

Maine Department of Agriculture, Conservation and Forestry  
Off Road Recreational Vehicle Office  
PL 48 Meeting  
August 19, 2014 – 6:00 PM  
AJs Everything  
Stoneham, Maine

In Attendance:

Marianne Leberman, White Mountain National Forest  
Richard Marr, Snoward Bound SC  
Dick Norcross, President Burnt Meadow SC  
Dana Bearce, Burnt Meadow SC  
Dick Merrill, Snow Valley Sno Goers  
Aleta Rioux, MSA  
Bob Meyers, MSA  
Mike Grass, MSA Trails Committee, Chair  
John Monk, MSA Trails Committee  
Robert Lowell, President Greenstock SC  
Jim Daugherty, Greenstock  
Steve Fox, Stoneham Knight Riders  
Van Sullivan, Stoneham Knight Riders  
Durland Barker, Stoneham Knight Riders  
Andy Rugg, Stoneham Knight Riders  
Bob Macklin, Stoneham Resident  
Dave Richardson, Interstate Sno-Goers  
Paul Gallant, Interstate Sno-Goers  
Larry Butters, Jr., Interstate Sno Goers  
Michael Weeks, State of NH, Bureau of Trails  
Jeff Hutchins, Wild River Riders  
Fred Corriveau, Wild River Riders  
Fred Wilson, Keazer Lake Trailblazers  
Mark Smith, Keazer Lake Trailblazers and Mountain Meadow Riders  
Jen Olmsted, White Mountain National Forest Service  
Jeff Jewell, Waterford Snow Packers  
Jim Merrill, Waterford Snow Packers

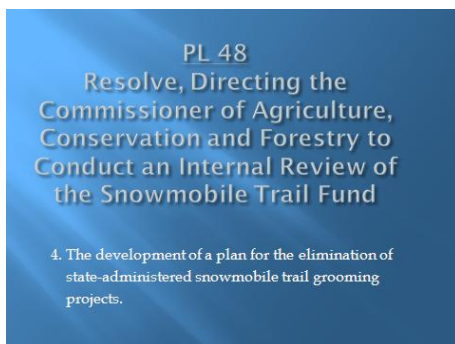
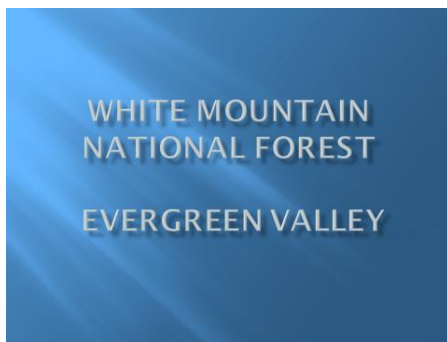
ORV Staff:

Scott Ramsay, Director  
Joe Higgins, Snowmobile Coordinator  
Shawn Morse, Groomer Operator – Mount Blue  
Mike Pillsbury, Groomer Operator - Evergreen Valley  
Lana LaPlant-Ellis, Senior Planner

Scott Ramsay opened the meeting at 6:00 PM.

- Introductions around the room.
- 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”. Directs 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:



PL 48 is a Resolve which is a Legislative Order to us to do something. And report back to them what we have done. Q: When will this happen? A: Earliest this winter, it could happen this year. If someone comes forward for X dollars per mile and it saves money, then it could be turned over this winter.

## 37 Miles of trail

Evans Notch - High in the spectacular White Mountains, this area offers countless scenic vistas.

This trail system makes connections with: Fryeburg, Gilead, Lovell, Stoneham, Bethel, Greenwood and is a part of ITS 80.

Connection to NH corridor 19 (N+S)



## Grooming Equipment 2001 BR



We have a handshake agreement Bob Behr to house the 2001 groomer in their building in Evergreen Valley. It is highly doubtful that if the groomer belonged to a club that this would continue. Q: How many hours are on it? A: 2,700 hours. Average 300 miles per year.

## Cost Per Mile Variables

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

### Grooming Costs - 2014

❖ Operator Labor	\$15,746.00
❖ Fuel for Groomer	\$ 2,957.00
❖ Repairs, Snowmobile, Groomer, etc.	\$ 922.00
❖ Insurance	\$ 314.00
❖ Misc. Shop Supplies	\$ 174.00
❖ LP Gas (heat for garage)	\$ 1,514.00
❖ Materials, Lumber, Hardware, etc.	\$ 2,760.00
❖ DICAP & STACAP (State Admin.)	\$ 4,114.00
Sub Total	\$28,501.00
❖ Operations and Maintenance	\$16,052.00
Total Cost	\$44,553.00

Costs A-Z all expenses. DICAP & STACAP is an internal tax. 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.

Q: Does the money come from snowmobile registrations A: Yes, and a small portion of the gas tax.

Q: The Materials and Lumber line, does this mean we would have to take care of the bridges as well as grooming? Yes, if we walk away, we walk away. You can work with the Forest Service. The Forest Service does put money into the land base at times.

The \$28,501 is the real savings.

### Cost per mile - 2014

Evergreen Valley State Maintained Area:  
\$44,553 divided by 37 miles = \$1,204.14 cost per mile.

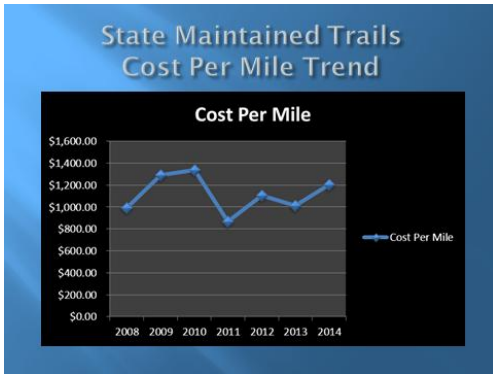
Cost per mile without Operations and Maintenance:  
\$28,501.00 divided by 37 miles = \$770.30 cost per mile.

Statewide:  
114 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 over \$3,607 per mile

We are looking to save over the \$770.30. Q: If we took the trail over would it be separate grants? A: No, it would all be rolled into one. We have done similar grants in Greenville, Island Falls and Eagle Lake. They just rolled it into their existing grant and part of their system. Part of the same program, part of the same run. Q: Do some clubs get club grants for club grants and municipal grants? A: yes, they are separate. You can't have club and municipal grant money on the same section of grant.

(NOTE: A mathematical error occurred when figuring the cost per mile for Rangeley. It should have been \$1,683.25 per mile.) Q: this is actual cost, not their grant? A: Yes.



Vary because of bridge repair, re-track machine, etc.

### Reported Municipal Cost/Grant Per Mile Area Clubs

	Reported Cost	Grant
❖ Bethel	\$407.19	\$320
❖ Fryeburg	\$416.48	\$250
❖ Gilead	\$971.57	\$465

Gilead has 12 miles of trail but they need a big machine to handle the trail. Therefore, the cost per mile goes up. We would not expect Fryeburg to groom to the notch for \$250 per mile, we would negotiate. Q: Total miles for each location? A: Bethel 77 miles, Fryeburg 75 miles, Gilead 15 total municipal.

- ### Regional Significance
- ❖ ITS 80
  - ❖ Connects Gilead, Fryeburg, Lovell, Stoneham and Bethel
  - ❖ Trail through the White Mountain National Forest
  - ❖ Provides snowmobile access to area businesses
  - ❖ Connection to NH corridor 19 (North + South)

## 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.

## Suggestions/Concerns?

Q: What kind of shape is the equipment in? A: Re-tracked 3 years ago, stays undercover, serviced every year.

Q: Estimated value? We would have to ask the manufacturer how much it is worth.

Q: Disposition of the groomer – 1) right now we are required to send it to surplus so it can go to auction where you could bid on it. Towns/Counties do have the ability to preview items and buy them before they go to the general public. Club would have to have authorization from the Town to be there. 2) 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. 3) If more than one club is interested in taking over the system, Legislation could be introduced to sell the equipment and split the money between the participating clubs at a rate, then the remainder will be put in the big pot. This would be a one time bonus which would keep the value of the machine in that area. Comment: This was a legislative directive, so they should work with us. Work with MSA and the Legislature.

If a club were to purchase it at auction, you would qualify for a capital equipment grant under the current rules.

Comment: This is going in the wrong direction, we are not getting any younger. You start pulling these groomers and we lose tourism. A: Yes, that is possible. Comment: Year by year contract, per mile cost. 10 miles at \$500 per mile, would this go down? A: It is possible.

The MSA trails committee was involved with the Resolve. We are trying to get the price per mile equal, not to take away trail.  
 There is no way you can groom a truck road at the same rate as a woods trail.

Average groomer grooms at 3-5 miles an hour. Hills 2-3 miles per hour.

Cost per mile should be thrown out. Type of trail, amount of traffic, etc. Should be changed to yearly costs.

Are the trails surveyed for culverts and bridges? A: Willard Brook bridge needs attention. FS: On hold until they find out what is going to happen in the future. 45' bridge.

You need to tell us what you want. We need to report back to the Legislature. If you sit back and say nothing, Dick: MSA should be fighting for us to keep trails, not eliminate them. Bob: Putting in legislation to have the trail money used as efficiently as possible. Scott: We have too many miles of trail for the amount of money we have? All clubs need to look at their trail systems and get rid of duplication.

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
<b>REVENUES</b>					
STATE GOVERNMENT TAX TO COVER UNRECOVERABLE TRAIL	426,784.00	271,000.00	462,000.00	562,271.84	1,722,055.84
TOTAL REVENUES	426,784.00	271,000.00	462,000.00	562,271.84	1,722,055.84
<b>EXPENDITURES</b>					
TOTAL EXPENDITURES	426,784.00	271,000.00	462,000.00	562,271.84	1,722,055.84
<b>RESERVE</b>					
RESERVE	0.00	0.00	0.00	0.00	0.00
<b>NET CHANGE</b>					
NET CHANGE	0.00	0.00	0.00	0.00	0.00

Handwritten notes at the bottom of the page:

- ← Municipal grants cleared acct money (FY 2018)
- ← Club grants left on table could be FY 2015 by MSA

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. Will this money stay there? We have never been completely swept. Never have we seen the big sweep of the account.



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

	FY 10	FY 11	FY 12	FY 13	FY 14
<b>Income</b>					
Gas Tax	\$1,498,630	\$1,484,754	\$1,511,960	\$1,475,665	\$1,494,060
Gas Reg.	\$2,352,099	\$2,263,020	\$1,878,154	\$2,580,845	\$2,272,067
Other	\$106,761	\$126,762	\$149,300	\$67,040	\$47,914
Error/Adjustment	\$106,058				
<b>Total RTP</b>	<b>\$4,142,374</b>	<b>\$3,885,285</b>	<b>\$3,539,423</b>	<b>\$5,127,548</b>	<b>\$3,814,061</b>
Cap. Equ. Reg.	\$422,400	\$416,215	\$329,040	\$381,365	\$397,630
Trans/adjust.	\$132	\$1,381	(13,007)	\$0	\$0
<b>Total Capital</b>	<b>\$422,532</b>	<b>\$420,196</b>	<b>\$316,033</b>	<b>\$381,365</b>	<b>\$397,630</b>
<b>Expenditures</b>					
Acc/Dev	\$7,313	\$17,350	\$0	\$0	\$0
Admin	\$154,144	\$147,101	\$154,028	\$143,252	\$152,798
GMU	\$471,866	\$324,038	\$365,287	\$325,028	\$356,041
Grants	\$3,034,843	\$3,160,419	\$2,433,893	\$2,877,366	\$3,111,976
Infra/c	\$125,006	\$157,237	\$65,192	\$111,962	\$116,821
Rail Trail	\$591,079	\$137,282	\$131,436	\$68,217	\$52,372
Error/adjustments	\$68,113	\$143,891	\$39,114	\$47,191	\$34,503
<b>Total RTP</b>	<b>\$5,963,064</b>	<b>\$4,997,023</b>	<b>\$3,389,466</b>	<b>\$3,686,096</b>	<b>\$3,814,592</b>
Total Cap. Excl.	\$498,487	\$403,263	\$395,518	\$371,886	\$284,360
Ending Balance RTP	\$427,884	\$286,239	\$427,197	\$468,654	\$465,029

\* Other income: RTP #1307 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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**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
<b>Total</b>	<b>\$1,511,958</b>	<b>\$1,878,163</b>	<b>\$1,479,664</b>	<b>\$2,180,842</b>	<b>\$1,494,990</b>	<b>\$2,272,057</b>
YTD same time	\$17,245	(-\$385,645)	(-\$32,294)	\$302,679	\$15,326	\$91,215

55,979 paid ACF

76,394 paid ACF

79,526 paid ACF

+ 106,547

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Your feedback is very important because we need to report back to the Commissioner and the Legislature. Please fill out the Participants Survey and either give it to us here or send it back to us in the mail.

The discussion turned to the snowmobile industry itself:



Only 1/3 of the resident snowmobilers belong to a club. Most riders do not even know what goes into keeping a trail groomed and maintained. Resident snowmobilers should be made to join a club.

The registration fee should be increased.

What economic benefit does the State gain through snowmobiling? A: A economic study done 10 years ago state it contributes \$350 million dollars. It is much higher than that today, however it costs thousands of dollars for an economic study. Money that is not available at this time. They should start funding what makes them money instead of dumping it down the toilet. You need to convince the legislature of that. Recent economic impact studies - \$700 to \$800 million is brought into the state. It is a drop in the bucket what they give the clubs.

Many pieces of legislation were introduced last year to increase money to the Snowmobile Trail Fund. Everyone needs to get on the same page for legislation to pass. Increase registration, make them belong to a club, etc. MSA had early registration bill, with a late penalty. If everyone needs to join the club, how does that money get to the trail system? NH: Either join a club or pay the additional fee.

There is such a disconnect between the ones that ride the trail and those that take care of the trails. If you ask the average snowmobiler what club is in the area, they will not know the club in the area. They enjoy the trails without joining a club. We should have a system similar to NH. This was tried once at the Legislature and it didn't work. Culture is different, economy is different. More working hours, no disposable income. The manufacturers are not making entry level sled. If I need to pay extra to register my boat based on horse power, then sledders should do the same.

Q: Is there any break down on how much the state spends on each area? A: Yes, it is all broken down.

You need to contact your local Legislators and make a case for the snowmobiling industry. Keep on them, they control everything. Local Legislators seem receptive, we need to talk to the southern Maine representatives. We need to do something or the whole industry is going under.

Thank you for coming. We need to hear from you.

## Contact Information

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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	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 BALU/ALLOCT	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
2976	DICAP TRANSFER	(9,805.64)	(19,993.58)	(25,461.10)	(15,367.65)	(70,627.97)
<b>Total Revenues</b>		<b>917,762.45</b>	<b>494,938.99</b>	<b>1,951,889.44</b>	<b>813,817.96</b>	<b>4,178,408.84</b>
EXPENDITURES		Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
<b>PERSONAL SERVICES</b>						
<b>Total Salaries and Wages</b>		<b>91,610.69</b>	<b>109,013.80</b>	<b>107,846.88</b>	<b>83,365.94</b>	<b>391,837.31</b>
<b>ALL OTHER</b>						
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	631.32	395.20	0.00	0.00	1,026.52
42	TRAVEL EXPENSES, IN STATE	389.95	816.28	651.86	625.28	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	4,793.88	12,677.67	8,654.75	34,093.27
47	REPAIRS	2,253.87	6,101.41	2,832.96	2,588.38	13,776.62
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	888.80	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	1,645,798.44	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
<b>Total All Other</b>		<b>44,072.13</b>	<b>98,811.46</b>	<b>383,704.46</b>	<b>2,794,954.81</b>	<b>3,321,542.86</b>
<b>CAPITAL</b>						
70		0.00	0.00	0.00	0.00	0.00
<b>Total Capital</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

Beginning Cash, July 1, 2013	0.00
Add Revenues	4,178,408.84
Less Expenditures	(3,713,380.17)
<b>Cash Balance</b>	<b>465,028.67</b>
Less Encumbered Contracts	12,403.08
Less Unencumbered Contracts	31,360.89
Available Cash, 6/30/14	<b>421,264.70</b>

All municipal grants cleared except Dewey (#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
<b>Income</b>						
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					
<b>Total STP</b>	<b>\$4,142,374</b>	<b>\$3,885,285</b>	<b>\$3,530,423</b>	<b>\$3,727,548</b>	<b>\$3,814,961</b>	
Cap Equ. Reg.	\$422,400	\$418,215	\$329,940	\$381,965	\$397,630	
Trans/adjust.	\$132	\$1,981	(-13,927)	\$0	\$0	
<b>Total Capital</b>	<b>\$422,532</b>	<b>\$420,196</b>	<b>\$316,013</b>	<b>\$381,965</b>	<b>\$397,630</b>	
<b>Expenditures</b>						
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	**
<b>Total STP</b>	<b>\$3,963,064</b>	<b>\$4,097,023</b>	<b>\$3,389,460</b>	<b>\$3,686,096</b>	<b>\$3,818,592</b>	
<b>Total Cap. Equ.</b>	<b>\$496,487</b>	<b>\$403,260</b>	<b>\$301,518</b>	<b>\$371,886</b>	<b>\$284,360</b>	***
<b>Ending Balance STF</b>	<b>\$427,884</b>	<b>\$286,239</b>	<b>\$427,197</b>	<b>\$468,654</b>	<b>\$465,029</b>	

\* *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 )

