

Maine Department of Agriculture, Conservation and Forestry
Off Road Recreational Vehicle Office
PL 48 Meeting
October 28, 2014 – 6:30 PM – 8:00 PM (adjourn)
UMF
Farmington, Maine

In Attendance:

Norman Young, Slippery Sliders
Elliot Knox, Mexico Trailblazers
Mike Grass, MSA Trails Committee, Chair
John Monk, MSA Trails Committee
Charlie Buzzell, Northern Lites SC
David Greely, North Franklin SC
Eben Pinkham, North Franklin SC
David Pinkham, North Franklin SC
Bob Hansen, MSA Trail Committee
John Touchette
Richard Bonney, President, Roxbury SC
John Monk, MSA Trails Committee
Mike Grass, MSA Trails Committee
Maurice Marden, MSA Trails Committee
George Berry, North Franklin SC
ReaAnn Luce, North Franklin SC
Ralph Luce, North Franklin SC
Dennis Presby, North Franklin SC, President
Eric Brown, WWSC Trail Master
Dick Austin, WWSC President
Ray Charasl, Woodland Wanderer's SC
Bill Proctor, Woodland Wanderer's SC, Vice President
Dan Williams, Shiretown Riders SC
Joe LaBelle, Shiretown Riders SC, President
Bruce Farnham, Mt. Blue State Park
Douglas Marble, High Peaks Alliance

ORV Staff:

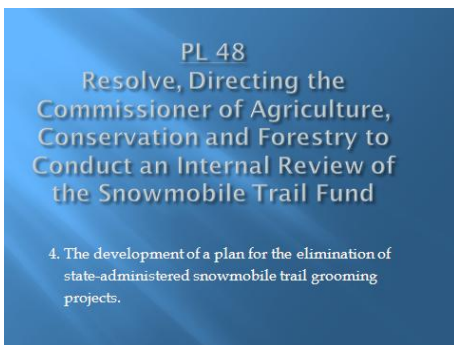
Scott Ramsay, Director
Joe Higgins, Snowmobile Coordinator
Shawn Morse, Groomer Operator – Mount Blue
Lana LaPlant-Ellis, Senior Planner

Scott Ramsay opened the meeting at 6:30 PM.

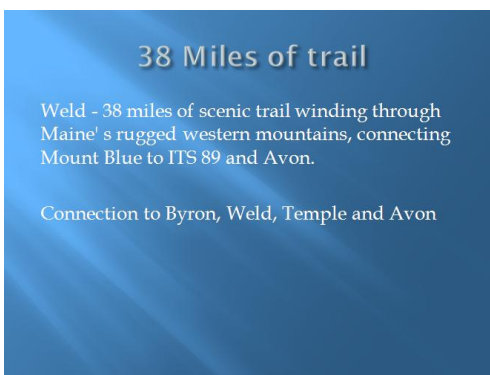
- Make sure you sign the attendance sheet.
- The meeting is being recorded and will remain available to the public.
- Complete participants survey at the end of the session or at your leisure and send it back to us.

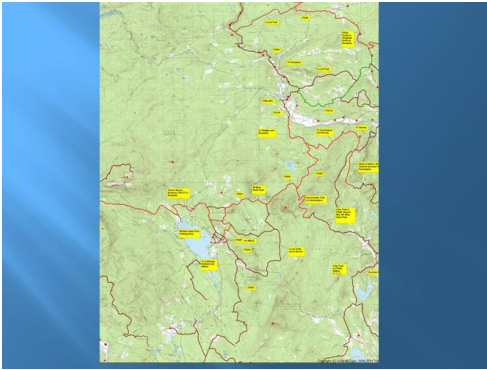
- Purpose of the meeting is to receive your comments, ideas and thoughts on number 4 of PL 48 “development of a plan for the elimination of state administered snowmobile trail grooming projects”. Directs the ORV program to save money with the theory that the clubs and towns are able to maintain trail at a cheaper rate.

Powerpoint presentation:



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.





Map of trail system.



3,000 hours on this machine. 300-400 hours a year. We've owned it since it was new.

Cost Per Mile Variables

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

We track all the money we spend. Unlike the clubs that volunteer and/or use their own equipment. Things go unrecorded.

Grooming Costs - 2014

| | |
|--------------------------------------|-------------|
| ❖ Operator Labor | \$12,195.00 |
| ❖ Fuel for Groomer | \$ 4,376.00 |
| ❖ Repairs, Snowmobile, Groomer, etc. | \$ 2,231.00 |
| ❖ Insurance | \$ 338.00 |
| ❖ Misc. Shop Supplies | \$ 331.00 |
| ❖ LP Gas (heat for garage) | \$ 700.00 |
| ❖ Materials, Lumber, Hardware, etc. | \$ 796.00 |
| ❖ DICAP & STACAP (State Admin.) | \$ 2,779.00 |
| | Sub Total |
| | \$23,746.00 |
| ❖ Operations and Maintenance | \$16,052.00 |
| | Total Cost |
| | \$39,798.00 |

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 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.



In comparison to "your world" you can see what clubs are reporting. Rangeley is obviously the highest.



Reported Municipal Cost Per Mile Area Clubs and Grant Per Mile Received

| | Reported Costs | Grant Received |
|---------------------------------|-------------------|-------------------|
| Avon - North Franklin SC | \$ 631.66 | \$450 |
| Carthage - Webb River Valley SC | \$1,106.33 | \$556 |
| Kingfield - Sno Wanderers | \$1,195.83 | \$500 |
| Rangeley Lakes SC | \$1,683.25 | \$572 |

What the regional clubs told us they spent per mile. Beside that expense is the grant they received. Raised the additional money locally, in kind services, etc.

Regional Significance

- ❖ ITS 89
- ❖ Connects Byron, Weld, Temple and Avon
- ❖ Trail through Mount Blue State Park
- ❖ Provides snowmobile access to area businesses

This is a very popular trail. ITS 89 is one of the busiest in Maine. 1976 the Trail in Mt. Blue was opened. Connects very snowmobile oriented towns - Rumford, Bethel, Mexico, Dixfield, Farmington, Avon, Kingfield and Roxbury.

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.

Suggestions/Concerns?

We are here to listen to you at this point.

Q: As far as going up over the north side Spruce Mountain. Last year was the best year in a long while, it was groomed twice and is major connector to Temple and Farmington. Cannot groom with a sled, you need a big groomer because of drifting.

A: It is not ITS now. It is treated like a club trail. Focused our efforts on ITS. The parking lot at Mt. Blue was busier this year than it has been in many years. The riders seemed to go on the number 6 trail to Roxbury and on to Rangeley which was the original ITS.

Q: What is the State thinking about doing with the groomer, is it owned by the State?

A: Yes the groomer is owned by the State and it depends on what happens. We have a 15 year cycle and given the current financial state, I don't even know if we could replace it in 2016, we would run it until it falls apart. The groomer is still in very good shape.

Q: So you said you have other state maintained areas. Are the clubs taking them over?

A: Not yet. This is the third meeting, one more in Beddington. The first was in Frye Mt. in the Belfast area part of the State. North of Route 3. Busy area that is maintained by our mechanic when he is not twisting wrenches. Options are right now we are required by law to send it to surplus so it can go to auction where you could bid on it. We get a price from the dealer. 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. \$40-\$50 thousand dollar area. 2) If one entity 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. 3) 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 one time bonus which would keep the value of the machine in that area. This would be fair based on mileage.

So we do have some options. We want you to think about it. You can ride with Shawn this winter to see what the trail is like. Then you can see what it's all about.

Next May-June timeframe, if we haven't heard from you, we will be reaching out to you again to give us your proposals. Our target is to have this

Q: The trail and the permission to use it, is it based on being a state maintained trail?

A: Not to my knowledge, the state does not have a personal relationship with landowners.

Q: Have any other club expressed interest. Carthage, Roxbury, Phillips, Avon, Farmington, Temple?

A: Not yet. Tonight is the first formal meeting to discuss this trail.

Q: What if some clubs want to pick up sections leaving others un-groomed?

A: Good question, we don't know. That's the conversation we will have to have. Does this make sense?

Keep in the back of your mind. The spirit of this is to save money. There are folks that believe the clubs will do it for less. It costs us \$1,000 a mile if you can do it for \$600 then we would look at that. In Frye Mt. the clubs could not take it on for what we are paying per mile. This is a package deal, we need to save money over the 4 areas.

Maurice Marden spoke – 10 member committee, Houlton to Andover, Operators big and small. Voted unanimously that if the clubs did not pick it up it would be closed.

Scott introduced Maurice Marden, John Monk and Mike Grass from MSA.

Maurice Marden. Last sentence in #4 of Resolve. The Committee unanimously voted if the clubs did not pick them up they would be closed.

Scott – the report to the legislature said the “Bureau will look at potential cost savings, rerouting the designated ITS system and include option to close the system down.” We need to save money. Closing the system down is an option. We will still have the discussion - If no one comes forward what will be do and what is best for the area?

Joe Higgins - Third paragraph on 4th page. “The task force agreed to a two year timetable to achieve this transition with the understanding that at the end of that time if ORV program staff are not successful with the transition out of State administration for less money than is currently spent then sections of the trail may have to close.

Scott – very strong language but it did not slam the door on us. We don’t want to kill the business or the clubs. We don’t want to have a hole in the ITS system.

Q: A lot of clubs are in the same position as far as volunteers showing up for work. We need help from everyone ORV and MSA. How do we get more members? People do not register their sleds. We need help from the MSA to attract more members. Trail passes higher registration costs? We had two groomers almost hit by unregistered snowmobiles last year. We called it into the Warden and no one ever showed up.

Maurice Marden – this is snowmobiling in general. All over the country everyone is in the same boat.

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

| REVENUES | Quarter 1 | Quarter 2 | Quarter 3 | Quarter 4 | Total |
|---|---------------------|-------------------|---------------------|---------------------|---------------------|
| 0000 STATE-OWNED TAX TO COMPENSABLE TRAIL | 436,194.00 | 571,000.00 | 562,000.00 | 562,000.00 | 2,133,194.00 |
| 0001 RECEIPTS FROM STATE ADMINISTRATION | 25,266.26 | 66,102.11 | 1,070,000.00 | 610,000.00 | 1,771,368.37 |
| 0002 SALES OF EQUIPMENT | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0003 SALES OF SUPPLIES | 113.26 | 0.00 | 489.00 | 0.00 | 602.26 |
| 0004 SALES OF SERVICES | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0005 RECEIPTS FROM OTHER AGENCIES | 0.00 | 0.00 | 0.00 | 2,274,280.75 | 2,274,280.75 |
| 0006 SALES OF STATE-OWNED EQUIPMENT | 444,000.00 | 0.00 | 0.00 | 0.00 | 444,000.00 |
| 0007 RECEIPTS FROM OTHER AGENCIES | 0.00 | 0.00 | 0.00 | 150.21 | 150.21 |
| 0008 RECEIPTS FROM OTHER AGENCIES | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total Revenues | 1,015,463.52 | 637,102.11 | 1,634,489.00 | 1,246,280.75 | 4,533,335.38 |
| EXPENDITURES | Quarter 1 | Quarter 2 | Quarter 3 | Quarter 4 | Total |
| Total Salaries and Wages | 31,200.00 | 382,110.00 | 187,500.00 | 181,200.00 | 782,010.00 |
| 0000 ALL OTHER | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0001 PROFESSIONAL FEES | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0002 TRAVEL EXPENSES | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
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| 0139 TRAVEL EXPENSES | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0140 TRAVEL EXPENSES | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0141 TRAVEL EXPENSES | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0142 TRAVEL EXPENSES | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0143 TRAVEL EXPENSES | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 0144 TRAVEL EXPENSES | | | | | |

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

| | FY 10 | FY 11 | FY 12 | FY 13 | FY 14 |
|----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Income | | | | | |
| Gas Tax | \$1,498,630 | \$1,484,754 | \$1,511,960 | \$1,475,665 | \$1,494,060 |
| Gas Reg. | \$2,352,099 | \$2,263,000 | \$1,878,154 | \$2,580,845 | \$2,272,067 |
| Other | \$106,761 | \$126,762 | \$149,300 | \$67,040 | \$47,914 |
| Error/Adjustment | \$106,058 | | | | |
| Total RTP | \$4,142,374 | \$3,885,285 | \$3,539,423 | \$5,127,548 | \$3,814,061 |
| Cap. Equ. Reg. | \$422,400 | \$416,215 | \$329,040 | \$381,365 | \$397,630 |
| Trans/adjust. | \$132 | \$1,381 | (13,007) | \$0 | \$0 |
| Total Capital | \$422,532 | \$420,196 | \$316,033 | \$381,365 | \$397,630 |
| Expenditures | | | | | |
| Acc/Dev | \$7,313 | \$17,350 | \$0 | \$0 | \$0 |
| Admin | \$154,144 | \$147,101 | \$154,028 | \$143,252 | \$152,790 |
| 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 | \$125,008 | \$157,237 | \$85,192 | \$111,962 | \$116,821 |
| Rail Trail | \$591,079 | \$127,282 | \$131,436 | \$88,217 | \$52,372 |
| Error/adjustments | \$88,113 | \$143,891 | \$39,114 | \$47,191 | \$34,583 |
| Total RTP | \$5,963,064 | \$4,997,023 | \$3,389,466 | \$3,686,096 | \$3,814,592 |
| Total Cap. Excl. | \$498,487 | \$483,263 | \$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/Munkie) \$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)

\\saw0011\com\c3\state\sa\office\pbl\OFF_ROAD\ORV\Snowmobile Program\REPORTS\Income-Expenditures Reports\Income-Expenditures YTD 10-14.xls

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 |

55,979 paid ACF

76,394 paid ACF

79,526 paid ACF

+ 106,547

\\saw0011\com\c3\state\sa\office\pbl\OFF_ROAD\ORV\Snowmobile Program\REPORTS\Income-Expenditures Reports\2012-2014 Gas and Reg. Income Breakdown YTD.xls

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 | \$1,141,992 | \$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 |

K:\ORV\Snowmobile Program\REPORTS\Annual Ongoing Annual Inclusive Reports\N\N GRANT ANNUAL COST REPORT 09-PRES.xls

10/28/2014

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 | \$861,512 | 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 | \$689,683 | \$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 |

What's not reflected is the increase in rates. We throughout a whole lot of stuff and increased the groomer rates. What are the priority grooming, bridges, signing, brushing, trail safety. Equipment rates were looked at with the University of Maine, Ski Resorts, and clubs to come up with realistic rates.

**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 | \$618,709.64 | \$1,897,882.34 | 32.60% | \$5,030.16 | \$15,429.94 |
| 2002-2003 | 62 | 84 | \$507,896.38 | \$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% | \$3,468.27 | \$16,631.42 |
| 2004-2005 | 71 | 95 | \$500,000.00 | \$1,993,515.33 | 25.08% | \$5,263.16 | \$20,684.37 |
| 2005-2006 | 74 | 113 | \$396,855.28 | \$2,261,874.91 | 16.22% | \$3,247.39 | \$20,016.59 |
| 2006-2007 | 25 | 33 | \$364,187.97 | \$857,169.02 | 42.49% | \$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 | \$431,071.76 | \$2,175,247.97 | 19.82% | \$3,592.26 | \$18,127.07 |
| 2010-2011 | 62 | 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 | \$19,673.30 |
| 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)

K:\ORV\Snowmobile Program\REPORTS\CAPITAL EQUIPMENT\ONGOING INCLUSIVE RPT FOR PURCHASES.xlsx

MM: We are locked into a certain amount of money. What is the best way to spend this money. There will not be a huge influx of money. How can we spend it in a more efficient manner.

Q: How do we get people to join a club?

A: NH did a voluntary club and saw numbers increase, however, volunteers did not. You need to talk to your legislators.

Q: We will get paid for adding miles to our money?

A: Yes, based on a per mile – how much is up in the air. If you all want to meet as a group, go ahead. We need to save money, if not then what.

Q: Why as a local club would we groom cheaper then what we are doing now?

A: No it would have to be less then what it is costing us not you.

Q: DICAP and State Cap is that yearly?

A: That area for the year. This is a Department charge for administration. Any money we spend except grants and equipment we need to pay tax. Goes to the Commissioner's office that supports Human Services stuff. Q: So our registrations are paying for administrative stuff. We also pay for state human resources. Roughly \$100,000 per year is spent out of the snowmobile program. The DICAP will change if we save money because we do not pay DICAP on grants.

Q: Could you touch on signing guidelines?

A: In the discussion to save money the issue of signs came up. The same conversation was going on internationally. The last year has been an extensive discussion on signs. This all started in Ontario and New York where their signing system was much like the

Department of Transportation, very elaborate. They were experiencing high speed on trails, many accidents, lots of people hurt and many law suits based on signage. Signs were missing, wrong sign was posted, couldn't see the sign... whatever. So in Ontario in particular they never lost a case in court, they settled out of court. Their insurance went through the roof because the carrier was having payouts. So they decided to limit signage and put the responsibility back on the rider. What were the bare minimum. This year the Council looked at our signs and what could be eliminated. The clubs are not professional trail builders or signers. What could make it easier. We did away with the 7" blazers and substitute the information sign which is bigger and can be more easily seen. Windy arrow sign we eliminated. Trails are in general windy. Groomer 24/7 sign was eliminated. The service sign was eliminated. Blank Information sign will replace or the business can buy 12" x 12" signs, no bigger or you get into trouble with off premises signs. Trying to make it easier on clubs to sign. Putting the burden back on the rider. Any man made structures, roads, bridges will be signed. Ontario saw the lawsuits drop considerably, because the rider is responsible.

Thank you all for coming. We need to hear from you and have your comments. We will report to the legislature at the end of the year telling them what we have done. Feel free to ride with Shawn to see what the trails are like.



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 | 2,596.38 | 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 | 888.60 | 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