
	HOLDEN		HOLBROOK P	280	UNIMPROVED
	LINCOLN	*	COLD STREAM P (Upper)	685	UNIMPROVED
	MT CHASE	*	SHIN P (Upper)	544	UNIMPROVED
	PLYMOUTH		ROUND (Gray) P	134	CARRY-IN
	T05 R01 NBPP		JUNIOR L	3,866	UNIMPROVED
	T05 R01 NBPP		SCRAGGLEY L	2,758	UNIMPROVED
	T05 R07 WELS	*	SHIN P (Lower)	638	UNIMPROVED
PISCATAQUIS	BIG SQUAW TWP		FITZGERALD P	550	UNIMPROVED
	DOVER-FOXCROFT		BRANNS MILL P	271	UNIMPROVED
	ELLIOTTSVILLE		GREENWOOD P (Big)	211	UNIMPROVED
	FRENCHTOWN TWP		ROACH P (First)	3,270	UNIMPROVED
	GREENVILLE	*	PRONG P	427	UNIMPROVED
	GREENVILLE		SAWYER P	67	CARRY-IN
	GREENVILLE	*	WILSON P (Lower)	1,380	IMPROVED
	GUILFORD	*	BENNETT P (Big)	61	CARRY-IN
	GUILFORD		DAVIS P (First)	224	UNIMPROVED
	GUILFORD		DAVIS P (Second)	58	UNIMPROVED
	LAKE VIEW PLT		SCHOODIC L	7,168	UNIMPROVED
	MONSON		DOE P	54	WALK-IN
	MONSON	*	MONSON P	359	UNIMPROVED
	MONSON		SOUTH P	18	WALK-IN
	MONSON		SPECTACLE PONDS	177	UNIMPROVED
	T01 R 11 WELS		NAHMAKANTA L	1,024	CARRY-IN
	T01 R12 WELS		ROACH P (Second)	970	UNIMPROVED

COUNTY	TOWN		WATER	ACRES	ACCESS TYPE
	T02 R09 WELS		TOGUE P (Lower)	384	UNIMPROVED
	T07 R11 WELS		BRANCH P (East)	45	WALK-IN
	T07 R11 WELS		CARPENTER P	160	CARRY-IN
	T07 R11 WELS		SNAKE P	275	CARRY-IN
	WILLIMANTIC		BENSON P (Big)	320	CARRY-IN
	WILLIMANTIC		GRINDSTONE P	26	CARRY-IN
SAGADAHOC	WOOLWICH	*	NEQUASSET L	392	IMPROVED
SOMERSET	CARATUNK	*	PLEASANT P	1,120	UNIMPROVED
	DENNISTOWN PLT		CROCKER P	227	UNIMPROVED
	DENNISTOWN PLT		RANCOURT P	23	CARRY-IN
	DENNISTOWN PLT		SUGAR BERTH P	23	WALK-IN
	DENNISTOWN PLT		WOOD P (Little Big)	713	UNIMPROVED
	EMBDEN	*	HANCOCK P	320	UNIMPROVED
	FORSYTHE TWP		LONG P	98	CARRY-IN
	FORSYTH TWP		TURNER P (Big)	111	CARRY-IN
	FORSYTH TWP		TURNER P (Little)	77	CARRY-IN
	HARTLAND		MORRILL P	134	UNIMPROVED
	HARTLAND		STAFFORD P	122	CARRY-IN
	HARTLAND		STARBIRD P	103	CARRY-IN
	HOLEB TWP		FISH P (Big)	64	CARRY-IN
	HOLEB TWP		McKENNEY P	38	CARRY-IN
	MAYFIELD TWP		KINGSBURY P	390	UNIMPROVED
	MOOSE RIVER	*	HEALD P	186	CARRY-IN
	PARLIN POND TWP	*	PARLIN P	543	UNIMPROVED
	UPPER ENCHANTED	*	GRACE P	150	CARRY-IN
WALDO	BROOKS		ELLIS P	93	CARRY-IN
	BROOKS		HALF MOON (Sucker)	38	CARRY-IN
	BROOKS		PASSAGASSAWAU-KEAG	118	CARRY-IN
	KNOX		DUTTON P	36	CARRY-IN
	KNOX		MIXER P	49	CARRY-IN
	LINCOLNVILLE		COLMAN P	223	UNIMPROVED
	LINCOLNVILLE		MOODY P	61	CARRY-IN
	MONTVILLE		KINGDOM BOG	87	CARRY-IN
	MORRILL		CROSS P	169	CARRY-IN
	PALERMO		BEECH P	59	CARRY-IN
	PALERMO		BOWLER (Belton) P	34	CARRY-IN
	PALERMO		JUMP P	29	CARRY-IN
	PALERMO		FOSTER (Crotch) P	31	CARRY-IN

COUNTY	TOWN		WATER	ACRES	ACCESS TYPE
	PALERMO		PRESCOTT P	14	CARRY-IN
	PALERMO		SABAN P	11	CARRY-IN
	PROSPECT		HALFMOON P	176	CARRY-IN
WASHINGTON	CENTERVILLE	*	PEAKED MT P	227	UNIMPROVED
	DANFORTH		GRAND LAKE (East)	16,070	UNIMPROVED
	LAMBERT LAKE TWP		LAMBERT L	605	UNIMPROVED
	MEDDYBEMPS		MEDDYBEMPS L	6,765	IMPROVED
	NORTHFIELD	*	BOG L	826	UNIMPROVED
	T05 ND BPP	*	GRAND L (West)	14,340	IMPROVED
	T06 R01 NBPP		SHAWL	211	UNIMPROVED
	T37 MD BPP	*	SECOND (Old Stream)	104	UNIMPROVED
	TOPSFIELD	*	FARROW L	224	UNIMPROVED
	TOPSFIELD		MUSQUASH L (East)	806	UNIMPROVED
	VANCEBORO		SPEDNIK L	17,219	UNIMPROVED
	WHITING	*	INDIAN L	120	UNIMPROVED
YORK	ACTON		LOON P	94	UNIMPROVED
	ACTON		MOOSE P	27	UNIMPROVED
	ACTON	*	SQUARE P	910	IMPROVED
	ACTON		WILSON L	288	IMPROVED
	ALFRED		SHAKER P	78	UNIMPROVED
	BUXTON		DUCK P	9	CARRY-IN
	KENNEBUNK		ALEWIFE P	37	CARRY-IN
	LEBANON		NORTHEAST P	778	IMPROVED
	LIMERICK		HOLLAND (Sokosis) P	192	UNIMPROVED
	LIMINGTON		HORNE (Pequawket) P	166	UNIMPROVED
	LIMINGTON		SAND P	26	CARRY-IN
	LIMINGTON		WARDS P	44	UNIMPROVED
	LYMAN		BUNGANUT P	280	IMPROVED
	LYMAN		ROBERTS & WADLEY PD	203	IMPROVED
	LYMAN		SWAN P	147	UNIMPROVED
	NEWFIELD		BALCH & STUMP PONDS	704	IMPROVED
	PARSONSFIELD		PROVINCE L	1,008	IMPROVED
	PARSONSFIELD		WEST P	140	UNIMPROVED
	SANFORD		ESTES L	387	IMPROVED
	SOUTH BERWICK		KNIGHT P	49	UNIMPROVED
	SOUTH BERWICK		WARREN P	45	CARRY-IN
	WATERBORO		ISINGLASS P	30	CARRY-IN
	WATERBORO		LONE P	8	CARRY-IN

**Rivers with High or Moderate Fisheries Value in Need of
Guaranteed or Additional Access Sites**

Appendix B-3 - Rivers with high or moderate fisheries values in need of guaranteed public access or additional access, as identified by DIF&W regional fisheries biologists. Rivers marked with an asterisk are those that have been given highest priority for access acquisition and development.

COUNTY	TOWN		WATER	MILES	ACCESS TYPE
ANDROSCOGGIN	AUBURN	*	ANDROS. R (Little)	1	CARRY-IN
	LIVERMORE		ANDROS. R	20	CARRY-IN
AROOSTOOK	ASHLAND		MACHIAS R. (Little)	17	CARRY-IN
	BRIDGEWATER		PRESTILES	4	WALK-IN
	EASTON		PRESTILES	2	WALK-IN
	FORT FAIRFIELD	*	AROOSTOOK R	5	IMPROVED
	MASARDIS	*	AROOSTOOK R	12	CARRY-IN
	OXBOW PLT	*	AROOSTOOK R	12	CARRY-IN
	PRESQUE ISLE	*	AROOSTOOK R	12	IMPROVED
	FORT KENT		FISH R	35	CARRY-IN
	FRENCHVILLE	*	SAINT JOHN R	12	IMPROVED
	GRAND ISLE	*	SAINT JOHN R	12	IMPROVED
	MADAWASKA	*	SAINT JOHN R	12	IMPROVED
	HOULTON		MEDUXNEKEAG R	12	CARRY-IN
	LITTLETON		MEDUXNEKEAG R	9	CARRY-IN
	OAKFIELD		MATTAWAMKEAG R (East Branch)	12	CARRY-IN
	PRESQUE ISLE		PRESTILES	5	WALK-IN
CUMBERLAND	NAPLES		CROOKED R	30	WALK-IN
	WINDHAM		PLEASANT R	1	WALK-IN
FRANKLIN	EUSTIS		DEAD R (North Br.)	17	CARRY-IN
	EUSTIS		DEAD R (South Br.)	17	CARRY-IN
	RANGELEY	*	KENNEBAGOR	12	CARRY-IN
KENNEBEC	CLINTON		KENNEBEC R	10	WALK-IN
	CLINTON		SEBASTICOOK R	12	CARRY-IN

	WINSLOW		SEBASTICOOK R	5	UNIMPROVED
COUNTY	TOWN		WATER	MILES	ACCESS TYPE
OXFORD	LOWER CUPSUPTIC	*	CUPSUPTIC R	6	CARRY-IN
PISCATAQUIS	SPENCER BAY TWP	*	ROACH RIVER ¹	9	WALK-IN
	DOVER-FOXCROFT		PISCATAQUIS R	9	CARRY-IN
	GUILFORD		PISCATAQUIS R	6	CARRY-IN
	WILLIMANTIC	*	WILSON S	1	WALK-IN
SOMERSET	ROCKWD STRIP-E	*	MOOSE R	5	WALK-IN
	PITTSFIELD		SEBASTICOOK R	7	UNIMPROVED
	T03 R05 BKP WKR	*	SPENCER S	11	CARRY-IN
YORK	CORNISH		OSSIPEE R	2	CARRY-IN
	LIMINGTON		OSSIPEE R (Little)	5	CARRY-IN

¹ Although DIF&W has acquired a significant portion of lands surrounding this important river, acquisition of remaining private lots in Frenchtown and Smithtown would be desirable to completely protect the river.

APPENDIX B -4

**Lakes over 500 Acres without Guaranteed Public Access in Priority Order
Revised October 2000**

PUBLIC ACCESS RATING ARE: 1 = Government Entity / Large Landowner Controlled 3 = Inadequate Access
2 = Private Access / Individual Allows 4 = No Access

DEPT INLAND FISHERIES & WILDLIFE INDICATED NEED RATING IS: 4 = IF Mentioned

BUREAU OF PARKS & RECREATION RATINGS ARE: 1 = Mentioned once 3 = Mentioned 3 times
2 = Mentioned twice 4 = Mentioned 4 or more times

Lakes marked with a double asterisk are classified as management Class 1 or 6 lake under policies and standards of the Land Use Regulation Commission, with vehicular access prohibited. (See Issue 6)

Lakes marked with a triple asterisk are classified as management Class 2 lake under the Land Use Regulation Commission policies and standards, with access sites requiring special consideration. (See Issue 6)

COUNTY	TOWN	LAKE		ACRES	PUBLIC ACCESS	DIF&W INDICATED NEED	BPR 1988 SURVEY	BPR 1991 SURVEY	TOTAL RATE
		CODE	NAME						
KENNEBEC	FAYETTE	1586	PARKER P	1513	3	I	-0	4	11
PENOBSCOT	LINCOLN	2232	COLD STREAM P (Upper)	685	4	U	-0	3	11
ANDROSCOGGIN	POLAND	3758	TRIPP P	768	3	I	-0	4	11
SOMERSET	CARATUNK	0224	PLEASANT P	1120	2	U	4	-0	10

COUNTY	TOWN	LAKE		ACRES	PUBLIC ACCESS	DIF&W INDICATED NEED	BPR 1988 SURVEY	BPR 1991 SURVEY	TOTAL RATE
		CODE	NAME						
WASHINGTON	LAMBERT LAKE	1332	LAMBERT L	605	2	U	-0	4	10
AROOSTOOK	WESTON	1068	BRACKETT L	576	4	U	-0	2	10
KENNEBEC	MONMOUTH	9961	ANNABESSA-COOK L	1420	3	I	-0	2	09
AROOSTOOK	T17 R04 WELS	1680	MUD L	972	4	C	-0	-3	09
KENNEBEC	WAYNE	3824	POCASSET L	601	4	U	-0	1	09
KNOX	APPLETON	5682	SENNEBEC P	532	3	I	-0	1	08
FRANKLIN	DAVIS TWP	2374	KENNEBAGO L (Big)	1700	2	U	-0	2	08
OXFORD	HARTFORD	3604	ANASAGUNTI-COOK L	568	3	U	-0	1	08
LINCOLN	JEFFERSON	5382	CLARY L (Pleasant P)	666	3	U	-0	1	08
YORK	LEBANON	3876	NORTHEAST P	778	2	I	-0	2	08
OXFORD	MAGALLOWAY P	3104	STURTEVANT P	518	4	U	-0	-0	08
PENOBSCOT	MT CHASE	2202	SHIN P (Upper)	544	4	U	-0	-0	08
WASHINGTON	NORTHFIELD	1258	BOG L	826	3	U	-0	1	08
FRANKLIN	SANDY RIVER	3562	BEAVER MTN L	543	3	U	-0	1	08
PISCATAQUIS	T01 R12 WELS	0452	ROACH P (Second)	970	3	U	1	-0	08
PENOBSCOT	T05 R01 NBPP	4708	JUNIOR L	3866	3	U	-0	1	08
AROOSTOOK	T16 R05 WELS	1672	SQUARE L	8150	1	U	3	-0	08
AROOSTOOK	T18 R10 WELS	9789	GLAZIER L	1120	4	U	-0	-0	08
AROOSTOOK	T19 R11 WELS	9785	BEAU L	2003	4	U	-0	-0	08
ANDROSCOGGIN	AUBURN	3750	TAYLOR P	625	2	I	-0	1	07
HANCOCK	ELLSWORTH	4328	BRANCH L	2703	2	I	1	-0	07
OXFORD	FRYEBURG	9709	KEZAR P	1299	3	U	-0	-0	07
YORK	NEWFIELD	3898	BALCH & STUMP PONDS	704	2	I	1	-0	07
YORK	PARSONSFIELD	9887	PROVINCE L	1008	3	I	-0	-0	07
CUMBERLAND	RAYMOND	3694	PANTHER P	1439	1	I	2	-0	07
WASHINGTON	T06 R01 NBPP	1096	MUSQUASH L	1613	3	-	-0	4	07

COUNTY	TOWN	LAKE		ACRES	PUBLIC ACCESS	DIF&W INDICATED NEED	BPR 1988 SURVEY	BPR 1991 SURVEY	TOTAL RATE
		CODE	NAME						
			(West)						
WASHINGTON	TOPSFIELD	1088	MUSQUASH L (East)	806	3	U	-0	-0	07
KNOX	WARREN	5716	SOUTH P	548	2	U	1	-0	07
KENNEBEC	WINSLOW	5458	PATTEE P	712	2	I	-0	1	07
SOMERSET	BALD MTN TWP	0278	AUSTIN P	684	3	-	3	-0	06
PISCATAQUIS	BOWDOIN COL	0410	WILSON P (Upper)	940	4	-	-0	2	06
HANCOCK	BROOKSVILLE	4640	WALKER P	697	3	-	-0	3	06
SOMERSET	PARLIN POND	2544	PARLIN P	543	2	U	-0	-0	06
PENOBSCOT	STETSON	2270	PLEASANT (Stetson) L	768	2	-	-0	4	06
PENOBSCOT	T05 R01 NBPP	9649	SCRAGGLEY L	2758	1	U	-0	1	06
SOMERSET	HOBBSTOWN TW	5104	SPENCER L ***	1819	3	-	-0	2	05
SOMERSET	KING & BARTLETT	5136	KING & BARTLETT L	538	4	-	-0	1	05
AROOSTOOK	MOLUNKUS TWP	3040	MATTASBUNK L	576	3	-	-0	2	05
PISCATAQUIS	RAINBOW TWP	0614	RAINBOW L **	1664	4	-	-0	1	05
PENOBSCOT	T02 R09 NWP	2140	MATTAMISCON TIS L	1025	4	-	-0	1	05
PENOBSCOT	T06 R08 WELS	2178	HAY L	588	3	-	2	-0	05
WASHINGTON	T36 MD BPP	1144	MACHIAS L (Fifth)	1069	4	-	-0	1	05
PENOBSCOT	BRADLEY	4278	CHEMO P	1146	3	-	1	-0	04
PENOBSCOT	BURLINGTON	2250	ESKUTASSIS	876	3	-	-0	1	04
WASHINGTON	CALAIS	1418	NASH L	627	2	-	2	-0	04
SOMERSET	CARRYING PLC	0048	CARRY P (West)	675	4	-	-0	-0	04
HANCOCK	DEDHAM	4292	MOUNTAINY P	691	4	-	-0	-0	04
PENOBSCOT	HOPKINS ACAD	2128	NOLLESEMIC L	660	4	-	-0	-0	04

COUNTY	TOWN	LAKE		ACRES	PUBLIC ACCESS	DIF&W INDICATED NEED	BPR 1988 SURVEY	BPR 1991 SURVEY	TOTAL RATE
		CODE	NAME						
OXFORD	LYNCHTOWN TWP	3966	PARMACHENEE L	912	4	-	-0	-0	04
AROOSTOOK	ORIENT	1063	NORTH L	970	4	-	-0	-0	04
PISCATAQUIS	ORNEVILLE TWP	2158	BOYD L	1005	3	-	-0	1	04
HANCOCK	OSBORN PLT	4450	SPECTACLE P (Spec)	1754	3	-	1	-0	04
HANCOCK	OTIS	4370	FLOODS P	654	4	-	-0	-0	04
PENOBSCOT	T01 R06 WELS	3046	SALMON STREAM L	659	4	-	-0	-0	04
PISCATAQUIS	T01 R10 WELS	0984	JO-MARY L (Lower) **	1910	4	-	-0	-0	04
PISCATAQUIS	T01 R10 WELS	0584	DEBSCONEAG L (3rd) **	1011	4	-	-0	-0	04
HANCOCK	T03 ND	4756	PISTOL L (Lower)	979	3	-	-0	1	04
PENOBSCOT	T03 R01 NBPP	9635	NUMBER THREE POND	666	3	-	-0	1	04
PENOBSCOT	T03 R08 WELS	2016	KATAHDIN L **	717	4	-	-0	-0	04
PISCATAQUIS	T03 R11 WELS	0700	HARRINGTON L	1332	1	-	3	-0	04
PISCATAQUIS	T05 R09 NWP	0914	BEEEMEE L	940	4	-	-0	-0	04
PISCATAQUIS	T06 R12 WELS	2884	MUD P	1357	4	-	-0	-0	04
PISCATAQUIS	T06 R13 WELS	2886	LONGLEY P	749	4	-	-0	-0	04
PISCATAQUIS	T06 R13 WELS	2890	UMBAZOOKSUS L	1590	3	-	-0	1	04
PISCATAQUIS	T06 R14 WELS	2896	BLACK P	1450	4	-	-0	-0	04
PISCATAQUIS	T06 R15 WELS	4024	LOON L	1140	4	-	-0	-0	04
PENOBSCOT	T07 R08 WELS	3004	MILLIMAGAS-SETT LAKE	1410	4	-	-0	-0	04
PISCATAQUIS	T07 R09 NWP	0916	HOUSTON P	694	4	-	-0	-0	04
PISCATAQUIS	T07 R14 WELS	2876	SHALLOW L	1110	4	-	-0	-0	04
AROOSTOOK	T13 R12 WELS	1470	ROUND P ***	697	4	-	-0	-0	04
AROOSTOOK	T13 R16 WELS	1448	DEPOT L	883	4	-	-0	-0	04
AROOSTOOK	T17 R14 WELS	1464	EAST L	2551	4	-	-0	-0	04
HANCOCK	T34 MD	4498	ALLIGATOR L	1159	3	-	-0	1	04

COUNTY	TOWN	LAKE		ACRES	PUBLIC ACCESS	DIF&W INDICATED NEED	BPR 1988 SURVEY	BPR 1991 SURVEY	TOTAL RATE
		CODE	NAME						

HANCOCK	T39 MD	9651	BRANDY P	723	3	-	1	-0	04
HANCOCK	T40 MD	4766	NICATOUS L	5165	3	-	-0	1	04
OXFORD	TOWNSHIP C	3328	POND IN THE RIVER	512	3	-	-0	-0	04
KNOX	UNION	4810	CRAWFORD P	591	2	-	-0	2	04
WASHINGTON	WHITING	1368	SUNKEN & ROCKY LAKES	1126	3	-	-0	1	04
AROOSTOOK	WINTERVILLE	1610	ST FROID L	2400	3	-	-0	1	04
WASHINGTON	ALEXANDER	1290	POCAMOON-SHINE LAKE	2464	3	-	-0	-0	03
WASHINGTON	CALAIS	1428	HOWARD L	527	3	-	-0	-0	03
WASHINGTON	CHARLOTTE	1402	PENNAMA-QUAN L	1209	3	-	-0	-0	3
WASHINGTON	CRAWFORD	1302	CRAWFORD L	1677	1	-	2	10	03
WASHINGTON	DEBLOIS	7449	BOG BROOK FLOWAGE	565	3	-	-0	-0	03
SOMERSET	DOLE BROOK T	9861	LONG P	845	3	-	-0	-0	03
HANCOCK	EASTBROOK	4346	WEBB P	915	3	-	-0	-0	03
WASHINGTON	GRAND LAKE S	1288	BIG L	10,305	1	-	-0	2	03
PENOBSCOT	LAKEVILLE PL	4688	SYSLADOBSIS L (Upper)	1142	3	-	-0	-0	3
PENOBSCOT	LINCOLN	2330	UPPER P	506	3	-	-0	-0	03
SOMERSET	PITTSFIELD	5472	DOUGLAS P	566	3	-	-0	-0	03
PISCATAQUIS	SHAWTOWN TWP	0482	ROACH P (Third)	570	3	-	-0	-0	03
PISCATAQUIS	T02 R10 WELS	2064	HURD P	640	3	-	-0	-0	03
PENOBSCOT	T03 R09 NWP	0942	ENDLESS L	1499	3	-	-0	-0	03
PISCATAQUIS	T05 R12 WELS	2892	CUXABEXIS L	592	3	-	-0	-0	03
SOMERSET	T05 R17 WELS	2414	ST JOHN P (Fifth)	670	3	-	-0	-0	03
PISCATAQUIS	T06 R10 WELS	2718	WEBSTER L	531	3	-	-0	-0	03
SOMERSET	T06 R17 WELS	2412	BIG BOG	1064	3	-	-0	-0	03
AROOSTOOK	T07 R05 WELS	3080	UMCOLCUS L	630	3	-	-0	-0	03
PENOBSCOT	T07 R07 WELS	3011	GRAND LAKE	2483	3	-	-0	-0	03

COUNTY	TOWN	LAKE		ACRES	PUBLIC ACCESS	DIF&W INDICATED NEED	BPR 1988 SURVEY	BPR 1991 SURVEY	TOTAL RATE
		CODE	NAME						
			SEBOEIS						
PISCATAQUIS	T07 R09 NWP	0800	LONG POND	643	3	-	-0	-0	03
PISCATAQUIS	T07 R12 WELS	2866	INDIAN P	1222	3	1	-0	-0	03
PISCATAQUIS	T08 R10 WELS	4180	MUNSUNGAN L ***	1415	3	1	-0	-0	03
PISCATAQUIS	T09 R11 WELS	2756	PLEASANT L (Big)	979	3	-	-0	-0	03
PISCATAQUIS	T10 R11 WELS	1938	CLEAR L.***	614	3	-	-0	-0	03
PISCATAQUIS	T10 R11 WELS	1920	MUSQUACOOK LAKE (fourth)	749	3	-	-0	-0	03
PISCATAQUIS	T10 R13 WELS	1906	PRIESTLY L	645	3	-	-0	-0	03
AROOSTOOK	T12 R08 WELS	1960	MACHIAS L (Big)	692	3	-	-0	-0	03
PISCATAQUIS	TB R11 WELS	0478	B POND	644	3	-	-0	-0	03
PENOBSCOT	BURLINGTON	2254	MADAGASCAL POND (Big)	750	2	-	-0	-0	02
HANCOCK	GREAT POND	4604	GREAT POND	679	1	-	1	-0	02
SOMERSET	LONG POND TWP	2536	LONG POND	3053	1	-	-0	1	02
OXFORD	OTISFIELD	3446	PLEASANT L	1077	1	-	-0	1	02
WASHINGTON	PERRY	1404	BOYDEN L	1702	1	-	1	-0	02
SOMERSET	PIERCE POND	0086	PIERCE P ***	1650	2	-	-0	-0	02
CUMBERLAND	SEBAGO	3374	PEABODY P	735	1	-	-0	1	02
AROOSTOOK	T01 R05 WELS	3038	MOLUNKUS L	1050	1	?	-0	1	02
SOMERSET	T03 R04 BKP	0170	SPRING L	762	2	-	-0	-0	02
PISCATAQUIS	T05 R11 WELS	2730	SOURDNAHUN K LAKE	1394	2	-	-0	-0	02
PISCATAQUIS	T05 R13 WELS	2898	BRANDY P	650	1	-	1	-0	02
PISCATAQUIS	T06 R14 WELS	4012	CAUCOMGO- MOC LAKE	5081	1	-	1	-0	02
WASHINGTON	T08 R04 NBPP	1072	HOT BROOK L (Upper)	713	2	-	-0	-0	02
WASHINGTON	T08 R04 NBPP	1076	HOT BROOK L (Lower)	912	2	-	-0	-0	02
WASHINGTON	T19 BD BPP	1264	LONG L	698	2	-	-0	-0	02

COUNTY	TOWN	LAKE		ACRES	PUBLIC ACCESS	DIF&W INDICATED NEED	BPR 1988 SURVEY	BPR 1991 SURVEY	TOTAL RATE
		CODE	NAME						
PISCATAQUIS	TA R10 WELS	0243	JO-MARY L (Upper) ***	1873	2	-	-0	-0	02
SOMERSET	BALD MTN TWP	0314	BALD MTN P ***	1152	1	-	-0	-0	01
HANCOCK	BUCKSPORT	5540	SILVER L	630	1	-	-0	-0	01
HANCOCK	BEDHAM	4300	PHILLIPS L (Lucerne)	828	1	-	-0	-0	01
WASHINGTON	DEVEREAUX TWP	1172	MOPANG L	1487	1	-	-0	-0	01
SOMERSET	DOLE BROOK TWP	2454	DOLE POND	704	1	-	-0	-0	01
PISCATAQUIS	E MIDDLESEX	0404	SPENCER POND	980	1	-	-0	-0	01
PISCATAQUIS	LAKE VIEW PL	0956	SCHOODIC L	7168	1	-	-0	-0	01
OXFORD	MAGALLOWAY P	3102	UMBAGOG L	7850	1	-	-0	-0	01
WASHINGTON	MARION TWP	1374	SECOND L	1650	1	-	-0	-0	01
HANCOCK	ORLAND	4336	ALAMOOS-COOK LAKE	1133	1	-	-0	-0	01
PENOBSCOT	ORRINGTON	4284	BREWER		1	-	-0	-0	01
SOMERSET	PITTSTON ACA	2516	CANADA FALLS LAKE	2627	1	-	-0	-0	01
SOMERSET	SEBOOMOOK TWP	4048	SEBOOMOOK LAKE	6448	1	-	-0	-0	01
SOMERSET	ST ALBANS	5464	INDIAN P (Big)	990	1	-	-0	-0	01
HANCOCK	SULLIVAN	4388	FLANDERS P	537	1	-	-0	-0	01
PISCATAQUIS	T02 R13 WELS	2936	RAGGED L	2712	1	-			
PENOBSCOT	T03 R09 NWP	2130	BRANCH L (East)	1100	1	-	-0	-0	01
HANCOCK	T04 ND	4736	CHAIN L (Upper)	717	1	-	-0	-0	01
SOMERSET	T04 R05 NBKP	0339	PENOBSCOT L ***	1019	1	-	-0	-0	01
PENOBSCOT	T06 R08 WELS	4260	MATAGAMON L	4165	1	-	-0	-0	01
PENOBSCOT	T07 R07 WELS	3028	SNOWSHOE L	638	1	-	-0	-0	01
PISCATAQUIS	T07 R11 WELS	2814	HAYMOCK L	704	1	-	-0	-0	01
PISCATAQUIS	T09 R12 WELS	2780	CLIFF L ***	563	1	-	-0	-0	01

COUNTY	TOWN	LAKE		ACRES	PUBLIC ACCESS	DIF&W INDICATED NEED	BPR 1988 SURVEY	BPR 1991 SURVEY	TOTAL RATE
		CODE	NAME						
PISCATAQUIS	T10 R 15 WELS	1888	ROSS L	2892	1	-	-0	-0	01
AROOSTOOK	T11 R11 WELS	1916	MUSQUACOOK LAKE (2nd)	813	1	-	-0	-0	01
AROOSTOOK	R12 R11 WELS	1914	MUSQUACOOK LAKE (1st)	698	1	-	-0	-0	01
AROOSTOOK	T14 R08 WELS	0009	FISH RIVER L	2642	1	-	-0	-0	01
WASHINGTON	T19 ED BPP	1238	LOVE L	672	1	-	-0	-0	01
HANCOCK	T22 MD	4476	ROCKY POND	666	1	-	-0	-0	01
WASHINGTON	ED BPP	1304	CLIFFORD L	954	1	-	-0	-0	01
HANCOCK	T28 MD	4482	LEAD MTN P (Upper)	1021	1	-	-0	-0	01
HANCOCK	T35 MD	4784	SABAO LAKE (Lower)	755	1	-	-0	-0	01
PENOBSCOT	T4 INDIAN P	0986	JO-MARY LAKE (Middle)	1152	1	-	-0	-0	01
WASHINGTON	T42 MD BPP	1148	MACHIAS LAKE (Fourth)	1539	1	-	-0	-0	01
WASHINGTON	T42 MD BPP	1124	MACHIAS LAKE (Third) ***	2778	1	-	-0	-0	01
WASHINGTON	T43 MD BPP	1116	WABASSUS L	953	1	-	-0	-0	01

APPENDIX “F”

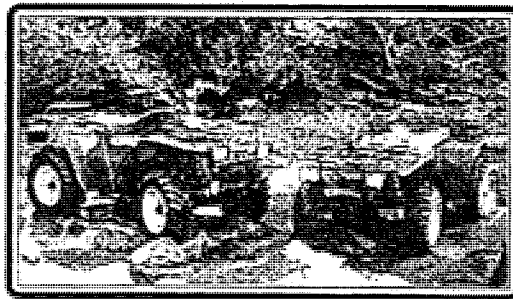
Maine Warden Service



2000

ATV

Enforcement & Education



Prepared by
Colonel Timothy E. Peabody

MAINE WARDEN SERVICE ALL TERRAIN VEHICLE ENFORCEMENT AND EDUCATION

EXECUTIVE SUMMARY

The Maine Warden Service is the Enforcement Bureau of the Department of Inland Fisheries and Wildlife. The Bureau of Warden Service is charged by statute with enforcing laws and Department rules pertaining to the registration and operation of All-Terrain Vehicles (ATV'S), snowmobiles, and watercraft, as well as providing opportunities for mandatory and non-mandatory recreational vehicle education

The Bureau by statute and administrative policy directs game wardens to prioritize their enforcement efforts and provide suitable response to recreational vehicle complaints from the public and provide enforcement presence for those who enjoy using recreational vehicles in Maine. The effort is based on available funding directed toward the specific recreational vehicle activity.

The Department of Inland Fisheries and Wildlife Strategic Plan (1999 Rev.) outlines an objective of reducing the 1996-2001 average number of personal injuries from recreational vehicles by 10% over the 1991-1995 average. This objective was to be reached by combining education and enforcement through Department safety courses and uniformed game wardens providing enforcement presence for recreational vehicle users. This Strategic Plan Objective is currently not being attained when applied to ATV statistics. An increase in the number of registered ATV's in Maine and a limited interest in operators attending education courses, combined with an enforcement effort has remained essentially unchanged since ATV laws were adopted during the mid-1980s could be attributed to these statistics.

Enforcement effort outside of the Maine Warden Service is provided on a limited basis by the Maine State Police, Sheriff Departments, Municipal Police, and Department of Conservation Rangers. This report does not include enforcement activities by the above-mentioned agencies.

Current Maine Warden Service All-Terrain Vehicle Enforcement Operations:

Staffing

The Maine Warden Service is composed of 124 uniformed law enforcement personnel. One hundred and ten are patrol officers and first line supervisors who are responsible to carry out the field enforcement duties of the agency. A routine daily work schedule allows for only two thirds of the field force to be working at any given time. Vacations and compensation time often cuts the number to only half of the field force working on a regular workday.

During FY2000 Maine Game Wardens worked a total of 234,746 hours, the total being inclusive of all operations of the Bureau. Enforcement and accident investigation hours directly related to ATV's accounted for 3032 hours of the total or (1.3%) of the time worked. Wardens recorded 1255 hours of actual time operating ATV's. 631 hours of time associated with public relations, training, maintenance, report writing, and administration are related to ATV's and additional to the actual enforcement time.

ATV enforcement by game wardens is often associated with hunting, fishing, and trapping activity. Sporting persons often rely on the use of ATV's as transportation to remote areas where allowed. With a marked increase in the registration and overall use of ATV's, calls for enforcement presence by game wardens has been increasing. Funding and current personnel levels will limit the amount of increased enforcement presence by game wardens.

Outlined in the Departments Program Evaluation Summary dated July 2000 is a proposal for a moderate and high-level increase in recreational vehicle enforcement effort by the Maine Warden Service. The overall increase for recreational vehicle enforcement at the moderate level calls for 20 additional field officers and support staff. The high level increase calls for 40 fully equipped officers and appropriate support personnel. The portion of these increases directly related to all-terrain vehicles is outlined later in this report.

- 5350 ATV compliance checks made in FY2000
- ATV violations range from 300 to 600 per year and make up approximately 10% of the yearly total prosecution numbers.

ATV Assets

The Maine Warden Service assigns ATV's to warden districts throughout the state based on the amount of roadway not assessable by motor vehicle and lack of snowfall during the winter months. The eventual goal would be to equip each warden with an ATV. Off road accidents involving recreational vehicles and search and rescue incidents make ATV's almost a necessity for a district game warden.

The Maine Warden Service has the following inventory:

- (33) Four Wheel ATV's
- (36) Three Wheel ATV's (Donated by Honda Corporation)

Current Budget FY 2000

Department Revenues:

ATV Registrations	\$349,845
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Department Expenditures:

Enforcement	\$187,701
Education	\$5,000
Registration	\$101,470
Administration	\$10,000
Commissioner	\$15,000
Total	\$319,171

Opportunities To Enhance ATV Law Enforcement And Compliance With ATV Laws

The July 2000 Department Program Evaluation prepared for the Legislative Citizens' Advisory Committee to Secure the Future of Maine's Wildlife and Fish included an assessment of the resources it would take to support a moderate increase in enforcement of ATV, snowmobile and watercraft laws and regulations. The assessment for a moderate increase proposed 20 full time officers, with adequate equipment and supervision. ATV enforcement accounted for approximately 11.2 % of the Department's entire recreational enforcement effort in FY 2000. The following figures represent the proposed costs for a moderate increase in ATV enforcement.

Budget with Moderate Increase

Personal Services	\$112,022 (2 additional Warden Districts)
All Other	\$33,600
Capitol	<u>\$38,080</u>
Total	\$183,702

To significantly increase Warden Service presence and response capabilities requires a substantial increase in available resources, and involves adding 4 wardens to the staff. This level of staffing allows for smaller patrol districts, an increase in the presence of Warden Service on local trail systems, and an increased ability to respond to requests from the public, and coordination with local law enforcement officials.

Budget with Substantial Increase

Personal Services	\$224,044 (4 additional Warden Districts)
All Other	\$67,200
Capitol	<u>\$76,160</u>
Total	\$367,404

B. ATV – Safety and Education

Increased ATV education potentially decreases the need for enforcement. ATV education is mandatory for riders under age 16 operating off property that does not belong to the operator's parent or guardian. Enhanced ATV education for all riders must result from innovative ideas and agencies and organizations working together in a collaborative fashion.

Current Efforts of DIF&W

The Recreational Safety Division's efforts focus on mandated Hunter Safety Education. ATV Safety Education courses are provided to fulfill demand from the public. Attempts to enhance the number of courses in the past have not been successful due to budget constraints and lack of attendance to the scheduled courses.

Currently, DIF&W's Recreational Safety Division employs 1 full time Safety Officer and 11 Recreation Safety Coordinators. The Coordinators are part-time, 750-hour positions equaling 4 FTEs. The Department is reallocating the existing 11 Coordinator positions to 8 and establishing a new Coordinator Supervisor to oversee the regional coordinators and an expanded educational program that includes all recreational vehicles. Each coordinator covers a distinct geographical area and has a staff of volunteer instructors. Currently there are approximately 1,000 hunter safety instructors, and 103 also teach ATV safety. In 1999, the Department sponsored 69 ATV safety courses certifying 719 students.

Six Maine schools have ATV educational programs integrated into their curriculum during regular school hours. These programs are led by the Recreation Safety Coordinators. The Departments Information and Education Division currently produces and distributes seasonal ATV safety and educational press releases and printed materials. District Game Wardens also offer ATV safety and education as part of their routine public relation activities on a seasonal basis.

Current Efforts of Department of Conservation,

The Department of Conservation, Bureau of Parks and Lands, offers ATV safety training to Department of Conservation personnel through their Off Road Vehicle Division. The Division staff person provides approximately 6 courses each year.

Other Sources ATV Safety and Education Programs

In Maine the ATV Safety Institute has 7 certified instructors who provide safety training through dealerships to persons purchasing new ATV's. This program has certified approximately 756 students so far during the year 2000.

Opportunities to Expand ATV Education

Expanded ATV Safety and Education programs can be added to the Recreational Safety Division of IF&W, and make efficient and effective use of the existing system of part time hunter safety coordinators in place across the state. A moderate expansion to the ATV education program would require increasing the number of hours each coordinator works from 750 hrs/yr. to 1,040 hrs/yr. (20 hours per week). With this increased staff time more educational programs could be offered and more creative approaches to educating ATV operators can be explored.

With additional resources for a substantial increase in programs, the Department recommends that these 8 part-time positions be increased to full-time coordinators (40 hr/week; 2,080 hr/yr), with an additional support staff person. These coordinators would take on responsibilities and content areas related to ATV's rather than having specially dedicated ATV safety coordinators that only cover one component of recreational safety education.

The Recreational Safety Coordinators are assigned specific geographical areas. Each coordinator would identify people within their regions to offer ATV courses. All staff at the coordinator level would be responsible for all Department safety and education disciplines.

Proposed Budget for ATV Safety and Education

With a moderate increase in funding, the Department recommends increasing each of the 8-coordinator positions by 290 hrs/yr. to 1,040 hrs/yr. the additional salary costs would be \$32,062. Support costs (travel, telephone, administrative support) and training materials would cost \$173,040. The total increase in the budget would be \$205,162. Of this total, 17% or \$34,877, would be cost associated with an increased ATV education program.

With a substantial increase in funding, 8 full time coordinators are assumed, with non-mandatory ATV education. The cost in salary and benefits for 8 fulltime coordinators would be \$259,920. Support costs (vehicles, travel, phone) would be \$68,000. An additional full-time support staff person would have salary and benefits of \$22,838. Training materials including student manuals and associated costs for all educational disciplines would be \$209,328. The total cost of this expanded program would be \$560,086. Of this 17% would be time spent in ATV education at a cost of \$95,214.

Moderate level of funding increase

Increase hours of 8 coordinators to 1,040 per year (\$8015.50 each)	\$32,062
Support costs and training materials	173,040
Total	\$205,102

“ 17% or \$34,877 would be attributed to an increased ATV education program”.

Substantial level of funding increase

8 Full-time Coordinators	\$259,920
Support costs	68,000
Support staff	22,838
Training materials	<u>209,328</u>
Total	\$560,086

“Of this total, 17% or \$95,214 would be time spent in ATV education”

Coordinator Time Breakdown

Education Program	750 Hours		1040 Hours		Full-time 2040 Hours	
	Hours	Students	Hours	Students	Hours	Students
Hunting	400	7542	500	9427	750	14140
Boating	50	369	500	907	535	7000
ATV	125	719	177	1013	350	2026
Snowmobile	125	618	177	1013	350	2026
Other			50		100	

ATV Enforcement and Education Summary

The Department staff for ATV enforcement, safety and education is already stretched and ATV activity continues to increase. Increased staffing within the Department is key for more enforcement presence from the Maine Warden Service, and a stronger educational effort by the Recreational Safety Division.

Staffing recommendations in this report are based on percentages of time spent with recreational enforcement and education. As mentioned above the staffing recommendation for the Warden Service to address shortfalls with recreational vehicle enforcement must be looked at as a whole and cannot be separated by individual vehicle type. Having an adequate number of officers to handle the public demand and directing the officers work effort in a manner that best reflects the desires of the citizens of Maine gains the most efficiency in an organization.

ATV Violation Categories by Calendar Year

	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>
ATV on public way	147	146	148	78	55
Allow unreg. operation	36	36	24	11	10
Failure to yield on ATV	3	0	0	0	1
Operate ATV under age	6	5	7	12	10
ATV in illegal location	7	4	2	0	2
Operating unregistered ATV	269	151	220	136	67
Failure to report ATV accident	2	2	3	2	0
Failure to display ATV reg.	25	7	6	9	9
No lights on ATV	0	4	2	1	1
OUI on ATV	18	17	21	26	12
Operating ATV to endanger	7	3	3	7	1
No ATV headgear	22	27	26	12	15
Unlawful operation of ATV	7	1	1	2	12
Operating w/o cert of training	8	5	2	0	0
Speeding on ATV	0	6	1	0	2
TOTALS	557	414	677	296	* 197

* This chart shows only cases which have been adjudicated. Figures for 1999 cases show only a portion of the actual violations.

ATV ACCIDENT STATISTICS

<u>YEAR</u>	<u>ACCIDENTS</u>	<u>INJURIES</u>	<u>FATAL</u>	<u>REGISTRATIONS</u>
2000	151	112	3	
1999	240	206	7	40,264
1998	166	161	4	33,854
1997	136	132	2	28,834
1996	107	128	4	27,270
1995	123	134	1	24,324
1994	119	126	2	23,857
1993	88	89	2	22,390
1992	107	117	6	21,447
1991	129	138	5	20,671
1990	162	167	4	21,310
1989	119	123	3	19,832
1988	143	147	2	19,577
1987	118	120	0	19,276
1986	181	200	3	21,029
1985	222	243	4	26,003
1984**	92	98	0	19,993

** JUNE THROUGH DECEMBER ONLY

Maine Warden Service



2000

Snowmobile Enforcement & Education



Prepared by
Colonel Timothy E. Peabody

MAINE WARDEN SERVICE SNOWMOBILE ENFORCEMENT AND EDUCATION

EXECUTIVE SUMMARY

The Maine Warden Service is the Enforcement Bureau of the Department of Inland Fisheries and Wildlife. The Bureau of Warden Service is charged by statute with enforcing laws and Department rules pertaining to the registration and operation of snowmobiles, all-terrain vehicles (ATV'S), and watercraft, as well as providing opportunities for mandatory and non-mandatory recreational vehicle education.

The Bureau by statute and administrative policy directs game wardens to prioritize their enforcement efforts and provide suitable response to recreational vehicle complaints from the public and provide enforcement presence for those who enjoy using recreational vehicles in Maine. The effort is based on available funding directed toward the specific recreational vehicle activity.

Snowmobiling in Maine occurs on a highly organized trail system. Approximately 12,000 miles of maintained trail traverse the state from north to south. Much of this trail system travels away from highways and requires a special effort by enforcement officers to provide a presence on the trail system and respond to problems as they occur. Response to accidents often requires a number of officers due to remote locations and problematic investigations and transfers of injured persons to medical facilities.

The Department of Inland Fisheries and Wildlife Strategic Plan (1999 Rev.) outlines an objective of reducing the 1996-2001 average number of personal injuries from recreational vehicles by 10% over the 1991-1995 average. This objective was to be reached by combining education and enforcement through Department safety courses and uniformed game wardens providing enforcement presence for snowmobile riders in the field. This Strategic Plan Objective is currently not being attained, as there has been a noted increase in the number of registered snowmobiles in Maine and only a limited interest in operators to attending education courses. Enforcement effort has increased, as the popularity of snowmobiling has demanded more response from game wardens during the winter months. This increase in enforcement effort has occurred without additional staffing but with some specialized funding through the Snowmobile

Enforcement Fund developed by the 118th Legislature in 1997. The fund is established through crediting of 7% of the non-resident snowmobile registration fee. The fund is used to support specialized enforcement efforts when problems occur in various areas of the state. The enforcement efforts have been in response to public complaints and have focused on operating under the influence and excessive speed on the trail systems.

Department of Conservation Rangers provides enforcement effort outside of the Maine Warden Service on a limited basis. Other police agencies provide minimal enforcement response as snowmobiling activity occurs primarily on trails not associated with roadways normally patrolled by the state, county and municipal police agencies. This report does not include enforcement activities by the above mention agencies.

Current Maine Warden Service Snowmobile Enforcement Operations:

Staffing

The Maine Warden Service is composed of 124 uniformed law enforcement personnel. One hundred and ten are patrol officers and first line supervisors who are responsible to carry out the field enforcement duties of the agency. A routine daily work schedule allows for only two thirds of the field force to be working at any given time. Vacations and compensation time often cuts the number to only half of the field force working on a regular workday.

During FY2000 Maine Game Wardens worked a total of 234,746 hours, the total being inclusive of all operations of the Bureau. Enforcement and accident investigation hours directly related to snowmobiling accounted for 11,893 hours of the total or (5.1%) of the time worked. Wardens recorded 5033 hours of actual time operating snowmobiles. 3,399 hours of time associated with public relations, training, maintenance, report writing, and administration are related to snowmobiling and additional to the actual enforcement time.

Snowmobiling enforcement by game wardens is less associated with hunting, fishing, and trapping activity than watercraft and ATV's. Game wardens contact persons operating snowmobiles while ice fishing and sometimes hunting or trapping during the winter months. The majority of the snowmobile enforcement is directly related to recreational snowmobile riding on the trail systems throughout the state. With a marked increase in the registration and overall use of snowmobiles, calls for enforcement presence by game wardens has been increasing. Funding

and current personnel levels currently limit the amount of increased enforcement presence by game wardens.

- 40,035 compliance checks made by Game Wardens in FY2000
- Game Wardens responded to 348 accidents in FY2000

Outlined in the Departments Program Evaluation Summary dated July 2000 is a proposal for a moderate and high-level increase in recreational vehicle enforcement effort by the Maine Warden Service. The overall increase for recreational vehicle enforcement at the moderate level calls for 20 additional field officers and support staff. The high level increase calls for 40 fully equipped officers and appropriate support personnel. The portion of these increases directly related to all-terrain vehicles is outlined as follows:

Snowmobile Assets:

The Maine Warden Service assigns a snowmobile to each District Game Warden and Field Sergeant. Several spares are maintained.

The Maine Warden Service has the following inventory:

(142) Snowmobiles year model ranging from 1990 - 2000

Current Budget FY 2000

Department Revenues:

Snowmobile Registrations	\$786,865
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Department Expenditures:

Enforcement	\$569,377
Education	\$20,000
Registration	\$182,694
Administration	\$20,000
Commissioner	\$15,000
Total	\$807,071

Opportunities To Enhance Snowmobile Law Enforcement

The July 2000 Department Program Evaluation prepared for the Legislative Citizens' Advisory Committee to Secure the Future of Maine's Wildlife and Fish included an assessment of the resources it would take to support a moderate increase in enforcement of snowmobile, ATV, and watercraft laws and regulations. The assessment for a moderate increase proposed 20 full time officers, with adequate equipment and supervision.

Snowmobile enforcement accounted for approximately 62.2 % of the Department's entire recreational vehicle enforcement effort in FY 2000. The following figures represent the proposed costs for a moderate increase in the snowmobile enforcement program.

Budget with Moderate Increase

Personal Services	\$696,783 (12 additional Warden Districts)
All Other	\$186,600
Capitol	<u>\$211,480</u>
Total	\$1,094,863

To significantly increase Warden Service presence and response capabilities requires a substantial increase in available resources, and involves adding 24 wardens to the staff. This level of staffing allows for smaller patrol districts, an increase in the presence of Warden Service on local trail systems, and an increased ability to respond to requests from the public, and coordination with local snowmobile clubs.

Budget with Substantial Increase

Personal Services	\$1,393,566 (24 additional Warden Districts)
All Other	\$373,200
Capitol	<u>\$422,960</u>
Total	\$2,189,726

Snowmobile – Safety and Education

Increased snowmobile education potentially decreases the need for enforcement. Snowmobile education is currently non-mandatory. Enhanced snowmobile education for all riders must result from innovative ideas and agencies and organizations working together in a collaborative fashion.

Current Efforts of DIF&W

The Recreational Safety Division's efforts focus on mandated Hunter Safety Education. Snowmobile Safety Education courses are provided to fulfill demand from the public. Attempts to enhance the number of courses presented have been met with limited success. Courses that are not part of a school curriculum have traditionally been poorly attended. These attendance levels along with staff and budget constraints have limited the courses outside of the school curriculum. Approximately ten Maine schools have snowmobile education programs integrated into their curriculum during regular school hours. These programs are generally led by the Recreation Safety Coordinators. Several other schools have after school programs including adult education.

The Departments Information and Education Division currently produces and distributes seasonal snowmobile safety and educational press releases and printed materials. District Game Wardens also offer snowmobile safety and education as part of their routine public relation activities on a seasonal basis.

Currently, DIF&W's Recreational Safety Division employs 1 full time Safety Officer and 11 Recreation Safety Coordinators. The Coordinators are part-time, 750-hour positions equaling 4 FTEs. The Department is reallocating the existing 11 Coordinator positions to 8 and establishing a new Coordinator Supervisor to oversee the regional coordinators and an expanded educational program that includes all recreational vehicles. Each coordinator covers a distinct geographical area and has a staff of volunteer instructors. Currently there are approximately 1,000 hunter safety instructors, and 87 also teach snowmobile safety. In 1999, the Department sponsored snowmobile safety courses which certified 618 students.

Current Efforts of Department of Conservation,

The Department of Conservation, Bureau of Parks and Lands, offers snowmobile safety training to Department of Conservation personnel through their Off Road Vehicle Division.

Other Sources Snowmobile Safety and Education Programs

Organized snowmobile clubs in Maine each have a designated safety officer whose duties include organizing safety trail checks and keeping club members up to date on law changes and safety requirements. District game wardens are encouraged to work with the clubs in their area and attend the safety trail checks as scheduling allows.

Opportunities to Expand Snowmobile Education

Expanded snowmobile safety and education programs can be added to the Recreational Safety Division of IF&W, and make efficient and effective use of the existing system of part time hunter safety coordinators in place across the state. A moderate expansion to the snowmobile education program would require increasing the number of hours each coordinator works from 750 hrs/yr. to 1,040 hrs/yr. (20 hours per week). With this increased staff time more educational programs could be offered and more creative approaches to educating snowmobile operators can be explored.

With additional resources for a substantial increase in programs, the Department recommends that these 8 part-time positions be increased to full-time coordinators (40 hr/week; 2,080 hr/yr), with an additional support staff person. These coordinators would take on responsibilities and content areas related to snowmobiles rather than having specially dedicated snowmobile safety coordinators that only cover one component of recreational safety education.

The Recreational Safety Coordinators are assigned specific geographical areas. Each coordinator would identify people within their regions to offer snowmobile courses. All staff at the coordinator level would be responsible for all Department safety and education disciplines.

Proposed Budget for Snowmobile Safety and Education

With a moderate increase in funding, the Department recommends increasing each of the 8-coordinator positions by 290 hrs/yr. to 1,040 hrs/yr. the additional salary costs would be \$32,062. Support costs (travel, telephone, administrative support) and training materials would cost \$173,040. The total increase in the budget would be \$205,162. Of this total, 17% or \$34,877, would be cost associated with an increased snowmobile education program.

With a substantial increase in funding, 8 full time coordinators are assumed, with non-mandatory snowmobile education. The cost in salary and benefits for 8 fulltime coordinators would be \$259,920. Support costs (vehicles, travel, phone) would be \$68,000. An additional full-time support staff person would have salary and benefits of \$22,838. Training materials including student manuals and associated costs for all educational disciplines would be \$209,328. The total cost of this expanded program would be \$560,086. Of this 17% would be time spent in snowmobile education at a cost of \$95,214.

Moderate level of funding increase

Increase hours of 8 coordinators to 1,040 per year (\$8015.50 each)	\$32,062
Support costs and training materials	173,040
Total	\$205,102

“ 17% or \$34,877 would be attributed to an increased snowmobile education program”.

Substantial level of funding increase

8 Full-time Coordinators	\$259,920
Support costs	68,000
Support staff	22,838
Training materials	<u>209,328</u>
Total	\$560,086

“Of this total, 17% or \$95,214 would be time spent in snowmobile education”

Coordinator Time Breakdown

Education Program	750 Hours		1040 Hours		Full-time 2040 Hours	
	Hours	Students	Hours	Students	Hours	Students
Hunting	400	7542	500	9427	750	14140
Boating	50	369	500	907	535	7000
ATV	125	719	177	1013	350	2026
Snowmobile	125	618	177	1013	350	2026
Other			50		100	

Snowmobile Enforcement and Education Summary

The Department staff for snowmobile enforcement, safety and education is already stretched and snowmobile activity continues to increase. Increased staffing within the Department is key for more enforcement presence from the Maine Warden Service, and a stronger educational effort by the Recreational Safety Division.

Staffing recommendations in this report are based on percentages of time spent with recreational enforcement and education. As mentioned above the staffing recommendation for the Warden Service to address shortfalls with recreational vehicle enforcement must be looked at as a whole and cannot be separated by individual vehicle type. Having an adequate number of officers to handle the public demand and directing the officers work effort in a manner that best reflects the desires of the citizens of Maine gains the most efficiency in an organization.

The organizational structure of the snowmobile clubs and the Maine Snowmobile Association has been an asset to managing the increase in snowmobile use in Maine. Many of the Clubs have rescue equipment and respond to accident scenes with Warden Service personnel. The clubs also have organized search and rescue callout list to aid wardens in gathering personnel and equipment when searching for missing snowmobilers. This organized effort has also supported Legislation that has aided the Department to manage recreational snowmobiling in Maine.

Snowmobile Violation Categories by Calendar Year

	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>*1999</u>
Operate on public way	149	75	152	66	*17
Allow unreg. operation	34	12	16	7	*2
Failure to yield	3	0	1	1	*1
Operate under age	1	0	0	0	*0
Operate in illegal location	6	4	4	0	*0
Operating unregistered	441	188	323	194	*86
Failure to report accident	14	8	13	1	*1
Failure to display registration	73	30	73	30	*15
No lights on snowmobile	1	2	0	0	*0
OUI on snowmobile	55	39	76	46	*9
Operating to endanger	9	5	12	10	*1
Snowmobile w/o muffler	1	0	0	0	*0
Vehicle on snowmobile trail	5	3	4	6	*1
Reckless operation	6	6	8	6	*4
TOTALS	798	372	682	367	* 137

* This chart shows only cases, which have been adjudicated. Figures for 1999 cases show only a portion of the actual violations.

2/03/00

SNOWMOBILE ACCIDENTS

Year	Accidents	Injuries	Fatal	OUI	Drownings	Prop. Damage	Registration
1999-2000	348	252	5	0	0	273	90,000
* Property damage reporting limit increased from \$300 to \$1000.							
1998-1999*	317	215	4	2	0		80,716
1997-1998	368	237	5	2	0		84,205
1996-1997	388	232	12	6	1		77,754
1995-1996	292	175	12	5	0		70,821
1994-1995	249	162	5		0		71,306
1993-1994	215	150	8		1		70,043
1992-1993	218	122	2		1		64,985
1991-1992	173	117	5		2		63,471
1990-1991	214	160	6		1		61,641
1989-1990	229	155	5		1		64,848
1988-1989	232	166	3		0		56,615
1987-1988	123	109	2		2		58,148
1986-1987	109	89	0		0		56,582
1985-1986	91	68	2		0		50,347
1984-1985	105	72	4		2		48,881
1983-1984	83	67	6		4		47,862
1982-1983	50	51	0		0		42,177
1981-1982	112	101	4		1		57,178
1980-1981	54	44	2		0		51,511
1979-1980	53	53	1		0		40,869
1978-1979	87	72	3		1		63,646
1977-1978	120	101	3		0		67,421
1976-1977	87	72	4		1		71,502
1975-1976	109	85	4		1		71,222
1974-1975	136	132	7		3		73,737
1973-1974	122	120	7		5		60,623
1972-1973	106	78	4		0		65,960

June 19, 2000

FY 2000 SNOWMOBILE COURSES
JULY 1, 1999 TO DATE

<u>COUNTY</u>	<u>LOCATION OF COURSE</u>	<u>STUDENTS CERTIFIED</u>	<u>DATE OF COURSE</u>
Androscoggin	- none		
Aroostook	Fort Kent Adult Ed	cancel	9/24/99
	Houlton Ice Arena	13	9/26/99
	Van Buren Adult Ed	cancel	12/7-8/99
	Fort Kent Boy Scout Troop	12	1/11,18/00
	Caribou Rec Dept	11	1/13,20/00
	<i>St. John Valley Tech Ctr.</i>	28	1/25,27/00
	Madawaska Safety Complex	6	1/15/00
	<i>Eagle Lake Elem. School</i>	12	1/13,20,27/00
	Madawaska Safety Complex	6	1/5/00
	Linneus Clubhouse	19	2/19/00
	Madawaska Safety Complex	11	2/19/00
	<i>Hodgdon Elem School</i> (in school)	44	3/15/00
	Kathadin High School (Adult Ed)	cancel	3/18/00
Cumberland	Bonney Eagle Adult Ed, Standish	cancel	10/20,27/99
	Windham Town Bldg.	24	12/4/99
	Hal Valla Country Club Cumberland	cancel	10/6,13,20/99
	Gorham High School (Adult Ed)	cancel	1/26,2/2,9/00
	<i>Windham Middle School</i> (after school)	cancel	1/10,24,31/99, 2/7,14/00

June 19, 2000

Cumberland cont.	<i>Lake Regional Middle School Naples</i> (after school)	10	1/11,13,18, 1/20/00
Franklin	Wilton Fish and Game Club	cancel	12/11/99
Hancock	<i>Orland Cons. School</i> (in school)	28	2/9/00
Kennebec	Sidney Snowmo. Club	cancel	12/4/99
	Belgrade School (Adult Ed)	cancel	1/10,12/00
	Gardiner High School (Adult Ed)	cancel	1/17,19,24, 26/00
	Winthrop Middle School (Adult Ed)	cancel	3/18/00
	Four Seasons Club S. China	16	3/19/00
Knox	R/D Outfitters Warren	cancel	9/25/99
	<i>Union School #69</i> (in school)	5	3/7-9/00
Lincoln	Medomak Valley H. S. Waldoboro	cancel	2/7,14,28/00
Oxford	<i>Buckfield School</i> (in school)	65	11/29,30/99 12/1-3/99
	Sun Valley Sports Bethel	cancel	12/5/99
	Norway Tackles Clubhouse	cancel	1/9/00
	<i>Oxford Hills Middle School</i> (in school)	75	1/17-20/00
	<i>Oxford Hills Middle School</i> (in school)	109	2/14-17/00
	<i>Oxford Hills Middle School</i> (in school)	82	2/7-10/00
	Mead Paper Co., Rumford	18	4/20/00
Penobscot	<i>Hermon Middle School</i> (in school)	25	11/1-12/31/99
	<i>Hermon Middle School</i> (in school)	23	11/1-12/31/99
	<i>Hermon Middle School</i> (in school)	24	11/1-12/31/99

June 19, 2000

Pencbscot Cont.	E. Branch Snow., E. Millinocket	10	12/4/99
	<i>Hermon Middle School</i> (in school)	8	1/3/00
	Exeter Elementary School (Sat.)	7	1/15/00
Piscataquis	W. Rd. Riders Snowmo Club Parkman	5	12/5/99
	Moosehead Riders Snow Club Greenville	cancel	2/6/00
Sagadahoc	None		
Somerset	Pittsfield Clubhouse	cancel	1/22/00
	Asoola Store Meeting Rm Norridgewock	5	1/29/00
	<i>Madison Jr. High School</i> (in school)	58	2/29,11/1/31/00
Waldo	Unity College	cancel	3/4/00
Washington	<i>Reynolds Ctr Machias</i> (UMM)	cancel	9/8,10,12/99
	<i>Elm St School E. Machias</i> (in school)	20	11/22,29/99, 12/6,13,20/99
	Lubec	16	1/5/00
	<i>Reynolds Ctr Machias</i> (UMM)	37	2/11,14,16,18/00
York	Sanford/Springvale Fish & Game	6	12/4/99
	Sanford Adult Ed	cancel	1/27/00, 2/3,10/00
	<i>Massasesic Jr. High Waterboro</i> (after school)	8	1/27,2/2,10, 2/17,3/2/00

Note: All schools are italic and bolded
fy2000snowmobilecourses

99-00 students 346

34 courses held

21 cancellations

OFF-ROAD VEHICLE DIVISION REPORT

CURRENT OPERATIONS AND FUTURE OPPORTUNITIES

The legislative resolve authorizing the Commission to Study Equity in the Distribution of Gas Tax Attributed to Snowmobiles, All Terrain Vehicles and Watercraft, required the Commission to “[a]ssess the capital needs (snowmobile, all terrain vehicle) within...Department of Conservation...for equipment or facilities for maintenance of trails or access to land.” The Department of Conservation has prepared this report at the request of the Commission. The report provides background information on the Off-road Vehicle Division of the Bureau of Parks and Lands, summarizes the operations of the current programs, and discusses opportunities for the programs should additional funding become available.

I. OFF-ROAD VEHICLE DIVISION AND ITS PROGRAMS

The Off-Road Vehicle (ORV) Division of the Bureau of Parks and Lands, Maine Department of Conservation, provides programs for snowmobiles and all terrain vehicles.

The Off-Road Vehicle Division is established by M.R.S.A., Title 12 § 1893. The ORV programs are funded by dedicated revenue consisting of portions of registration fees and gasoline excise taxes. The Snowmobile Fund (Title 12 § 7824), established in 1970, receives 52% of the resident snowmobile registration fees and 75% of the nonresident registration fees, after the Department of Inland Fisheries and Wildlife has recovered its administrative costs. The Snowmobile Fund also receives 0.62% of the excise taxes from gasoline sales. The ATV Management Fund (Title 12 § 7854), established in 1984, receives \$3.85 of the \$12.00 ATV registration fee and 0.045% of the excise taxes from gasoline sales. (See Attachment “A” for income received by both programs in FY 2000; see Attachments “B” and “G” for 5-6 year history of income))

The Snowmobile Trail Fund is used to “*develop and maintain snowmobile trails and provide educational and informational materials ... [and] make grants-in-aid to political subdivisions ... [and] snowmobile groups and others for the construction and maintenance of*

snowmobile trails and for research, development and planning of snowmobile trails ... [and] for snowmobile trail acquisition.”

The ATV Recreational Management Fund was established to fund *“research on issues related to the management of ATVS; assist in the formation of nonprofit ATV groups; make grants-in-aid to political subdivisions ... [and] ATV groups to construct and maintain ATV trails; ... provide protection to landowners against ATV-related suit or liability; or otherwise provide for the wise and orderly management of ATV’s.”*

The snowmobile and ATV programs administer extensive grant-in-aid programs for clubs, municipalities, and counties. In addition to administering the grant programs, the Off-Road Vehicle Division has other program responsibilities including inspecting and auditing trail projects, maintaining 200 miles of snowmobile and 300 miles of ATV trails, managing abandoned railroad corridors acquired or leased by the State, consulting with public and private landowners about trail issues, organizing clubs, undertaking speaking engagements, and participating in legislative activities.

The program also makes use of other funding sources. In fiscal year 2000, there were 14 trail projects totaling \$273,304 funded in part by the federal National Recreation Trail Fund. Of this total, \$160,123 consisted of match. raised locally.

A. Snowmobile Program

1. Snowmobile Trail Grant-in-Aid

The snowmobile trail grant program provides grants to registered clubs, municipalities, and counties. Eligible expenses include grooming costs and costs for trail construction or maintenance including equipment rental, or equipment purchase as described in section 2, supplies, tools, labor, and material such as gravel or culverts. (See Attachment “C” for FY 2000 grant-in-aid summary.)

The maximum annual grant for clubs is \$2,250 based on 30 miles of trail at \$75 per mile. For fiscal year 2000, a total of 241 club grants were approved with a reimbursement of approximately \$500,000 of the over \$750,000 in total reported expenses. (See Attachment “D” for a 14 year summary of club grants.)

The municipal grant program is a matching program based on 50% of the estimated cost if the trail is in only one town, 70% if the trail is in more than one town. Also, the trail must be a *"main artery connecting communities together"*. For fiscal year 2000, the program provided 115 municipal grants totaling more than \$1.3 million of the \$1.9 million reported expenditures. In total, the costs reported for club and municipal projects were over \$2.6 million of which \$1.8 million (67%) was reimbursed by the State. (See Attachment "E" for a 14 year summary of municipal grants.)

The costs reported do not reflect the cost of capital equipment purchased and the value of local donations of equipment and supplies. The snowmobile grant programs routinely do not have funding sufficient to cover the requests to the maximum level authorized by statute. In many cases, the clubs or municipalities are required to make up the difference.

The number of grants has grown over the past 10 years (274 to 360), as has the number of miles (10,016 to 12,250). The number of snowmobiles and the level of traffic on the trails has also increased significantly. Since 1990, the number of registered snowmobiles has increased by a third, from 64,000 to 85,000. The increased number of registrations includes the increase in the number of out-of-state snowmobiles using Maine trails, but does not include snowmobiles registered in New Hampshire. The increased number of snowmobiles and growth in use create a need for more grooming and additional funding for club and municipal grants.

Available funds have not been sufficient to allow accepting new communities into the grant program. Adding more communities to the existing grant program would likely result in a request of up to \$100,000 for new municipal grants. To fund club and municipal grants at the amount requested in fiscal year 2000, at the 70% maximum allowable reimbursement level, would require an additional \$300,000 annually, for a total of \$400,000 for the grant program. (Snowmobile \$400,000).

2. Snowmobile Capital Equipment Grants

One of the greatest needs for the snowmobile community is assistance in the purchase of trail grooming equipment. Beginning fiscal year 2000, capital equipment purchases have been allowed if funding is available in a special account of the Snowmobile Trail Fund. The FY 2000 budget included one-time funding of \$150,000, which was matched by the

snowmobile program funds for a total of \$300,000. The \$300,000 provided 73 grants for almost \$2 million in requests, which represented a 15% reimbursement. The applications reported capital expenditures ranging from \$3,000 to over \$200,000, or an average expenditure of \$26,277 per unit. Grants ranged from \$450 to \$31,000, or an average of \$4,110 per grant. The capital equipment program was not provided any funding for the current fiscal year.

Many of the over 350 clubs and municipalities who participate in the grant program, own more than one groomer. The bureau's records indicate that there are 124 large, 71 medium, and 581 small grooming units in the State. Equipment is generally replaced after five to ten years of use. Thus, it would take approximately eight years to replace the fleet of 776 machines once. Assuming 70 to 100 groomers, total purchase cost would be approximately \$2.5 million. If 25% of the costs were reimbursed each year, a \$625,000 annual fund would be needed. (snowmobile \$625,000).

3. Snowmobile Passage on Bridges

The Off Road Vehicle Division participates on the DOT led Public and Recreation Access Committee to address recreational access issues related to state highway bridges. While there is a clear need to ensure safe snowmobile passage over large and small bodies of flowing water, there exists no automatic funding mechanism to address these needs. The snowmobile community has identified an immediate need for bridges with sidewalks or separate bridges for pedestrian and snowmobile use at crossings of the Androscoggin River in Bethel (estimated cost \$500,000), the Kennebec River in the Forks (estimated cost \$400,000), the Kennebec River in Norridgewock, the Aroostook River in Ashland, the Penobscot River in Medway, and the Androscoggin River in Canton. If funding were available, up to \$500,000 annually over five years should be used to provide safe snowmobile passage at these locations. The five year program could expand if additional funding were available. (snowmobile \$500,000).

B. ATV Program

The ATV Trail Grant program provides reimbursement grants for trail maintenance expenses to ATV clubs and municipalities. Eligible expenses include costs associated with trail

construction or maintenance including equipment rental, supplies, tools, labor, and material such as gravel, culverts, etc. (capital equipment purchases are not allowed).

Annual grants of up to 100% of reported expenses, with a cap of \$2,500 are available for ATV clubs registered with the bureau. Municipal grants are available to any organized town or county government. Although there is no dollar limit on municipal grants (except the limited available state funding), grants are based on 50% of the approved project cost.

Over the past five years, the visibility and responsibilities of the ATV program have grown considerably. Grants have increased from a total of \$36,000 in 1996 to \$95,219 in fiscal year 2000. The program has been able to fund approximately 61% of the reported trail maintenance expenses. The number of projects and miles has almost tripled over the past five years, increasing from 12 to 37 projects and from 525 to 1,400 miles. Since 1990, the number of registered ATVs has increased over 110% from approximately 19,600 to 41,000. (A six-year income and expenditure breakdown for the ATV program is presented in Attachment "F"; ATV grant history for FY 2000 is presented in Attachment "G".

1. Increased Number of Club Grants

Increasing the number of ATV clubs is a major emphasis of the program. Clubs provide local management; teach respect for private land and proper ethics (similar to the early days of snowmobiling); and promote efficient trail construction. There has been a substantial increase in ATV clubs over the past three years, rising from 29 to 56 clubs. Assuming the present growth rate in club activity, 30 new clubs are anticipated in the next two to three years. To maintain the same level of funding for the grant program requires an additional \$75,000 in funds. (ATV \$75,000).

2. Increased Number of Municipal and County Grants

There is increased interest from town and county governments in building and promoting ATV trails to take advantage of the growth in ATV tourism, to reduce landowner concerns, or to participate in projects too large for a local club. Currently, the program is a 50/50 match. There are two projects for the current fiscal year; rapid growth in projects is anticipated in the next few years. An increase of five to seven projects annually would require \$50,000 in

additional funds, which would result in trail projects worth a total of \$100,000. If more funds were available, the ATV program should mirror the snowmobile municipal reimbursement currently at the 70% level, which would add \$20,000 to projected costs. (ATV \$70,000)

3. Contracting for Maintenance of State-Maintained Trails

The increased number of ATV clubs, multi-user abandoned railroad corridors, and new trails being opened on Public Reserved Land, has stretched staffing to the point that work should be contracted to maintain trails in a safe condition. If funding were available, four trail systems could have routine maintenance contracted: Turner; Mt. Blue; Lagrange; and Summer Haven. The work would include sign maintenance, brush cutting, minor bridge maintenance, and minor grading of roadways. The costs range from \$5,000 to \$15,000, depending on the work to be done each year, with a projected annual cost of \$30,000 (ATV \$30,000).

4. Trail Mitigation for the Salmon Restoration Project

The bureau has agreements with the major landowners (International Paper and Wagner) in Washington County for approximately 600 miles of new, approved ATV trail. Although much of the trail maintenance work is done by volunteers, at least three large bridges (crossing the Narraguagus and Machias rivers) should to be built at a cost of at least \$50,000 each. The primary purpose of these bridges is to improve safety and contribute to the Atlantic Salmon Restoration effort by eliminating fords, about which there are concerns regarding impact on salmon spawning habitat. This project could also include dozens of sites that need culverts and erosion control work, the cost of which remains to be determined. The ATV program has expressed an interest to the landowners and to LURC in assisting, if funds were available, because the local clubs lack the resources for such large projects. According to the timetable of Salmon Restoration Effort there is a three year window to do this work. The projected total cost is \$50,000 annually. (ATV \$50,000).

5. Establishing New ATV Use Areas

Past surveys show that many ATV users want areas where they can challenge their skills in the mud and on hills. While it might seem that special ATV use areas could be provided by

the private sector, this it is not occurring, perhaps due to liability concerns. After consulting with states that have successfully established such areas, the bureau has created a pilot project in gravel pits at Summer Haven, near Augusta. If several similar areas are established at geographically diverse locations, the bureau believes that concerns about ATV use on private land, snowmobile trail systems, and utility corridors, will be reduced. The Bureau plans to consider landowner and user requests for such areas. The purchase of inactive gravel pits could meet this need. If funding were available, areas might be acquired and developed over the next four to five years at an average price of \$250,000 each based on 200 acres at \$1,000 per acre, and \$50,000 to develop access, parking, and other facilities. (ATV \$250,000).

II. DIVISION-WIDE PROGRAM OPERATIONS AND ADDITIONAL OPPORTUNITIES

A. Abandoned Railroad Corridors

Abandoned railroad corridors present unique opportunities for multi-use trails and generate considerable public enthusiasm; they are now important elements of both the snowmobile and ATV programs. While acquisition funds are available from the Land For Maine's Future Fund (LMFF), the Maine Outdoor Heritage Fund (MOHF), the Department of Transportation (MDOT), and the National Recreation Trails Fund (NRTF), all these potential funding sources require a state or local match. In addition, railroad corridor acquisitions generate extensive legal costs resulting from complex title and reversionary interest issues, as well as management costs such as trestle reconstruction, surveying, and engineering. There are little or no snowmobile or ATV funds available to cover these costs except at the expense of the current programs. Examples of corridors the division has purchased include the Bangor & Aroostook Trail [Caribou to Van Buren], Aroostook Valley Trail [Caribou to Washburn], the St. John Valley Trail [Fort Kent to St. Francis], and Jay-Farmington Trail. The division needs to identify funds to cover direct trail management costs on abandoned railroad sites. There are also new corridor acquisition projects in progress--Newport-Dover, Houlton-Presque Isle, Anson-Bingham, Washburn and Mapleton--that require funding. The costs of direct trail management, acquiring new parcels, and paying pre-acquisition expenses for new or pending projects is

estimated to be \$100,000 annually for the foreseeable future. (\$50,000 snowmobile; \$50,000 ATV)

The bureau owns 102 miles of abandoned railroad corridor and leases more than 70 miles from private owners. These corridors include 16 trestles greater than 50 feet in length--several are 500-600 feet long--whose decking and railings need repair or replacement. For example, two trestles need structural repair in the next three to five years to be available for public use. The recently repaired Monticello Trestle cost \$66,000, with funding provided by the NRTF, Loon License plate fund, Snowmobile, and ATV Funds. Assuming two bridges a year should be overhauled, and using \$60,000 as an estimated figure, results in an annual cost of \$120,000. (snowmobile \$60,000; ATV \$60,000).

Approximately 70 existing sites require gates to be installed at road crossings to prevent cars and trucks from driving on the trail, dumping trash, creating safety problems, and damaging the trail surface. In addition, the division continues to acquire new sites that may require gates. The installation of 15 gates annually over a six year period, will cost approximately \$20,000 annually, to be split between the snowmobile and ATV programs. (Snowmobile \$10,000; ATV \$10,000 for six years)

B. Staffing

The ORV Division operates without a comprehensive strategic plan. The snowmobile program currently pays half the cost of a Planning & Research Associate II, who has provided assistance in corridor acquisition, grant writing, and program planning. If funds were available, this should become a full-time position and would assume responsibilities such as expanded program review and planning; greater assistance with corridor acquisitions; cooperative management agreements; grant requests; review of liability insurance needs, and contracts for services the bureau is unable to provide directly. (ATV: Half a P & R A II position @ \$28,000)

The division would benefit from four regional intermittent/part-time field coordinators to help distribute trail signs, establish clubs, conduct workshops, and represent the division locally. The coordinators would work with full-time staff to promote local management, facilitating increased outreach at minimal cost. (Snowmobile: \$14,500; ATV: \$14,500)

Expenditures by program and function for Fiscal Year 2000

ATTACHMENT "A"

	Program Administration	Licensing	Education	Enforcement	Access	Access Maintenance	Grants	Other (Specify)	Total
Snowmobile	\$120,986		\$46,405			\$265,806	\$2,254,017 (1)		\$2,687,214
ATV	\$ 14,929		\$23,268			\$ 82,015	\$ 61,405		\$ 181,617
Boats (DIF&W)									
Boats (BP&L)	\$135,407				\$606,067 state	\$322,586	\$511,246 municipal	\$574,555 (2)	\$2,149,861

Income from program and function for Fiscal Year 2000

Snowmobiles		Dollars	Sub Total
	Registrations or licensing		
	Fines		
	Transfer from IF&W to DOC	\$1,303,070	
	Federal Funds (Specify source)		
	GF appropriations not captured above (one time transfer capital)	\$150,000	
	OSR allocations not captured above	\$9,790	
	Other: Gas Tax Transfer from Taxation to DOC	\$894,842	\$2,357,702
ATVs			
	Registrations or licensing		
	Fines		
	Transfer from DIF&W	\$158,693	
	Federal Funds (Specify source)		
	GF appropriations not captured above		
	OSR allocations not captured above		
	Other: Gas Tax Transfer from Taxation to DOC	\$64,948	\$223,641
Boats (DIF&W)			
	Registrations or licensing		
	Fines		
	Transfer from or to (Name of agency)		
	Federal Funds (Specify source)		
	GF appropriations not captured above		
	OSR allocations not captured above		
	Other (specify)		
Boats (BP&L)			
	Transfer: Gas Tax Transfer from Taxation to DOC	\$1,539,005	
	Other: Songo Lock fees	\$29,538	\$1,568,543
Total			

(1) includes the one-time (\$150,000 GF and \$150,000 trail fund balance) transfer for capital purchases and late payment on grants (\$147,000) carried forward from FY99.

(2) \$27,235 Songo Lock O & M; \$147,320 navigational aids; \$150,00 transfer to DIF&W to match federal funds; \$ one-time \$250,000 transfer to DIF&W for non-federal access projects.

INCOME/EXPENDITURE BREAKDOWN

Attachment B

Snowmobile Program
Bureau of Parks & Lands

1996-2000

<u>Fiscal Year 96</u>	<u>Fiscal Year 97</u>	<u>Fiscal Year 98</u>	<u>Fiscal Year 99</u>	<u>Fiscal Year 00</u>
<u>Income</u>	<u>Income</u>	<u>Income</u>	<u>Income</u>	<u>Income</u>
Gas Tax \$723,549	Gas Tax \$756,154	Gas Tax \$ 777,289	Gas Tax \$ 734,446	Gas Tax \$ 894,842
Sled Reg. \$908,537	Sled Reg. \$956,058	Sled Reg. \$1,264,866	Sled Reg. \$1,254,049	Sled Reg. \$1,303,070
Other \$ <u>6,154</u>	Other \$ <u>17,285</u>	Other \$ <u>13,253</u>	Other \$ <u>28,851</u>	Other \$ 9,790
				Spec Appr \$ <u>150,000</u>
Total \$1,638,241	Total \$1,729,497	Total \$2,055,408	Total \$2,017,346	Total \$2,357,702
<u>Expenditures</u>	<u>Expenditures</u>	<u>Expenditures</u>	<u>Expenditures</u>	<u>Expenditures</u>
Admin. \$ 138,938	Admin. \$ 148,366	Admin. \$ 105,399	Admin. \$ 113,708	Admin. \$ 120,931
O&M \$ 141,399	O&M \$ 145,987	O&M \$ 197,040	O&M \$ 263,231	O&M \$ 265,806
Grants \$1,248,200	Grants \$1,329,228	Grants \$1,541,645	Grants \$1,365,031	Grants \$2,254,017**
Info/Ed \$ 49,734	Info/Ed \$ 51,364	Info/Ed \$ 53,052	Info/Ed \$ 46,356	Info/Ed \$ 46,405
DiCap \$ <u>(22,045)*</u>	DiCap \$ <u>(23,025)*</u>	DiCap \$ <u>(19,813)*</u>	DiCap \$ <u>(25,640)*</u>	DiCap \$ <u>(24,184)*</u>
Total \$1,578,271	Total \$1,674,945	Total \$1,897,137	Total \$1,788,365	Total \$2,687,214

*DiCap total paid but added into appropriate line category.

**Total includes the one-time General Fund appropriation for Capital Eq. Grant (\$300,000) plus \$140,000 carried from previous year late payments.

SNOWMOBILE PROGRAM

Attachment C

MUNICIPAL/CLUB GRANT-IN-AID PROGRAM BY COUNTY

FISCAL YEAR 2000

COUNTY	#OF CLUB Grants	#OF MUNI Grants	MILES CLUB TRAIL	MILES MUNI TRAIL	TOTAL MILES	CLUB GRANT PAYOUT	CLUB EXPENSES	MUNICIPAL GRANT PAYOUT	MUNICIPAL EXPENSES	TOTAL PAYOUT
ANDROSCOGGIN	16	2	592	420	634	\$33,658	\$55,708	\$9,972	\$14,042	\$43,630
AROOSTOOK	25	33	494	1438	1932	\$29,803	\$52,268	\$454,055	\$650,292	\$483,858
CUMBERLAND	16	1	618	30	648	\$33,600	\$62,249	\$6,888	\$9,639	\$40,488
FRANKLIN	14	11	431	502	933	\$27,750	\$42,491	\$168,284	\$240,674	\$196,034
HANCOCK	4	1	160	40	200	\$6,514	\$7,104	\$3,862	\$5,323	\$10,376
KENNEBEC	24	5	691	97	788	\$43,832	\$72,651	\$14,001	\$22,705	\$57,832
KNOX	5	0	196	0	196	\$8,287	\$11,078	\$0	\$0	\$8,287
LINCOLN	8	0	256	0	256	\$14,775	\$17,998	\$0	\$0	\$14,775
OXFORD	26	14	889	385	1274	\$56,118	\$108,970	\$118,575	\$179,032	\$174,693
PENOBSCOT	35	20	1013	874	1887	\$62,300	\$108,639	\$197,132	\$279,713	\$259,432
PISCATAQUIS	14	9	465	409	874	\$28,117	\$42,776	\$135,275	\$188,758	\$163,391
SAGadahoc	4	0	144	0	144	\$8,253	\$10,900	\$0	\$0	\$8,253
SOMERSET	22	12	701	606	1307	\$44,050	\$83,757	\$191,048	\$270,347	\$235,097
WALDO	7	3	254	107	361	\$14,085	\$18,487	\$11,961	\$17,021	\$26,045
WASHINGTON	9	4	333	127	460	\$16,934	\$22,048	\$21,777	\$31,341	\$38,711
YORK	12	0	471	0	471	\$25,790	\$37,611	\$0	\$0	\$25,790
GRAND TOTALS	241	114	7,708	4,657	12,365	\$453,866	\$754,735	\$1,332,830	\$1,908,888	\$1,786,696

Total club and municipal payout does not include the one time Capital Equipment Grants (\$300,00 state); expenses listed \$1,970,753 locally.

CLUB GRANT SUMMARY
Snowmobile Program
Fiscal year 1987 to 2000

Attachment D

<u>PROJECTS</u>	<u>MILES</u>	<u>APPROVED GRANT</u>	<u>PAYOUT</u>	<u>EXPENDITURE REPORTED</u>	<u>% PAID BY STATE</u>	<u>AVERAGE GRANT</u>	<u>AVERAGE EXPENDITURE</u>	<u>AVERAGE COST/MILE</u>
1986-87 (172)	5,334	\$113,087	\$103,622	\$181,608	57%	\$657	\$1,056	\$34
1987-88 (194)	6,039	\$127,200	\$117,016	\$214,192	55%	\$656	\$1,104	\$35
1988-89 (194)	6,102	\$153,390	\$128,971	\$194,666	66%	\$791	\$1,003	\$32
1989-90 (201)	6,283	\$158,070	\$148,311	\$273,816	54%	\$786	\$1,362	\$44
1990-91 (201)	6,613	\$160,830	\$142,555	\$240,140	59%	\$800	\$1,195	\$36
1991-92 (217)	6,910	\$199,115	\$172,785	\$283,820	61%	\$918	\$1,308	\$41
1992-93 (218)	6,839	\$199,395	\$184,239	\$341,661	54%	\$915	\$1,567	\$50
1993-94 (223)	6,799	\$290,850	\$272,693	\$485,366	56%	\$1,304	\$2,176	\$71
1994-95 (219)	7,124	\$292,000	\$272,912	\$450,976	61%	\$1,333	\$2,059	\$63
1995-96 (250)	8,006	\$362,615	\$344,021	\$571,787	60%	\$1,450	\$2,287	\$71
1996-97 (244)	7,585	\$355,190	\$334,253	\$606,319	55%	\$1,456	\$2,485	\$80
1997-98 (246)	7,618	\$422,045	\$387,939	\$648,765	60%	\$1,730	\$2,637	\$85
1998-99 (244)	7,602	\$427,440	\$387,300	\$667,767	58%	\$1,752	\$2,737	\$88
1999-00 (241)	7,708	\$501,150	\$453,866	\$754,735	60%	\$2,079	\$3,132	\$98

MUNICIPAL GRANT SUMMARY
Snowmobile Program
Fiscal Year 1987 to 2000

Attachment E

<u>PROJECTS</u>	<u>MILES</u>	<u>APPROVED GRANT</u>	<u>PAYOUT</u>	<u>EXPENDITURE REPORTED</u>	<u>% PAID BY STATE</u>	<u>AVERAGE GRANT</u>	<u>AVERAGE EXPENDITURE</u>	<u>AVERAGE COST/MILE</u>
1986-87 (54)	2,245	\$186,782	\$182,474	\$351,020	52%	\$3,459	\$6,500	\$156.36
1987-88 (62)	2,534	\$246,178	\$237,461	\$457,202	52%	\$3,971	\$7,374	\$180.43
1988-89 (71)	3,025	\$337,262	\$321,298	\$569,346	56%	\$4,750	\$8,019	\$188.21
1989-90 (74)	3,204	\$393,979	\$390,029	\$719,673	54%	\$5,324	\$9,725	\$224.62
1990-91 (81)	3,403	\$412,072	\$387,347	\$709,640	55%	\$5,087	\$8,761	\$208.53
1991-92 (90)	3,506	\$536,892	\$477,965	\$805,542	59%	\$5,965	\$8,950	\$229.76
1992-93 (95)	3,658	\$615,977	\$574,680	\$999,307	58%	\$6,484	\$10,519	\$273.18
1993-94 (98)	3,816	\$660,659	\$637,209	\$1,117,746	57%	\$6,741	\$11,406	\$292.91
1994-95 (99)	3,800	\$669,753	\$682,814	\$1,139,563	59%	\$6,765	\$11,511	\$299.88
1995-96 (111)*	4,191	\$669,753	\$902,120	\$1,354,872	66%	\$6,034	\$12,206	\$323.28
1996-97 (109)	4,276	\$971,835	\$988,218	\$1,536,380	64%	\$8,916	\$14,095	\$359.30
1997-98 (115)	4,432	\$1,115,509	\$1,141,992	\$1,691,105	68%	\$9,700	\$14,705	\$381.57
1998-99 (114)	4,555	\$1,194,086	\$1,123,493	\$1,641,308	68%	\$10,474	\$14,397	\$360.33
1999-00 (115)	4,657	\$1,270,359	\$1,332,830	\$1,908,888	70%	\$11,047	\$16,599	\$408.57

INCOME/EXPENDITURE BREAKDOWN

ATV PROGRAM
BUREAU OF PARKS AND LANDS

1995 TO 2000

Fiscal Year 95		Fiscal Year 96		Fiscal Year 97		Fiscal Year 98		Fiscal Year 99		Fiscal Year 00	
<u>INCOME</u>		<u>INCOME</u>		<u>INCOME</u>		<u>INCOME</u>		<u>INCOME</u>		<u>INCOME</u>	
Gas Tax	NA	Gas Tax	\$44,464.40	Gas Tax	\$54,882.12	Gas Tax	\$56,416.13	Gas Tax	\$53,306.55	Gas Tax	\$64,948.10
Reg.	\$90,655.95	Reg.	\$89,739.65	Reg.	\$105,732.55	Reg.	\$121,717.75	Reg.	\$131,901.00	Reg.	\$158,693.15
TOTAL	\$90,655.95	TOTAL	\$134,204.05	TOTAL	\$160,614.67	TOTAL	\$178,133.88	TOTAL	\$185,207.55	TOTAL	\$223,641.25
<u>EXPENDITURES</u>		<u>EXPENDITURES</u>		<u>EXPENDITURES</u>		<u>EXPENDITURES</u>		<u>EXPENDITURES</u>		<u>EXPENDITURES</u>	
Admin.	\$70,854.74	Admin.	\$69,325.95	Admin.	\$60,577.67	Admin.	\$27,702.53	Admin.	\$14,605.19	Admin.	\$14,929.04
O&M	\$10,796.15	O&M	\$15,891.14	O&M	\$11,935.89	O&M	\$81,787.05	O&M	\$81,195.58	O&M	\$82,015.07
Grants	\$14,904.53	Grants	\$20,552.00	Grants	\$30,091.35	Grants	\$38,739.43	Grants	\$48,697.23	Grants	\$61,405.19
Info/Ed	\$2,783.57	Info/Ed	\$3,587.48	Info/Ed	\$8,407.37	Info/Ed	\$4,844.63	Info/Ed	\$10,674.79	Info/Ed	\$23,267.65
TOTAL	\$99,338.99	TOTAL	\$109,356.57	TOTAL	\$111,012.28	TOTAL	\$153,073.64	TOTAL	\$155,172.79	TOTAL	\$181,616.95

ATV TRAIL COST SUMMARY
STATE TRAILS
CLUB & MUNICIPAL TRAILS

Attachment G

Fiscal Year 1996 to 2000

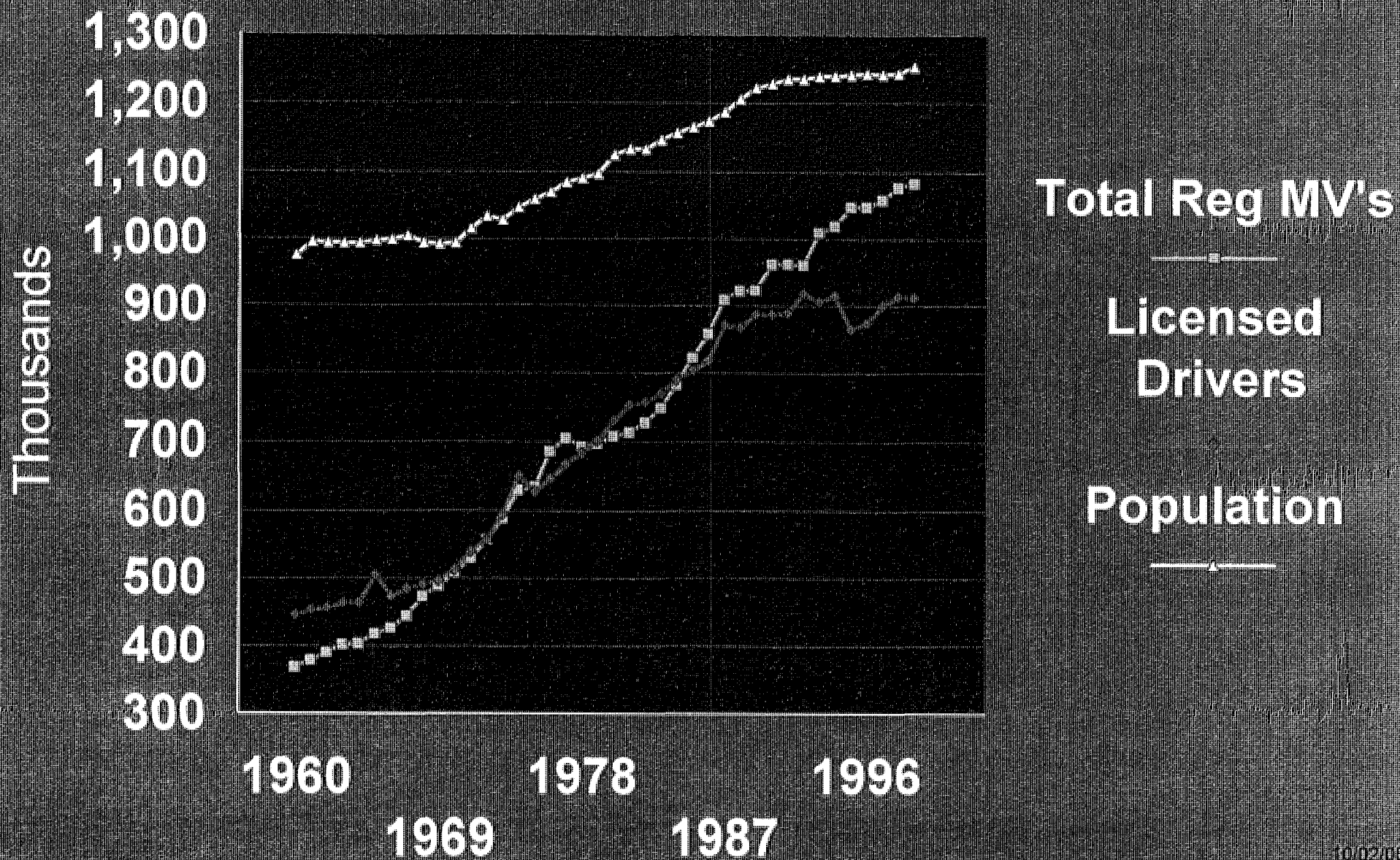
<u>PROJECTS</u>	<u>MILES</u>	<u>APPROVED GRANT</u>	<u>STATE PAYOUT</u>	<u>REPORTED EXPENSES</u>	<u>% PAID BY STATE</u>	<u>AVERAGE APPROVED GRANT</u>	<u>AVERAGE REPORTED EXPENSES</u>	<u>AVERAGE COST PER MILE</u>	<u>STATE MAINTAINED TRAILS</u>	<u>AVERAGE COST PER MILE</u>	<u>TOTAL ATV TRAIL MILEAGE</u>	<u>TOTAL ATV TRAIL EXPENDITURE</u>
95-96 (12)	440	\$22,569	\$20,482	\$34,483	60 %	\$1,888.00	\$2,873.60	\$78.37	85	\$241.11	525	\$54,977.00
96-97 (17)	628	\$36,926	\$30,840	\$49,622	63 %	\$2,172.12	\$2,918.95	\$79.02	85	\$243.44	713	\$70,314.40
97-98 (19)	718	\$46,680	\$36,322	\$64,413	57 %	\$2,456.85	\$3,390.18	\$89.72	82	\$253.13	794	\$85,169.00
98-99 (20)	674	\$62,615	\$44,385	\$75,304	59 %	\$3,130.75	\$3,765.20	\$111.73	282	\$116.50	956	\$108,155.37
99-00 (24)	716	\$69,225	\$58,365	\$82,518	70%	\$2,884.38	\$3,438.25	\$115.25	282	\$104.05	998	\$111,859.24
00-01 (37)	1386	\$95,219										

APPENDIX “G”

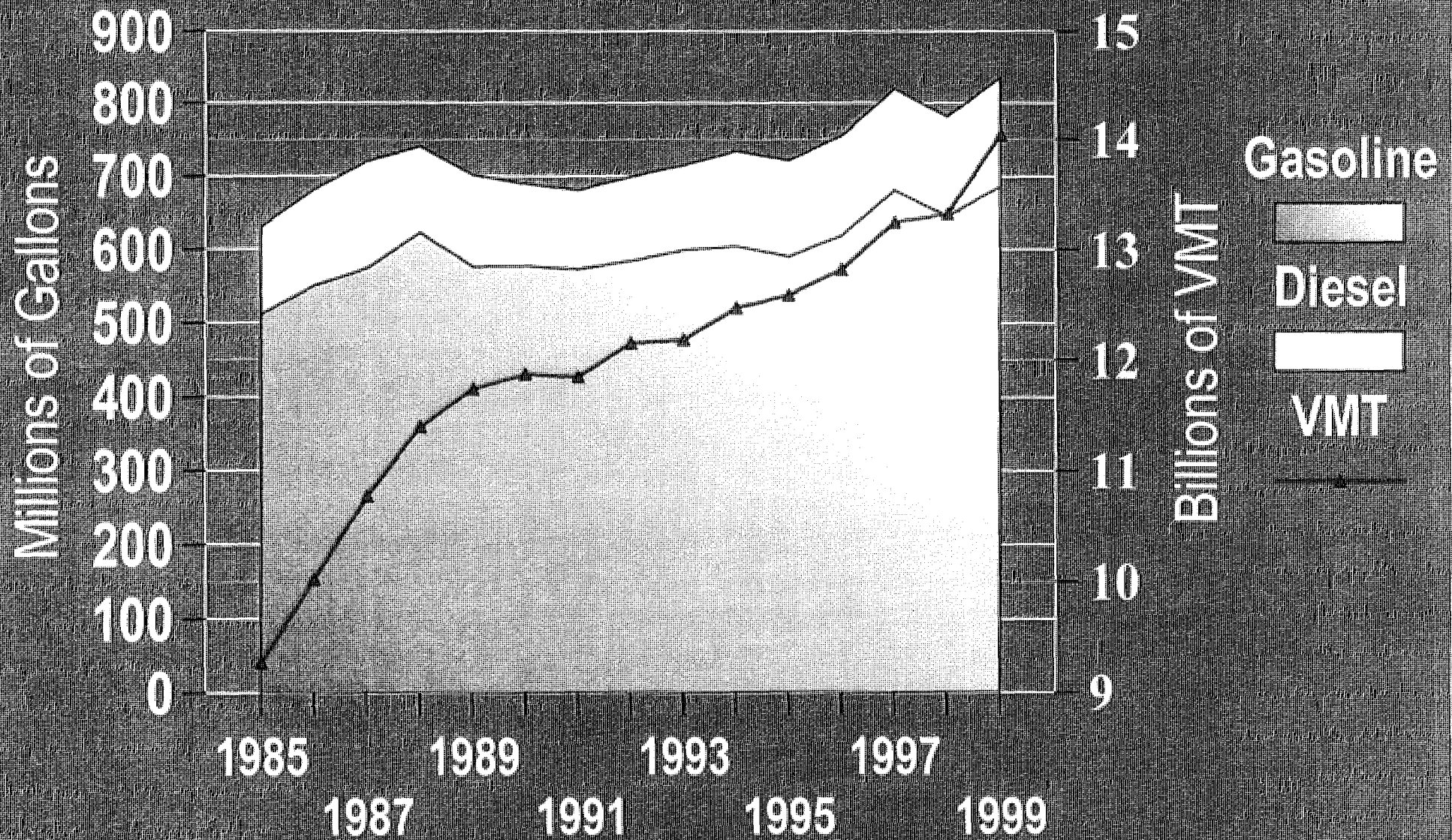
**INFORMATION FOR THE COMMISSION TO STUDY EQUITY IN THE
DISTRIBUTION OF GAS TAX REVENUES - MDOT ATTACHMENTS**

- Drivers, Vehicles and Population Trends 1960-1998
- Motor Fuel Consumption Compared to Vehicle Miles Traveled
- Fuel Tax Revenue 1990-2000 Adjusted for Inflation
- Road Conditions By Functional Class
- Age of Maine's Bridge Network
- Projection of FY02-FY03 Highway Fund Structural Gap

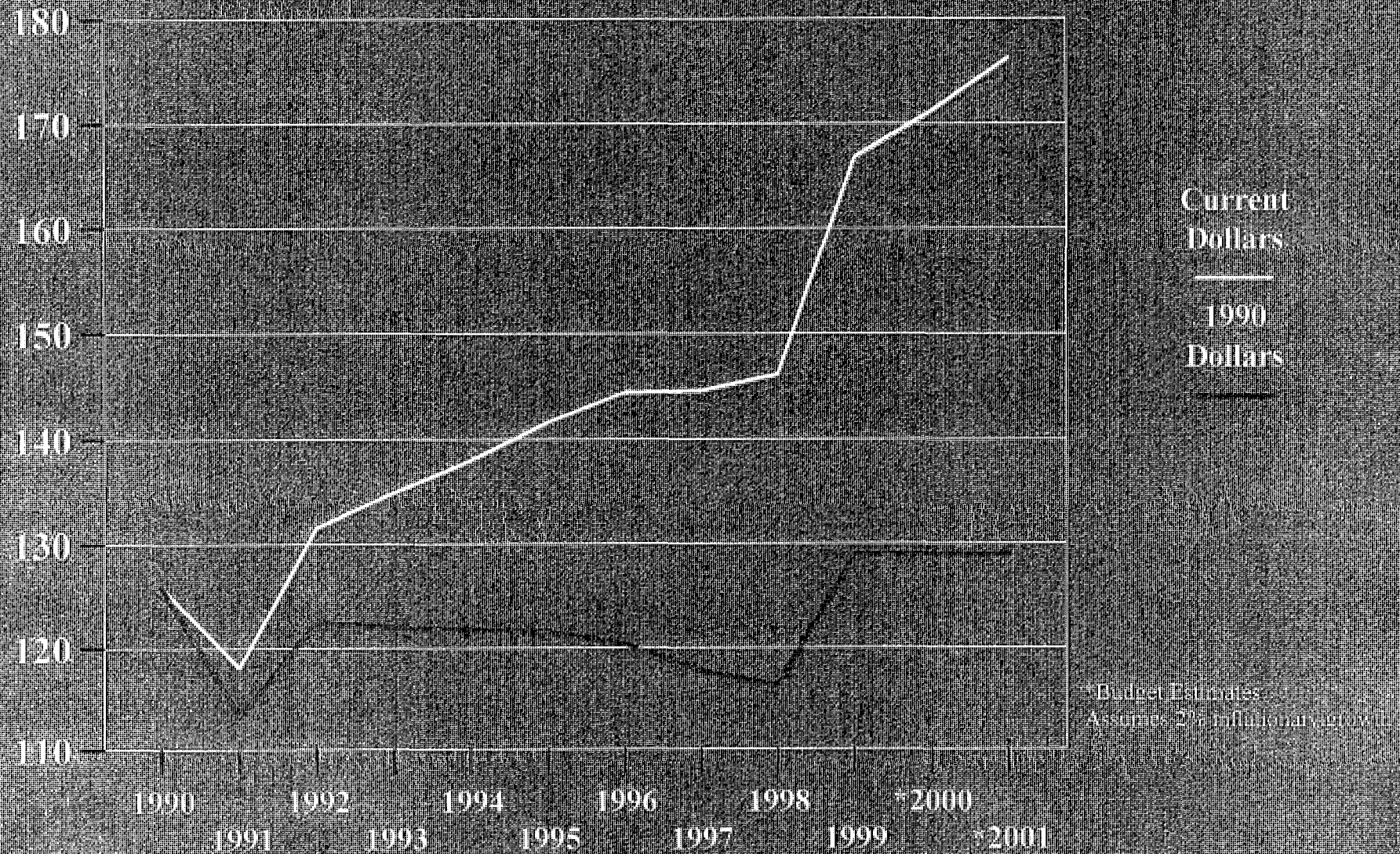
Drivers, Vehicles & Population 1960 to 1998



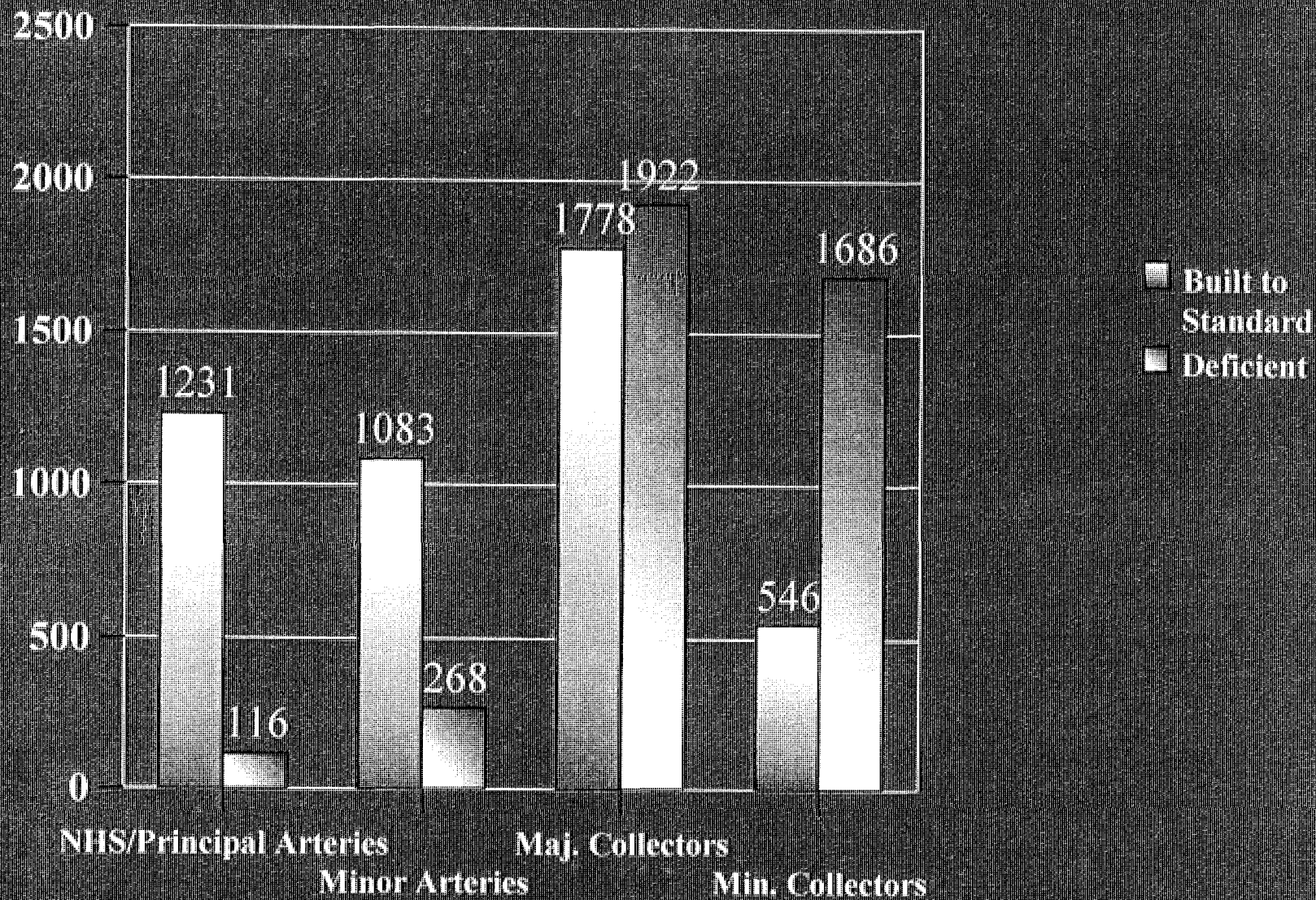
Motor Fuel Consumption in Maine Compared to Vehicle Miles Traveled



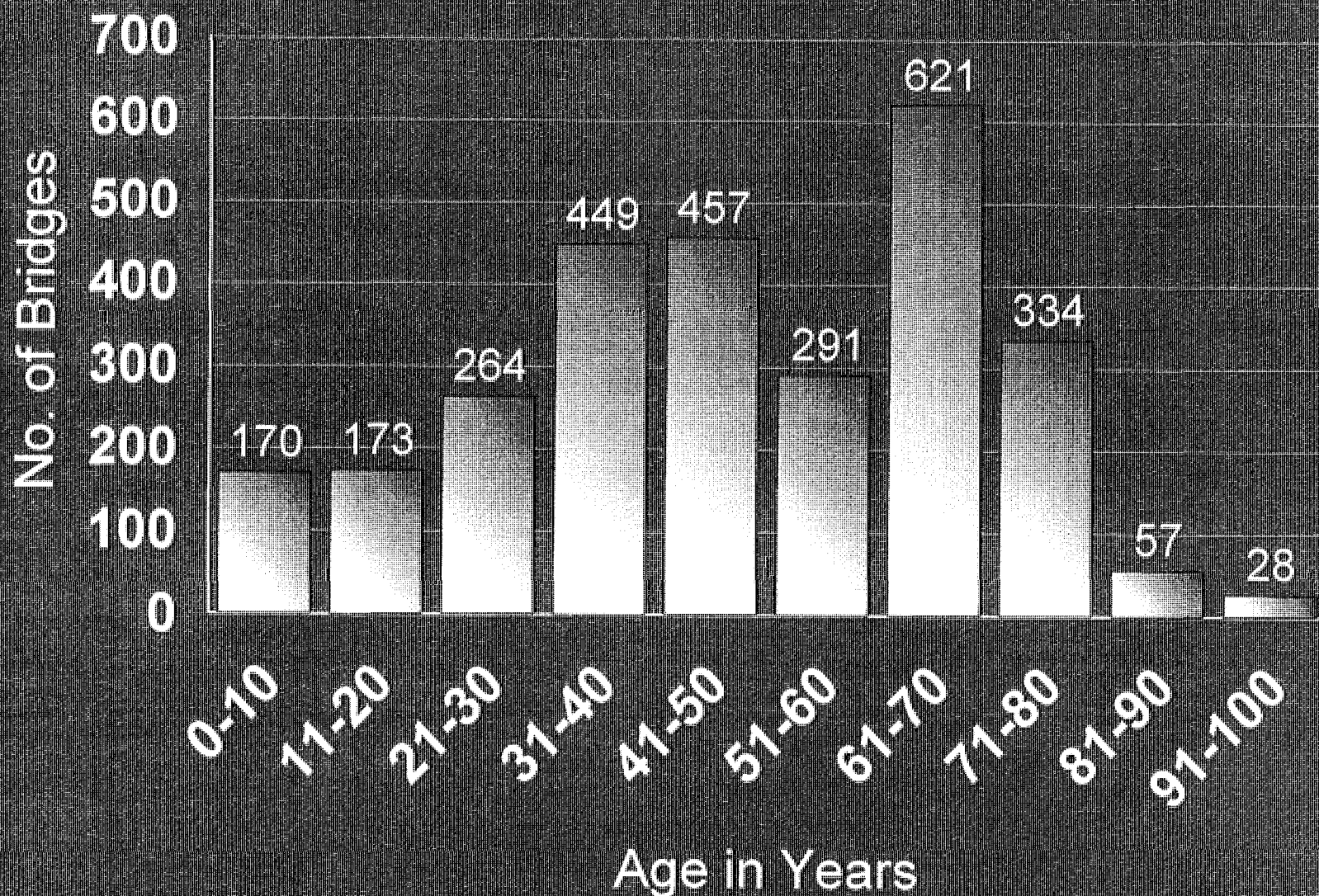
Fuel Tax Revenue



Miles of 'Good' versus 'Bad' Roads By Functional Class



Age of Traditional Bridges in 2000



Total: 2842 - Includes Extraordinary Bridges

10/3/00

FY02-FY03 PROJECTIONS

- Revenue and Expenditure Projection Submitted by the Bureau of the Budget Projects a \$46 Million Highway Fund Structural Gap for FY02-FY03 (without fully funding arterials and minor collectors)
- This is Due to Over \$45 Million in One-Time Revenues Available in FY00-FY01 Which are not Available in FY02-FY03 Largely From the General Fund

APPENDIX “H”



Maine State Legislature
OFFICE OF POLICY AND LEGAL ANALYSIS

13 State House Station, Augusta, Maine 04333-0013
Telephone: (207) 287-1670
Fax: (207) 287-1275

December 6, 2000

Memo to: Dawn Gallagher (DOC), Jane Lincoln (DOT), Fred Hurley (IFW), Penn Estabrook (DMR)

From: Patrick Norton, Principal Analyst

Re: Final signed cooperative agreement for gas consumption surveys

I've attached for your files a copy of the final signed cooperative agreement between your agency and the University of Maine for ATV, snowmobile and motorboat gasoline consumption surveys. The original of this document has been sent to the Margaret Chase Smith Center for Public Policy at the University of Maine.

Thank you. Please feel free to call me if you have questions.

CC: Senator Marge Kil Kelly
Representative Joe Clark
David Boulter, OPLA Director
Will Harris, DOC
Alan Stearns, DOT
Rick Record, IFW
Gilbert Bilodeau, DMR

G:\OPLANRG\NRGSTUD\GASTAX\Cooperative agreement copy cover memo.doc

04A U0121100254

VENDOR CODE	DOC TOTAL	FND	AGY	ORG	SUB	APR	ACTIVITY	OBJ	SUB ORG	JOB NO	REPT CATG	ID
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 Project #: 2001160

PROJECT AGREEMENT

for

STATE/UNIVERSITY COOPERATIVE PROJECTS

1. This PROJECT AGREEMENT is entered into by the State of Maine, and the University of Maine System, acting through the University of Maine, Office of Research and Sponsored Programs, Room 408, 5717 Corbett Hall, Orono ME 04469-5717, for the purpose of undertaking a project of mutual interest. This project shall be carried out under the terms and conditions of the GENERAL POLICY AGREEMENT FOR STATE/UNIVERSITY COOPERATIVE PROJECTS dated September 1, 1989, except as may be modified herein.
2. The period of this agreement shall begin on October 15, 2000, and shall expire on January 31, 2002.
3. The work to be carried out during the period of this Agreement is described in the proposal identified below and more fully described in attached Exhibit A., the content of which is incorporated herein as a part of this Agreement.

**Project to Conduct Telephone Surveys to Determine Gasoline Consumption
 Attributable to Snowmobiles, ATVs and Watercraft**

4. The following individuals are designated to serve as Project Cooperators:

For the State:

For the University:

Dawn Gallagher
 Department of Conservation
 22 State House Station
 Augusta, ME 04333
 207/287-4901

Jonathan Rubin
 University of Maine
 Margaret Chase Smith Center for
 Public Policy
 5715 Coburn Hall
 207/581-1528

5. The following individuals are designated to serve as Project Administrators:

For the State:

For the University:

Will Harris
 Department of Conservation
 22 State House Station
 Augusta, ME 04333
 207/287-2215

Arlene B. Russell
 Associate Director, Post-Award
 and Fiscal Services
 Office of Research & Sponsored Programs
 University of Maine
 5717 Corbett Hall
 Orono, ME 04469-5717
 207/581-1476

For the State: (continued)

Rick Record
Department of Inland Fisheries and Wildlife
41 State House Station
Augusta, ME 04333
207/287-5224

Jane Lincoln
Department of Transportation
16 State House Station
Augusta, ME 04333
207/287-3324

Gilbert Bilodeau
21 State House Station
Augusta, ME 04333
207/287-6569

Key Personnel:

The following person is identified as a "key personnel", as provided under section 3 of the General Policy Agreement for State/University Cooperative Projects:

Patrick Norton, Principal Analyst
Office of Policy and Legal Analysis
State House Station 13
Augusta, ME 04333

6. Key Personnel: The University must send the person identified in this contract as a "key personnel", or that person's successor within that person's office, one copy of any progress report, completion report or correspondence related to this project that is sent by the University to the Project Cooperator. Such materials must be sent or delivered to the Key Personnel at the same time and in the same manner in which they are sent or delivered to the Project Cooperator and must include all attachments, appendices or supporting documents sent to the Project Cooperator. Nothing in this contract may be construed to create or impose any obligations, including any financial obligation, on the Key Personnel or that person's employer.

7. Total project costs for the period of this Agreement shall not exceed \$72,515 of which \$22,863 shall be provided by the Department of Conservation, \$10,000 shall be provided by the Department of Inland Fisheries and Wildlife, \$7,900 shall be provided by the Department of Marine Resources, \$13,500 shall be provided by the Department of Transportation and \$18,252 shall be provided by the University of Maine.

8. Invoices should be sent to the following funding sources: State of Maine, Department of Conservation, Department of Inland Fisheries and Wildlife, Department of Marine Resources and Department of Transportation.

STATE OF MAINE:

Transportation
Department

by Jane S. Lincoln
Authorized Signature

Jane Lincoln
Deputy Commissioner
Typed Name and Title

11-16-00
Date

UNIVERSITY OF MAINE SYSTEM:

University of Maine
Institution

by James S. Ward IV
Authorized Signature

James S. Ward IV, Director
Department of Industrial Cooperation
Typed Name and Title

11/9/2000
Date

STATE OF MAINE:

CONSERVATION
Department

by Willard Harris
Authorized Signature

Willard Harris
Director of General Services
Typed Name and Title

11-16-00
Date

STATE OF MAINE:

Inland Fisheries and Wildlife
Department

by Richard E. Record
Authorized Signature

Richard Record
Director of Administrative Services
Typed Name and Title

11/16/00
Date

ENCUMBERED
NOV 17, 2000

STATE OF MAINE:

Maine Resources
Department
by [Signature]
Authorized Signature
11/16/00
Typed Name and Title

Penn Estabrook
Deputy Commissioner
Date

(signing for Gilbert Bilodeau)

REVIEWED, CONTRACT REVIEW COMMITTEE:

[Signature]
Chairperson
NOV 21 2000
Date

Proposal to Conduct Telephone Surveys to Determine Gasoline Consumption Attributable to Snowmobiles, ATVs and Watercraft

Introduction

The Maine State Legislature created the Commission to Study Equity in the Distribution of Gas Tax Revenues Attributable to Snowmobiles, All-terrain Vehicles and Watercraft and charged the Commission to collect and analyze information to determine an equitable distribution of gas tax revenues to support the enforcement and enhancement of programs supporting off-road vehicle use in Maine. The Margaret Chase Smith Center for Public Policy at the University of Maine has engaged in discussions with and has prepared materials for the Commission and the Office of Policy and Legal Analysis regarding data collection methods for identifying gasoline consumption among users of off-road vehicles. As a result of those efforts, the Office of Policy and Legal Analysis has asked the Margaret Chase Smith Center for Public Policy to submit a proposal to conduct survey research to collect information from snowmobile, all-terrain vehicle and watercraft users in Maine. The effort proposed herein will involve the expertise of a variety of Maine state government agencies in off-road vehicle use in Maine and the survey research expertise of the Margaret Chase Smith Center for Public Policy. Accordingly, the proposal is presented as a cooperative agreement between the state and the University.

This proposal describes activities related to the conduct of telephone surveys of snowmobile, all-terrain vehicle and watercraft users in Maine and provides a budget for those activities. Each of the three surveys will be conducted at or near the end of primary season of use for each vehicle type. This proposal outlines sampling methods, survey implementation procedures and reporting of results for each of the three user populations. In all project activities, Margaret Chase Smith Center for Public Policy staff will continue to work closely with representatives of the Office of Policy and Legal Analysis as well as other state agencies working with the Commission.

Sampling

For each user population (snowmobile, all-terrain vehicle, and watercraft), registration lists will be identified. From each registration list, a random sample of 860 individuals will be selected as the survey sample. From the 860 in each survey population, it is estimated that 600 interviews will be completed. This assumes that 70% of the sample population can be located and agree to participate.

To ascertain gasoline consumption of coastal watercraft registered out-of-state and of documented vessels, a telephone survey will be conducted of Maine businesses (marinas, etc.) that sell gasoline almost exclusively to watercraft operators. The obtained figures will be adjusted by the survey results of Maine registered watercraft owners.

Questionnaire Development

The Margaret Chase Smith Center for Public Policy will develop survey instruments for each user population. Questionnaire development will be conducted in close consultation with state agencies also working with the Commission. The survey instruments will include questions that permit the respondent to describe gasoline consumption in a variety of ways (e.g., estimated annual consumption, gallons per trip, number of trips) as well as to compare reported consumption with prior years. In addition to questions related to gasoline consumption, the questionnaires will address other issues related to use of off-road vehicle use. Questionnaires will be designed to be completed in a ten minute telephone interview. All questionnaires will be pre-tested prior to survey implementation.

Survey Implementation

Each survey will be administered at or near the end of the primary use season for each type of vehicle. Before each survey is implemented, all members of the survey sample will be mailed a letter describing the study and how the potential respondents were chosen and explaining that attempts will be made to contact them by phone. The telephone surveys will be conducted from the Margaret Chase Smith Center for Public Policy. The Margaret Chase Smith Center for Public Policy will provide interviewers who are already trained in professional interviewing skills. All interviewers will participate in a training session designed specifically

for each of the surveys. Interviewer training will include background information on the project and the charge of the Commission, the purpose of the survey, how and when to contact respondents, as well as question by question instructions on potential respondent concerns and appropriate methods of handling those concerns.

A protocol will be developed specifying the number of contact attempts to be made on a schedule of varying times of day and days of the week to ensure that all potential respondents have maximum opportunity to participate in the survey. Interviewers will document all attempts to contact respondents.

Data Entry and Analysis

All survey responses will be double-entered to data files. Separately entering each completed interview twice and comparing data identifies data entry errors and ensures accuracy of the final data file. In addition, final data files will be cleaned to remove out-of-range codes and logical inconsistencies. Margaret Chase Smith Center for Public Policy staff will develop necessary computer programs to analyze the data. The analysis will be consistent with predetermined needs identified by the Office of Policy and Legal Analysis. Based on that analysis, the Margaret Chase Smith Center for Public Policy will produce a descriptive report of results for each survey. The Office of Policy and Legal Analysis will be provided a draft report for review and comment prior to preparation of final reports.

Project Personnel

Staff of the Margaret Chase Smith Center for Public Policy at the University of Maine bring a wealth experience and expertise to this project. Jonathan Rubin is Assistant Professor of Resource Economics in the Margaret Chase Smith Center for Public Policy and the Department of Resource Economics and Policy and will serve as Principal Investigator. Dr. Rubin is a specialist in environmental and natural resource economics with extensive background in quantitative and qualitative analysis of national and regional policies and programs. His recent and current work includes evaluating the impacts of acid rain in Maine=s high elevation lakes, evaluating the relative merits of intertemporal permit systems to reduce the emissions of greenhouse gasses, and estimating the likely penetration of alternative fuels and vehicles in the US market. Suzanne K. Hart is Research Associate at the Margaret Chase Smith Center for Public Policy and will serve as Co-Principal Investigator. Ms. Hart has been a research associate

in Maine-based survey research organizations for more than twenty years and served as Director of the Survey Research Center at the Edmund S. Muskie School of Public Service prior to assuming her position at the University of Maine. Charles E. Morris is Senior Research Associate at the Margaret Chase Smith Center for Public Policy and will serve as Co-Principal Investigator. Mr. Morris has over twenty years experience in providing research and consultive assistance to public and non-profit organizations in Maine.

Project Timetable

Each survey will be administered at or near the end of the primary use season for each type of vehicle. All-terrain vehicle users will be surveyed in the fall/early winter of 2000 with a final report of findings produced by March 15, 2001. Snowmobile users will be surveyed in late winter/early spring 2001 with a final report of findings produced by June 15, 2001. Watercraft users will be surveyed in late summer/early fall 2001 with a final report of findings produced by November 30, 2001.

Project Budget

Total cost for this project is \$72,515 (detailed budget is attached). As a cooperative agreement, the University will contribute \$18,252 of the total project indirect cost resulting in a total sponsor cost of \$54,263. Implementation and data entry costs are \$11,926 for each of the three surveys. In addition, the survey of coastal gas pump operators will add \$1,010 to implementation costs of the watercraft survey. Activities related to sampling, questionnaire development, analysis and reporting must include consideration of all three vehicle types and cannot be attributed directly to the individual surveys.

Activity	Total Cost
Development, Analysis & Reporting	\$17,475
ATV Phone Survey	\$11,926
Snowmobile Phone Survey	\$11,926
Watercraft Phone Survey	\$12,936
Project Total Cost	\$54,263

Gas Tax Equity Study

Project Budget

	Sponsor	University	Total
Personnel			
a. J. Rubin 20 days @ \$270	\$5,400		\$5,400
b. C. Morris 22 days @ \$184	4,048		4,048
c. S. Hart 25 days @ \$172	4,300		4,300
d. C. Boynton 30 days @ \$80	2,400		2,400
e. Interviewers 134 days @ \$86	11,524		11,524
f. Data Entry 30 days @ \$86	2,580		2,580
Fringe Benefits (a,b,c & d) @ 33.4%	5,393		5,393
Fringe Benefits (e & f)* @ 8.4%	1,185		1,185
Supplies/Materials	1,500		1,500
Telephone	8,400		8,400
Printing/Photocopy	1,400		1,400
Postage	950		950
Travel	250		250
Total Direct Cost	\$49,330		\$49,330
Indirect Cost @ 47%	\$4,933	\$18,252	\$23,185
Total Project Cost	\$54,263	\$18,252	\$72,515

* temporary non-faculty employees

Gas Tax Equity Study

Project Budget

	Department of Conservation		Inland Fisheries and Wildlife		Department of Marine Resources		Department of Transportation		Project Total		
	Conservation	University	IF & W	University	D M R	University	D O T	University	Total Sponsors	Total University	Project Total
Personnel											
a. J. Rubin											
20 days @ \$270	\$2,275		\$995		\$786		\$1,343		\$5,400		\$5,400
b. C. Morris											
22 days @ \$184	\$1,706		\$746		\$589		\$1,007		\$4,048		\$4,048
c. S. Hart											
25 days @ \$172	\$1,812		\$792		\$626		\$1,070		\$4,300		\$4,300
d. C. Boynton											
30 days @ \$80	\$1,011		\$442		\$349		\$597		\$2,400		\$2,400
e. Interviewers											
134 days @ \$86	\$4,855		\$2,124		\$1,678		\$2,867		\$11,524		\$11,524
f. Data Entry											
30 days @ \$86	\$1,087		\$475		\$376		\$642		\$2,580		\$2,580
Fringe Benefits (a,b,c & d) @ 33.4%	\$2,272		\$994		\$785		\$1,342		\$5,393		\$5,393
Fringe Benefits (e & f)* @ 8.4%	\$499		\$218		\$172		\$295		\$1,185		\$1,185
Supplies/Materials	\$632		\$276		\$218		\$373		\$1,500		\$1,500
Telephone	\$3,539		\$1,548		\$1,223		\$2,090		\$8,400		\$8,400
Printing/Photocopy	\$590		\$258		\$204		\$348		\$1,400		\$1,400
Postage	\$400		\$175		\$138		\$236		\$950		\$950
Travel	\$105		\$46		\$36		\$62		\$250		\$250
Total Direct Cost	\$20,785		\$9,091		\$7,182		\$12,273		\$49,330		\$49,330
Indirect Cost @ 47%	\$2,078	\$7,690	\$909	\$3,364	\$718	\$2,657	\$1,227	\$4,541	\$4,933	\$18,252	\$23,185
Total Project Cost	\$22,863	\$7,690	\$10,000	\$3,364	\$7,900	\$2,657	\$13,500	\$4,541	\$54,263	\$18,252	\$72,515

* temporary non-faculty employees

PAT



Maine State Legislature
OFFICE OF POLICY AND LEGAL ANALYSIS

13 State House Station, Augusta, Maine 04333-0013
Telephone: (207) 287-1670
Fax: (207) 287-1275

December 18, 2000

Memo to: Members, Gas Tax Equity Study Commission
From: Patrick Norton
Re: Methodology for the ATV survey

I have attached for your files a copy of the summary of survey methodology for the ATV survey which was prepared at your request by Suzanne Hart of the Margaret Chase Smith Center for Public Policy at the University of Maine.

Please feel free to call me (287-670) or Suzanne (581-1631) if you have questions.

CC: Interested parties

Revised and expanded, following Commission meeting of 11/19/00
**Prepared for the Members of the Gas Tax Equity Study Commission and interested parties
by the Margaret Chase Smith Center for Public Policy
University of Maine
December 13, 2000**

Summary of methodology for the ATV survey

Background

The Maine State Legislature created the Commission to Study Equity in the Distribution of Gas Tax Revenues Attributable to Snowmobiles, All-terrain Vehicles and Watercraft and charged the Commission to collect and analyze information to determine an equitable distribution of gas tax revenues. The Margaret Chase Smith Center for Public Policy at the University of Maine engaged in discussions with and prepared materials for the Commission and the Office of Policy and Legal Analysis regarding several data collection methods for identifying gasoline consumption among users of off-road vehicles. The Commission selected one of those methodologies (a telephone survey), and asked the Office of Policy and Legal Analysis to facilitate an agreement with the Margaret Chase Smith Center for Public Policy to carry out the data collection and analysis as described, using the selected methodology.

This summary reflects the resulting Cooperative Agreement among the State of Maine Departments of Conservation, Inland Fish and Wildlife, Transportation, and Marine Resources, and the Margaret Chase Smith Center for Public Policy at the University of Maine. This summary of the study methodology and the question topics is specific to the ATV portion of the study. It incorporates discussion and questions raised at the November 29, 2000 meeting of the Commission held at Sebago Lake State Park.

Approach

Telephone survey interviews will be conducted with the owner/operators of a random sample of registered ATVs in Maine. The interviews will take place at or near the end of the primary season of use of the vehicles, which would place the interviews in the early winter of 2000-2001.

Sample

From the State's list of registered ATVs, a random sample of 860 vehicles will be drawn. From the 860 in the sample, it is estimated that 600 interviews will be completed. That rate assumes that 70% of the owner/operators of record can be located and will agree to participate. Non-registered vehicles will not be included in the sample.

If the sample as drawn includes obvious fleet vehicles, or these are encountered in the interviewing process, and if the owner/operators are able to answer questions about the specific vehicle's gas consumption, then that vehicle will be treated as any other selected vehicle. If the owner/operator of the selected vehicles is not able to provide a consumption measure for the selected vehicle, then we will work with the person most knowledgeable about that fleet to develop a measure of selected vehicle gas consumption (such as a median for that vehicle type within the fleet).

Questionnaire development

A list of potential question topics appears below. It has been revised following discussion at the November 29, 2000 Commission meeting. The list was developed by the Margaret Chase Smith

Center for Public Policy, following a review of the literature on off-road vehicle use, discussion at Commission meetings, and the Center's experience with utilization studies of various types. It is likely that not all the topics will be reflected in the eventual survey instrument, and that additional questions will be included where clarification is deemed necessary for the analysis.

The project budget provides for a ten-minute interview. The Margaret Chase Smith Center will develop a questionnaire that properly ascertains the information that is required for this study, and the information that is required to properly analyze that information, within that ten-minute framework.

Specifically to address questions raised at the November 29, 2000, Commission meeting, the following points should be noted:

There are topics concerning additional off-road vehicles owned by the selected ATV's owner/operator. These are asked to give the owner-operator of the selected vehicle a chance to mention all vehicles owned, and for that owner, place our questions about the selected vehicle in an appropriate context. This technique is similar to that commonly employed in studies of health care utilization recall to properly exclude time periods (and in this case, vehicles and their gasoline consumption) that are not part of the designated data to be collected. Gasoline consumption of these non-sample "other" vehicles is not a topic for which questions will be developed, and they will not be included in the calculation of the sampled vehicles' gasoline consumption.

Interviewers will be asked to record their assessment of the ease or difficulty with which the respondent answered the questions about gasoline consumption.

Respondents will be asked whether this year's gasoline use is typical, more than, or less than, other years.

Survey implementation

Notification letters will be mailed to sample members shortly before the interviewing is begun. These letters will list the sponsors, describe the reason the study is being conducted and the use that will be made of the data (to measure the amount of gasoline consumed by registered ATVs), describe the role of the Margaret Chase Smith Center for Public Policy, and inform potential respondents that their participation is voluntary and that their individual responses will remain confidential. This information will be repeated at the beginning of each interview as part of the informed consent process.

The interviews will be conducted by telephone from the Margaret Chase Smith Center. The interviewers will be persons who are already trained in academic-quality interviewing skills.

All interviewers will participate in a training session designed specifically for this study, using a series of study-specific materials. They will be provided background information on the project, the charge of the Commission, the purpose of the study, and how and when to contact respondents. They will be provided a set of question-by-question instructions on the meaning and intent of each of each question, potential respondent concerns, and appropriate methods of handling those concerns.

A protocol will be developed specifying the number of contact attempts to be made on a schedule of varying times of day and days of the week to ensure that all potential respondents have

maximum and equal opportunity to participate in the survey. Interviewers will document all attempts to contact respondents.

Data entry

All survey responses will be double-entered to data files. Separately entering each completed interview twice and comparing the data identifies data entry errors and ensures accuracy of the final data file.

Data files will be cleaned to remove out-of-range codes (e.g., a code 5, when only codes 1, 2, or 3 are possible), and logical inconsistencies (such as incorrectly followed skip instructions).

Analysis

The analysis will be consistent with predetermined needs identified by the Office of Policy and Legal Analysis. Based on that analysis, the Margaret Chase Smith Center for Public Policy will produce a descriptive report of the results. The Office of Policy and Legal Analysis will be provided a draft report for review and comment prior to the production of final reports.

Accuracy and confidence. All statistical studies are subject to error. The term "error," as used in data analysis, does not mean "mistake." Rather, it is a way of expressing the likelihood that the results obtained from a sample of a population are very similar to the results that would theoretically have been obtained if one were to collect data from absolutely every member of the population of interest (in this case, ATV owners). The degree of certainty of results based on a sample is expressed as a confidence interval. The confidence interval shows that the results obtained from a sample of a certain number of randomly selected ATV owners are likely to be within a specific margin of error of the results one would have obtained if an interview were completed with every ATV owner in Maine. The level of confidence for this study has been set at 95%: that is, if we were to conduct this study 100 times, with samples of 600 persons all drawn in the same way, in 95 of the 100 samples the results will be very close to the results that would have been obtained if we had interviewed all the ATV owners in the state. The actual width of the confidence interval for any particular data item will depend upon the data distribution obtained from the study.

Price elasticity. The price elasticity of demand in the context of the gas tax study describes the sensitivity of the quantity of gasoline used to the price of gasoline. Formally, this is given by $\% Q^D \div \% P$. It is not possible to estimate the price elasticity of gasoline for ATVs, motor boats, or snowmobiles in this study. The results from automobile literature, however, suggest that the price elasticity is likely to be quite modest. For light-duty automobiles this is in the range of -.1 to -.25, meaning that a 10% rise in the price of gasoline will likely lead to a decrease in light-duty fuel use of 1% to 2.5%.

Suggested ATV operator question topics for telephone survey

This document is a list, in no meaningful order, of some of the topics that could be included in a telephone survey of ATV owner/operators, as presented to and discussed by the Commission on November 29, 2000. It is unlikely that all these topics will become questions in the final survey instrument, and it is likely that others will be added. Those determinations will be made following refinement of the instrument after consultation with sponsoring departments, ATV users, and experienced interviewers.

private land that is yours or your family's
utility corridors, abandoned rail corridors
designated ATV trails

About gasoline use

Where usually buy gas (same place all the time; different places)

How do you usually think of gas use: mpg, gals/mile, gals/hr, hrs/gal; hours of use/tankful

When you buy at service station, convenience store; private commercial pump; government pump

(If not at public site [gas station, convenience store, etc.]: Is gas purchase tax exempt or tax reimbursable?)

How much usually buy at a time; fill up?

Number of gallons bought last year/season

Number of gallons bought last month, week

Number of times bought gas

How often buy gas (daily, weekly, number of times per week, etc.)

How much does gas price affect usage

Number of hours of use per tank

Distance, frequency, hours of use (over past season)

Number of hours of use last season

Number of miles last season

Is last year typical? (more/less use)

Interviewer's description of R's ease/difficulty of answering quantity questions

About ATV club membership

Belong to any ATV club?

Have you taken an ATV safety course?

About facilities and trails

Use structured trails, facilities?

If no, want to use trails, facilities? If they were available?

Near home (less than 20 miles, 21-50, >50)

Adequacy/satisfaction with trails, facilities

Best/worst aspects of facilities

How could they be improved if money were available

What type of riding do you like best?

woods/trails

gravel pits/play areas

mud/water

MX track/racing

old or gravel roads