

Landowner and Land User Relations Advisory Board

MEETING MINUTES 06/04/2026

Location: Warden Service Headquarters Bangor ME

Attendees Online:

Matt Stedman- Maine Snowmobile Association (LLURAB Board Member)
Amanda Devine- Maine Coast Heritage Trust (LLURAB Board Member)
Dan Bassett- Maine Bike Coalition (LLURAB Board Member)
Andrew Smart- Landowner Relations (LLURAB Board Member)
Lisa Caron- Private Landowner/Owner of Oversized ATV
Ben Carlisle- Prentiss and Carlisle
Anthony Hourihan- Irving
Matt Jacobs- AFM
John Steward- Acadian Timberlands
Jason House- Board member for Maine Forest Products Council
Chris Fife-Weyerhaeuser
Mike Jurgiewich- Wagner
John Raymond- ATV Maine
Richard Howett- ATV Maine
Joey Daigle- Mountainside Powersports
Krysta West-Maine Forest Products Council
Joseph Drazek- Landowner
John Raymond
Richard Howett
Joey Daigle
Krysta West
Ethan Bessey

Attendees in-person:

Darrin Hammond- Wymans Blueberries
Ann Morrison- Lincoln Town Clerk
Shelley Crosby- Orono Town Clerk
Matt Stedman- (LLURAB Board Member)
Kristin Peet (LLURAB Board Member)
Doug Dickinson (LLURAB Board Member)
Luke Frankel (LLURAB Board Member)
Jeff McCabe (LLURAB Board Member)
Bill Greaves (LLURAB Board Member)

Hannah Stevens (LLURAB Board Member)
Amanda Egan (LLURAB Board Member)
Brandon Lane (LLURAB Board Member)
Nick McCrum (LLURAB Board Member)
Doug Beck (LLURAB Board Member)
Matt Foster (LLURAB Board Member)
Doug Kulis- Maine Warden Service
Corporal Kris MacCabe (LLURAB Board Member)
Captain Josh Bubier Maine Warden Service
Angela Dionne- IFW Director of Licensing
Robin Hudson-Secretary
Keenan Joy- Lincoln Powersports
Kurt Thomas- Bangor Motorsports
Luke McCannell- Bangor Motorsports
Cooper Friend- Friend and Friend

Start time: 1PM

Members of the public were invited to this meeting. This meeting included Landowners, Town Clerks and a Prosecutor who were invited to discuss ATV issues.

The meeting was called to order and started with introductions.

Captain Bubier reviewed the meeting expectations and rules of order
The 05/06/2026 Meeting minutes were reviewed and approved by the board.

Corporal MacCabe let the board know that the IF & W website now has a section for the Land Owner Relation meeting information so the public can go to see the meeting minutes and information of future meetings.

The board reviews the questions for the surveys the department will be sending out to the public. There will be 3 separate surveys that will be available for the public to complete. There will be a survey for ATV Clubs, Landowners and Land Users. They made some changes to the wording of some of the questions and answer options. The department would like to get the surveys out soon.

Landowner Stakeholder feedback and discussion

Ben Carlisle from a Land Mgt Company for long standing landowners in Maine spoke about how in collaboration with the state they only recently opened the land to ATV use, historically it has not been permitted. The landowners are concerned about damage to property already from ATV's, it is expensive to fix the damage, but they are reluctantly

optimistic about keeping the land open for public recreation. Added that they closely monitor ATV use on their property and would monitor even closer if any changes to current law would occur.

Anthony Hourihan from Irving Woodlands- realistically need to go back and fix registration and enforcement issues. They believe some clubs have not been proactive and don't want landowners involved. Irving is open for discussion to increase the size as long as it's based on good data and science and there's a consensus between all the landowners.

Matt Jacobs from AFM talked about how their trail system is down to roughly 400 miles from 600 miles in the past. Worked with the state for decades on keeping trails maintained. Feels like they compromised back in 2019 when the ATV task force suggested the size increase and feels this current discussion is a breakdown of that compromise they made. The issue is also the amount of ATV's using the trails which leads to issues with road integrity. Trail impact and volume of use is a main concern as road shape and constant use degrades the crown of the road. Does not believe a tiered trail system would work and is having difficulty to see a path forward but wants the trail system to work.

John Steward from Acadian Timber concurred with Ben Carlisle and Matt Jacobs. He believes Warden Service and Forest Service need to do a better job of patrolling not just responding to incidents. Also wondering where does it stop and feels that landowners are there now.

Chris Fife from Weyerhaeuser says they have over 840,000 acres and share a boundary with AFM- concurs with other speakers and says landowners want to see benefits from allowing public use and not interested in seeing a size increase.. Has seen better communication since the atv task force. In opposition to weight increase push by manufacturers as they do not have skin in the game. Would like to see current issues dealt with not the size and weight.

Mike Jurgiewich from Wagner, they have 760,000 acres with 500 miles of licensed trails. They will most likely close the trails if there is a size increase. and leave trails on roads open. Believes it would be a decrease in 25-40% of trail lost with an increase in the weight or width

Darren Hammond from Wyman Blueberries stated that all there land is open to ATV's and they have no cost share. Said it's not just oversized ATV's that are causing the problems, it's also dirt bikes, e-bikes and racing ATV's and snowmobiles. Snowmobiles cause more damage to the fields resulting in failed crops. Stated that there is a loss of the road bed but the road system can handle the trails and they have not seen any additional damage in the

woods. Stated that a lot of it is a “issue of respect” and he has more problem with the volume which degrades the road bed.

Public comment from landowners

Lisa Caron joined the conversation; her family purchased an oversized ATV because the dealer sold it to her and they never mentioned the law and did not tell them they could not register it legally. They received a notice from IFW letting them know that the machine could not be registered again, she said this was a big disservice to the people who live in the Aroostook county and feels there are two separate parts of the state of Maine. Now they have a very expensive lawn ornament. She believes the ATV is not the issue it is the operator of the machine, and believes enforcement is needed, she stated in the 30 yrs they have lived in the area they have never seen a game warden on the trails but in the last 2 weeks they have seen many. Lisa is also a landowner who owns an oversized ATV and was notified her registration for that ATV is no longer valid/legal. She has currently closed the trail on her own property. Lisa stated that these are family vehicles and this is a injustice to a family sport.

Ethan Bessey from ED Bessey and son provided information that they have hunting and ATV form online which they require users to fill out. The problem they have seen on there land is the early use before the ground completely dries out so they limit use of trails until June 15 because they cannot rely on riders to use their best judgement. Would like to see an extended time for closure of trails and stated that they have a wonderful relationship with the local clubs.

Bill Greaves from North Maine Woods stated they do not allow ATV use. Stated that there needs to be compliance before moving forward

Nick McCrum representing the potato growers and agriculture from Aroostook County has talked with the agricultural landowners and they are willing to pay an increased registration fee for oversized atv's. Believe that a lot of access will be lost as the agricultural growers are talking about shutting land down and if that happened it would restrict a lot of access to areas and towns. Suggested maybe having it like the wildlife management districts where they could ride oversized in 3 and 6.

Joseph Drazek drew a comparison to 1 oversized ATV with 2 occupants, may be 2800 lbs. while a non-oversized ATV with 6 passengers may be 3800 lbs. Which is causing more damage? Made comparisons that Vermont is at 2,400 lbs and New Hampshire is 3,499 lbs.

Kevin French who is a landowner in Maine and owner of Oversized ATV that received a letter from the Department stated that this comparison is apples and oranges as a lot of these machines are operated by grandparents. Stated that when he bought his machine in 2023

he was not given any paperwork that said the machine was overweight, state took the sales tax and registered it how is the general consumer supposed to know that it is an oversized machine if the dealers are selling it you would think it would have to be legal. Northern Maine and Southern Maine are different with trail systems differing throughout the state. Stated that he has been checked by Wardens since purchasing the oversized machine and they didn't know at the time that it was an oversized machine. Stated that southern and northern Maine are different places

Town Clerk Stakeholder feedback and discussion

Town clerks Ann Morrison and Shelly Crosby spoke about the difficulties as a town clerk having to determine if a machine they are registering is overweight. Stated that it has been a “nightmare” for the town clerks. The paperwork usually does not give any of that information so they must rely on the customer to be honest. They want the registration process to change and have required documents that must be brought in with the paperwork, such as the MCO (Manufacturer Certificate of Origin).

Angie Dionne- Director of Licensing and Registration, spoke about the training process for clerks. They do approximately 15 trainings a year with clerks and believes the registration issues does not fall on the clerks. She stated when the law came into effect, even though the dealers were supposed to notify buyers of oversized of the law and give them paperwork during the sale, some were not and the law did not provide a legal way for them to collect them from the dealers. A new law recently passed and goes into effect July 29, requires the dealers to submit that documentation to the Department. They also have made a change in the online registration process, there is a question asking if the machine is oversized, if you answer yes, it will not allow you to proceed with the registration. They can track if a person goes back and answers no if they originally answered yes on the first try.

District Attorney Stakeholder feedback and discussion

Chris Almy DA for Penobscot county spoke about the issues in trying to prosecute cases involving ATV offenses. If you charge someone with operating an ATV without a registration, it can be argued that it legally cannot be registered. If you charge some with fraudulently obtaining an ATV registration, which is a criminal offense, that would involve having to have the town clerk (in most cases) come in to testify and identify the person. The town office is not going to be happy sending a clerk to spend a whole day in court. If you charge someone with operating on the land of another without permission again you would need the landowner to testify, most would be reluctant. In essence the law needs to be redefined to make it more enforceable.

Chris engaged with some of the stakeholders, there was dialogue with Darren Hammond from Wyman Blueberries about having to come in to court to testify in past cases where crimes were committed against Wyman's. Darren has experienced difficulties in doing so, missing days of work to go to court only to have the case not be heard or continued – sometime multiple times.

Public Comment Period

We did hear from Lincoln Powersports Keenan Joy who suggested registration be done at the Dealerships like is done in New Hampshire but he admitted it is not very well regulated. He stated that in New Hampshire he could register a 3500 lb machine even with the law being 2500 lbs because it was not very well regulated. He suggested we talk with New Hampshire as to how they register their ATV's. Keenan also brought up the fact that Can Am lists dry weight without the accessories but has the weight of the accessories underneath it. He stated that the law does not clearly state what it is looking for the weight which has caused confusion. He suspects there are 150 Can Am models that have been sold to people recently that think they were underweight and have registered them and now they are being told they are illegal. These machines were sold since the end of last year and he stated he had dealt with 6 or 7 people on this day.

Bangor Motorsports Luke McCannell stated that the dealers want to be part of the solution and work with the landowners. Luke suggested a database with the make and model of machines with the manufacturer specs so that the people registering them could look them up.

Kurt Thomas Bangor Motorsports stated that with the new form we are going to provide it is going to be a little bit more work for the dealers but they will deal with it. He said that more recently they have printed off the manufacturer specs highlighted the information needed and gave it to the customer. They have not been ordering any that were not able to be registered.

The next meeting will be at the Gray Headquarters on July 1, 2026

Time 10AM to 4PM (The public portion will be starting at 12PM)

Public stakeholders representing ATV Manufacturers, ATV Dealers and Rescinded ATV registration holders will be allowed to speak.

Meeting adjourned: 4:40pm

