

SUPPLEMENT
PUBLIC ACCESS TO MAINE
WATERS STRATEGIC PLAN

1995 TO 2000

Prepared by

Maine Department of Conservation

Maine Department of Inland Fisheries and Wildlife

Maine Department of Marine Resources

November 2000

Table of Contents

Executive Summary	1
I. Introduction	4
II. Summary of 1995 Strategic Plan	5
III. Boating Access Improvements Since 1995.....	8
A. Department of Conservation.....	8
B. Department of Inland Fisheries and Wildlife.....	9
C. Small Harbor Improvement Program	10
D. Federal Energy Regulatory Commission	10
IV. Additional Initiatives Since 1995	11
A. Department of Transportation.....	11
B. 1999 Land for Maine’s Future Bond Issue/Water Access Fund	1211
C. Maine’s Coastal Program	1312
D. Maine Outdoor Heritage Fund	13
E. Submerged Lands Fund.....	13
V. Current Funding and Expenditure Patterns.....	15
A. 1995 and Projected Funding for Access	15
B. Department of Conservation	16
C. Department of Inland Fisheries and Wildlife.....	17
D. Department of Marine Resources	19
VI. Public Access Needs.....	21
A. Background.....	21
B. Lakes and Ponds	21
C. Rivers and Streams.....	22
D. Bridge Access	22
E. Coastal Access	23
F. Data Base.....	24
G. Summary of Public Access Needs	24
VII. Public Access Funding.....	25
A. The Boating Facilities Fund	25

B. Sport Fish Restoration Program.....	26
C. Land For Maine’s Future/Water Access Fund.....	26
D. Current Funding Summary	28
VIII. Enforcement and Education.....	30
A. Recreational Boating Enforcement.....	31
B. Recreational Boating – Safety and Education	38
IX. Proposed Actions.....	43
A. Current Funding Levels.....	43
B. Increased Funding	43
Appendix A—Gas Tax Legislation.....	45
Appendix B—DOC Progress since 1995	47
Appendix C—DIF&W Progress since 1995	49
Appendix D — MDOT Funding Estimates	51
Appendix B-1.....	52
Appendix B -2	56
Appendix B -3	63
Appendix B -4	65

EXECUTIVE SUMMARY

This supplement updates the *1995 Strategic Plan For Providing Public Access to Maine Waters for Boating and Fishing*, developed jointly by the Maine Department of Conservation (DOC) and the Maine Department of Inland Fisheries and Wildlife (DIF&W). This report:

- outlines the efforts since 1995 of the Maine Department of Conservation and the Maine Department of Inland Fisheries and Wildlife to provide public boating and fishing access;
- describes how funds from Maine's Gasoline Tax and Sport Fishing Restoration Fund are currently spent;
- updates the State and federal programs available to fund public boating access;
- discusses the current funding issues facing the State agencies as they work to provide public access for boating and fishing;
- describes current enforcement of boating laws and boating safety educational efforts;
- proposes agency actions for current and increased funding levels.

The *1995 Strategic Plan For Providing Public Access to Maine Waters for Boating and Fishing* has been an effective tool to focus and prioritize State agency actions on public access to Maine waters. It remains the framework for Maine's water access programs today and should continue to guide future activity, unless funding and staffing are increased to take advantage of new initiatives/opportunities to accelerate the programs.

Since 1995, consistent progress to improve public access to Maine's waters has been made.

- the Department of Conservation (DOC) has ensured public access at 36 boating access sites and renovated 36 boating facilities;
- the Department of Inland Fisheries and Wildlife (DIF&W) has acquired 20 new sites to provide boat access to lakes and ponds, 13 sites that provide public boat and canoe access at strategic locations on navigable rivers with the highest fisheries values, and 9 sites by fee or easement for bank fishing access along streams supporting moderate to high value fisheries. DIF&W also has developed 19 new public access sites;

- the Small Harbor Improvement Program (SHIP), funded through a Department of Transportation bond issue, has provided \$2.5 million to support 41 waterfront and harbor improvement projects, of which 24 included public access;
- the Federal Energy Regulatory Commission's relicensing process has resulted in six new public access sites;
- an interagency committee is pursuing opportunities for water access at MDOT bridge crossings and along public roads next to water bodies.
- the Public Access to Maine Waters Fund was funded in 1999 when Maine voters approved a \$50 million bond for the Land for Maine's Future Program. This generates \$5 million for public access, of which up to \$1 million can be spent each year.
- Other programs that enhance public access include the Maine Coastal Program, the Maine Outdoor Heritage Fund, and the Submerged Lands Fund.

The Boating Facilities Fund (BFF) receives about \$1.5 million annually from the Gas Tax. Income from the Gas Tax is capped at \$2 million and gas tax refunds to commercial boaters are deducted from this amount. Another 20% of this revenue is transferred to the Department of Marine Resources for research. The BFF has spent more than has come in as income for the past few years and an accrued balance has been drawn down. The cost of acquiring and developing facilities has increased. The percentage of funds used each year for design, development and acquisition has increased since 1995, from 55% to 64%.

The Department of Inland Fisheries and Wildlife received over \$361,000 for access improvements from the Sport Fisheries Restoration Act. Another \$136,000 was transferred from the BFF as required state matching funds. DIF&W uses these funds to provide public access to Maine waters with high fisheries potential.

The need for public access to Maine waters is formidable.

- 1809 inland waterbodies have no assured public access sites.
- 186 lakes over 500 acres in size do not have assured public access.
- there is an acute need for public access to coastal waters in southern Maine. The State Planning Office and the Department of Marine Resources have identified 20 high priority areas.

In the five years since the publication of the 1995 Strategic Plan, the departments have exceeded the targets for major repair/renovation and acquiring new sites; however these targets assumed existing staff and funding levels. It is more difficult to locate and acquire sites, the sites are more expensive, and it is questionable as to whether programs are keeping pace with the loss of traditional access sites or the demand for new sites where none exist. Suitable potential sites are being lost rapidly.

New opportunities to improve public access require more funding

- the Land for Maine's Future Board offers new opportunities to acquire public access, but substantial matching funds are required—up to \$500,000 annually—for five years.
- an interagency bridge review team has identified almost 500 MDOT projects where access could be improved if funding were available. This would cost over \$4 million over 6 years.

Education and Enforcement

Effective enforcement of the boating laws and safety training are not only essential to protect public health and welfare; they can profoundly influence local attitudes towards boat access, especially the development of new access sites. Proposals to expand enforcement programs in both the Department of Inland Fisheries and Wildlife and the Department of Marine Resources are presented in the report along with the costs for doing so.

Expanded Boating Safety and Education programs can be added to the Recreational Safety Division of DIF&W, and make effective use of the existing system of part-time hunter safety coordinators in place across the state.

Proposed actions at current and increased funding levels are included in section 9 of the report.

I. INTRODUCTION

The *1995 Strategic Plan For Providing Public Access to Maine Waters for Boating and Fishing*, described the water access programs of the DOC and the DIF&W, established ten-year goals and performance targets, listed priorities, and proposed actions to accelerate the preservation of existing public access and prioritize the creation of new access opportunities on inland and coastal waters. This plan has worked well over the past 5 years and remains the basic framework for Maine's water access programs.

This supplement to the 1995 Strategic Plan describes the progress toward the Plan's goals that has been realized since 1995, current funding and expenditure patterns, and needs and opportunities that have arisen since 1995. It concludes by identifying programmatic and funding actions to address the issues under review by the Commission to Study Equity in the Distribution of Gas Tax Revenues Attributable to Snowmobiles, All-terrain Vehicles, and Watercraft, a Legislative study commission established for the 2000 interim.

The Department of Conservation (DOC) and the Department of Inland Fisheries and Wildlife (DIF&W) have programs for providing public access to Maine waters, primarily for recreational boating and fishing. The DOC's Bureau of Parks and Lands (BPL) administers the Boating Facilities Program, which was established in 1963 and is funded principally by the Boating Facilities Fund (BFF). Revenues come from that portion of the gas tax attributed to non-commercial boating. Inland and coastal facilities are developed and managed on land acquired by the bureau or land acquired, developed, and managed by municipalities with technical assistance and grants from the bureau's BFF. Bureau-owned and managed sites are generally large and serve regional needs; grant-assisted sites serve local needs.

The DIF&W program, established in 1985, is funded by the federal Sport Fishing Restoration Account (SFR) and by an annual transfer of funds from the BFF that provides the required 25% match for these federal funds. In FY 2000, an additional \$250,000 was transferred to DIF&W from the BFF to fund non-federally funded access projects. The DIF&W program provides access for fishing primarily on inland waters; the BPL program provides access for all public uses. The two agency programs share information and closely coordinate activities. In 1995, the two agencies jointly produced a ten-year strategic plan for providing public access.

II. SUMMARY OF 1995 STRATEGIC PLAN

The *1995 Strategic Plan For Providing Public Access to Maine Waters for Boating and Fishing* found that demand for public access was rising with the growing popularity of boating and sport fishing, while traditional public access and affordable shorefront lands suitable for access were diminishing. At the same time, siting public access facilities had become more difficult because of increasingly-stringent regulatory requirements, siting conflicts, and the diminishing availability and the increasing cost of available land.

The State had developed 321 public access sites between 1963 and 1995, an average of 10 sites per year. These sites are dispersed across the state among its lakes, rivers, and tidal waters, with heaviest emphasis on lakes. The 1995 strategic plan also outlined state agency roles and responsibilities and outlined strategies for enhanced access through leveraging programs in other agencies.

The primary goal of state fishing and boating access programs is to ensure legal, appropriate, adequate, and equitable means of public access to waters where recreational opportunities exist.

The plan outlines the highest priorities for acquiring and developing access in Maine as:

- prevent the loss of traditional public access sites to other uses;
- disperse demand among priority waters. This is especially important in waters that support regionally significant recreational opportunities near population centers;
- maintain the serviceability of existing sites.

Second order priorities include:

- expand access on waters with inadequate public access;
- diversify the kinds of setting where public access is provided.

The plan established objectives for DOC and DIF&W as follows:

DOC 10 year objectives:

- Acquire or develop up to 50 new boating access sites.
- Allocate 20% of the funds reserved for acquisition or development for carry-in or non-motorboat use.
- Renovate up to 50 existing boating sites.

IF&W 10 year objectives:

- Acquire land that provides access to 40 lakes valuable for fishing where traditional access is threatened or unavailable.
- Acquire 8 sites on stretches of navigable rivers valuable for fishing without suitable public access.
- Acquire access for bank fishing along 50 miles of streams with valuable fisheries.

These 10-year objectives were established based on existing staff levels, funding, and capabilities of the programs. They do not necessarily reflect increasing demand or the ability to satisfy all the needs of Maine's boating public and anglers.

The plan also established policies for state agencies to manage Maine's boating and fishing access programs; provide sites in a way that complements other programs and plans; ensure accessibility to sites; establish user fees; ensure appropriate site selection, development and management practices; manage fisheries for public benefit; and limit the navigational aids program.

In 1995, the Boating Facilities Fund accrued \$1.5 million in gas tax revenues. Of this amount, \$70,000 was transferred from the Boating Facilities Fund to the DIF&W to match the federal Sport Fish Restoration Act access monies, which totaled \$210,000 that year.

The issues and obstacles facing DOC's Boating Facilities Program and the DIF&W program identified in the 1995 Plan included the lack of suitable land for available for sites, insufficient staff to proactively identify potential sites on priority waters, complex acquisition and permitting requirements, limited rights for public access to flowing waters, local opposition to public sites, sensitivity of waters with remote values and primitive recreational opportunities, inadequate enforcement of boating laws, limited funds and concern for impacts on wildlife.

The 1995 plan unified and focused efforts by State agencies to provide boating access by outlining policies, objectives, and strategies. While the plan helped the agencies focus their efforts, the underlying issues of flat funding, increasing recreational demand, site renovation needs, increased costs for waterfront land and site improvements, and the difficulty in acquiring sites have not changed.

Anecdotal evidence suggested that numerous, traditional sites providing public access to waterbodies and the ocean were being lost each year due to private development, change of ownership, or inappropriate use of the site that led to closing to the public. The 1995 plan concludes with the suggestion that the number of new sites targeted for development might not keep pace with the loss of informal access and demand for new, ensured public access. If that were the case, meeting these needs could only be addressed through additional financial and human resources.

III. BOATING ACCESS IMPROVEMENTS SINCE 1995

This section outlines progress by four programs towards meeting the goals and objectives of the 1995 Strategic Plan.

A. DEPARTMENT OF CONSERVATION

The 1995 Strategic Plan For Providing Public Access to Maine Waters for Boating and Fishing set 10-year objectives for the Department of Conservation. These objectives and the progress DOC has made meeting them are:

Objective 1—Acquire or develop up to 50 new boating access sites.

Since 1995, *the Department of Conservation has assured public access at 36 sites, 22 of which are on the priority list of the 1995 Plan (Appendix B-4)*. Thirty sites have guaranteed access through grants to local entities; 4 have been acquired by the State; two have been acquired by municipalities with State assistance. See Appendix B for listing of sites acquired and renovated.

Objective 2—Allocate 20% of the funds reserved for acquisition or development for carry-in or non-motorboat use.

To date, 3% of the funds reserved for acquisition and development have been spent on carry-in sites. This percentage is expected to increase in the next five years.

Objective 3—Renovate up to 50 existing boating sites.

Since 1995, 36 boating facilities within Maine have been renovated. The average life of a site before it needs renovation is 20 years. The BFF program has been in place since 1963 and an increasing number of sites are in need of repair. When sites are renovated, they must be brought into compliance with ADA requirements. The 36 renovations were accomplished through 22 grants to local entities and 14 capital projects developed by the State. While trying to keep pace with the loss of access and the increase in demand for boat launching facilities, the Boating Facilities Program needs to upgrade and renovate existing sites to keep them safe and useable.

Funding Status: The Boating Facilities Fund receives about \$1.5 million per year in gas tax revenues. A study conducted for the Bureau in 1989 reported that recreational boating accounted for 3.1% of Maine's total gasoline tax revenue. The legislation establishing the Boating Facilities Fund earmarks 2% of the total

gasoline tax revenues for the Fund, capped at \$2 million. Refunds to commercial boaters are deducted from this \$2 million and 20% of the remaining funds are allocated to DMR to be used for research.

B. DEPARTMENT OF INLAND FISHERIES AND WILDLIFE

The *1995 Strategic Plan For Providing Public Access to Maine Waters for Boating and Fishing* set three 10-year objectives for the Department of Inland Fisheries and Wildlife (DIF&W). These objectives and DIF&W's progress toward meeting these goals are outlined below.

Objective 1—Acquire land that provides access to 40 lakes valuable for fishing where traditional access is threatened or unavailable.

Since 1995, the Department of Inland Fisheries and Wildlife has acquired 19 new sites for boat access; 15 by purchase and 4 by gift. (See Appendix C.)

Objective 2—Acquire land for eight public boat and canoe access facilities at strategic locations on navigable rivers with highest fisheries values.

Since 1995, 13 sites have been acquired; 11 by gift, 2 by purchase.

Objective 3—Acquire land in fee or easement for bank fishing access along 50 miles of streams supporting moderate to high value fisheries.

Nine sites have been acquired since the 1995 Strategic Plan; 6 with funds from other programs, 3 by gift.

Objective 4—Develop as many sites as possible without limiting acquisition.

In addition to the objectives laid out in the plan, DIF&W has set as a goal the development of as many sites as possible, provided acquisition is not limited by a shortage of funds. Development may include paving a ramp, or developing parking sites. *Since 1995, 19 new sites have been developed by DIF&W.*

Funding Status: The Department of Inland Fisheries and Wildlife received \$361,047 in FY 2000 from the motorboat allocation of the Sport Fisheries Restoration Act (SFR). Another \$136,000 was transferred to DIF&W from the Boating Facility Fund to provide the state match for these funds. In FY2000, DIF&W received an additional transfer of \$250,000 from the BFF to use on access sites too small to warrant proposing as a federal project or access sites that are not eligible for SFR funding.

C. SMALL HARBOR IMPROVEMENT PROGRAM

In 1995, Maine voters passed a \$58.9 million Transportation Bond issue that set aside \$2.5 million for the Small Harbor Improvement Program (SHIP). *This Program has funded 41 waterfront and harbor improvement projects in 39 Maine coastal cities and towns along the coast, of which 24 included public access.* The projects have included boat launching facilities, floats and gangways, wharfs and piers, and land acquisition. A minimum 20% local match was required for SHIP grants. This incentive generated approximately \$1.5 million in local match in addition to the \$2.5 million in SHIP funds. SHIP funds can be used for commercial boat access sites.

Funding Status: The last SHIP grant was awarded in 1999. Although there is currently no funding, DOT is evaluating whether to include funding for SHIP in its 2001 bond request for transportation projects.

D. FEDERAL ENERGY REGULATORY COMMISSION

As hydropower projects come before the Federal Energy Regulatory Commission (FERC) for relicensure of dams, public access is one of the needs assessed. Both DOC and DIF&W review applications and comment on the adequacy of public boat access, canoe portages, and bank fishing opportunities. They assist the applicant in assessing existing sites, evaluating potential new sites, and review development plans for new sites and renovations. *Since 1995, six new public access sites have been provided through this process.*

Funding Status: These projects are funded primarily by the applicant.

IV. ADDITIONAL INITIATIVES SINCE 1995

A. DEPARTMENT OF TRANSPORTATION

The Strategic Plan lists increased cooperation and coordination with the Maine Department of Transportation (MDOT) as a strategy to accelerate the provision of water access. In April of 1999, the Commissioners of MDOT, DIF&W, DOC and the Department of Marine Resources (DMR) signed a Memorandum of Agreement creating a Public and Recreational Access to Water Crossings and Properties Adjacent to Water Committee. This group reviews MDOT bridge projects in MDOT's Six Year Plan with an eye for planning, identifying, and prioritizing projects that present public access opportunities. In addition, the Committee may identify high priority access opportunities at water crossings not proposed for inclusion in DOT's Six Year Plans and refer those opportunities to the appropriate agency.

The Committee has reviewed MDOT's 2000/2001 Biennial Transportation Improvement Program (BTIP) and current 2000/2005 Six Year Plan of Needs for opportunities to preserve, enhance and provide access for fishing, boating, snowmobiling, and other forms of recreation. The Committee has developed a list of access projects associated with these bridges, prioritized by need. The next phase of work is to review public access opportunities associated with general highway construction, not associated with bridges, that might provide recreational access opportunities.

A wide variety of the public access opportunities were identified during the bridge project reviews. The opportunity may simply have been to preserve or provide 1 to 4 parking spaces to allow fishing or hand-carry access to a water body. An example of such a project is Rice's Bridge in York, identified as offering an opportunity to provide both fishing and hand-carried boat access. DMR and DOC staff are working with the MDOT Project Manager for this bridge project to capitalize on any opportunities.

Funding Status: MDOT funds are not available to pay for these any of these water access related improvements; however the MDOT is interested in collaborating with other agencies on supplemental funding strategies. The estimated costs of these bridge-related access enhancements are presented later in this document.

B. 1999 LAND FOR MAINE'S FUTURE BOND ISSUE/WATER ACCESS FUND

The Public Access to Maine Waters Fund¹ was created in 1993 to get people to the water. It was not funded until the fall of 1999 when Maine voters approved a \$50 million bond for the Land for Maine's Future Program. This bond required that 10% of the funds be set aside for the Public Access to Maine Waters Fund. The Fund is designed to:

- preserve, provide, or expand citizen access to public waters;
- provide a diversity of recreational opportunities;
- support fishery management; and
- support Maine's recreation-based businesses and economy.

The Land for Maine's Future Board created an expedited process to allow State agencies and cooperating entities to take quick action to secure water access sites. Updates of the priority lists developed as part of the *1995 Strategic Plan for Providing Public Access to Maine Waters for Boating and Fishing*, will be used, as well as a priority list recently developed by the State Planning Office and the Department of Marine Resources for coastal sites. Priorities for inland and coastal water access sites are determined based on the following:

- location of the water and proximity to population centers and other water access sites;
- size of the water and the diversity of recreational opportunities it offers;
- level and proximity to existing public access sites and access needs;
- value of fisheries opportunities based on DIF&W and DMR evaluation;
- expected demand and diversity of uses of the site, current or anticipated; and
- threat of conversion to other uses, especially private development.

Funding Status: \$5 million total, of which up to \$1 million can be spent each year. This funding requires a 33% match of the total project cost for each project. To date no money has been spent.

¹ 5 M RSA section 6203-A

C. MAINE'S COASTAL PROGRAM

The Maine Coastal Program at the State Planning Office currently has a small matching fund program to assist municipalities in securing coastal water access. The funds are available to municipalities to match LMF Public Access to Maine Waters Fund and other state funds, and for coastal access planning projects.

Funding Status: There is \$20,000 budgeted in FY 2001 in the Coastal Program's water access matching fund.

The Coastal Program also helps communities "rediscover" public access ways, and to keep track of existing public access. Each year, small grants of approximately \$1,000 are awarded to six to nine municipalities or local land trusts to research forgotten or overlooked rights-of-way to the shore.

Funding Status: There is \$10,000 in the Right-of-Way Discovery Grant Program budget in FY 2001.

D. MAINE OUTDOOR HERITAGE FUND

The Maine Outdoor Heritage Fund² is funded by proceeds from the Wildlife Lottery Game of the Maine State Lottery. Thirty-five percent of the money in the fund is to be used for "acquisition and management of public lands, parks, wildlife conservation areas and public access and outdoor recreation sites and facilities," more specifically, "areas with proximity to lands dedicated to conservation purposes or public recreation or with access to lands or waters with significant natural resource values." The fund is administered by a board and requires a match of funds. DIF&W submitted a grant request for \$40,000 on September 1, 2000 to help fund the purchase of land providing public access to two lakes.

Funding Status: Amounts generated for acquisition and management have averaged \$550,000 annually.

E. SUBMERGED LANDS FUND

Since submerged lands are considered a public resource; the public is compensated for the use of that land. The owner of a dock or wharf pays into the Submerged Lands Fund. A subset of that fund, the Shore and Harbor Management Fund, is a potential source of funds, matching or other, for municipal coastal access projects. The Shore and Harbor Management Fund³ accrues from submerged lands lease fees. The fund is

² 12 MRSA, Section 7781 et seq

³ 12 MRSA section 1863

relatively new and the criteria for grants have not been developed. The Submerged Lands Advisory Board will advise the director of the Bureau of Parks and Lands in developing policies and procedures for the grant program, which should be in place in 2001. The Advisory Board has suggested that only the interest from the recent conveyance of submerged land and material to BIW totaling \$1.5 million be earmarked annually for grants.

Funding Status: The Director of the Bureau of Parks and Lands will determine available funding with advice from the Submerged Lands Advisory Board. The available pool of funds is likely to be in the vicinity of \$75-90,000 a year.

V. CURRENT FUNDING AND EXPENDITURE PATTERNS

A. 1995 AND PROJECTED FUNDING FOR ACCESS

The 1995 Strategic Plan projected that Gas Tax revenues available to the Boating Facilities Fund would remain fairly constant at approximately \$1.5 million annually. FY2000 revenues were \$1,539,005. In FY 2000, the Sport Fish Restoration Act provided about \$150,000 more than projected in 1995 and totaled \$361,407 rather than the \$210,000 expected.

Figures 1 and 2 illustrate how both the Department of Conservation and the Department of Inland Fisheries and Wildlife allocated their public access funds in 1995. Both agencies projected they would be allocated in the same manner in the coming decade.

Fig. 1. 1995 Boating Facilities Fund Expenditures

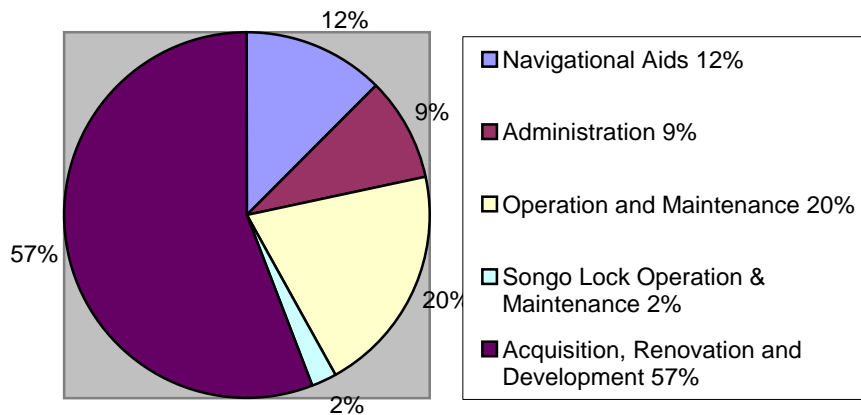
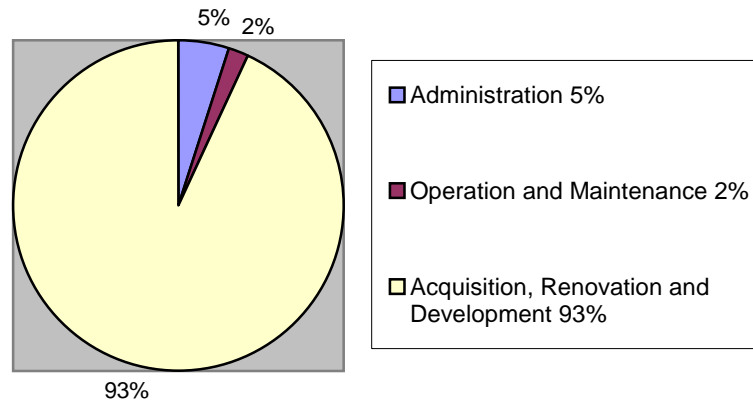


Fig. 2. 1995 IF&W Boating and Fishing Access Expenditures



B. DEPARTMENT OF CONSERVATION

The Boating Facilities Fund (BFF) was established in 1963 to provide public boat launching sites for recreational boaters. The Boating Facilities Program of the Bureau of Parks and Lands, in the Department of Conservation, administers the BFF. Since 1989, the BFF has received a portion of the 2% of annual gas tax revenues, capped at \$2 million⁴. Commercial boaters can receive refunds on their gasoline tax. These refunds are deducted from the \$2 million allocation and in FY 2000 totaled over \$76,000. Of the net revenue, DMR receives 20% to support research, development and propagation activities that will benefit commercial and sport fisheries in the state. This leaves a total of approximately \$1.5 million coming into the fund each year. This figure may vary slightly from year to year depending on the total refunded to commercial boaters.

Boating Facilities Fund FY2000

Source of Funds (Title 36 §2903-A)

2% of Total Gas Tax = \$2,936,942 Capped at \$2 million	\$2,000,000
Refunds to commercial boaters	(\$76,243)
Net Gas Tax Revenue	\$1,923,757
80% to BP&L Boating Facilities Fund	\$1,539,005
Songo Lock Fee Income	\$29,538
Brought forward from cash balance	860,000
Total Available Funds FY 2000	\$2,428,845

Expenditure of Funds

	Amount	Percentage
Navigational Aids	\$147,320	8.4%
Program Administration	\$135,407	7.7
Operation and Maintenance (155 State Sites)	\$322,586	18.4
Songo Lock O&M	\$27,235	1.6
Renovation, Development, Acquisition	<u>\$1,117,313</u>	<u>63.9</u>
	\$1,749,861	100%
Outstanding Encumbrances	\$292,984	
One-time Cash Transfer to DIF&W to Fund Nonfederal Projects ⁵	\$250,000	
Cash Transfer to DIF&W to Match Federal Dollars from Sport Fish Restoration Act	\$136,000	
Total Expenditures	\$2,428,845	

⁴ 36 MRSA §2093-A

⁵ In November of 1999, \$250,000 was transferred to IF&W for that agency to proactively acquire sites. Because the requirements on using federal monies are so cumbersome, they use this allocation as a pool of funds for when the agency must move quickly to acquire land.

Fig. 3. Boating Facilities Fund Expenditures

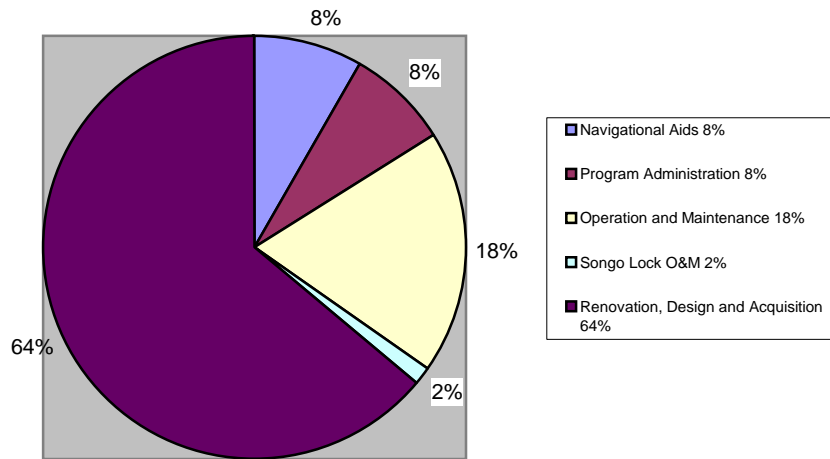


Figure 3 illustrates how these funds were used in the program in FY 2000. Renovation, design and development, and acquisition has taken a larger percentage of the program’s funding, as costs to acquire and develop sites increase. In 1995, design and development costs were 55.8% of the total program costs and were projected to remain constant; in FY 2000 these costs amounted to 64%.

C. DEPARTMENT OF INLAND FISHERIES AND WILDLIFE

The Department of Inland Fisheries and Wildlife receives water access funds through the Sport Fish Restoration Act. This funding is generated by a tax on sport fishing equipment and a portion of the federal gasoline tax. In FY 2000, DIF&W received a total of \$2,409,383, of which 15% (\$361,407) is dedicated for motorboat access. At the request of DIF&W, the BFF provides the state funds needed to match these federal funds.

DIF&W's Public Access to Maine's Waters

FY 2000

Source of Funds

Federal Aid in Sport Fish Restoration	\$361,407
Office of the Commissioner	\$30,000
Cash Transfer from BFF to match Federal Dollars from Sport Fish Restoration Act	<u>\$136,000</u>

Net Revenue and Transfer **\$527,407**

 Cash Transfer to DIF&W to support projects that
 are not federally-assisted⁶ \$250,000

 Gas Tax Revenues to DIF&W 0
 Brought Forward from Cash Balance \$281,904

Total Available Funds FY 2000 **\$1,059,311**

Expenditure of Funds

	Amount	Percentage
Program Administration (50% of Federal Aid Coordinator's time)	\$30,000	6%
Land Acquisition and Overhead	\$157,328	31.5
Land Development and Reconstruction	\$290,223	58.1
Operation and Maintenance (79 sites)	<u>\$21,606</u>	<u>4.4</u>
Sub-total Expenditures	\$499,157	100%
Outstanding Encumbrances	<u>\$169,910</u>	
Total Expenditures FY 2000	\$669,067	

⁶ One time transfer of funds.

Fig. 4. IF&W Boating Access Expenditures FY2000

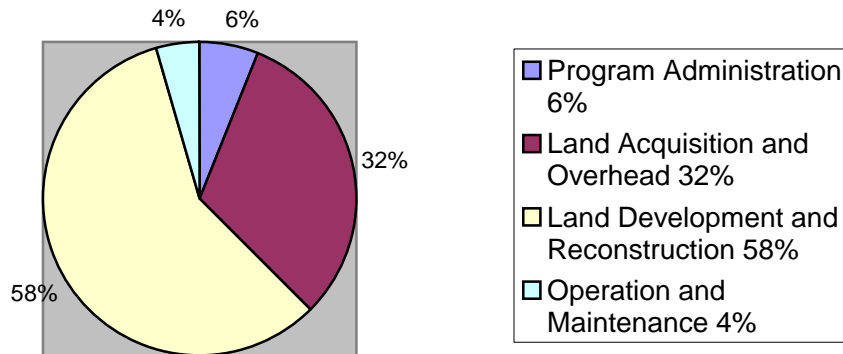


Figure 4 illustrates how DIF&W allocates their funding for boating and fishing access. When the land acquisition and land development and reconstruction figures are combined, they are similar to 1995 and projected allocations in the 1995 Strategic Plan.

D. DEPARTMENT OF MARINE RESOURCES

The Maine Department of Marine Resources (DMR) receives 20% of the portion of the Gas Tax that is attributed to boaters--set by statute at 2% and capped at \$2 million annually--after refunds have been made to commercial boaters. In FY2000, this allocation totaled \$390,899. These funds must be used to conduct research, development, and propagation activities on projects that are most beneficial to Maine's sport and commercial fisheries.

FY2000 Gas Tax Revenue Fund

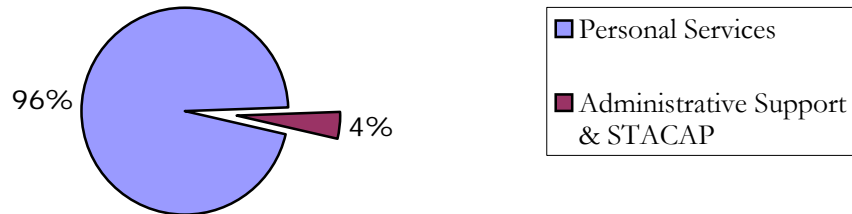
Source of Revenues

DMR share of Gas Tax Revenues	\$390,899
-------------------------------	-----------

Expenditures

Personal Services	362,688
Administrative Support and STACAP	<u>15,818</u>
Total Expenditures	\$378,506

**Fig. 5 Maine Department of
Marine Resources
Gas Tax Revenue Expenditures
Fiscal Year 2000**



VI. PUBLIC ACCESS NEEDS

A. BACKGROUND

The State of Maine has several programs to improve public access to waters but more resources are needed if the present activities of the DOC and DIF&W are to be maintained or accelerated. Although there are 379 state-owned or state-assisted public boat launching sites in Maine, and privately-owned public boat launching sites required by FERC licenses, many water bodies and coastal areas currently lack “assured” access for the general boating public. Some areas have assured public access, but designed parking capacities are regularly exceeded leading to traffic congestion and unauthorized, off-site parking. Many of the state-owned or state-assisted launching sites are more than 20 years old, the expected life of a facility, and are in need of substantial repair or renovation to keep ramps, entrance roads, parking areas, privies, and grassed areas usable and attractive. At the time of renovation, facilities must be brought into compliance with ADA requirements.

In the five years since the publication of the 1995 Strategic Plan, the departments have generally exceeded the targets established for major repair/renovation and the provision of new sites; however these targets assumed existing staff and funding levels. It is getting more difficult to locate and acquire sites, the sites are more expensive, and it is certainly questionable as to whether the programs are keeping pace with the loss of traditional access sites or the demand for new sites where none exist. It is clear that suitable potential sites are being lost rapidly.

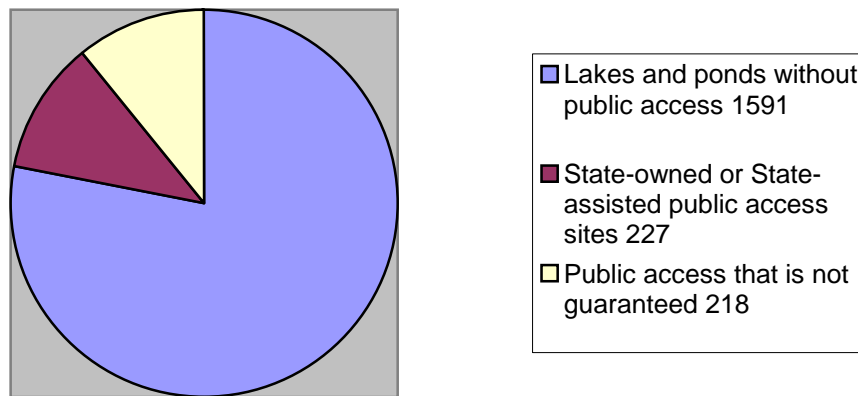
The public recognizes that current program efforts need to be expanded and that acquiring threatened or potential shorefront sites for public access needs to be accelerated. This is evidenced by the passage of the Land For Maine’s Future Bond Issue (1999) that provides up to \$ 5 million to acquire shorefront property sites for watercraft access, and the establishment of the interagency bridge access review committee. The rationale to quickly acquire sites is compelling: the value of shorefront property continues to rise, in some instances at an alarming rate; and shorefront ownership changes and/or development, often eliminate site suitability and availability for future public access.

B. LAKES AND PONDS

DIF&W’s Maine Lakes Inventory File lists 2078 inland waters. The department’s biologists have documented that 445 of these lakes and ponds have some form of established way for the public to

access the water body, although it is not known how permanent or adequate these sites are; 1591 do not have any public access. Since 227 of the 379 state-owned or state-assisted boat launching sites are located on lakes or ponds, it appears that 218 of the 445 access ways have no formal assurances that they will remain open to public use. This translates into a total of 1,809 waterbodies without specific, “assured” access sites. These findings are illustrated in figure 6.

Fig. 6. Public Access to Maine's Lakes and Ponds



The DIF&W lists 226 lakes with high fisheries values of which 45 have been assigned the highest priority to acquire “assured” access sites. To prioritize access needs, the DOC rated (1995) Maine’s 186 lakes over 500 acres in size from 1 to 12; the higher the number, the higher the need. Of this list, 28 lakes have a rating of 8 or higher, 49 lakes have a rating of 6 or higher, and 9 lakes have a rating of 4 or higher.

C. RIVERS AND STREAMS

DIF&W estimates that 6,400 miles of rivers and streams are navigable regardless of water level; 3,200 are navigable at high water. There are 114 state-owned or state-assisted sites on rivers.

D. BRIDGE ACCESS

The Public and Recreational Access Committee reviewing MDOT bridge projects for potential access has identified opportunities to enhance access that could be carried out over the next 6 to 7 years, if funding is available. It is estimated by MDOT that the 2002-2007 Six Year Plan offers 477 water access projects:

- bridge fishing at 62 bridges (\$2,408,800);

- parking enhancements near 204 bridges (\$408,000);
- carry-in for small watercraft at 57 bridges (\$285,000);
- access for riverbank fishing at 143 bridges (\$715,000); and
- boat launching ramps at 11 bridges (\$550,000).

E. COASTAL ACCESS

The 1995 Strategic Plan includes a prioritized list of access needs for freshwater lakes, ponds, and rivers but until recently, a comparable list did not exist for coastal waters. The State Planning Office and the Department of Marine Resources have developed a prioritized list of coastal water access needs. This provides the agencies with a degree of focus for the coast that has not existed before and will expedite the search for sites to acquire with assistance from the Land for Maine's Future Fund and other funding sources.

The SPO and DMR report — to be submitted to the Land For Maine Futures Board in October — identifies towns and stretches of shoreline popular with boaters and anglers that currently have no State-sponsored or State-assisted boat access facilities, or that have facilities but need added capacity to keep up with demand.

Sites were prioritized based on the following criteria: proximity of existing public water access sites and needs for additional sites in the region; location of the stretch of shoreline in relation to population centers; demand for better access in a region based on saltwater angler participation and surveys of saltwater anglers; value of the region's recreational saltwater fisheries; and threat of conversion to other uses, particularly nonfisheries-related uses.

The report finds that there is an acute need in southern Maine, most notably York County and upper Casco Bay, where real estate pressures and user demands are greatest. The report identifies 20 coastal towns as first priority areas, 23 coastal towns as second priority areas, and 38 coastal towns as third priority areas for boating access facilities (See Appendix E).

Because coastal lands are being developed quickly and actively, the report recommends that the State take a more pro-active role to identify potential sites and work with towns, realtors, developers and local conservation groups on public access land acquisition proposals. The report further recommends to:

- create and maintain a database of information on first and second priority areas and on existing State access sites;
- appoint or hire a state staff person, or hire a contractor, to work proactively on public water access sites;

- identify towns and groups that are interested in creating or improving public access sites;
- determine the availability of suitable land and the most appropriate type of access (boat launch, carry-in, bank fishing) for first and second priority areas; and
- seek cooperating agencies or other entities that will hold title and manage public water access sites.

F. DATA BASE

There is no central information source on public access and yet several agencies are working to improve it. A comprehensive, continually-updated data base of public access to the state's waterbodies and coastal areas needs to be developed and maintained to more accurately describe the "assured" status of existing public access, to effectively identify the need for sites, to better coordinate work between agencies, and to more tightly identify priorities and opportunities.

G. SUMMARY OF PUBLIC ACCESS NEEDS

1. Inland Lakes and Ponds:

- DIF&W survey of 2078 lakes and ponds reports 1809 without assured public access;
- 186 high priority water bodies over 500 acres in size do not have assured public access according to the DOC;
- the average cost to acquire and develop inland access sites is \$100,000 per site;
- if the current rate of 10 acquisition and development projects continues, \$1million per year is required;
- the longer it takes, the higher the cost, and the fewer the opportunities for public access, as land sales and waterfront development continue;

2. Coastal Access

- SPO/DMR coastal inventory identifies 20 areas of highest priority need;
- the estimated cost of coastal acquisition and development is \$400,000 to \$1million per site;
- the cost to acquire and develop 2 new sites per year is \$800,000 to \$2 million;
- to acquire and develop 20 new sites to meet highest priority needs will cost \$8 to \$20 million.

3. Bridges

- 477 MDOT projects offer the opportunity to improve public access.
- The cost to develop bridge access enhancements exceeds \$4.3 million.

VII. PUBLIC ACCESS FUNDING

A. THE BOATING FACILITIES FUND

At current funding levels, the Boating Facilities Fund cannot maintain and renovate existing public access sites and provide new access sites at the pace it has for the last five years. In addition, current staffing levels in both the DOC and DIF&W limit the amount of work that can be accomplished, how well the work is done, and how effectively program staff can address issues raised by local residents. Without additional funds, the new opportunity presented by the Public Access to Maine Waters Fund to acquire access sites, and access enhancements identified by the MDOT's Public and Recreational Access Committee, cannot be fully realized except at the expense of current activities. Also, current levels of staffing, legal support, and other project assessment, preparation, and administrative requirements will limit agencies' abilities to move quickly and take full advantage of the unique potential of these new initiatives.

It is difficult to project long-term costs to purchase suitable properties and develop new sites. Shorefront property values and rates of increase in values can vary significantly. Although the minimum size of properties suitable for access facilities are often relatively small--varying from 0.5 to 2 acres--available, suitable properties, may be larger and include structures whose presence adds to the cost. The cost to acquire coastal property for access is especially high (est. \$2-\$800,000), as is the average cost to develop these sites (\$200,000). The cost to permit and develop facilities also varies substantially with site conditions, location, and proximity to a public road.

The average costs for various activities for the past 5 years are listed below.

	BFF	DIF&W
Average cost to renovate a site	\$70,000	
New inland site development	\$33,823	\$74,218
Average cost to acquire land and easements	\$27,000	\$59,386

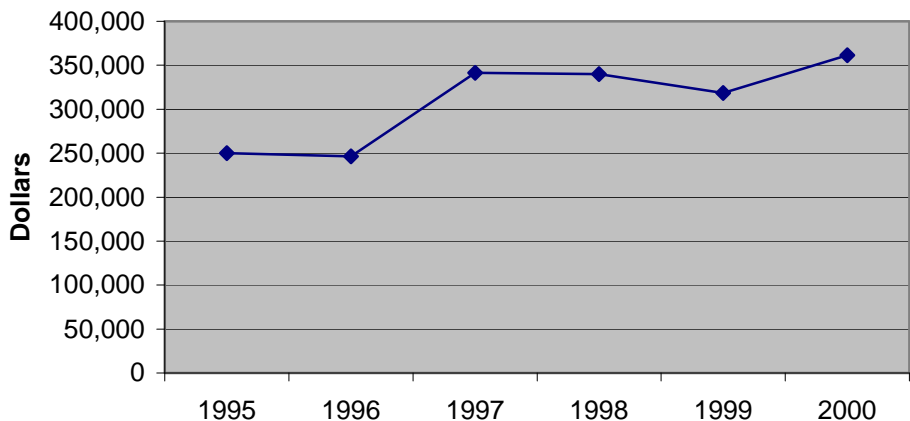
Annual income to the BFF is limited to approximately \$1.5 million. In order to meet the costs of renovation, design, construction, and acquisition, as well as higher costs for other elements of the Boating Facilities Program (navigational aids, site maintenance, program administration) expenditures have exceeded annual income by an average of \$460,000 per year over the last five years. Expenditures were drawn on a cash balance in the fund built up prior to 1995, when annual income usually exceeded total program costs.

At the BFF's level of activity of the past five years, the cash balance of \$1,740,403 (6/30/00) will be reduced to less than \$1.24 million at the end FY 2001, and \$780,000 at the end of FY 2002. This amount falls below the minimum needed at the end of a fiscal year (est. \$800,000-\$1 million) to effectively administer the program during the first quarter of the ensuing fiscal year, before new gas tax revenues are available. If additional revenues are not available for the BFF, the program must be scaled back. The Boating Facilities Program operational costs total at least \$770,000 a year, which leaves only \$730,000 for renovation, design, construction, and acquisition-- a reduction of more than 40% of funds available for these activities.

B. SPORT FISH RESTORATION PROGRAM

Income available annually to the DIF&W for motorboat access from the Sport Fish Restoration program is variable and somewhat unpredictable, due to fluctuations in the required percentage to be used for this purpose and variations in total income to the fund. Amounts transferred to DIF&W annually since 1995 have averaged \$309,659. The amounts are shown in figure 7.

Fig. 7 Sport Fish Restoration Funding



These funds require a 25% state match, provided by an annual transfer to DIF&W from the BFF administered by the Bureau of Parks and Lands.

C. LAND FOR MAINE'S FUTURE/WATER ACCESS FUND

The passage of the Land for Maine's Future bond issue in 1999 provides \$5 million to the Access to Maine Waters Fund. These funds present both a new opportunity and a raised expectation that acquiring shorefront sites to provide access for the boating public will receive high priority. However, these funds require a match

of 33% of the total project cost--\$500,000 annually. If matching monies are provided by the BFF at its current income level, it will accelerate the erosion of the fund balance. This in turn will slow renovation and new site development. While other sources of matching funds are available (e.g., the Outdoor Heritage Fund or private donations), they are not expected to approach the match amount needed. In addition, new staff or contractual resources are needed to proactively search for and evaluate potential properties. This represents a new cost to the BFF, as does the increased cost of maintenance when new sites are added to the state's responsibilities.

D. CURRENT FUNDING SUMMARY

A. Boating Facilities Fund Expenditures for Renovation, Design, Development, and Acquisition

- \$1.5 million annual income to BFF ;
- \$1.2 million spent annually for renovation, design, development, and acquisition;
- BFF expenditures have exceeded income by an average of \$460,000 per year for the last 5 years;
- at past expenditure level the current cash balance of \$1.7 million will be reduced to \$780,000 by the end of FY 2002.
- \$800,000 to \$1 million is needed at the start of each fiscal year to cover first quarter activities & encumbrances;
- at least \$770,000 is needed each year for other program activities (costs will increase as new sites are added and need to be maintained);
- Only \$730,000 would be available for design, development, and acquisition. That is \$470,000 less per year than is currently used.

B. Sport Fishing Restoration

- \$361K in FY 2000; requires a 25% state match or about \$136,000 per year.

C. Land For Maine's Future Fund

- \$1 million a year for 5 years; requires 33% match or \$2.5 million total over 5 years.

D. Maine Outdoor Heritage Fund

- \$550,000 annually available for acquisition and management projects; access sites only one of several eligible types of projects; requires 33% match.

E. Shore and Harbor Improvement Fund

- \$80,000 may be available in 2001 for municipal coastal access projects. Matching requirement undetermined.

At current funding levels, State programs will continue to renovate, develop, and acquire sites for public access to Maine's waters as expeditiously as possible, guided by the policies of the 1995 strategic plan and assisted wherever possible by leveraged state or federal monies. However, because of the cash balance of the

BFF is projected to be drawn down, the rate of access enhancements achieved from 1995-2000 cannot be sustained. Further, despite strong public support for accelerated acquisition of sites, current funding will not allow agencies to take full advantage of new opportunities embodied in the Land For Maine's Future's Water Access Fund and identified by MDOT's Public and Recreational Access at Water Crossings and Properties Adjacent to Water Committee.

VIII. ENFORCEMENT AND EDUCATION

One of the impediments for acquiring public access sites is public resistance. Effective enforcement of the boating laws and safety training are not only essential to protect public health and welfare; they can have a profound influence on local public attitudes towards boat access, especially the development of new access sites.

The Department's of Marine Resources and Inland Fisheries and Wildlife have primary responsibility over the management of the State's wildlife, inland fisheries, and marine life. Enforcement of State laws and agency regulations for use of these resources is a major responsibility of each agency, and enforcement staff have full authorities to enforce all of the laws of the state. Over the years, State laws and regulations for registration and use of watercraft have steadily evolved, and enforcement personnel from both agencies have been looked upon as the primary means of enforcing these requirements. Funding from watercraft registration fees and federal funds received annually from the US Coast Guard for watercraft-related programs fund this work. In the early 1990's it became evident that the demands on each agency for enforcing watercraft laws and regulations were rapidly increasing and the agencies were being forced to divert resource management funds to pay for watercraft enforcement. In 1998, the Legislature instituted a graduated fee structure based on horse power rating to increase funding to cover watercraft related programs administered by each agency.

Although the Department's of Marine Resources and Inland Fisheries and Wildlife are considered the primary means of enforcing watercraft registration and use, all enforcement officers at the municipal, county or state level have the authority to enforce the watercraft laws and rules of the State in their jurisdictions. Harbormasters also have the authority to enforce the watercraft laws of the State within their municipalities.

Over the years, the nature of watercraft use of Maine's inland and coastal waters has steadily changed. Many waters that were once undeveloped and used at relatively low levels and with small craft are now ringed by year-round and seasonal dwellings, and support a multitude of recreational activities using every conceivable form of watercraft. Boat ownership and usage have increased along with boating registrations. In addition to registered watercraft, the numbers of canoes and kayaks that do not require registration has dramatically increased. Laws have been enacted to reduce user conflicts, reduce safety risks, and impacts on wildlife; however conflicts among users and others are increasing and place demands on both agencies that can not be met with existing resources.

Education is an extremely important component of any discussion of watercraft safety and conflicts. Currently, the Department of Inland Fisheries and Wildlife offers watercraft education courses on a voluntary basis but very few people enroll in programs. Programs taught by the Coastal Guard Auxiliary and the U.S. Power Squadron are primarily offered in coastal areas and are frequented by coastal boaters. Leaflets on boating safety risks and watercraft laws are available and pertinent information is posted at public boating launching facilities.

Some of the factors influencing the demand for a greater presence by both agencies on the state's waters:

- Residential and seasonal development in shoreland areas is accelerating across the state. These new landowners are less tolerant of recreational activities that occur on adjacent public waters.
- A 10% increase in watercraft registrations from 112,559 in 1990 to 129,226 in 1999.
- Maine Revenue Service indicates that \$151,341,500 was spent in Maine on boat purchases in 1999.
- The gradual but continuing increase in population from 1,227,928 in 1990 to 1,253,040 in 1999.

A. RECREATIONAL BOATING ENFORCEMENT

Bureau of Marine Patrol, Department of Marine Resources

Mission

Maine will have a marine resource-based industry that is safe and encourages personal stewardship to support sound fishery management. The Department will administer programs to implement and enforce the laws and regulations necessary for public health and safety and sustainable fishery management.

Activities (FY 2000 statistics)

Presently the Bureau of Marine Patrol responds to complaints from the boating public and conducts safety patrols.

- About 24% of the Bureau of Marine Patrol's time (18,714 hours) was focused on providing marine recreational boating law enforcement on Maine's tidal waters. The majority of this time was spent in routine watercraft patrol conducting watercraft inspections for boating safety equipment and registration.
- 76% of the Marine Patrol's time was spent enforcing marine fishing laws, commercial and recreational, along Maine's 3,500-mile coast.
- The total number of hours worked by Marine Patrol Officers was 79,145.
- Marine Patrol Boats operated 7,081 hours. In that time, officers made 25,098 watercraft checks and found 1,479 violations.

- Marine Patrol Officers provide boating law enforcement patrols during marine events throughout the state (fireworks displays, marine regattas, etc.).
- Marine Patrol Officers attend boating and sportsmen shows to meet with the public and provide boating safety education. They attend regional and national boating law enforcement meetings to stay current in their profession.

Staffing

The Bureau has a total complement of 51 sworn law enforcement officers. Forty-seven of those officers work in the field, which includes

- 34 Marine Patrol Officers,
- 6 Marine Patrol Specialists [boat captains],
- 6 Field Sergeants, and
- 1 Marine Patrol Pilot.

There are also 2 Marine Maintenance Mechanics working at the repair facility in Rockland.

Watercraft Assets

The Marine Patrol currently has the following watercraft assets:

- One 44-foot patrol vessel
- Five 35-foot patrol vessels
- Sixteen 21-foot patrol vessels
- Six 17-foot trailered patrol vessels
- Six 13-foot rigid hull inflatables

A watercraft repair facility is located in Rockland. The Bureau also has a plane used for law enforcement coastwise that is based out of the Brunswick Naval Air Station.

Current Budget

The primary sources of the Bureau's revenues are the General Fund and the Watercraft Fund.

During FY2000, the Bureau of Marine Patrol committed the following resources toward the enforcement of safe boating laws and education:

Personnel--22,709 hours	\$768,717 ⁷
Boat operations-- 18,656 hours	\$902,842
Flight time-- 204 hours	\$16,320
Vehicle mileage--210,185 miles	\$56,750 ⁸
Total	\$1,744,629

Opportunities to improve boating law enforcement by the Department of Marine Resources

Proposal 1

With a moderate increase in funding the Bureau would expand the seasonal workforce by hiring and training seasonal (six month) Marine Patrol Officers to conduct focused boating safety patrols along the tidal waters of the state during peak boating activity. Nine additional staff members would be located as follows throughout the regions:

Kittery area – 1; Portland area – 1; Kennebec – 2; John’s Bay – 1; Penobscot – 2; Downeast – 2.

A full-time Marine Patrol Lieutenant would be hired to train, manage, and coordinate this new group of officers and the entire Watercraft Program. The Lieutenant’s duties would include: recruitment, training and supervision of a seasonal Marine Patrol Officer workforce; liaison with Inland Fisheries and Wildlife; management of the watercraft repair facility; coordination of marine boating law enforcement programs for state, county and local law enforcement; coordination of boating education programs with DIF&W, US Power Squadron and USCG Auxiliary; and recommending policies involving boat safety, education and law enforcement.

Equipment and support for this expanded workforce would require 1 additional Marine Maintenance Mechanic and 7 new boats (17’-19’ trailerable boats) equipped with state of the art apparatus for rescue and navigation.

Budget

The total cost for this level of support would be **\$419,776** in year one and **\$369,358** in year two. These costs are broken down in the following paragraphs and summarized at the end of this section.

⁷ Based on average wage and benefit costs for all classes of enforcement personnel.

⁸ Cost of boats, planes and trucks are based on average costs of maintaining and operating such equipment.

Salary and benefit costs for a seasonal (six month) Marine Patrol Officer at step one of the appropriate pay scale are approximately \$21,680. Support costs (uniforms, gear, truck lease payments) and other costs amount to approximately \$12,250 in the first year (purchases of full uniforms and truck equipment) and \$6,000 for each year thereafter. Total costs in year one for nine seasonal Marine Patrol Officers would be \$305,370. In year two, considering a step increase in salary and lower on going support costs, the total costs would be \$256,320.

Salary and benefit costs for a full time Lieutenant position at step one of the appropriate pay scale are approximately \$63,596. Support costs (similar to Marine Patrol Officers) would be approximately \$15,500 in year one. Total costs in year one for the Lieutenant position would be \$79,096, in year two \$76,025 (lower on going costs after year one).

Salary, benefits and support costs for a full time Marine Maintenance Mechanic in year one would be approximately \$35,310, in the second year \$37,013 (no one time first year purchases).

<i>Proposed Positions</i>	<i>Year One</i>	<i>Year Two</i>
9 Seasonal Marine Patrol Officers	\$305,370	\$256,320
Marine Patrol Lieutenant	\$79,096	\$76,025
Marine Maintenance Mechanic	\$35,310	\$37,013
Total	\$419,776	\$369,358

Proposal 2

To provide highly visible patrols throughout the state and in some of the more remote areas, the Marine Patrol recommends moving to full-time professional Marine Patrol Officers. Full time officers are more highly trained, qualified, and experienced to work the coastal waters of the state, and if assigned smaller patrol areas could greatly increase their presence and more effectively support both fisheries management and boating needs. The public sentiment is essentially for more presence, somebody on the water making sure boats are being operated safely and available in emergency situations. One of the most important outcomes of increased visibility is that it increases voluntary compliance of Maine’s boating laws and regulations.

With higher funding, 6 full-time Officers and 4 seasonal Officers are proposed. A full time Marine Patrol Lieutenant would train, manage, and coordinate this work force and the entire Watercraft Program as described previously. A full time clerical position (one Clerk 3 position) and a full time Marine Maintenance Mechanic to be located at the watercraft repair facility would provide support. The current watercraft repair facility in Rockland would be renovated and expanded.

DMR has a strong outreach program with the marine industries that can be followed in the recreational boating area as well. By developing partnerships and relationships with groups such as the US Coast Guard Auxiliary, the Power Squadron, Maine Boaters Association and others, DMR can increase their effectiveness through combined resources and collaborative programming.

Budget

The total cost for this level of support would be **\$634,554** in year one and **\$586,310** in year two. These costs are broken down in the following paragraphs and summarized at the end of this section.

Salary and benefit costs for a full time Marine Patrol Officer at step one of the appropriate pay scale are approximately \$43,150. Support costs such as uniforms, gear, truck lease payments and other costs amount to approximately \$15,500 in the first year (purchase of full uniforms and truck equipment) and \$9,250 for each year thereafter. As envisioned in the substantial increase plan, total costs in year one for six full time Marine Patrol Officers would be \$351,900. In year two, considering a step increase in salary and lower on going support costs, the total costs would be \$325,260.

Costs for four seasonal (six month) Marine Patrol Officers (salary, benefits and support costs) for year one would total \$135,720; in year two \$113,920. Costs for one full time Lieutenant position (salary, benefits and support costs) for year one would total \$79,096; in year two \$76,025. Costs for one full time Marine Maintenance Mechanic position (salary, benefits and support costs) for year one would total \$35,310; in year two \$37,013. Costs for one full time Clerk Typist III position (salary, benefits and support costs) for year one would total \$32,528; in year two \$34,092.

<i>Proposed Positions</i>	<i>Year One</i>	<i>Year Two</i>
6 full time Marine Patrol Officers	\$351,900	\$325,260
4 seasonal (6 month) Marine Patrol Officers	\$135,720	\$113,920
1 full time Lieutenant position	\$79,096	\$76,025
1 full time Marine Maintenance Mechanic	\$35,310	\$37,013
1 full time Clerk Typist III	\$32,528	\$34,092

Total	\$634,554.00	\$586,310.00
-------	--------------	--------------

The Maine Warden Service, Department of Inland Fisheries and Wildlife

Mission

To protect Maine's fish and wildlife resources and enforce the fish and wildlife laws of the State of Maine. The Bureau carries out its charge specific to watercraft enforcement, education and safety by enforcing the laws and department rules for managing and protecting the inland fisheries and wildlife resources of Maine; by enforcing laws and department rules for registration and operation of snowmobiles, watercraft, and all-terrain vehicles; by administering programs for the safe operation of snowmobiles, watercraft, and all-terrain vehicles; and by enforcing laws and department rules for whitewater rafting.

Activities (FY 2000 statistics)

During FY 2000, Maine Game Wardens worked a total of 227,445 hours.

- Boating enforcement constituted approximately 2% of the total enforcement time for Warden Service personnel, or 4,461 hours directly related to boating law enforcement.
- Checks for compliance with boating regulations were made on 18,317 watercraft of various type. These checks ranged from a routine inspection of safety equipment and registrations to actual prosecution of boaters.
- 951 boating related violations were observed and addressed through prosecutions and warnings.
- Fishing enforcement, which routinely involves a simultaneous safety inspection of a watercraft, accounted for 50,616 hours (approximately 21%) of a Game Warden's enforcement time.
- Game Wardens also incurred 9,275 hours of report writing, public relations, maintenance, training, and administration associated with boating enforcement and education.

The Department's five Warden Divisions cover Maine's 2,700 Great Ponds and all inland rivers above head of tide. Each geographic division is unique in terms of recreational boating activity. Waters in the southern and central portions of the state receive the bulk of the recreational use, and generate a proportional share of the enforcement-related activity.

Staffing

The Maine Warden Service is composed of 124 uniformed law enforcement personnel. One hundred and ten are patrol officers and first line supervisors who are responsible to carry out the field enforcement duties of the agency. A routine daily work schedule allows for only two thirds of the field force to be working at any

given time. Vacations and compensation time often cuts the number to only half of the field force working on a regular workday.

Watercraft Assets

Each district game warden is issued a patrol watercraft ranging in size from 14' to 23' in length. Wardens patrolling a large body of water such as Sebago or Moosehead Lake have a watercraft permanently stationed on the lake and an additional watercraft on a trailer for patrolling smaller bodies of water in their assigned area. Wardens with remote ponds with limited access may keep a canoe or small boat stowed along shore to alleviate trailering a watercraft for patrol purposes.

The Maine Warden Service has the following inventory:

- 150 boats ranging from 14' to 23' in length, not all having motors or trailers.
- 1 hovercraft for search and rescue
- 3 airboats for search and rescue
- 99 canoes

Current Budget FY 2000

Department Revenues

Watercraft Registration	\$1,076,692
Coast Guard Grant	548,391
Watercraft fines	45,974
Total	\$1,671,057

Department Expenditures

Enforcement	\$1,293,037
Education	15,000
Registration	283,934
Administration	15,000
Commissioner	<u>25,000</u>
Total	\$1,631,971

Opportunities To Enhance Boating Law Enforcement And Compliance With Boating Laws

The July 2000 Department Program Evaluation prepared for the Legislative Citizens' Advisory Committee to Secure the Future of Maine's Wildlife and Fish included an assessment of the resources it would take to

support a moderate increase in enforcement of watercraft, snowmobile and ATV laws and regulations. The assessment proposed 20 full time officers, with adequate equipment and supervision.

Watercraft enforcement accounted for approximately 26.6% of the Department's entire recreational enforcement effort in FY 2000. The following figures represent the proposed costs for a moderate increase in watercraft enforcement.

Budget with Moderate Increase

Personal Services	\$297,981 (6 additional staff)
All Other	\$79,800
Capitol	<u>\$90,440</u>
Total	\$468,221

To significantly increase Warden Service presence and response capabilities requires a substantial increase in available resources, and involves adding 12 wardens to the staff. This level of staffing allows for smaller patrol districts, an increase in the presence of Warden Service on local waters, an increased ability to respond to requests from the public, and coordination with local law enforcement officials.

Budget with Substantial Increase

Personal Services	\$595,962 (12 additional staff)
All Other	\$159,600
Capitol	<u>\$180,880</u>
Total	\$936,442

B. RECREATIONAL BOATING – SAFETY AND EDUCATION

Increased boater education decreases the need for enforcement. The Department of Inland Fisheries and Wildlife proposed mandatory boater education program to the 119th Maine Legislature. The proposal was not adopted but the need for a better boating education program was recognized. In lieu of new laws, enhanced education must result from innovative ideas and agencies and organizations working together in a collaborative fashion. This proposal embodies that collaborative effort in a joint effort of the DIF&W and DMR and other interested volunteer organizations to increase boating safety and education.

Current Efforts of DIF&W

The Recreational Safety Division's efforts focus on mandated Hunter Safety Education. Boater Safety Education is not required in Maine although the DIF&W has advocated for it in the past and will continue to explore the idea.

Currently, DIF&W's Recreational Safety Division employs 11 Recreation Safety Coordinators. They are part-time, 750-hour positions equaling 4 FTEs. The DIF&W is reallocating the existing 11 Coordinator positions to 8 and establishing a new Coordinator Supervisor to oversee the regional coordinators and an expanded educational program that includes all recreational vehicles. Each coordinator covers a distinct geographical area and has a staff of volunteer instructors. Currently there are approximately 1,000 hunter safety instructors, and 84 also teaching boating safety. In 1999, the DIF&W sponsored National Association of State Boating Law Administrators (NASBLA) certified boating safety programs for 369 students. Many of the training materials used in these programs are relevant for an expanded program.

Six Maine schools have full safety educational programs integrated into their curriculum that include hunter, ATV, and snowmobile safety. These programs are led by the Recreation Safety Coordinators. The DIF&W's Information and Education Division currently produces and distributes seasonal boating safety and educational press releases and printed materials. District Game Wardens also offer boating safety and education as part of their routine public relation activities on a seasonal basis.

Current Efforts of DMR

The Bureau offers the Officer Salty Program in Maine schools on a limited basis, as they are able to staff it. Twelve officers currently go into the schools, set up an aquarium and teach about marine animals. A boating safety component could be added to that program. This program teaches the importance of boating safety and conservation to schoolchildren with the objective of setting high standards early in their lives. It is hoped that this will promote both safety and conservation as adults.

Other Sources of Boating Safety and Education Programs

In 1999 the Coast Guard Auxiliary had 314 volunteer personnel in Maine. These volunteers certified 800 students in their boating education program, made 979 vessel checks (courtesy checks) and clocked 1,463 patrol hours. They are an untapped volunteer resource that could staff educational programs in a well-coordinated and supported boating safety and education program cosponsored by DIF&W and DMR.

Opportunities to Expand Watercraft Education

Expanded Boating Safety and Education programs can be added to the Recreational Safety Division of IF&W, and make efficient use of the existing system of part time hunter safety coordinators in place across

the state. An expanded watercraft education program would require increasing the number of hours each coordinator works from 750 hrs/yr. to 1,040 hrs/yr. (20 hours per week). With this increased staff time more educational programs could be offered and more creative approaches to educating boaters can be explored.

With additional resources, the DIF&W recommends that these 8 part-time positions be increased to full-time coordinators (40 hr/week; 2,080 hr/yr), with an additional support staff person. These coordinators would take on responsibilities and content areas related to boating rather than having specially dedicated boating safety coordinators that only cover one component of recreational safety education.

The Recreational Safety Coordinators are assigned specific geographical areas. Each coordinator would identify people within their regions to offer boating courses. All staff at the coordinator level would be responsible for all education disciplines including boating and the marine component.

Marine Patrol Officers could volunteer to become instructors in this future scenario to give them visibility in this collaborative program housed in DIF&W. At least once a year, each Officer could teach a boating safety course targeted towards marine safety. DMR staff would help develop additional materials, brochures, and literature, as well as promote the boating safety programs through their other programs and enforcement activity. DMR would also join in a collaborative effort with DIF&W to raise awareness about the positive outcomes of mandatory boating safety education.

Proposed Budget for Safety and Education

With a moderate increase in funding, the Department recommends increasing each of the 8 coordinator positions to 1,040 hrs/year. The additional salary costs would be \$32,062. Support costs (travel, telephone, administrative support) and training materials would be \$173,040. The total increase in the budget would be \$205,162.

With a substantial increase in funding, a mandatory boater education with 8 full-time coordinators is assumed. The cost in salary and benefits for 8 full-time coordinators would be \$259,920. Support costs (vehicles, travel, phone) would be \$68,000. An additional full-time support staff person would have salary and benefits of \$22,838. Training materials including student manuals and associated costs for all educational disciplines would be \$209,328. The total cost of this expanded program would be \$560,086.

Moderate level of funding increase

Increase hours of 8 coordinators to 1,040 per year (\$8015.50 each)	\$32,062
--	----------

Support costs and training materials 173,040

Total \$205,102

Of this total, \$26,277 would be attributed to an increased boating education program.

Substantial level of funding increase

8 Full-time Coordinators \$259,920

Support costs 68,000

Support staff 22,838

Training materials 209,328

Total \$560,086

Of this total, 26% or \$145,622 would be time spent in mandatory boating education.

Coordinator Time Breakdown

	750 Hours		1040 Hours		Full-time 2040 Hours	
Education Program	Hours	Students	Hours	Students	Hours	Students
Hunting	400	7542	500	9427	750	14140
Boating	50	369	123	907	535	7000
ATV	125	719	177	1013	350	2026
Snowmobile	125	618	177	1013	350	2026
Other			50		100	

The staff at both DMR and DIF&W for boating enforcement, safety and education is already stretched and boating activity continues to increase. Increased staffing is key for more presence on the water. This in and of itself results in more voluntary compliance with Maine boating laws and offers increased enforcement and exciting potential for an active boating safety and education program.

Both agencies agree that in order to most effectively increase boating law enforcement, safety and education, additional resources should be integrated into the existing structures at DMR and DIF&W. By increasing the numbers of Marine Patrol Officers and District Wardens with additional fully authorized officers, enforcement of recreational boating will be increased in a coordinated fashion.

IX. PROPOSED ACTIONS

A. CURRENT FUNDING LEVELS

- DOC/DMR/DIF&W/MDOT: fund a survey of a sample of registered boat owners to estimate the current percentage of the gasoline tax generated by recreational boating and identify access concerns/needs;
- DOC/SPO/DMR: develop and maintain a comprehensive data base of coastal access sites and needs to guide and track status, opportunities, and updated priorities. Contract for services as BFF or other funding sources permit;
- DOC/SPO/DMR: identify opportunities to meet access needs in those high priority areas identified in the SPO/DMR access needs study as lacking adequate access. Contract for services as BFF or other funding sources permit.
- DOC/DIF&W: develop and maintain comprehensive, statewide data base of access status on inland water bodies. Contract for services as BFF and other funding sources permit;
- DOC/DIF&W: continue renovation, development, and acquisition of access sites consistent with priorities and targets of 1995 Strategic Plan. Explore sources of matching funds for LMF/Water Access fund. Propose and sponsor access acquisition projects to the LMF, MOHF, and other potential sources of assistance for approval as funding and staff capabilities permit;
- MDOT/DOC/DIF&W/DMR: continue active participation in review of MDOT bridge and road projects to identify and refine opportunities for enhancing access at suitable sites, as current funding permits;
- DMR/DIF&W: Enforcement and Education as described in the previous section.

B. INCREASED FUNDING

- DOC/DIF&W: continue to exceed targets for renovation, development, and acquisition presented in 1995 Strategic Plan;
- DOC/DIF&W: increase program emphasis on acquisition and accelerate purchase of suitable, available inland and coastal sites by providing matching funds needed for LMF/Water Access Fund for both state and local acquisition as appropriate, as funding permits; increase use of contracted services to proactively search for available, suitable sites in high priority areas.
- MDOT/DOC/DIF&W: participate in the development and management of new access sites and access enhancements associated with bridges and public roads as identified by the Public and Recreational Access at Water Crossings and Properties Adjacent to Water Committee.
- DIF&W/DMR: Hire additional staff to increase enforcement presence and response capabilities as described in the previous section.

- DIF&W: Build on current education system of regional coordinators to increase the outreach and instructional capabilities.

APPENDIX A—GAS TAX LEGISLATION

36 MRSA §2903-A. Finding of fact

The Legislature makes a finding of fact that the percentage relationship of "gasoline tax" paid by that segment of the non-highway gasoline user, the motorboat user, is not less than 2.00% of the total "gasoline tax" revenue. Based on this legislative finding of fact, there is set aside 2.00% of the total excise tax, not to exceed \$2,000,000, on internal combustion engine fuel sold or used within the State, but not including internal combustion engine fuel sold for use in the propulsion of aircraft. From this 2.00% allocation is deducted the refunds paid out under section 2908 to purchasers and users of internal combustion engine fuel for commercial motorboats; 20% of the balance of 2.00% after paying out such refunds must be paid to the Treasurer of State to be made available to the Commissioner of Marine Resources for the purpose of conducting research, development and propagation activities by the department, and it is the responsibility of the Commissioner of Marine Resources to select activities and projects that will be most beneficial to the commercial fisheries of the State as well as the development of sports fisheries activities in the State; the remaining 80% of the balance of 2.00% after paying out such refunds must be credited to the Boating Facilities Fund, established under Title 12, section 1896, within the Maine State Bureau of Parks and Lands. The State Tax Assessor shall certify to the State Controller, on or before the 15th day of each month, the amounts to be credited under the previous sentence, as of the close of the State Controller's records for the previous month. When refunds paid to purchasers and users of internal combustion engine fuel for commercial motorboats in any month exceed 2.00% of gasoline tax revenues for that month, such excess must be carried forward in computing amounts to be credited to the Department of Marine Resources and to the Boating Facilities Fund under this section for the succeeding month or months. Funds credited to the Department of Marine Resources must be allocated by the joint standing committee of the Legislature having jurisdiction over appropriations and financial affairs. The Bureau of Parks and Lands, the Department of Marine Resources, the Department of Inland Fisheries and Wildlife and the Department of Transportation shall devise and agree to a system for determining the percentage of the gasoline tax and special fuels tax that results from fuel purchases for boating uses and whether those uses are for pleasure or commerce and for salt or freshwater boating. The Bureau of Parks and Lands shall ensure that proper records are kept to provide input for this system. Beginning February 1, 1991, and every 3 years thereafter on February 1st, the Bureau of Parks and Lands shall issue to the joint standing committee of the Legislature having jurisdiction over taxation matters a report based on an analysis of data according to this section. The Boating Facilities Fund must be used to fund the costs of this activity.

§2903-B. Finding of fact

The Legislature hereby makes a finding of fact that the percentage relationship of "gasoline tax" paid by that segment of the non-highway gasoline user, the snowmobile user, is not less than .5% of the total "gasoline tax" revenue, but certainly is more than the .5% referred to. Based on this legislative "finding of fact" there is set aside .5% of the total excise tax on internal combustion engine fuel sold or used within the State, but not including internal combustion fuel sold for use in the propulsion of aircraft. From this .5% allocation, 10% shall be paid to the Treasurer of State to be made available to the Department of Inland Fisheries and Wildlife; this money to be expended for the purpose set forth in Title 12, section 7824. The remaining 90% of the .5% shall be credited to the Snowmobile Trail Fund of the Bureau of Parks and Lands, established under Title 12, section 7824. The State Tax Assessor shall certify to the State Controller by the 15th day of each month the amounts to be credited under this section as of the close of the State Controller's records for the previous month.

In addition to the set aside of .5% of the total excise tax on internal combustion fuel sold or used within this State, the Legislature finds that an additional percentage of .17% must be paid to the Treasurer of State to

be made available to the Snowmobile Trail Fund of the Department of Conservation, Bureau of Parks and Lands, established under Title 12, section 7824.

§2903-C. Finding of fact

The Legislature makes a finding of fact that the percentage relationship of "gasoline tax" paid by that segment of the non-highway gasoline user, the all-terrain vehicle user, is estimated to be not less than .045% of the total "gasoline tax" revenue. Based on this estimate, there is set aside .045% of the total excise tax on internal combustion engine fuel sold within this State, not including internal combustion fuel sold for use in the propulsion of aircraft. This .045% allocation must be expended for the purposes required by Title 12, section 7854, subsection 4, paragraph B. The State Tax Assessor shall certify to the State Controller by the 15th day of each month the amounts to be credited under this section as of the close of the State Controller's records for the previous month.

APPENDIX B—DOC PROGRESS SINCE 1995

New or Renovated sites funded by the Boating Facilities Fund since 1995

Renovated sites in bold italics

Abbot	Piper Pond
Abbot	Whetstone Pd
Acton	Great East Lake
Acton	Horn Pond
Addison	Eastern Harbor
Allagash	Allagash River
Auburn	Lake Auburn Route 4
Bath	Kennebec River South End
Bowdoinham	Cathance River
Bridgton	Highland Lake
Bridgton	Moose Pond
Brunswick	Androscoggin River Mill S
Brunswick	New Meadows River
Danforth	Grand Lake Green Cove
Denmark	Moose Pond
Dexter	Wassookeag Lake
Eagle Lake	Eagle Lake
East Machias	Gardner Lake
East Machias	Hadley Lake
Eliot	Piscataquis River
Edmunds TWP	Cobscook
Franklin	Donnell Pond
Fryeburg	Swans Falls
Gardiner	Kennebec River
Hampden	Penobscot River
Hiram	Clemons Pond
Hiram	Stanley Pond
Howland	Penobscot River
Jonesport	Chandler Bay
Lubec	Johnson Bay
Mariaville	Graham Lake
Marshfield	6 Mile Pond
Meddybemps	Meddybemps Lake
Monmouth	Cobbossee
Naples	Songo Lock
Nobleboro	Pemaquid Pond
No. Yarmouth	Royal River
Oakfield	Spaulding Lake
Oakfield	Timoney Lake
Oakland	Messalonskee
Pleasant Ridge Plantation	Wyman
Portage Lake	Portage Lake

Rangeley
Rangeley
Rangeley
Richmond
Ripley
Robbinston
Sangerville
Scarborough
Scarborough
Sidney
So. Portland
Southwest Harbor
Stoneham
Swansville
T1R11WELS
T2R9WELS
T2R10WELS
T4R1WBKP
T4R1WBKP
T10R12WELS
TC So. Arm
Thomaston
Tremont
Union
Vassalboro
Vassalboro
Weston
Woolwich

**Mooselookmeguntic @ Haines
Landing**
Rangeley Lake at Oquossoc
Rangeley I Town Park
Kennebec River
Ripley Pond
St Croix River
Mahanock Pond
Scarborough River/Ferry Beach
Scarborough River/Pine Pt..
Kennebec River
Fore River
Southwest Harbor
Kewaydin Lake
Swan Lake
Namakanta
Debsconeag
West Branch Penobscot
Mooselook
U. Richard.
Churchill
Richardson
St. George River
Bass Harbor
7 Tree Pond
China Lake
Three Mile Pond.
E. Grand Lake
Nequassett Lake

APPENDIX C—DIF&W PROGRESS SINCE 1995

Objective 1

Acquire land for boating access to 40 lakes with moderate to high fisheries value.

<u>Accomplishments</u>	<u>Location</u>	<u>Grantor</u>	<u>Date Acquired</u>
Androscoggin Lake	Wayne	David Ault, Norine Jewell	January 13, 1998
Concord Pond	Woodstock	2 Parcels – Kehrley/Morton	Nov. 20, 1996/Nov. 20, 1998
Doe Pond	Monson	Harold & Jeanne Smith et al	December 21, 1998
Dyer Long Pond	Jefferson	Flora Jones	October 31, 1995
Grand Falls Flowage	Baileyville	Town of Baileyville	
Heart Pond	Orland	Dwight & Sandra Gates	October 22, 1998
Mountain View Pond	Big Squaw Twp.	Louis Oakes Trust	October 14, 1997
Pemaquid Pond	Nobleboro	Town of Nobleboro	February 15, 1995
Rockabema Lake	Moro Pt.	Richard Storm	February 15, 1995
Sawyer Pond	Greenville	Town of Greenville	May 20, 1998
Sebago Lake (Jordan Bay)	Raymond	St. Joseph's College	March 29, 2000
Sokokis Lake	Limerick	Leo Allaire	March 25, 1999
Square Pond	Acton	R. Pepin & Sons	July 24, 1996
Thompson Lake	Poland	Mary, Jane & Sally Fernald	September 22, 1998
Thomas Pond	Raymond	Lombard/Wintle	January 28, 1999
Togus Pond	Augusta	Margaret McInnis	October 27, 1997
Trickey Pond	Naples	Town of Naples	June 5, 2000
Wilson Pond	Greenville	Raymond & Claire Hamilton	June 21, 1995

Objective 2

Acquire land for 8 public boat and canoe access facilities at strategic locations on navigable rivers with highest fisheries values.

<u>Accomplishments</u>	<u>Location</u>	<u>Grantor</u>	<u>Date Acquired</u>
Androscoggin River	Hanover	Mead Oxford/Town	December 15, 1999
Aroostook River	Fort Fairfield	Town of Fort Fairfield	March 27, 1996
Aroostook River	Presque Isle	B & A Railroad	December 1, 1995
Kennebec River	Pittston	Norma Tewes	July 18, 1995
Kennebec River	Woolwich	Norman Lynch	July 21, 1997
Kennebec River/shipyard lot	Phippsburg	Frederick & Ada Haggett	May 16, 1995
Meduxnekeag River	Houlton	Town of Houlton	July 3, 1997
Penobscot River	Winn	Herbert and Virginia Haynes	May 23, 1995
Piscataquis River	Guilford	Town of Guilford	July 8, 1997
Piscataquis River	Dover	Town of Dover-Foxcroft	August 2, 1995
Piscataquis River	East Dover	Town of Dover-Foxcroft	August 2, 1995
Piscataquis River	Howland	Town of Howland	September 17, 1996
Sandy River	Farmington	James and Ruth Sawyer	October 1999

Objective 3

Acquire land in fee or easement for bank fishing access along 50 miles of streams supporting moderate to high value fisheries.

<u>Accomplishments</u>	<u>Location</u>	<u>Grantor</u>	<u>Date Acquired</u>
Belgrade Stream	Mount Vernon	Belgrade Stream Acres Trust	December 22, 1995
East Grand Lake	Danforth	Bradford White, et al	May 11, 1995
Grand Lake Stream	T27 ED BPP	Georgia Pacific/MCHT	October 4, 1995
Kennebec River	Benton	H. Norton Webber	August 30, 1999
Rangeley River	Rangeley	Rangeley Lakes Heritage	October 26, 1996
Rapid River	Upton	Crown Vantage	July 22, 1997
Wilson Stream/Bowerbank	Bowerbank	MCHT	March 28, 1997
Wilson Stream/Sebec Lake	Willimantic	Jean Fay	December 20, 1995
Wilson Stream (Early's Landing)	Willimantic	Gerald & Amanda Packard	July 10, 1997

Objective 4

Develop as many sites as possible without limiting acquisition.

<u>Accomplishments</u>	<u>Location</u>	<u>Date In Service</u>
Androscoggin Lake	Wayne	1999
Androscoggin River Ferry Landing	Hanover	2000
Aroostook River	Fort Fairfield	1996
Aroostook River	Presque Isle	1996
Doe Pond	Monson	2000
Dyer Long Pond	Jefferson	1996
Grace Pond	Upper Enchanted	1996
Meduxnekeag River	Houlton	1998
Pemaquid Pond	Nobleboro	1995
Penobscot River	Winn	1996
Piscataquis River - Chambers Site	Dover-Foxcroft	1996
Piscataquis River - East Dover Bridge	Dover-Foxcroft	1997
Piscataquis River	Guilford	1998
Piscataquis River	Howland	1997
Prong Pond	Greenville	1999
Sawyer Pond	Greenville	1999
Sebago Lake – Jordan Bay	Raymond	2000
Trickey Pond	Naples	2000
Wilson Pond	Greenville	1996

APPENDIX D – MDOT FUNDING ESTIMATES

**Public & Recreational Access to Water Crossings & Properties Adjacent to Water
Estimated Funding Needs for Water Access
September 18, 2000
by Steve Abbott, Committee Co-Chair**

Committee Members,

The committee has been exploring funding options to address the access needs identified in the bridge phase of access review process. MDOT has made clear that routine MDOT funding sources are not available for these identified needs, yet that we are interested in collaborating with other agencies on supplemental funding strategies. These supplemental funding strategies can only be delivered through cabinet-level resource agency or gubernatorial staff engagement. Some preliminary estimates of the funding needs and the method of deriving them follow:

Total access needs were computed using the following assumptions:

- Only HIGH Priority needs were used in the calculations (218 of 355 reviewed bridges)
- There may be more than one need per bridge

Snowmobile - \$500 per/linear foot of bridge. (Assumes 4' additional bridge width)

Fishing from Bridge - \$600 per/linear foot. (Assumes 5' additional sidewalk)

Parking near Bridge - \$2000 (Assumes 2 spots, 1 each on 2 corners)

Carry-in for small water craft - \$5000 (For Real Estate)

Access to Riverbank Fishing - \$5000 (For Real Estate)

Boat launching Ramps - \$50000 each

Total for Access Needs are as Follows:

2002/2007 6 Year Need

Snowmobile - \$455,000 (4 bridges), *reviews incomplete, more snowmobile needs anticipated.*

Fishing from Bridge - \$2,048,800 (62 bridges)

Parking near Bridge - \$408,000 (204 bridges)

Carry-in for small water craft - \$285,000 (57 bridges)

Access to Riverbank Fishing - \$715,000 (143 bridges)

Boat launching Ramps - \$550,000 (11 bridges)

TOTAL - **\$4,821,800** (218 bridges)

Estimated for 2002/2003 BTIP (revised 11.21.00)

Snowmobile - \$60,000 (1 bridge), *reviews incomplete, more snowmobile needs anticipated.*

Fishing from Bridge - \$942,000 (22 bridges)

Parking near Bridge - \$138,000 (69 bridges)

Carry-in for small water craft - \$105,000 (21 bridges)

Access to Riverbank Fishing - \$295,000 (59 bridges)

Boat launching Ramps - \$150,000 (3 bridges)

TOTAL - **\$1,690,000**

APPENDIX B-1

Waters Without General Public Access

Appendix B-1 - Lakes identified in the Department of Inland Fisheries & Wildlife inventory as being without general public access. *(List subject to change as access conditions change.)*

Lakes marked with a single asterisk have been included in the DIF&W active list (Appendix B-2) because of a reasonable chance of obtaining public access in the near future. Access on the other waters in the list is not being actively pursued at the present time.

Lakes marked with a double asterisk are classified as Management Class 1 or 6 lakes under policies and standards of the Land Use Regulation Commission, with vehicular access prohibited. (See Issue 6)

COUNTY	TOWN		LAKE	ACRES
ANDROSCOGGIN	LIVERMORE	*	ROUND P.	161 a,c
	TURNER		WILSON P (LITTLE)	111 a
AROOSTOOK	CASWELL		GIRARD P	19 a
	FORT FAIRFIELD		BRYANT P	19 a
	T14 R08 WELS	**	MOCCASIN	32 j
	WASHBURN		CARIBOU L	115 a.b
CUMBERLAND	RAYMOND	*	NOTCHED P	77 a,c
	RAYMOND		RAYMOND P	346 a,c
	STANDISH	*	WATCHIC P	448 a,c
	WINDHAM	*	FOREST L	213 a,c
FRANKLIN	BEATTIE TWP		BOUNDARY P	70 d
	CHAIN OF PONDS TWP		ROCK P	26
	COBURN GORE	**	CROSBY POND	150 a
	DAVIS TWP		FLATIRON P	30 d
	DAVIS TWP		JOHNS P	267 f
	DAVIS TWP		KAMANKEAG P	40 f
	LANG TWP		COW P	62 a,c
	MASSACHUSETTS GORE		BOUNDARY P (South)	10e
	MASSACHUSETTS GORE		GRANTS P	20e
	MASSACHUSETTS GORE		MASSACHUSETTS BOG	30 e
	MASSACHUSETTS GORE		NORTHWEST P	45 e
	MASSACHUSETTS GORE		NORTHWEST P (Little)	10 e
	RANGELEY		ROSS P	165 a,c

COUNTY	TOWN		LAKE	ACRES
	SEVEN PONDS TWP		BEAVER P	20 e
	SEVEN PONDS TWP		ISLAND P (Big)	350 e
	SEVEN PONDS TWP		ISLAND P (Little)	50 e
	SEVEN PONDS TWP		L POND	95 e
	SEVEN PONDS TWP		LONG P	35 e
	SEVEN PONDS TWP		SECRET P	10 e
HANCOCK	DEDHAM		BURNT P	315 g
	DEDHAM		GOOSE P	202 a,c
	DEDHAM		HARRIMAN P	45 a,c,
	DEDHAM	*	MOULTON P	45 a,c
	DEDHAM		MOUNTAINY P	691 a
	ORLAND	*	HEART P	73 a
	OTIS		FLOODS P	654 g
	STONINGTON		BURNTLAND P	20 g,j
	T10 SD		ROUND P	205d
KENNEBEC	READFIELD		MILL P	12 a
	ROME	*	WATSON P	66 a
KNOX	ROCKPORT		MIRROR L	109 g
	VINALHAVEN		ROUND P	6 g
LINCOLN	DAMARISCOTTA	*	LITTLE P	80 g
	JEFFERSON	*	DEAR MEADOW P	51 a
OXFORD	ALBANY TWP		KNEELAND P	16 a
	ANDOVER N SURPLUS		SURPLUS P	9 d
	BOWMANTOWN TWP		BARKER P	35 d
	BOWMANTOWN TWP		BLACK P (Upper)	30 d
	LOWER CUPSUPTIC TWP		MUD P	6 d
	LYNCHTOWN TWP		PARMACHENEE L	912 d
	MAGALLOWAY PLT		CRANBERRY P	100 d
	PARMACHENEE TWP		OTTER P	14 d
	PARMACHENEE TWP		RUMP P	35 d
	PARMACHENEE TWP		WELLS P	7 d
	PORTER	*	PLAIN P	16 a
	STONEHAM		TROUT P	64 a
PENOBSCOT	CLIFTON		BURNT P (Little)	15 g
	CLIFTON		SNOWSHOE P	8 g
	HOLDEN	*	HOLBROOK P	280 a
	T06 R08 WELS		HAY P	134 d

COUNTY	TOWN		LAKE	ACRES	
PISCATAQUIS	T06 R10 WELS		WEBSTER L	531 d	
	T07 R09 NWP		HOUSTON P	694 d	
	T07 R14 WELS	**	POLAND P (Upper)	490 d	
	T07 R14 WELS		ROUND P	375 d	
	T08 R14 WELS		NARROW P	151 d	
	TA R11 WELS		CRAWFORD P	390 d	
	TA R11 WELS		MONKEY P	30 d	
	TA R11 WELS		PLEASANT P (Big)	195 d	
	TA R11 WELS		YOKE PONDS	134 d	
SOMERSET	CARRYING PLC TWN TWP		CARRY P (Middle)	126 d	
	CARRYING PLC TWN TWP		CARRY P (West)	675 d	
	KING & BARTLETT TWP		BUTLER P	45 d	
	KING & BARTLETT TWP		DEER P	30d	
	KING & BARTLETT TWP		EVERETT P	20 d	
	KING & BARTLETT TWP		FELKER P	50 d	
	KING & BARTLETT TWP		KING & BARTLETT L	538 d	
	KING & BARTLETT TWP		LONG P	60 d	
	MOOSE RIVER	*	HEALD P	186 d	
	SOLDIERTOWN TWP		CENTER P	51 d	
	T03 R05 BKP WKR		BECK P	32 d	
	T03 R05 BKP WKR		LOST P	15 d	
	T04 R05 NBKP		KING L (Little)	90 d	
	T05 R06 BKP WKR		BAKER P	270 d	
	T05 R06 BKP WKR		BLAKESLEE L	55 d	
	T05 R17 WELS		ST JOHN P (Fourth)	198 d	
	T07 R16 WELS		TURNER P	104 d,i	
	T07 R17 WELS		BAKER L	1231 d,i	
	T08 R16 WELS		DESOLATION P	70 d	
	WALDO	PALERMO		PRESCOTT P	14 a,c
WASHINGTON	CHARLOTTE		LEDGE (Bald Ledge P)	17 a	
	COLUMBIA		MEYERS P (North)	6 a	
	COLUMBIA		MEYERS P (South)	3 a	
	FOREST TWP		TOMAHL	56 j	
	T26 ED BPP		BEAVER DAM L (North)	147 a	
YORK	ACTON		SQUARE P	910 a	
	ARUNDEL		BRIMSTONE P	12 a,c	
	KENNEBUNK	*	ALEWIFE P	37 a	
	KITTERY		KITTERY CLUB P	3 a,c	
	LIMINGTON	*	SAND P	26 a,c	
	PARSONSFIELD	*	WEST P	140 a,c	

COUNTY	TOWN		LAKE	ACRES
	SANFORD		DEERING P	26 a
	SHAPLEIGH		POVERTY P (Little)	13 a,c
	SHAPLEIGH		SHY BEAVER P	25 a
	YORK		BOULTER P	94 g
	YORK		CHASES P	133 g
	YORK		FOLLEY P	54 g,j
	YORK		MIDDLE P	37 g
	YORK		WELCHS P	9 g

con't.

N=107

- a Access controlled by small, private landowners.
- b Has no sportfish potential.
- c Stocking by DIF&W stopped due to denied access.
- d Access controlled by large, corporate landowners.
- e Access controlled by large, corporate landowner and private sporting club.
- f Access controlled by camp owners association.
- g Access controlled by municipal water supply district.
- h Access controlled by utility company.
- i Limited public access through Canada or by special permission of large corporate landowner.
- j Closed to all fishing by State.

APPENDIX B -2

Lakes with High or Moderate Fisheries Value in Need of Guaranteed or Additional Access Sites

Lakes in need of guaranteed public access or additional access development, as identified by DIF&W regional fisheries biologist. Towns listed only serve to identify the water and are not necessarily the towns where access facilities would be located. *(List does not identify all the access needs statewide.)*

Lakes marked with an single asterisk are those that have been given highest priority for access acquisition and development.

Lakes marked with a triple asterisk are classified as Management Class 2 lake under the Land Use Regulation Commission's policies and standards with access sites requiring special consideration. (See Issue 6).

COUNTY	TOWN		WATER	ACRES	ACCESS TYPE
ANDROSCOGGIN	AUBURN		TAYLOR P	625	IMPROVED
	LEEDS	*	ANDROSCOGGIN L	3,980	IMPROVED
	LEWISTON		NO NAME P	143	UNIMPROVED
	LIVERMORE	*	ROUND P	161	UNIMPROVED
	POLAND		TRIPP P	768	UNIMPROVED
	POLAND		WORTHLEY P	42	UNIMPROVED
	TURNER		PLEASANT P	189	UNIMPROVED
	TURNER		BEAR P (Big)	432	UNIMPROVED
AROOSTOOK	BRIDGEWATER	*	PORTLAND L	41	UNIMPROVED
	LITTLETON		ROSS L	32	CARRY-IN
	LUDLOW	*	BRADBURY L	38	UNIMPROVED
	MORO PLT	*	ROCKABEMA L	339	UNIMPROVED
	NASHVILLE PLT		MACHIAS L (Little)	275	UNIMPROVED
	NEW CANADA		SLY BROOK L (First)	90	CARRY-IN
	NEW LIMERICK	*	COCHRANEL	79	UNIMPROVED
	NEW LIMERICK		GREEN P	29	CARRY-IN
	ORIENT	*	DEERING L	474	UNIMPROVED
	ST CROIX TWP		SAINT CROIX L	416	UNIMPROVED
	ST JOHN PLT		WALLAGRASS (1st & 2nd)	281	UNIMPROVED
	ST JOHN PLT		WHEELock L	160	CARRY-IN
	T01 R05 WELS		MOLUNKUSL	1,050	UNIMPROVED
	T07 R05 WELS		UMCOLCUS L	630	UNIMPROVED

COUNTY	TOWN		WATER	ACRES	ACCESS TYPE
AROOSTOOK (con't.)	T17 R04 WELS		MUD L	972	UNIMPROVED
	T18 r10 WELS	*	GLAZIER L	1,120	UNIMPROVED
	T19 R11 WELS	*	BEAU L	2,003	UNIMPROVED
	WALLAGRASS		SOLDIER P	96	UNIMPROVED
	WESTON		BRACKETT L	576	UNIMPROVED
CUMBERLAND	BRIDGTON		ADAMS P	45	UNIMPROVED
	BRIDGTON		BEAVER P	69	UNIMPROVED
	BRIDGTON		INGALLS (Foster's) P	141	UNIMPROVED
	BRIDGTON		LONG L	4,867	IMPROVED
	BRIDGTON		OTTER P	90	UNIMPROVED
	CAPE ELIZABETH		GREAT P	131	CARRY-IN
	CASCO		DUMPLING P	30	CARRY-IN
	CASCO		OWL P	20	WALK-IN
	CASCO	*	THOMAS P	442	UNIMPROVED
	FALMOUTH		HIGHLAND (Duck) L	640	IMPROVED
	NAPLES		BAY OF NAAPLES	762	IMPROVED
	NAPLES		COLD RAIN P	38	CARRY-IN
	NAPLES	*	TRICKEY P	311	IMPROVED
	RAYMOND		NOTCHED P	77	UNIMPROVED
	RAYMOND	*	PANTHER P	1,439	IMPROVED
	NEW GLOUCESTER		SABBATHDAY L	340	IMPROVED
	RAYMOND	*	RAYMOND P	346	UNIMPROVED
	STANDISH		RICH MILL P	77	CARRY-IN
	STANDISH	*	WATCHIC P	448	IMPROVED
	WINDHAM		COLLINS P	45	UNIMPROVED
	WINDHAM		FOREST L	198	UNIMPROVED
FRANKLIN	CHAIN OF PONDS TWP	***	CHAIN OF PONDS	700	IMPROVED
	DALLAS PLT		SADDLEBACK L	358	CARRY-IN
	DAVIS TWP	*	KENNEBAGO L (Big)	1,700	UNIMPROVED
	RANGELEY		DODGE P	230	UNIMPROVED
	SANDY RIVER PLT		BEAVER MTN L	543	UNIMPROVED
HANCOCK	BROOKSVILLE		WALKER P	697	UNIMPROVED
	BUCKSPORT		JACOB BUCK P	190	UNIMPROVED
	DEDHAM		MOULTON P	45	UNIMPROVED
	ELLSWORTH		BRANCH L	2,703	IMPROVED
	MARIAVILLE		GRAHAM L	7,865	UNIMPROVED
	ORLAND		CRAIG P	218	IMPROVED
	ORLAND		HEART P	73	IMPROVED

COUNTY	TOWN		WATER	ACRES	ACCESS TYPE
	OTIS	*	SPRINGY P (Lower)	114	IMPROVED
	T09 SD		DONNELL P	1,120	IMPROVED
	T10 SD		LONG P	205	UNIMPROVED
	T10 SD	*	ROUND P	205	UNIMPROVED
	T10 SD	*	SPRING RIVER L	704	IMPROVED
	T40 MD		NICATOUS L	5,165	UNIMPROVED
KENNEBEC	ALBION		LOVEJOY P	324	UNIMPROVED
	AUGUSTA	*	ANDERSON (Evers)	12	CARRY-IN
	AUGUSTA		DAM P	98	CARRY-IN
	AUGUSTA		GREELEY P	51	CARRY-IN
	AUGUSTA		THREE CORNERED P	182	CARRY-IN
	AUGUSTA		TOGUS P	660	UNIMPROVED
	BELGRADE		GREAT P	8,239	UNIMPROVED
	BELGRADE		PENNY P	44	CARRY-IN
	CHINA		RANCH P	316	UNIMPROVED
	FAYETTE		DAVID P	297	UNIMPROVED
	FAYETTE		HALES P	70	CARRY-IN
	FAYETTE		PARKER P	1,513	IMPROVED
	LITCHFIELD		JIMMY P	40	CARRY-IN
	MANCHESTER		FAIRBANKS P	14	CARRY-IN
	MANCHESTER		HUTCHINS P	100	CARRY-IN
	MONMOUTH		ANNABESSACOOK L	1,420	IMPROVED
	PITTSTON		NEHUMKEAG P	178	CARRY-IN
	ROME		WATSON P	66	CARRY-IN
	ROME		WHITTIER P	21	CARRY-IN
	VIENNA		FLYING P	360	UNIMPROVED
	WAYNE		POCASSET L	601	UNIMPROVED
	WINDSOR		MOODY P	32	CARRY-IN
	WINSLOW		PATTEE P	712	IMPROVED
KNOX	APPLETON		SENNEBEC P	532	IMPROVED
	HOPE		HOBBS P	264	UNIMPROVED
	HOPE		LERMOND P	171	UNIMPROVED
	HOPE		LILY P	29	CARRY-IN
	UNION	*	CRAWFORD P	591	IMPROVED
	WARREN		NORTH P	338	UNIMPROVED
	WARREN		SOUTH P	548	UNIMPROVED
	WASHINGTON		IRON P	11	CARRY-IN
	WASHINGTON		SPRING (Muddy) P	18	CARRY-IN
LINCOLN	ALNA		PINKHAM P	24	CARRY-IN
	BOOTHBAY		ADAMS P	73	CARRY-IN
	BREMEN		McCURDY P	192	CARRY-IN

COUNTY	TOWN		WATER	ACRES	ACCESS TYPE
	BREMEN		WEBBER P	219	UNIMPROVED
	DAMARISCOTTA		LITTLE P	80	CARRY-IN
	DAMARISCOTTA		PARADISE (Muddy) P	166	CARRY-IN
	JEFFERSON		GARDINER P	78	CARRY-IN
	JEFFERSON		CLARY L (Pleasant P)	666	UNIMPROVED
	JEFFERSON	*	DEER MEADOW P	51	CARRY-IN
	JEFFERSON		DYER LONG P	423	UNIMPROVED
	JEFFERSON		THREE CORNER P	72	CARRY-IN
	JEFFERSON		TRAVEL P	102	CARRY-IN
	NOBLEBORO		COOKS P	73	CARRY-IN
	SOMERVILLE		TURNER P	193	CARRY-IN
LINCOLN (con't.)	WALDOBORO		KALERS P	87	CARRY-IN
	WALDOBORO		MEDOMAK P	237	UNIMPROVED
	WALDOBORO		MEDOMAK P (Little)	75	UNIMPROVED
	WALDOBORO		PETERS (Gross) P	12	CARRY-IN
OXFORD	ALBANY TWP		PROCTOR P	45	UNIMPROVED
	ALBANY TWP		SONGO P	224	UNIMPROVED
	BROWNFIELD		PEQUAWKET L	87	UNIMPROVED
	CANTON		FOREST P	51	UNIMPROVED
	DENMARK		GRANGER P	125	UNIMPROVED
	DENMARK		PERLEY P	79	CARRY-IN
	FRYEBURG	*	KEZAR P	1,447	UNIMPROVED
	FRYEBURG		KIMBALL P (Lower)	486	UNIMPROVED
	HANOVER	*	HOWARD P	128	UNIMPROVED
	HARTFORD		ANASAGUNTICOOK L	568	UNIMPROVED
	HEBRON		MARSHALL P	142	UNIMPROVED
	HIRAM	*	BARKER P	206	UNIMPROVED
	HIRAM		SOUTHEAST P	173	UNIMPROVED
	LOVELL		FARRINGTON P	89	UNIMPROVED
	MAGALLOWAYLT	*	STURTEVANT P	518	UNIMPROVED
	NORWAY		SAND P	141	UNIMPROVED
	OTISFIELD		MOOSE P	160	UNIMPROVED
	OXFORD		GREEN P	38	CARRY-IN
	OXFORD		HOGAN P	177	UNIMPROVED
	OXFORD	*	THOMPSON L	4,426	IMPROVED
	ERU		WORTHLEY P	375	IMPROVED
	PORTER		BICKFORD P	237	UNIMPROVED
	PORTER		CHAPMAN P	13	CARRY-IN
	PORTER		MINE P	58	UNIMPROVED
	PORTER		PLAIN P	16	CARRY-IN
	PORTER		TRAFTON P	56	CARRY-IN

COUNTY	TOWN		WATER	ACRES	ACCESS TYPE
	STONEHAM		VIRGINIA L	145	UNIMPROVED
	SUMNER		LABRADOR P (Big)	115	UNIMPROVED
	SUMNER		LABRADOR P (Little)	15	CARRY-IN
	SWEDEN		KEYS P	192	UNIMPROVED
	SWEDEN		STEARNS P	247	UNIMPROVED
	WATERFORD		JEWETT (5 Kezars) P	32	CARRY-IN
	WATERFORD	*	LONG (McWain) P	473	UNIMPROVED
	WATERFORD		MOOSE P	181	UNIMPROVED
	WATERFORD		MUD (5 Kezars) P	45	UNIMPROVED
	WATERFORD		PAPOOSE P	64	UNIMPROVED
	WOODSTOCK		CONCORD (Big)	135	CARRY-IN
	WOODSTOCK		NORTH P	284	UNIMPROVED
PENOBSCOT	CLIFTON		PARKS P	124	UNIMPROVED
	EDDINGTON		EDDINGTON (Davis)	417	UNIMPROVED
	HOLDEN		HOLBROOK P	280	UNIMPROVED
	LINCOLN	*	COLD STREAM P (Upper)	685	UNIMPROVED
	MT CHASE	*	SHIN P (Upper)	544	UNIMPROVED
	PLYMOUTH		ROUND (Gray) P	134	CARRY-IN
	T05 R01 NBPP		JUNIOR L	3,866	UNIMPROVED
	T05 R01 NBPP		SCRAGGLEY L	2,758	UNIMPROVED
	T05 R07 WELS	*	SHIN P (Lower)	638	UNIMPROVED
PISCATAQUIS	BIG SQUAW TWP		FITZGERALD P	550	UNIMPROVED
	DOVER-FOXCROFT		BRANNS MILL P	271	UNIMPROVED
	ELLIOTTSVILLE		GREENWOOD P (Big)	211	UNIMPROVED
	FRENCHTOWN TWP		ROACH P (First)	3,270	UNIMPROVED
	GREENVILLE	*	PRONG P	427	UNIMPROVED
	GREENVILLE		SAWYER P	67	CARRY-IN
	GREENVILLE	*	WILSON P (Lower)	1,380	IMPROVED
	GUILFORD	*	BENNETT P (Big)	61	CARRY-IN
	GUILFORD		DAVIS P (First)	224	UNIMPROVED
	GUILFORD		DAVIS P (Second)	58	UNIMPROVED
	LAKE VIEW PLT		SCHOODIC L	7,168	UNIMPROVED
	MONSON		DOE P	54	WALK-IN
	MONSON	*	MONSON P	359	UNIMPROVED
	MONSON		SOUTH P	18	WALK-IN
	MONSON		SPECTACLE PONDS	177	UNIMPROVED
	T01 R 11 WELS		NAHMAKANTA L	1,024	CARRY-IN
	T01 R12 WELS		ROACH P (Second)	970	UNIMPROVED
	T02 R09 WELS		TOGUE P (Lower)	384	UNIMPROVED

COUNTY	TOWN		WATER	ACRES	ACCESS TYPE
	T07 R11 WELS		BRANCH P (East)	45	WALK-IN
	T07 R11 WELS		CARPENTER P	160	CARRY-IN
	T07 R11 WELS		SNAKE P	275	CARRY-IN
	WILLIMANTIC		BENSON P (Big)	320	CARRY-IN
	WILLIMANTIC		GRINDSTONE P	26	CARRY-IN
SAGADAHOC	WOOLWICH	*	NEQUASSET L	392	IMPROVED
SOMERSET	CARATUNK	*	PLEASANT P	1,120	UNIMPROVED
	DENNISTOWN PLT		CROCKER P	227	UNIMPROVED
	DENNISTOWN PLT		RANCOURT P	23	CARRY-IN
	DENNISTOWN PLT		SUGAR BERTH P	23	WALK-IN
	DENNISTOWN PLT		WOOD P (Little Big)	713	UNIMPROVED
	EMBDEN	*	HANCOCK P	320	UNIMPROVED
	FORSYTHE TWP		LONG P	98	CARRY-IN
	FORSYTH TWP		TURNER P (Big)	111	CARRY-IN
	FORSYTH TWP		TURNER P (Little)	77	CARRY-IN
	HARTLAND		MORRILL P	134	UNIMPROVED
	HARTLAND		STAFFORD P	122	CARRY-IN
	HARTLAND		STARBIRD P	103	CARRY-IN
	HOLEB TWP		FISH P (Big)	64	CARRY-IN
	HOLEB TWP		McKENNEY P	38	CARRY-IN
	MAYFIELD TWP		KINGSBURY P	390	UNIMPROVED
	MOOSE RIVER	*	HEALD P	186	CARRY-IN
	PARLIN POND TWP	*	PARLIN P	543	UNIMPROVED
	UPPER ENCHANTED	*	GRACE P	150	CARRY-IN
WALDO	BROOKS		ELLIS P	93	CARRY-IN
	BROOKS		HALF MOON (Sucker)	38	CARRY-IN
	BROOKS		PASSAGASSAWAU-KEAG	118	CARRY-IN
	KNOX		DUTTON P	36	CARRY-IN
	KNOX		MIXER P	49	CARRY-IN
	LINCOLNVILLE		COLMAN P	223	UNIMPROVED
	LINCOLNVILLE		MOODY P	61	CARRY-IN
	MONTVILLE		KINGDOM BOG	87	CARRY-IN
	MORRILL		CROSS P	169	CARRY-IN
	PALERMO		BEECH P	59	CARRY-IN
	PALERMO		BOWLER (Belton) P	34	CARRY-IN
	PALERMO		JUMP P	29	CARRY-IN
	PALERMO		FOSTER (Crotch) P	31	CARRY-IN
	PALERMO		PRESCOTT P	14	CARRY-IN

COUNTY	TOWN		WATER	ACRES	ACCESS TYPE
	PALERMO		SABAN P	11	CARRY-IN
	PROSPECT		HALFMOON P	176	CARRY-IN
WASHINGTON	CENTERVILLE	*	PEAKED MT P	227	UNIMPROVED
	DANFORTH		GRAND LAKE (East)	16,070	UNIMPROVED
	LAMBERT LAKE TWP		LAMBERT L	605	UNIMPROVED
	MEDDYBEMPS		MEDDYBEMPS L	6,765	IMPROVED
	NORTHFIELD	*	BOG L	826	UNIMPROVED
	T05 ND BPP	*	GRAND L (West)	14,340	IMPROVED
	T06 R01 NBPP		SHAWL	211	UNIMPROVED
	T37 MD BPP	*	SECOND (Old Stream)	104	UNIMPROVED
	TOPSFIELD	*	FARROW L	224	UNIMPROVED
	TOPSFIELD		MUSQUASH L (East)	806	UNIMPROVED
	VANCEBORO		SPEDNIK L	17,219	UNIMPROVED
	WHITING	*	INDIAN L	120	UNIMPROVED
YORK	ACTON		LOON P	94	UNIMPROVED
	ACTON		MOOSE P	27	UNIMPROVED
	ACTON	*	SQUARE P	910	IMPROVED
	ACTON		WILSON L	288	IMPROVED
	ALFRED		SHAKER P	78	UNIMPROVED
	BUXTON		DUCK P	9	CARRY-IN
	KENNEBUNK		ALEWIFE P	37	CARRY-IN
	LEBANON		NORTHEAST P	778	IMPROVED
	LIMERICK		HOLLAND (Sokosis) P	192	UNIMPROVED
	LIMINGTON		HORNE (Pequawket) P	166	UNIMPROVED
	LIMINGTON		SAND P	26	CARRY-IN
	LIMINGTON		WARDS P	44	UNIMPROVED
	LYMAN		BUNGANUT P	280	IMPROVED
	LYMAN		ROBERTS & WADLEY PD	203	IMPROVED
	LYMAN		SWAN P	147	UNIMPROVED
	NEWFIELD		BALCH & STUMP PONDS	704	IMPROVED
	PARSONSFIELD		PROVINCE L	1,008	IMPROVED
	PARSONSFIELD		WEST P	140	UNIMPROVED
	SANFORD		ESTES L	387	IMPROVED
	SOUTH BERWICK		KNIGHT P	49	UNIMPROVED
	SOUTH BERWICK		WARREN P	45	CARRY-IN
	WATERBORO		ISINGLASS P	30	CARRY-IN
	WATERBORO		LONE P	8	CARRY-IN

APPENDIX B -3

Rivers with High or Moderate Fisheries Value in Need of Guaranteed or Additional Access Sites

Appendix B-3 - Rivers with high or moderate fisheries values in need of guaranteed public access or additional access, as identified by DIF&W regional fisheries biologists. Rivers marked with an asterisk are those that have been given highest priority for access acquisition and development.

COUNTY	TOWN		WATER	MILES	ACCESS TYPE
ANDROSCOGGIN	AUBURN	*	ANDROS. R (Little)	1	CARRY-IN
	LIVERMORE		ANDROS. R	20	CARRY-IN
AROOSTOOK	ASHLAND		MACHIAS R. (Little)	17	CARRY-IN
	BRIDGEWATER		PRESTILES	4	WALK-IN
	EASTON		PRESTILES	2	WALK-IN
	FORT FAIRFIELD	*	AROOSTOOK R	5	IMPROVED
	MASARDIS	*	AROOSTOOK R	12	CARRY-IN
	OXBOW PLT	*	AROOSTOOK R	12	CARRY-IN
	PRESQUE ISLE	*	AROOSTOOK R	12	IMPROVED
	FORT KENT		FISH R	35	CARRY-IN
	FRENCHVILLE	*	SAINT JOHN R	12	IMPROVED
	GRAND ISLE	*	SAINT JOHN R	12	IMPROVED
	MADAWASKA	*	SAINT JOHN R	12	IMPROVED
	HOULTON		MEDUXNEKEAG R	12	CARRY-IN
	LITTLETON		MEDUXNEKEAG R	9	CARRY-IN
	OAKFIELD		MATTAWAMKEAG R (East Branch)	12	CARRY-IN
	PRESQUE ISLE		PRESTILES	5	WALK-IN
CUMBERLAND	NAPLES		CROOKED R	30	WALK-IN
	WINDHAM		PLEASANT R	1	WALK-IN
FRANKLIN	EUSTIS		DEAD R (North Br.)	17	CARRY-IN
	EUSTIS		DEAD R (South Br.)	17	CARRY-IN
	RANGELEY	*	KENNEBAGOR	12	CARRY-IN
KENNEBEC	CLINTON		KENNEBEC R	10	WALK-IN
	CLINTON		SEBASTICOOK R	12	CARRY-IN
	WINSLOW		SEBASTICOOK R	5	UNIMPROVED

COUNTY	TOWN		WATER	MILES	ACCESS TYPE
OXFORD	LOWER CUPSUPTIC	*	CUPSUPTIC R	6	CARRY-IN
PISCATAQUIS	SPENCER BAY TWP	*	ROACH RIVER ¹	9	WALK-IN
	DOVER-FOXCROFT		PISCATAQUIS R	9	CARRY-IN
	GUILFORD		PISCATAQUIS R	6	CARRY-IN
	WILLIMANTIC	*	WILSON S	1	WALK-IN
SOMERSET	ROCKWD STRIP-E	*	MOOSE R	5	WALK-IN
	PITTSFIELD		SEBASTICOOK R	7	UNIMPROVED
	T03 R05 BKP WKR	*	SPENCER S	11	CARRY-IN
YORK	CORNISH		OSSIPEE R	2	CARRY-IN
	LIMINGTON		OSSIPEE R (Little)	5	CARRY-IN

¹ Although DIF&W has acquired a significant portion of lands surrounding this important river, acquisition of remaining private lots in Frenchtown and Smithtown would be desirable to completely protect the river.

APPENDIX B -4

**Lakes over 500 Acres without Guaranteed Public Access in Priority Order
Revised October 2000**

PUBLIC ACCESS RATING ARE: 1 = Government Entity / Large Landowner Controlled 3 = Inadequate Access
2 = Private Access / Individual Allows 4 = No Access

DEPT INLAND FISHERIES & WILDLIFE INDICATED NEED RATING IS: 4 = IF Mentioned

BUREAU OF PARKS & RECREATION RATINGS ARE: 1 = Mentioned once 3 = Mentioned 3 times
2 = Mentioned twice 4 = Mentioned 4 or more times

Lakes marked with a double asterisk are classified as management Class 1 or 6 lake under policies and standards of the Land Use Regulation Commission, with vehicular access prohibited. (See Issue 6)

Lakes marked with a triple asterisk are classified as management Class 2 lake under the Land Use Regulation Commission policies and standards, with access sites requiring special consideration. (See Issue 6)

COUNTY	TOWN	LAKE		ACRES	PUBLIC ACCESS	DIF&W INDICATED NEED	BPR 1988 SURVEY	BPR 1991 SURVEY	TOTAL RATE
		CODE	NAME						
KENNEBEC	FAYETTE	1586	PARKER P	1513	3	I	-0	4	11
PENOBSCOT	LINCOLN	2232	COLD STREAM P (Upper)	685	4	U	-0	3	11
ANDROSCOGGIN	POLAND	3758	TRIPP P	768	3	I	-0	4	11
SOMERSET	CARATUNK	0224	PLEASANT P	1120	2	U	4	-0	10
WASHINGTON	LAMBERT LAKE	1332	LAMBERT L	605	2	U	-0	4	10

COUNTY	TOWN	LAKE		ACRES	PUBLIC ACCESS	DIF&W INDICATED NEED	BPR 1988 SURVEY	BPR 1991 SURVEY	TOTAL RATE
		CODE	NAME						
AROOSTOOK	WESTON	1068	BRACKETT L	576	4	U	-0	2	10
KENNEBEC	MONMOUTH	9961	ANNABESSA-COOK L	1420	3	I	-0	2	09
AROOSTOOK	T17 R04 WELS	1680	MUD L	972	4	C	-0	-3	09
KENNEBEC	WAYNE	3824	POCASSET L	601	4	U	-0	1	09
KNOX	APPLETON	5682	SENNEBEC P	532	3	I	-0	1	08
FRANKLIN	DAVIS TWP	2374	KENNEBAGO L (Big)	1700	2	U	-0	2	08
OXFORD	HARTFORD	3604	ANASAGUNTI-COOK L	568	3	U	-0	1	08
LINCOLN	JEFFERSON	5382	CLARY L (Pleasant P)	666	3	U	-0	1	08
YORK	LEBANON	3876	NORTHEAST P	778	2	I	-0	2	08
OXFORD	MAGALLOWAY P	3104	STURTEVANT P	518	4	U	-0	-0	08
PENOBSCOT	MT CHASE	2202	SHIN P (Upper)	544	4	U	-0	-0	08
WASHINGTON	NORTHFIELD	1258	BOG L	826	3	U	-0	1	08
FRANKLIN	SANDY RIVER	3562	BEAVER MTN L	543	3	U	-0	1	08
PISCATAQUIS	T01 R12 WELS	0452	ROACH P (Second)	970	3	U	1	-0	08
PENOBSCOT	T05 R01 NBPP	4708	JUNIOR L	3866	3	U	-0	1	08
AROOSTOOK	T16 R05 WELS	1672	SQUARE L	8150	1	U	3	-0	08
AROOSTOOK	T18 R10 WELS	9789	GLAZIER L	1120	4	U	-0	-0	08
AROOSTOOK	T19 R11 WELS	9785	BEAU L	2003	4	U	-0	-0	08
ANDROSCOGGIN	AUBURN	3750	TAYLOR P	625	2	I	-0	1	07
HANCOCK	ELLSWORTH	4328	BRANCH L	2703	2	I	1	-0	07
OXFORD	FRYEBURG	9709	KEZAR P	1299	3	U	-0	-0	07
YORK	NEWFIELD	3898	BALCH & STUMP PONDS	704	2	I	1	-0	07
YORK	PARSONSFIELD	9887	PROVINCE L	1008	3	I	-0	-0	07
CUMBERLAND	RAYMOND	3694	PANTHER P	1439	1	I	2	-0	07
WASHINGTON	T06 R01 NBPP	1096	MUSQUASH L (West)	1613	3	-	-0	4	07

COUNTY	TOWN	LAKE		ACRES	PUBLIC ACCESS	DIF&W INDICATED NEED	BPR 1988 SURVEY	BPR 1991 SURVEY	TOTAL RATE
		CODE	NAME						
WASHINGTON	TOPSFIELD	1088	MUSQUASH L (East)	806	3	U	-0	-0	07
KNOX	WARREN	5716	SOUTH P	548	2	U	1	-0	07
KENNEBEC	WINSLOW	5458	PATTEE P	712	2	I	-0	1	07
SOMERSET	BALD MTN TWP	0278	AUSTIN P	684	3	-	3	-0	06
PISCATAQUIS	BOWDOIN COL	0410	WILSON P (Upper)	940	4	-	-0	2	06
HANCOCK	BROOKSVILLE	4640	WALKER P	697	3	-	-0	3	06
SOMERSET	PARLIN POND	2544	PARLIN P	543	2	U	-0	-0	06
PENOBSCOT	STETSON	2270	PLEASANT (Stetson) L	768	2	-	-0	4	06
PENOBSCOT	T05 R01 NBPP	9649	SCRAGGLEY L	2758	1	U	-0	1	06
SOMERSET	HOBBSTOWN TW	5104	SPENCER L ***	1819	3	-	-0	2	05
SOMERSET	KING & BARTLETT	5136	KING & BARTLETT L	538	4	-	-0	1	05
AROOSTOOK	MOLUNKUS TWP	3040	MATTASBUNK L	576	3	-	-0	2	05
PISCATAQUIS	RAINBOW TWP	0614	RAINBOW L **	1664	4	-	-0	1	05
PENOBSCOT	T02 R09 NWP	2140	MATTAMISCON TIS L	1025	4	-	-0	1	05
PENOBSCOT	T06 R08 WELS	2178	HAY L	588	3	-	2	-0	05
WASHINGTON	T36 MD BPP	1144	MACHIAS L (Fifth)	1069	4	-	-0	1	05
PENOBSCOT	BRADLEY	4278	CHEMO P	1146	3	-	1	-0	04
PENOBSCOT	BURLINGTON	2250	ESKUTASSIS	876	3	-	-0	1	04
WASHINGTON	CALAIS	1418	NASH L	627	2	-	2	-0	04
SOMERSET	CARRYING PLC	0048	CARRY P (West)	675	4	-	-0	-0	04
HANCOCK	DEDHAM	4292	MOUNTAINY P	691	4	-	-0	-0	04
PENOBSCOT	HOPKINS ACAD	2128	NOLLESEMIC L	660	4	-	-0	-0	04
OXFORD	LYNCHTOWN TWP	3966	PARMACHENEE L	912	4	-	-0	-0	04
AROOSTOOK	ORIENT	1063	NORTH L	970	4	-	-0	-0	04

COUNTY	TOWN	LAKE		ACRES	PUBLIC ACCESS	DIF&W INDICATED NEED	BPR 1988 SURVEY	BPR 1991 SURVEY	TOTAL RATE
		CODE	NAME						
PISCATAQUIS	ORNEVILLE TWP	2158	BOYD L	1005	3	-	-0	1	04
HANCOCK	OSBORN PLT	4450	SPECTACLE P (Spec)	1754	3	-	1	-0	04
HANCOCK	OTIS	4370	FLOODS P	654	4	-	-0	-0	04
PENOBSCOT	T01 R06 WELS	3046	SALMON STREAM L	659	4	-	-0	-0	04
PISCATAQUIS	T01 R10 WELS	0984	JO-MARY L (Lower) **	1910	4	-	-0	-0	04
PISCATAQUIS	T01 R10 WELS	0584	DEBSCONEAG L (3rd) **	1011	4	-	-0	-0	04
HANCOCK	T03 ND	4756	PISTOL L (Lower)	979	3	-	-0	1	04
PENOBSCOT	T03 R01 NBPP	9635	NUMBER THREE POND	666	3	-	-0	1	04
PENOBSCOT	T03 R08 WELS	2016	KATAHDIN L **	717	4	-	-0	-0	04
PISCATAQUIS	T03 R11 WELS	0700	HARRINGTON L	1332	1	-	3	-0	04
PISCATAQUIS	T05 R09 NWP	0914	BEEMEE L	940	4	-	-0	-0	04
PISCATAQUIS	T06 R12 WELS	2884	MUD P	1357	4	-	-0	-0	04
PISCATAQUIS	T06 R13 WELS	2886	LONGLEY P	749	4	-	-0	-0	04
PISCATAQUIS	T06 R13 WELS	2890	UMBZOOKSUS L	1590	3	-	-0	1	04
PISCATAQUIS	T06 R14 WELS	2896	BLACK P	1450	4	-	-0	-0	04
PISCATAQUIS	T06 R15 WELS	4024	LOON L	1140	4	-	-0	-0	04
PENOBSCOT	T07 R08 WELS	3004	MILLIMAGAS-SETT LAKE	1410	4	-	-0	-0	04
PISCATAQUIS	T07 R09 NWP	0916	HOUSTON P	694	4	-	-0	-0	04
PISCATAQUIS	T07 R14 WELS	2876	SHALLOW L	1110	4	-	-0	-0	04
AROOSTOOK	T13 R12 WELS	1470	ROUND P ***	697	4	-	-0	-0	04
AROOSTOOK	T13 R16 WELS	1448	DEPOT L	883	4	-	-0	-0	04
AROOSTOOK	T17 R14 WELS	1464	EAST L	2551	4	-	-0	-0	04
HANCOCK	T34 MD	4498	ALLIGATOR L ***	1159	3	-	-0	1	04
HANCOCK	T39 MD	9651	BRANDY P	723	3	-	1	-0	04
HANCOCK	T40 MD	4766	NICATOUS L	5165	3	-	-0	1	04

COUNTY	TOWN	LAKE		ACRES	PUBLIC ACCESS	DIF&W INDICATED NEED	BPR 1988 SURVEY	BPR 1991 SURVEY	TOTAL RATE
		CODE	NAME						
OXFORD	TOWNSHIP C	3328	POND IN THE RIVER	512	3	-	-0	-0	04
KNOX	UNION	4810	CRAWFORD P	591	2	-	-0	2	04
WASHINGTON	WHITING	1368	SUNKEN & ROCKY LAKES	1126	3	-	-0	1	04
AROOSTOOK	WINTERVILLE	1610	ST FROID L	2400	3	-	-0	1	04
WASHINGTON	ALEXANDER	1290	POCAMOON-SHINE LAKE	2464	3	-	-0	-0	03
WASHINGTON	CALAIS	1428	HOWARD L	527	3	-	-0	-0	03
WASHINGTON	CHARLOTTE	1402	PENNAMA-QUAN L	1209	3	-	-0	-0	3
WASHINGTON	CRAWFORD	1302	CRAWFORD L	1677	1	-	2	10	03
WASHINGTON	DEBLOIS	7449	BOG BROOK FLOWAGE	565	3	-	-0	-0	03
SOMERSET	DOLE BROOK T	9861	LONG P	845	3	-	-0	-0	03
HANCOCK	EASTBROOK	4346	WEBB P	915	3	-	-0	-0	03
WASHINGTON	GRAND LAKE S	1288	BIG L	10,305	1	-	-0	2	03
PENOBSCOT	LAKEVILLE PL	4688	SYSLADOBSIS L (Upper)	1142	3	-	-0	-0	3
PENOBSCOT	LINCOLN	2330	UPPER P	506	3	-	-0	-0	03
SOMERSET	PITTSFIELD	5472	DOUGLAS P	566	3	-	-0	-0	03
PISCATAQUIS	SHAWTOWN TWP	0482	ROACH P (Third)	570	3	-	-0	-0	03
PISCATAQUIS	T02 R10 WELS	2064	HURD P	640	3	-	-0	-0	03
PENOBSCOT	T03 R09 NWP	0942	ENDLESS L	1499	3	-	-0	-0	03
PISCATAQUIS	T05 R12 WELS	2892	CUXABEXIS L	592	3	-	-0	-0	03
SOMERSET	T05 R17 WELS	2414	ST JOHN P (Fifth)	670	3	-	-0	-0	03
PISCATAQUIS	T06 R10 WELS	2718	WEBSTER L	531	3	-	-0	-0	03
SOMERSET	T06 R17 WELS	2412	BIG BOG	1064	3	-	-0	-0	03
AROOSTOOK	T07 R05 WELS	3080	UMCOLCUS L	630	3	-	-0	-0	03
PENOBSCOT	T07 R07 WELS	3011	GRAND LAKE SEBOEIS	2483	3	-	-0	-0	03
PISCATAQUIS	T07 R09 NWP	0800	LONG POND	643	3	-	-0	-0	03
PISCATAQUIS	T07 R12 WELS	2866	INDIAN P	1222	3	1	-0	-0	03

COUNTY	TOWN	LAKE		ACRES	PUBLIC ACCESS	DIF&W INDICATED NEED	BPR 1988 SURVEY	BPR 1991 SURVEY	TOTAL RATE
		CODE	NAME						
PISCATAQUIS	T08 R10 WELS	4180	MUNSHUNGAN L ***	1415	3	1	-0	-0	03
PISCATAQUIS	T09 R11 WELS	2756	PLEASANT L (Big)	979	3	-	-0	-0	03
PISCATAQUIS	T10 R11 WELS	1938	CLEAR L ***	614	3	-	-0	-0	03
PISCATAQUIS	T10 R11 WELS	1920	MUSQUACOOK LAKE (fourth)	749	3	-	-0	-0	03
PISCATAQUIS	T10 R13 WELS	1906	PRIESTLY L	645	3	-	-0	-0	03
AROOSTOOK	T12 R08 WELS	1960	MACHIAS L (Big)	692	3	-	-0	-0	03
PISCATAQUIS	TB R11 WELS	0478	B POND	644	3	-	-0	-0	03
PENOBSCOT	BURLINGTON	2254	MADAGASCAL POND (Big)	750	2	-	-0	-0	02
HANCOCK	GREAT POND	4604	GREAT POND	679	1	-	1	-0	02
SOMERSET	LONG POND TWP	2536	LONG POND	3053	1	-	-0	1	02
OXFORD	OTISFIELD	3446	PLEASANT L	1077	1	-	-0	1	02
WASHINGTON	PERRY	1404	BOYDEN L	1702	1	-	1	-0	02
SOMERSET	PIERCE POND	0086	PIERCE P ***	1650	2	-	-0	-0	02
CUMBERLAND	SEBAGO	3374	PEABODY P	735	1	-	-0	1	02
AROOSTOOK	T01 R05 WELS	3038	MOLUNKUS L	1050	1	?	-0	1	02
SOMERSET	T03 R04 BKP	0170	SPRING L	762	2	-	-0	-0	02
PISCATAQUIS	T05 R11 WELS	2730	SOURDNAHUN K LAKE	1394	2	-	-0	-0	02
PISCATAQUIS	T05 R13 WELS	2898	BRANDY P	650	1	-	1	-0	02
PISCATAQUIS	T06 R14 WELS	4012	CAUCOMGO-MOC LAKE	5081	1	-	1	-0	02
WASHINGTON	T08 R04 NBPP	1072	HOT BROOK L (Upper)	713	2	-	-0	-0	02
WASHINGTON	T08 R04 NBPP	1076	HOT BROOK L (Lower)	912	2	-	-0	-0	02
WASHINGTON	T19 BD BPP	1264	LONG L	698	2	-	-0	-0	02
PISCATAQUIS	TA R10 WELS	0243	JO-MARY L (Upper) ***	1873	2	-	-0	-0	02
SOMERSET	BALD MTN TWP	0314	BALD MTN P	1152	1	-	-0	-0	01

COUNTY	TOWN	LAKE		ACRES	PUBLIC ACCESS	DIF&W INDICATED NEED	BPR 1988 SURVEY	BPR 1991 SURVEY	TOTAL RATE
		CODE	NAME						

HANCOCK	BUCKSPORT	5540	SILVER L	630	1	-	-0	-0	01
HANCOCK	BEDHAM	4300	PHILLIPS L (Lucerne)	828	1	-	-0	-0	01
WASHINGTON	DEVEREAUX TWP	1172	MOPANG L	1487	1	-	-0	-0	01
SOMERSET	DOLE BROOK TWP	2454	DOLE POND	704	1	-	-0	-0	01
PISCATAQUIS	E MIDDLESEX	0404	SPENCER POND	980	1	-	-0	-0	01
PISCATAQUIS	LAKE VIEW PL	0956	SCHOODIC L	7168	1	-	-0	-0	01
OXFORD	MAGALLOWAY P	3102	UMBAGOG L	7850	1	-	-0	-0	01
WASHINGTON	MARION TWP	1374	SECOND L	1650	1	-	-0	-0	01
HANCOCK	ORLAND	4336	ALAMOOS- COOK LAKE	1133	1	-	-0	-0	01
PENOBSCOT	ORRINGTON	4284	BREWER		1	-	-0	-0	01
SOMERSET	PITTSTON ACA	2516	CANADA FALLS LAKE	2627	1	-	-0	-0	01
SOMERSET	SEBOOMOOK TWP	4048	SEBOOMOOK LAKE	6448	1	-	-0	-0	01
SOMERSET	ST ALBANS	5464	INDIAN P (Big)	990	1	-	-0	-0	01
HANCOCK	SULLIVAN	4388	FLANDERS P	537	1	-	-0	-0	01
PISCATAQUIS	T02 R13 WELS	2936	RAGGED L	2712	1	-			
PENOBSCOT	T03 R09 NWP	2130	BRANCH L (East)	1100	1	-	-0	-0	01
HANCOCK	T04 ND	4736	CHAIN L (Upper)	717	1	-	-0	-0	01
SOMERSET	T04 R05 NBKP	0339	PENOBSCOT L ***	1019	1	-	-0	-0	01
PENOBSCOT	T06 R08 WELS	4260	MATAGAMON L	4165	1	-	-0	-0	01
PENOBSCOT	T07 R07 WELS	3028	SNOWSHOE L	638	1	-	-0	-0	01
PISCATAQUIS	T07 R11 WELS	2814	HAYMOCK L	704	1	-	-0	-0	01
PISCATAQUIS	T09 R12 WELS	2780	CLIFF L ***	563	1	-	-0	-0	01
PISCATAQUIS	T10 R 15 WELS	1888	ROSS L	2892	1	-	-0	-0	01
AROOSTOOK	T11 R11 WELS	1916	MUSQUACOOK LAKE (2nd)	813	1	-	-0	-0	01
AROOSTOOK	R12 R11 WELS	1914	MUSQUACOOK	698	1	-	-0	-0	01

COUNTY	TOWN	LAKE		ACRES	B)UBLIC PUBLIC ACCESS	DIF&W INDICATED NEED	BPR 1988 SURVEY	BPR 1991 SURVEY	TOTAL RATE
		CODE	NAME						
			LAKE (1st)						
AROOSTOOK	T14 R08 WELS	0009	FISH RIVER L	2642	1	-	-0	-0	01
WASHINGTON	T19 ED BPP	1238	LOVE L	672	1	-	-0	-0	01
HANCOCK	T22 MD	4476	ROCKY POND	666	1	-	-0	-0	01
WASHINGTON	ED BPP	1304	CLIFFORD L	954	1	-	-0	-0	01
HANCOCK	T28 MD	4482	LEAD MTN P (Upper)	1021	1	-	-0	-0	01
HANCOCK	T35 MD	4784	SABAO LAKE (Lower)	755	1	-	-0	-0	01
PENOBSCOT	T4 INDIAN P	0986	JO-MARY LAKE (Middle)	1152	1	-	-0	-0	01
WASHINGTON	T42 MD BPP	1148	MACHIAS LAKE (Fourth)	1539	1	-	-0	-0	01
WASHINGTON	T42 MD BPP	1124	MACHIAS LAKE (Third) ***	2778	1	-	-0	-0	01
WASHINGTON	T43 MD BPP	1116	WABASSUS L	953	1	-	-0	-0	01