

Maine Department of Agriculture, Conservation and Forestry
Off Road Recreational Vehicle Office
PL 48 Meeting
August 14, 2014 – 6:00 PM
Tri-Town Snowmobile Clubhouse
Morrill, Maine

In Attendance:

Donald Berry, Tri-Town Snowmobile Club
John Monk- MSA Trails Committee
Mike Grass- MSA Trails Committee, Chair
Gary Robinson, Palermo Snowmobile Club
Kyle Cox, Tri-Town Snowmobile Club
John Resmini, Tri-Town Snowmobile Club
Kerry Scates, Palermo Snowmobile Club
Bob Meyers, MSA
Chalesey Remini, Tri-Town Snowmobile Club
Michael Abbott, Tri-Town Snowmobile Club
Tonya Reynolds, wife of Ben Reynolds - ORV

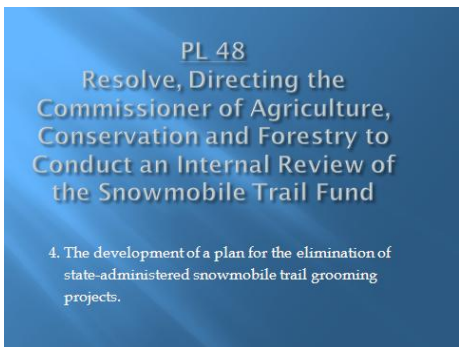
ORV Staff:

Scott Ramsay, Director
Joe Higgins, Snowmobile Coordinator
Ben Reynolds, Mechanic/Groomer Operator
Lana LaPlant-Ellis, Senior Planner

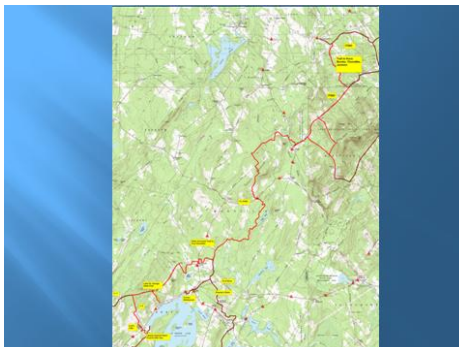
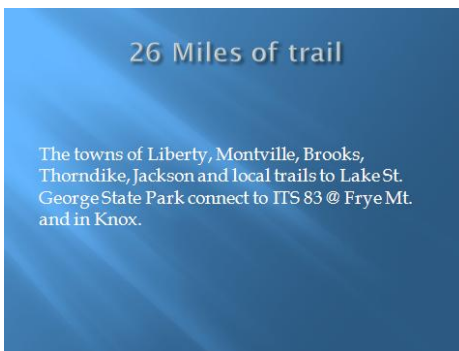
Scott Ramsay opened the meeting at 6:00 PM.

- 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.



Grooming Equipment 1989 PB



We have a cooperative agreement with IFW to house the groomer in their building. It is highly doubtful that if the groomer belonged to a club that this would continue. This 25 year old machine that needs to be housed undercover. Q: How many hours are on it? A: 3,528 hours.

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

❖ Fuel for Groomer	\$ 1,495.00
❖ Repairs, Snowmobile, Groomer, etc.	\$ 1,864.00
❖ Insurance	\$ 125.00
❖ Misc. Shop Supplies	\$ 224.00
❖ LP Gas (heat for garage)	\$ 876.00
❖ Materials, Lumber, Hardware, etc.	\$ 388.00
❖ DICAP & STACAP (State Admin.)	<u>\$ 839.00</u>
Sub Total	\$ 5,811.00
❖ Operations and Maintenance	<u>\$16,052.00</u>
Total Cost	\$21,863.00

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 Ben's time and Joe's time, travel costs, vehicle costs, land owner relations, etc.

Cost per mile - 2014

Frye Mt. State Maintained Area -
\$21,863.00 divided by 26 = \$840.88 cost per mile.

Statewide -
114 Municipal Grants Reported cost per mile
\$609.00.

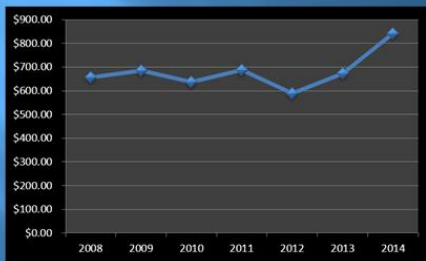
27 reported over \$1,000 per mile

4 Reported over \$1,500 per mile

Rangeley is over \$3,607 per mile

If you look at this slide, yes it does cost us a little more on average. Others are over as you can see by this slide. Q: Who falls in the \$1,000 category? A: Caribou, Millinocket, and Greenville areas, for example. (NOTE: Rangeley's cost was miscalculated on this slide, it should be \$1,683.25).

State Maintained Trails Cost Per Mile Trend



The trend is pretty consistent.

Reported Municipal Cost Per Mile Area Clubs

❖ Frye Mountain Snow Riders	\$501.75
❖ Harvest Valley	\$401.24
❖ Tri Town Snow Riders	\$581.14

Q: Do all the clubs have municipal contracts? A: Yes, all are municipal grants. The only one in the area that is not is Palermo and if they are interested in part of the trail, we can talk about that and entertain a new grant.

Regional Significance

- ❖ Links Lake St. George Park to surrounding towns.
- ❖ ITS 83.
- ❖ Provides snowmobile access to area businesses.

The Frye Mountain system is one of the only areas in the State where snowmobilers ride south for the day. It is a destination for riders. Frye Mt. to Lake St. George is the busiest section of trail.

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 mileage does the whole system consist of? A: 27 miles

Q: Would we have to plow out the yard? A: There's nothing that says you have to. We are open for suggestions. If all three clubs met at the garage, then you could discuss it.

Q: Would it be covered on the municipal grant? A: State facility, remote, presumably it would qualify for some reimbursement for maintenance.

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. Town's do have the ability to preview items

and buy them before they go to the general public. Club would have to have authorization letter 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. Bob – There was strong legislative concern that the equipment was purchased by the snowmobile program and it should stay on the system. Looking at exemption from auction process or some type of lease. It would take legislation to make happen. 3) If more than one club is interested in taking over the system, Joe suggested 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. 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.

Q: What is it worth? A: We would have to contact the manufacture for a price. A guess \$12,000 - \$15,000 range.

Q: This machine has 3,528 hours on it, how long do they last? A: Don't know. The engine is a 4 cylinder Mercedes diesel. Heads up it will not start if it is cold.

Q: If the state gives it up how would we deal with landowner permission? Maybe some of the landowners would be happy to see the trail off their property and not allow the club to have trail? A: We certainly would give you a list and introduce you to them. IFW is the biggest land owner.

Q: Do you foresee any landowner issues on this route? A: We have one now. Not because of us. Because of other uses and determining whether or not it is a public road. We have generally have good relationships with our landowners.

Q: Are the landowners aware of this process? A: We have not reached out to them. The Marden's would be the biggest owners. They have been great to work with.

Q: If a club were to take over a section, how soon will this happen? This year? Next year? A: We are open to whatever works. In a perfect world the machine would go to auction in the fall, a club would pick it up and we would be off the trail system.

Tri-Town not opposed to picking up a part of it because we are there now and the additional trail is on summer roads so there would be little maintenance.

Concern: This is a new trail for us, so it is not going to be as easy as something we already know and may cost more. A: It may cost you more at first but once you learn the system, it should even out.

Q: How many bridges are on the system? A: There are none on the Mt. when they are not harvesting and 4 when they are. In the 26 miles there are 7-8, all are rugged, wide and have been replaced with pressure treated over the past few years.

Concern: Reimbursement what it cost you know. 5,600/26? We need to save money, the bottom line dollars to Frye Mt. is less then \$6,000 then shut the thing down. A: Numbers are low because we are using an old machine and existing staff.

Don't have to save money in every single area. Overall we need to save money in the 4 systems. We may not be able to save money in this area but we need to save money over the 4 areas.

Q: Miles on mountain itself? 13

Statement: Palermo is not interested. We have all we can do to take care of what we have. 58 miles now.

Think about it, fill out the form at least one from each club. It is important but we can't

If they close down the Mountain to Lake St. George, would the remainder be considered an ITS? ITS trail need to go to a parking lot, to a business, they do not dead end in the middle of nowhere. Also a common misperception is that ITS trails get more money than local trails, this is not the case. They get the same club or municipal funding but are held to higher standards.

Speaking for the Trails Committee - we did not go into this to eliminate trail, we wanted to see level the funding of trails and it appears that the state administered trails are funded at a higher level. We still want the trail and ITS system intact. We just want to see it funded at a lower level. The way we currently fund the municipal trails is based on historic data. Some areas get more money than others. Based on mileage, quality, snow fall, terrain, etc.

Tri-Town would like to meet with their entire club and may ask some of the ORV staff to sit in. We are not going to do it for nothing and we are not going to lose money and have less to spend on our existing areas. If Palermo is not going to take on a section of trail, it looks like it is all Tri-Town will have to consider doing the whole thing. Say we were going to take over all of it, we would need another track truck. How could you help us with that purchase? It would be cheaper for us to put another truck together than buy the groomer. The groomer uses 4 gallons an hour. It would be nice to have a machine to do what you are doing. A: If you're asking if we can we help you somehow in some special way to buy you a piece of equipment? No. We are discussing changing the Capital Equipment Grants so those that need equipment, rather than want equipment get grants. That will be discussed at the Snowmobile Advisory Council meeting on Friday the 22nd.

The current cycle you would qualify to get a grant next June. Currently the level of grant funding is determined by the number of snowmobile registrations and the number of grooming equipment being purchased. It has been as low as 16%, this year it was 30%. We don't know the funding level from year to year.

Tri-Town: As a general rule you can spend \$6,000 on tracks and \$2,000 on the truck. Then the drag, it would cost around \$10,000. I think we would be better off with a truck.

Q: Are clubs responsible for rail trail maintenance? A: Yes

Q: Then why is it that money is expended on rail trails at your offices level, seems like double coverage? A: Everyone supported buying the trail, now they have been permanent for a while, there are bigger repairs. Clubs are saying this is your land we don't get paid enough for this. Long term maintenance had been neglected and there are beaver issues.

Generally, speaking we have been successful paying for them under the RTP program. The grading this year is being 100% funded by ATV money. ATV money and Snowmobile money on the same trail? Snowmobiles clubs are grooming and signing the trails. ATV clubs do most of the maintenance.

Your feedback is very important because we need to report back to the Commissioner and the Legislature.



Scott continued on to cover 2014 financial reports

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

