

Maine Department of Agriculture, Conservation and Forestry
Off Road Recreational Vehicle Office
PL 48 Meeting
November 20, 2014 – 6:30 PM – 8:00 PM (adjourn)
Airline Snack Bar
Beddington, Maine

In Attendance:

Lawrence Crosby, G+G Trailblazers
Resa Crosby, G+G Trailblazers
David and Linda Bridges, Airline Snowmobile
Larry and Eileen Lafland, MSA Trails
Jerry Torrey, Airline Riders
Reginald Paradis, Back Country
Lawrence Lockman, State Representative
Andrew Hatch, Back Country
Harold Stoddard, Narraugaugs
Tommy West
Blake Chase
Greg Doughty, Down East Trail Riders
Frank and Maryann Janosz, Airline Riders
John Monk, MSA Trails Committee
Mike Grass, MSA Trails Committee
Jim White, MSA President
David and Stacy Brooks, Airline Riders
Neil Butler, Beddington Planning Board, Airline Riders

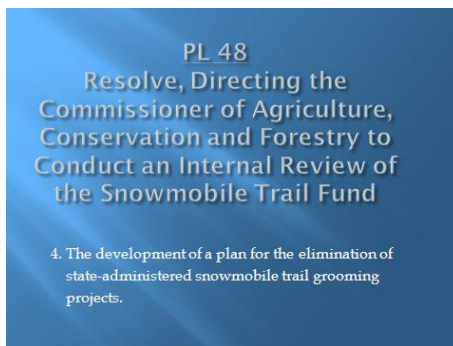
ORV Staff:

Scott Ramsay, Director Snowmobile Program
Joe Higgins, Snowmobile Coordinator
David Bridges, Groomer Operator – Beddington
Charlie Corliss – DEST Trail Manager

Scott Ramsay opened the meeting at 6:25 PM.

- Introductions
- Make sure you sign the attendance sheet.
- The meeting is being recorded and will remain available to the public.
- Complete participants survey at the end of the session or at your leisure and send it back to us.
- Purpose of the meeting is to receive your comments, ideas and thoughts on number 4 of PL 48 “development of a plan for the elimination of state administered snowmobile trail grooming projects”. This is a Resolve, which is a directive to the ORV program to save money with the theory that the clubs and towns are able to maintain trail at a cheaper rate.

Powerpoint presentation:



This meeting is to address #4 of PL 48 which is a Resolve, a Legislative Order to us to do something. And report back to them what we have done. We have basically another year to make a decision to do something different, not do something different, or walk away completely. It is critical that you comment on this Resolve. View this with an eye toward saving money.

Q: Frank asked - Who asked for this to be in legislation?

A: Initiated with the MSA asked Senator Saviello to sponsor the Legislation. To do a better job with grant education and to look at the state maintains trail.



Mt. Blue
Evergreen Valley
Frye Mountain
Beddington

47 Miles of trail

Travels old logging roads passing through Eastern Maine's scenic countryside.

This trail system makes connections from Beddington, north and west to ITS 84 and ITS 81 to the areas of Great Pond and Duck Lake.



Map of trail system.

Grooming Equipment 2003 Tucker - 3,500 hours



3,500 hours on this machine. 300-400 hours a year. We've owned it since it was new. Goal is a 15 year rotation, may be longer.

Cost Per Mile Variables

- ❖ Snow type and frequency.
- ❖ Length of season.
- ❖ Cost of fuel.
- ❖ Terrain.
- ❖ Type of Grooming Equipment.
- ❖ Miles of trail.
- ❖ Trail Reroutes.

Same things all the clubs have to deal with, we have to deal with.

We track all the money we spend. Unlike the clubs that volunteer and/or use their own equipment. Things go unrecorded, therefore it looks like you groom for less.

Grooming Costs - 2014

❖ Operator Labor	\$14,223.00
❖ Fuel for Groomer	\$ 2,743.00
❖ Repairs, Snowmobile, Groomer, etc.	\$ 3,257.00
❖ Insurance	\$ 314.00
❖ Misc. Shop Supplies	\$ 452.00
❖ LP Gas (heat for garage)	\$ 1,895.00
❖ Materials, Lumber, Hardware, etc.	\$ 1,210.00
❖ DICAP & STACAP (State Admin.)	<u>\$ 4,086.00</u>
	Sub Total \$28,180.00
❖ Operations and Maintenance	<u>\$16,052.00</u>
	Total Cost \$44,232.00

DICAP & STACAP is an internal tax or a fee assessed based on what we spend except for grants or buying land. DICAP is charged because we are a dedicated revenue account and not general fund. O&M is a prorated portion of our mechanic Ben's time and Joe's time, travel costs, vehicle costs, land owner relations, summer work, etc. Some things are more expensive like labor, some things are less expensive like insurance.

State Maintained Areas

2014 Cost Per Mile

> Frye Mountain - 26 miles -----	\$840.88
> Evergreen Valley - 37 miles -----	\$1,204.14
> Mount Blue - 38 miles -----	\$1,047.32
> Beddington - 47 miles -----	\$941.11

These figures are with the O & M costs.

Cost per mile - 2014

Beddington State Maintained Area:
\$44,232 divided by 47 miles = \$941.11 cost per mile.

Cost per mile without Operations and Maintenance:
\$28,180 divided by 47 miles = \$599.57 cost per mile.

Statewide:
Municipal grants reported average cost per mile
\$609.00

27 reported over \$1,000 per mile
4 Reported over \$1,500 per mile
Rangeley is \$1,683 per mile

In comparison to "your world" you can see what clubs are reporting. Rangeley is obviously the highest. We account for every penny, clubs do not because of volunteers and free equipment use. This is what was reported to us.



Reported Municipal Cost Per Mile Area Clubs

Reported	Cost	Grant
❖ Milford	\$423.02	\$300.00
❖ Calais	\$804.21	\$429.00
❖ Machias	\$525.17	\$315.00

What the regional clubs told us they spent per mile. Beside that expense is the grant they received. Clubs also raised additional money locally, in kind services, etc. Last year we averaged about ½ reimbursement of the money the clubs say they spent.

- ### Regional Significance
- ❖ ITS 81 and ITS 84
 - ❖ Connects Cherryfield, Ellsworth and Machias to the South via ITS 81 to ITS 82
 - ❖ Burlington, Niatous and other points North on ITS 81 and ITS 84
 - ❖ Milford and Greenbush to the East on ITS 84

- ### Options
- ❖ Close the trail system down.
 - ❖ Redirect the maintenance and grooming responsibilities to the club/town.
 - ❖ Redirect ITS Trail to other connections in the region.
 - ❖ The State continues to maintain and groom.
 - ❖ Other???

Directed very strongly that the state get out of maintaining these areas. Clubs may split the area up. Not to over burden any club. How important is this trail system to everybody. The legislature could reconsider this, if they determine the trails are too important to give up. However, we have a very strong directive to get out of trail maintenance. This is the last option.



We are here to listen to you at this point.

Q: State when you buy a groomer there are not payments. If someone takes over the grooming and buy a machine it would cost \$1,000 a month for 10 years. How are we going to afford that?

A: One alternative discussed in the report to the legislature and has come up before is what about this machine? What about letting the club have that machine or use the machine? I don't know how this would work. Anything the state owns has to go to surplus property so it can go to auction where you could bid on it. That is in law. If one entity takes on the grooming then Legislation could be introduced to transfer a machine to a club. This would only occur, if someone was taking over the entire system. Looking at exemption from auction process or some type of lease. It would take legislation to make it happen because it would avoid surplus system. The question was asked in previous meetings, if more than one club is interested in taking over the system, we could sell the equipment and split the money between the participating clubs at a certain rate based on mileage. This would be a onetime bonus which would keep the value of the machine in that area. This would be fair based on mileage. Send it to auction then divided the asset money up among the clubs. Which would be a logical approach to this dilemma. No long term liability.

Q: How many machines are for sale?

A: 3 more machines 84 piston bully, 2 bombi 180s. This is a package deal. We need to save money on the overall grooming of the state maintained areas. We can't do it for more. Becomes challenging with four areas and four different options.

Q: How old is that machine?

A: It is an 03, 11 years old, with new tracks. One year old tracks.

C: In order to groom our section of trail it takes 10 hours to Gassabias bridge and back. 9 hours to Stud Mill Road and back. 80 gallons of fuel. 6-8 miles an hour to groom a trail adequately.

Q: What kind of machine would you need to groom this section of trail in one run?
 What does a better groomer cost so you could do this in one run?

A: To replace that machine \$180,000-\$185,000 and \$7,000-\$10,000 for the drag.
 Something bigger would cost \$200,000. There is a tractor that has come out \$170,000 - \$180,000.

Q: If there was a deal that could be drawn up, someone will have to sign on the dotted line.

A: Yes. There is no question, someone is going to sign on the dotted line for something. There will be an expectation that this trail will be maintained, if we put money into the groomer.

Q: Question for Dave – How long does it take you to groom from here to the 25 thousand road one way?

A: Just out – a little over 4 hours.

Q: Point is if we got something with better fuel consumption could we do it in one run?

A: 32 thousand to the Gassabias Bridge come back make the swing out 25 thousand to Stud Mill, if I took two cans of diesel could do it in one trip. Saves three hours one way. You could cut off 6-7 hours if you could do the whole run. If you could do the whole trip in one run, it would save fuel and time.

Q: Is this on new fresh deep snow?

A: No, this is maintaining low snow fall and packed trail. It uses a lot more fuel when trying to break through fresh deep snow. Especially Alligator Ridge, it works hard and churns. Can't buy this size anymore because of the speed.

Scott – do you want to look at the money side?

Cover the financial reports:

Department of Agriculture, Conservation & Forestry
 Snowmobile Trail Fund
 FISCAL 2014 THROUGH JUNE 30, 2014

	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
REVENUES					
0000 STATE-LOCAL TAX TO COUNCILMANAGER TRAIL	474,700.00	474,700.00	465,000.00	465,000.00	1,879,400.00
0001 CONTRIBUTIONS - SNOWMOBILE	0.00	0.00	1,000,000.00	0.00	1,000,000.00
0002 GRANTS FROM STATE AGENCIES	12,000.00	48,700.70	0.00	0.00	60,700.70
0003 GROSS SALES TAX	0.00	0.00	0.00	0.00	0.00
0004 SALE OF EQUIPMENT	0.00	0.00	0.00	0.00	0.00
0005 CONTRIBUTIONS FROM MEMBERS AND DONORS	0.00	0.00	0.00	2,000,000.00	2,000,000.00
0006 ADD TO FUND YEAR BALANCE/FORWARD	460,000.00	0.00	0.00	0.00	460,000.00
0007 ADD TO FUND YEAR BALANCE/FORWARD	0.00	0.00	0.00	0.00	0.00
0008 CARRY OVER FROM PREVIOUS YEAR	0.00	0.00	20,000.00	0.00	20,000.00
Total Revenues	936,700.00	523,400.70	465,000.00	465,000.00	1,990,100.70
EXPENDITURES					
PERSONNEL SERVICES					
Total Salaries and Wages					
0001 ALL OTHER	0.00	0.00	0.00	0.00	0.00
0002 PROF. SERVICES OUT OF STATE	0.00	0.00	0.00	0.00	0.00
0003 PROF. SERVICES IN STATE	0.00	0.00	0.00	0.00	0.00
0004 TRAVEL EXPENSES OUT OF STATE	0.00	0.00	0.00	0.00	0.00
0005 TRAVEL EXPENSES IN STATE	0.00	0.00	0.00	0.00	0.00
0006 HEALTH BENEFIT EXPENDITURE	0.00	0.00	0.00	0.00	0.00
0007 HEALTH SERVICES	0.00	0.00	0.00	0.00	0.00
0008 RETIREMENT	0.00	0.00	0.00	0.00	0.00
0009 UNEMPLOYMENT	0.00	0.00	0.00	0.00	0.00
0010 OPERATING EXPENDITURES	0.00	0.00	0.00	0.00	0.00
0011 OPERATING EXPENSES	0.00	0.00	0.00	0.00	0.00
0012 COMMUNICATIONS	0.00	0.00	0.00	0.00	0.00
0013 EQUIPMENT	0.00	0.00	0.00	0.00	0.00
0014 OFFICE & OTHER SUPPLIES	0.00	0.00	0.00	0.00	0.00
0015 OPERATING MATERIALS	0.00	0.00	0.00	0.00	0.00
0016 GRANTS TO COUNTIES	0.00	0.00	0.00	0.00	0.00
0017 GRANTS TO STATES AND TERRITORIES	0.00	0.00	0.00	0.00	0.00
0018 GRANTS TO PUBLIC AND PRIVATE ORGANIZATIONS	0.00	0.00	0.00	0.00	0.00
0019 PERSONNEL	0.00	0.00	0.00	0.00	0.00
0020 INTEREST	0.00	0.00	0.00	0.00	0.00
Total All Other	0.00	0.00	0.00	0.00	0.00
CAPITAL	0.00	0.00	0.00	0.00	0.00
Total Expenditures	0.00	0.00	0.00	0.00	0.00

Municipal grants cleared except security (4/19/18)

club grants left on table could be added to FY 2015 by 10/18

Reporting Date: June 30, 2014
 All Revenues: 1,990,100.70
 Total Expenditures: 0.00
 Available Cash: 1,990,100.70

Quarterly Report: Income at the top and Expenses below. Managing the “reserve” we will manage the account hold 10% of the average 3 years of income. \$377,000 - \$400,000 at the end of the year. That is our target to make it through the year. Less encumbered contracts are Municipal Grants and less unencumbered contracts is club grants. The two highlighted are negative income. Tax on groomer equipment and DIACAP. This is what our budget looks like. Total Income, Total Expenses, Outstanding obligation, Less encumbered – municipal grants outstanding and Less unencumbered - club grants.

Income Expenditure Breakdown YTD
Snowmobile Program
Bureau Parks and Lands
2010-2014

	FY 10	FY 11	FY 12	FY 13	FY 14	Notes
Income						
Class Tax	\$1,498,620	\$1,484,754	\$1,511,960	\$1,479,665	\$1,484,000	
Class Reg.	\$2,352,099	\$2,263,020	\$1,878,154	\$2,580,845	\$2,272,067	
Other	\$100,761	\$126,762	\$490,300	\$67,040	\$47,914	*
Error/Adjustment	\$100,000					
Total STP	\$4,142,374	\$3,885,285	\$3,930,423	\$5,227,548	\$3,814,081	
Cap. Eqp. Reg.	\$422,400	\$416,215	\$329,040	\$381,365	\$397,030	
Trans/Adjst.	\$132	\$1,381	(13,027)	\$0	\$0	
Total Capital	\$422,532	\$420,196	\$316,013	\$381,365	\$397,030	
Expenditures						
Acc/Dev.	\$7,313	\$17,350	\$0	\$0	\$0	
Admin.	\$154,144	\$147,101	\$154,028	\$143,252	\$152,798	
CM&M	\$471,866	\$324,038	\$360,287	\$320,028	\$256,041	
Grants	\$3,034,843	\$3,160,419	\$2,033,993	\$2,877,368	\$3,111,976	
Intnl'd	\$125,006	\$157,237	\$65,122	\$111,962	\$110,821	
Rail Trail	\$591,079	\$137,282	\$131,436	\$69,217	\$52,372	
Error/Adjustments	\$69,113	\$143,891	\$39,114	\$47,101	\$34,003	**
Total STP	\$5,963,064	\$4,997,023	\$3,389,460	\$3,696,096	\$3,814,992	
Total Cap. Est.	\$498,487	\$403,243	\$395,518	\$379,886	\$284,360	***
Ending Balance STP	\$427,884	\$286,239	\$427,197	\$468,654	\$465,029	

* Other income: RTP #1207 Greenville \$46,791, auctioned trailer \$528, Health net back \$111, Rail Trail Crossing Lease (Taylor/Dead River/Muskie) \$125, transfer \$459

** Groomer Sales Tax \$34,583

*** This CEG figure does not match other grant reports now since completion of grants crosses the FY date closure and so balance is off until final payments made (\$115,775 available balance)

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expenditures YTD 10-14.xls 1/30/2014

Overspent our income in 2014. This is dedicated revenue so if we don't have money, we shut the lights off and go home.

**Snowmobile Trail Fund
2012-2014 Gas Reg Income Breakdown**

	2012 Income YTD		2013 Income YTD		2014 Income YTD	
	Gas Tax	Registration	Gas Tax	Registration	Gas Tax	Registration
July	\$128,817	\$178,690	\$130,964	\$16,428	\$0	\$30,513
August	\$148,312	\$10,165	\$146,120	\$107	\$0	\$783
September	\$150,374	\$4,146	\$149,203	-\$20	\$277,241	\$700
October	\$130,207	\$2,215	\$121,098	\$3,855	\$276,014	\$106
November	\$131,227	\$21,073	\$130,090	\$26,801	\$128,665	\$25,037
December	\$119,431	\$70,436	\$116,357	\$57,146	\$116,967	\$70,989
January	\$122,676	\$154,967	\$120,457	\$245,260	\$121,978	\$300,843
February	\$113,268	\$403,604	\$113,246	\$958,459	\$113,182	\$819,521
March	\$106,054	\$574,684	\$100,807	\$392,240	\$108,171	\$513,207
April	\$116,592	\$257,678	\$114,856	\$244,889	\$116,362	\$254,286
May	\$117,580	\$130,089	\$109,873	\$140,478	\$110,180	\$168,574
June	\$127,422	\$70,416	\$126,593	\$95,199	\$128,230	\$87,498
Total	\$1,511,958	\$1,878,163	\$1,479,664	\$2,180,842	\$1,494,990	\$2,272,057
YTD same time	\$17,245	(\$385,645)	(\$32,294)	\$302,679	\$15,326	\$91,215

65,979 paid ACF

76,354 paid ACF

79,526 paid ACF

+ 106,547

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Shows you how money comes in by the month.

**SNOWMOBILE PROGRAM
Municipal Grant Summary
1986-2014**

YEAR	# OF PRJCTS	MILES	APPROVED GRANT	AMOUNT PD	TOTAL EXPENDITURE	% PD BY STATE	AVG APPRVD GRANT	AVG GRANT PD	AVERAGE EXPENDITURE	AVG COST PER MILE
1986-87	54	2,245	\$186,782	\$182,474	\$351,020	52%	\$3,459	\$3,379	\$6,500	\$156
1987-88	62	2,534	\$246,178	\$237,461	\$457,202	52%	\$3,971	\$3,830	\$7,374	\$180
1988-89	71	3,025	\$337,262	\$321,298	\$569,346	56%	\$4,750	\$4,525	\$8,019	\$188
1989-90	74	3,204	\$393,979	\$390,029	\$719,673	54%	\$5,324	\$5,271	\$9,725	\$225
1990-91	81	3,403	\$412,072	\$387,347	\$709,640	55%	\$5,087	\$4,782	\$8,761	\$209
1991-92	90	3,506	\$536,892	\$477,965	\$805,542	59%	\$5,965	\$5,311	\$8,950	\$230
1992-93	95	3,658	\$615,977	\$574,680	\$999,307	58%	\$6,484	\$6,049	\$10,519	\$273
1993-94	98	3,816	\$660,659	\$637,209	\$1,117,746	57%	\$6,741	\$6,502	\$11,406	\$293
1994-95	99	3,800	\$669,753	\$684,925	\$1,146,588	60%	\$6,765	\$6,918	\$11,582	\$302
1995-96	111	4,191	\$898,226	\$902,120	\$1,354,872	67%	\$8,092	\$8,127	\$12,206	\$323
1996-97	109	4,276	\$971,835	\$988,218	\$1,536,380	64%	\$8,916	\$9,066	\$14,095	\$359
1997-98	115	4,432	\$1,115,509	\$1,141,952	\$1,691,105	68%	\$9,700	\$9,930	\$14,705	\$382
1998-99	114	4,555	\$1,196,336	\$1,133,023	\$1,654,897	68%	\$10,494	\$9,939	\$14,517	\$363
1999-00	115	4,657	\$1,270,359	\$1,332,830	\$1,908,888	70%	\$11,047	\$11,590	\$16,599	\$410
2000-01	113	4,740	\$1,298,417	\$1,290,162	\$2,215,832	58%	\$11,490	\$11,417	\$19,609	\$467
2001-02	115	5,048	\$1,648,723	\$1,446,444	\$2,174,148	67%	\$14,337	\$12,578	\$18,906	\$431
2002-03	116	5,224	\$1,764,758	\$1,675,541	\$2,629,499	64%	\$15,213	\$14,570	\$22,865	\$503
2003-04	116	5,331	\$1,816,608	\$1,630,458	\$2,469,565	66%	\$15,660	\$14,056	\$21,289	\$341
2004-05	116	5,283	\$1,798,864	\$1,714,916	\$2,635,579	65%	\$15,507	\$14,784	\$22,721	\$499
2005-06	114	5,396	\$1,997,291	\$1,462,256	\$2,168,930	67%	\$17,520	\$12,827	\$19,026	\$402
2006-07	116	5,452	\$2,009,841	\$1,827,953	\$2,751,167	66%	\$17,326	\$15,758	\$23,717	\$505
2007-08	116	5,497	\$2,017,189	\$1,994,269	\$3,440,244	58%	\$17,390	\$17,192	\$29,657	\$626
2008-09	116	5,503	\$2,336,201	\$2,283,043	\$3,571,073	64%	\$20,140	\$19,681	\$30,785	\$649
2009-10	115	5,604	\$2,409,294	\$2,166,381	\$3,228,217	67%	\$20,950	\$18,838	\$28,071	\$576
2010-11	115	5,677	\$2,414,147	\$2,319,426	\$3,710,326	63%	\$20,993	\$20,169	\$32,264	\$654
2011-12	115	5,708	\$2,371,037	\$1,936,025	\$2,965,873	65%	\$20,618	\$16,835	\$25,790	\$520
2012-13	114	5,754	\$2,281,578	\$2,160,048	\$3,503,223	62%	\$20,014	\$18,948	\$30,730	\$609
2013-14	113	5,695	\$2,313,215	\$2,271,907	\$4,533,639	50%	\$20,471	\$20,105	\$40,121	\$796

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10/25/2014

Last year municipal expenses were \$4,533,639 we didn't even pay half of what you spent.

**SNOWMOBILE PROGRAM
Club Grant Summary
1986-2014**

YEAR	PROJECTS	MILES	APPROVED GRANT	AMT PAID	TOTAL EXPENDITURE REPORTED	% PD BY STATE	AVG APPROVED GRANT	AVG GRANT PAID	AVERAGE EXPENDITURES	AVG COST PER MILE
1986-87	172	5,334	\$113,087	\$103,622	\$181,608	57%	\$657	\$602	\$1,056	\$34
1987-88	194	6,039	\$127,200	\$117,016	\$214,192	55%	\$656	\$603	\$1,104	\$35
1988-89	194	6,102	\$153,390	\$128,971	\$194,666	66%	\$791	\$665	\$1,003	\$32
1989-90	201	6,283	\$158,070	\$148,311	\$273,816	54%	\$786	\$738	\$1,362	\$44
1990-91	201	6,613	\$160,830	\$142,555	\$240,140	59%	\$800	\$709	\$1,195	\$36
1991-92	217	6,910	\$199,115	\$172,785	\$283,820	61%	\$918	\$796	\$1,308	\$41
1992-93	218	6,839	\$199,395	\$184,239	\$341,661	54%	\$915	\$845	\$1,567	\$50
1993-94	223	6,799	\$290,850	\$272,693	\$485,366	56%	\$1,304	\$1,223	\$2,177	\$71
1994-95	219	7,124	\$292,000	\$272,912	\$450,976	61%	\$1,333	\$1,246	\$2,059	\$63
1995-96	250	8,006	\$362,615	\$344,021	\$571,787	60%	\$1,450	\$1,376	\$2,287	\$71
1996-97	244	7,585	\$355,190	\$334,253	\$606,319	55%	\$1,456	\$1,370	\$2,485	\$80
1997-98	246	7,618	\$422,045	\$387,939	\$648,765	60%	\$1,716	\$1,577	\$2,637	\$85
1998-99	244	7,602	\$427,440	\$387,300	\$667,767	58%	\$1,752	\$1,587	\$2,737	\$88
1999-00	241	7,708	\$501,150	\$453,866	\$754,735	60%	\$2,079	\$1,883	\$3,132	\$98
2000-01	249	8,197	\$499,850	\$474,183	\$1,077,221	44%	\$2,007	\$1,904	\$4,326	\$131
2001-02	254	7,745	\$529,980	\$501,188	\$961,512	52%	\$2,087	\$1,973	\$3,785	\$124
2002-03	257	7,619	\$625,765	\$605,660	\$1,257,784	48%	\$2,435	\$2,357	\$4,894	\$165
2003-04	266	7,729	\$732,648	\$693,980	\$1,033,453	67%	\$2,754	\$2,609	\$3,885	\$134
2004-05	270	7,973	\$756,360	\$734,531	\$1,325,969	55%	\$2,801	\$2,720	\$4,911	\$166
2005-06	270	7,871	\$734,140	\$588,177	\$842,361	70%	\$2,719	\$2,178	\$3,120	\$107
2006-07	264	7,883	\$718,177	\$679,174	\$1,132,353	60%	\$2,720	\$2,573	\$4,289	\$144
2007-08	264	8,443	\$748,366	\$723,221	\$1,621,659	45%	\$2,835	\$2,739	\$6,143	\$192
2008-09	271	8,296	\$875,099	\$839,257	\$1,779,844	47%	\$3,229	\$3,097	\$6,568	\$215
2009-10	266	8,037	\$861,675	\$804,959	\$1,338,469	60%	\$3,239	\$3,026	\$5,032	\$167
2010-11	255	8,028	\$858,620	\$830,985	\$1,687,311	49%	\$3,367	\$3,259	\$6,617	\$210
2011-12	263	8,188	\$865,875	\$829,683	\$1,149,098	60%	\$3,292	\$2,622	\$4,369	\$140
2012-13	261	8,085	\$860,000	\$806,186	\$1,373,873	59%	\$3,295	\$3,089	\$5,264	\$170
2013-14	260	8,083	\$861,500	\$832,139	\$1,707,456	49%	\$3,313	\$3,201	\$6,567	\$211

Big gap between what you spend and what we pay. And it is getting bigger every year.

**CAPITAL EQUIPMENT PURCHASES
1999-2014**

YEAR	# OF APPS	# OF PIECES OF EQUIPMT PURCHASED	AMOUNT PAID By State	TOTAL COST OF EQUIPMENT	% PAID BY STATE	AVERAGE GRANT PAID	AVERAGE COST OF EQUIPMENT
1999-2000	71	81	\$281,506.37	\$1,850,173.24	15.22%	\$3,476.50	\$22,841.64
2001-2002	92	123	\$618,709.84	\$1,897,882.34	32.60%	\$5,030.16	\$15,429.84
2002-2003	62	84	\$507,899.38	\$1,960,997.61	25.90%	\$6,046.41	\$23,345.21
2003-2004	91	132	\$460,451.08	\$2,195,347.47	20.97%	\$3,488.27	\$16,631.42
2004-2005	71	95	\$500,000.00	\$1,993,515.33	25.08%	\$5,263.16	\$20,884.37
2005-2006	74	113	\$366,955.28	\$2,261,674.91	16.22%	\$3,247.39	\$20,016.59
2006-2007	25	33	\$394,167.97	\$857,169.02	42.40%	\$11,036.00	\$25,974.82
2007-2008	56	80	\$522,402.48	\$1,306,006.18	40.00%	\$6,530.03	\$16,325.08
2008-2009	58	77	\$524,030.29	\$1,480,972.56	35.38%	\$6,806.59	\$19,233.41
2009-2010	83	120	\$431,071.75	\$2,175,247.97	19.82%	\$3,592.26	\$18,127.07
2010-2011	82	79	\$403,260.41	\$1,294,006.84	31.16%	\$5,104.56	\$16,379.83
2011-2012	54	73	\$342,813.53	\$1,377,582.30	24.87%	\$4,693.34	\$18,870.72
2012-2013	42	57	\$390,937.82	\$1,121,383.22	34.86%	\$6,858.56	\$19,673.39
2013-2014	46	56	\$490,135.36	\$1,315,730.50	30.41%	\$7,145.27	\$23,495.18
Totals	877	1203	\$6,114,250.36	\$23,087,869.50	28.21%	\$5,082.50	\$19,191.91

Funding is dedicated from \$5 of each resident and non-resident registration fee. Approximately 90,000-100,000 sleds.
 Average % paid 28.21%
 Average Amount Paid \$436,732.17
 Average cost reported \$1,649,133.54
 Average Projects 63

2013 payout, amended original CTB
 2014 payout, rule interpretation changed on trade ins
 Potential sales Tax on 5% reported cost (high \$113,094; low \$42,858)

Mike Grass: It was the MSA approached in Resolve as a way to help this situation and to make sure the snowmobile program is being run wisely, fairly and efficiently. If you watch the numbers Machias club/Milford club your grant payouts were paid at \$300.00 per mile range and we are trying to get everyone even and fair where the state payout was

at 100% or at \$900.00 per mile. Trying to find a happy medium to make everyone happy and everyone can do this without losing trail. It's not to eliminate trail, businesses, or riding areas we love to snowmobile we are all volunteers we are all doing the same thing you are doing we are just trying to do it in the most efficient way possible and this was one of the tools we decided to use.

Scott: Mike is right, no one is trying to poke holes in the trail system for these regional trails. We will have some hard decisions. Nobody wants the trails to be fragmented. If we stay here, how do we get to a more palatable number? Our target has always been to be at 70% coverage but we haven't gotten there.

Q: What if the club sits down and crunches the numbers and finds that we can't do it for any less than the state?

A: Well, that is the Commissioner's and Legislature decision to make. We can't figure it out. What do you want us to do?

Q: What if it changes? What if a club takes over the grooming and there are unforeseen expenses? Now where do we go?

A: The Legislature approves the budget and they approve any fee increases etc. The program manages the way in which they tell us.

Q: I'm worried about putting these 4 machines in to auction. There is nothing to guarantee what they will get for these machines.

A: Your right and sometimes it is higher than you expect. There's also nothing to guarantee the amount of money if split 2-3 ways will help buy a new machine. The Towns and Counties can go in and buy the machine ahead of time as long as they pay what is listed. Tucker Snowcat and see what it is worth. This one is worth \$50,000 – \$60,000.

Q: What about replacement parts? Can we still get them for this machine they do not make anymore?

A: All parts are readily available. \$37,000 for replacement tracks.

Q: If you are not involved in trail north of Route 9, who will set the location of the trail?

A: Whoever is doing it. Working with the land owners. Joe will still work with landowners AFM is statewide. Joe will work as a liaison for landowners throughout the state.

Scott: You need to do something. Fill out the survey. First stab at what you think we should do. Give it some serious thought. Don't get into this lightly and don't blow it off lightly, if we don't hear from you, then shame on you. Do you have the people and resources to do this? Because we don't want you to get into it for a year or two years and then realize you can't do it. The machine will be gone out of the area and the state is gone. Take this seriously; We do want to hear from you. What are your recommendations?

Q: Cost per mile does that include cost of replacement?

A: No, it does not. You would have to calculate in because it is a one time purchase.

Q: The club would have to consider the cost of the machine?

A: Yes. The program does help you buy it. We are not trying to hide anything. Those are the real numbers. That's what it cost you to maintain your trails whether you know it or not. Those numbers are a cost. Someone is absorbing these costs – electricity, fuel, donated time. You all doing that.

C: That's what is happening to the sport. Too much coming out of our own pocket. Young folks cannot afford a tank of gas to help out. The clubs are paying for so much that clubs are shutting down. The state needs to get on board with us. Something has got to happen. If you start putting holes in the trail system, the out of state people will not come.

S: We have the lowest registrations rates in the northeast and Canada. But if we pumped it up to \$300.00 we would lose registrations. Another problem is the industry is not making affordable machines. Families are down sizing to one machine. The industry is shooting itself in the foot not making introductory machines.

Larry: MSA wanted this to come to light. We talked about raising registrations a number of times. We wanted to get costs under control first, then we can be on solid footing to go forward with a fee increase.

S: This is a big state there's a huge range in the length of a season, amount of snow, traffic on trail. You can't just set a dollar figure on how much each club can get. In the same town one club spent their grant and one club left money on the table.

Jon: Two year window. One year for clubs to participate in the proposal, ride with groomer and see what the trail system is all about.

S: This will not happen this year. You can ride with the groomer. You'll need to sign a paper that you will not sue the State should something happen.

Fill the yellow form out. If we do not hear from you by May – June timeframe we will be sending a reminder.

A year ago we invited a professor from the University of Maine in the Forestry Unit to address the Snowmobile Advisory Council. Set up a way to evaluate the cost of logging equipment. A formula would spit out at the end as to how much it costs per hour to run a piece of equipment. Joe's been working on this. That Tucker cost \$88.00 per hour the minute you turn the key.

There were seven of these state areas. Now there are 4. So we have done away with 3 areas. A contractor cannot do it as cheaply as we can because they are taking loans out on machinery,

Q: If a driver is getting paid an hourly rate do you need to pay SS, workers' comp., unemployment? If you are employing him you would need to 1099 him?

A: That is a good question. Something that will have to be looked into.

Milford does pay their groomer operator, by the hour.

Has there been any research into how the holes in the system would affect the economics of the state? If we close the trails down we would lose 350 million dollars.

It's more of a 500 million dollar industry.

Last time we had a registration increase?

In 2009.

Thanks everybody for coming and please get back to us with your thoughts.



The pages below are added because they do not show up well on the slides above.

Department of Agriculture, Conservation & Forestry
Snowmobile Trail Fund
 014-01A-Z224-81
 Fiscal 2014 through June 30, 2014

REVENUES		Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
0335	DISTR GAS TAX TO CON SNOWMOBILE TRAIL I	426,788.93	372,099.10	343,330.64	352,771.54	1,494,990.21
1575	REGISTRATIONS - SNOWMOBILE	31,995.76	96,132.77	1,633,570.05	510,358.03	2,272,056.61
2471	GRANTS FROM STATE AGENCIES	0.00	46,700.70	0.00	0.00	46,700.70
2686	MISC-INCOME	125.00	0.00	449.85	0.00	574.85
2806	SALE OF EQUIPMENT	0.00	0.00	0.00	528.00	528.00
2934	TRANS FROM GENERAL FD SURPLUS	0.00	0.00	0.00	(34,582.73)	(34,582.73)
2952	ADJ TO PRIOR YEAR BALUNALLOCT	468,658.40	0.00	0.00	0.00	468,658.40
2955	ADJ OF PERS SERV BALANCE FWD	0.00	0.00	0.00	110.77	110.77
2978	DICAP TRANSFER	(9,805.64)	(19,993.58)	(25,461.10)	(15,367.65)	(70,627.97)
Total Revenues		917,762.45	494,938.99	1,951,889.44	813,817.96	4,178,408.84
EXPENDITURES		Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
PERSONAL SERVICES						
Total Salaries and Wages		91,610.69	109,013.80	107,846.88	83,365.94	391,837.31
ALL OTHER						
40	PROF. SERVICES, NOT BY STATE	508.75	38,250.44	12,462.90	3,299.66	54,521.75
41	PROF. SERVICES, BY STATE	531.32	395.20	0.00	0.00	926.52
42	TRAVEL EXPENSES, IN STATE	389.95	816.28	651.86	625.26	2,483.35
43	TRAVEL EXPENSES, OUT OF STATE	0.00	12.50	0.00	0.00	12.50
44	STATE VEHICLE OPERATION	914.09	2,444.55	10,736.58	3,205.29	17,300.51
45	UTILITY SERVICES	143.45	296.35	147.96	144.80	732.56
46	RENTS	7,967.17	4,793.68	12,677.67	8,854.75	34,093.27
47	REPAIRS	2,253.87	6,101.41	2,832.86	2,586.38	13,774.52
48	INSURANCE	0.00	5,360.60	0.00	0.00	5,360.60
49	GENERAL OPERATIONS	2,475.56	3,397.52	4,708.34	1,559.41	12,140.83
50	EMPLOYEE TRAINING	0.00	503.85	0.00	0.00	503.85
52	COMMODITIES-FUEL	0.00	1,524.41	3,706.94	888.60	6,119.95
53	TECHNOLOGY	0.00	1,615.00	87.90	12.00	1,714.90
54	CLOTHING	0.00	292.89	435.89	125.95	854.73
55	EQUIPMENT	0.00	170.29	2,131.13	2,320.13	4,621.55
56	OFFICE & OTHER SUPPLIES	451.14	2,676.43	1,246.40	1,007.74	5,381.71
58	HIGHWAY MATERIALS	23,383.07	17,222.12	111.32	5,656.21	46,372.72
61	GRANTS TO COUNTIES	0.00	0.00	53,984.00	283,107.74	337,091.74
63	GRANTS TO CITIES AND TOWNS	0.00	5,398.04	271,600.85	1,845,798.44	1,922,797.33
64	GRANTS TO PUB & PRIV ORGNS	0.00	0.00	0.00	831,571.12	831,571.12
80	INTEREST	0.00	0.00	0.00	0.00	0.00
85	TRANSFERS	5,053.76	7,539.90	6,181.76	4,389.33	23,164.75
Total All Other		44,072.13	98,811.46	383,704.46	2,794,954.81	3,321,542.86
CAPITAL						
70		0.00	0.00	0.00	0.00	0.00
Total Capital		0.00	0.00	0.00	0.00	0.00

Beginning Cash, July 1, 2013	0.00
Add Revenues	4,178,408.84
Less Expenditures	(3,713,380.17)
Cash Balance	465,028.67
Less Encumbered Contracts	12,403.08
Less Unencumbered Contracts	31,380.89
Available Cash, 6/30/14	421,264.70

All municipal grants cleared except Newry (#12,018)

club grants left on table carried to FY 2015 by NRSC

Income Expenditure Breakdown YTD
Snowmobile Program
Bureau Parks and Lands
2010-2014

	FY 10	FY 11	FY 12	FY 13	FY 14	Notes
Income						
Gas Tax	\$1,496,820	\$1,494,714	\$1,511,959	\$1,479,665	\$1,494,990	
Sled Reg.	\$2,352,695	\$2,263,809	\$1,878,164	\$2,180,843	\$2,272,057	
Other	\$186,761	\$126,762	\$140,300	\$67,040	\$47,914	*
Error/Adjustment	\$106,098					
Total STP	\$4,142,374	\$3,885,285	\$3,530,423	\$3,727,548	\$3,814,961	
Cap Equ. Reg.	\$422,400	\$418,215	\$329,940	\$381,965	\$397,630	
Trans/adjust.	\$132	\$1,981	(-13,927)	\$0	\$0	
Total Capital	\$422,532	\$420,196	\$316,013	\$381,965	\$397,630	
Expenditures						
Acq/Dev	\$7,313	\$17,350	\$0	\$0	\$0	
Admin	\$154,144	\$147,101	\$154,028	\$140,332	\$152,799	
O&M	\$471,866	\$334,038	\$350,867	\$320,028	\$356,041	
Grants	\$3,034,543	\$3,160,419	\$2,633,893	\$2,977,366	\$3,111,976	
Info/Ed	\$125,006	\$157,237	\$80,122	\$111,962	\$110,821	
Rail Trail	\$101,079	\$137,287	\$131,436	\$89,217	\$52,372	
Error/adjustments	\$69,113	\$143,591	\$39,114	\$47,191	\$34,583	**
Total STP	\$3,963,064	\$4,097,023	\$3,389,460	\$3,686,096	\$3,818,592	
Total Cap. Equ.	\$496,487	\$403,260	\$301,518	\$371,886	\$284,360	***
Ending Balance STF	\$427,884	\$286,239	\$427,197	\$468,654	\$465,029	

* *Other income: RTP #1307 Greenville \$46,701, auctioned trailer \$528, Health net back \$111, Rail Trail Crossing/Lease (Taylor/Dead River/McKusick) \$125, transer \$450*

** *Groomer Sales Tax \$34,583*

*** *This CEG figure does not match other grant reports now since completion of grants crosses the FY date closure and so balance is off until final payments made (\$115,775 available balance)*

**Snowmobile Trail Fund
2012-2014 Gas Reg Income Breakdown**

	2012 Income YTD		2013 Income YTD		2014 Income YTD	
	Gas Tax	Registration	Gas Tax	Registration	Gas Tax	Registration
July	\$128,817	\$178,690	\$130,964	\$16,428	\$0	\$30,513
August	\$148,312	\$10,165	\$146,120	\$107	\$0	\$783
September	\$150,374	\$4,146	\$149,203	-\$20	\$277,241	\$700
October	\$130,207	\$2,215	\$121,098	\$3,855	\$276,014	\$106
November	\$131,227	\$21,073	\$130,090	\$26,801	\$128,665	\$25,037
December	\$119,431	\$70,436	\$116,357	\$57,146	\$116,967	\$70,989
January	\$122,676	\$154,967	\$120,457	\$245,260	\$121,978	\$300,843
February	\$113,266	\$403,604	\$113,246	\$958,459	\$113,182	\$819,521
March	\$106,054	\$574,684	\$100,807	\$392,240	\$108,171	\$513,207
April	\$116,592	\$257,678	\$114,856	\$244,889	\$116,362	\$254,286
May	\$117,580	\$130,089	\$109,873	\$140,478	\$110,180	\$168,574
June	\$127,422	\$70,416	\$126,593	\$95,199	\$126,230	\$87,498
Total	\$1,511,958	\$1,878,163	\$1,479,664	\$2,180,842	\$1,494,990	\$2,272,057
YTD same time	\$17,245	(\$385,645)	(\$32,294)	\$302,679	\$15,326	\$91,215

65,979 paid ACF

76,394 paid ACF

79,526 paid ACF

+ 106,547