

Recommendations By Category	Who Should Address	Action	As Of Date	Complete?
				Yes/No
A. An initial review should be made to determine if the DCNR is the best place for Snowmobile / ATV licensing to reside.				
<b>Recommendation 1:</b> Expectations must be set between the Department, the Legislature and the user group as to what is possible given the aforementioned constraints recognizing the desire to maximize opportunities. A realistic, time-bound, strategic plan will need to be developed with regard to the location and amount of additional opportunities that can be provided under the current model, or an alternative management model should be developed.	DCNR Legislature User Group	A “pilot program” is being established that will utilize joint use township roads, state forest roads, private lands, and potential PennDOT roadways. A vision of connectivity between 4 of the 7 BOF ATV trail systems has been brainstormed and is in the beginning phase within the north central region of the state.		Ongoing
<b>Recommendation 2:</b> Given the scope of the motorized recreation demands being placed on the Department (and the current revenue stream the activity produces), DCNR should consider focusing efforts through a lead individual with responsibility for coordinating all related activities. That individual should have the benefit of using an internal management structure similar to the Conservation Landscape model used in the development of the Pennsylvania Wilds. In that case nine bureaus were involved. This effort is similarly large and complex.	DCNR	Troy Withers was hired as the Motorized Recreation Program Specialist with the Recreation Section, Bureau of Forestry - DCNR. Along with the hiring, an ATV Leadership Group was formed consisting of multiple DCNR staff throughout central office and district offices from across the state. This group will serve as a sounding board, much like the Oil & Gas structure that was created for the Marcellus shale development.	March 2020	YES
B. Current Department ATV Policy restricts the flexibility of the Department to respond to the challenge it faces in providing additional ATV riding opportunities				
<b>Recommendation 3:</b> This key policy needs to be reviewed to determine whether the underlying assumption is valid for lawful, planned ATV use. The policy appears to be based on illegal riding activity where conflicts were not anticipated and accidents resulted. Consideration should be given to study a planned, controlled	DCNR	The ATV policy has been reviewed, vetted, and updated. The afore mentioned “pilot program” is looking to be instituted and put into place by May 2021. Monitoring measures will be in place to collect trail sustainability data.	November 2020	YES

environment that would provide reliable data for a properly engineered trail network.				
<b>Recommendation 4:</b> The 2016 State Forest Resource Management Plan (Recreation Section pages 196 – 213) provides road inventories and Recreational Opportunity Spectrum information which can be used by the Department to locate/develop additional riding and connectivity opportunities.	DCNR	With the “pilot program” evaluation we can clearly determine that we will need more than just SF roads and trails to make the connection between multiple SF trail systems. The need to utilize township and municipal roads, along with help from PennDOT must take place to make these connections a viable option. Collocating existing road systems and snow mobile trails will need to be considered.		Ongoing
C. The current funding mechanisms for motorized recreation are in need of updates. Both the gasoline tax fixed amount refund program and registration fees have not changed in more than 20 years.				
<b>Recommendation 5:</b> A study should be conducted to determine how many gallons of fuel per year are used by these off highway vehicles and an equitable formula to return this money to the user group for trail development should be adopted. The Federal Recreational Trails Program (RTP) is based on a similar model and provides benefits to all trail user groups (Motorized and Non-Motorized). Adoption of a revised off highway return program would require legislative action and should be supported by the Department. A similar program is used by the Pennsylvania Fish and Boat Commission for marine purposes.	DCNR – FHWA – User Groups - PAOHV	We are looking at a similar formula to calculate gallons of fuel for these uses. A potential question for addition to registration could allow for asking a proposed estimate on annual usage of fuel per year / user or machine. The efforts for developing this formula are still ongoing.	Spring 2021	Ongoing
<b>Recommendation 6:</b> A study should be conducted as to the adequacy of the current Snowmobile/ATV registration fee structure which was set decades ago. One way to do this would be to await the results of the Pashek study, determine capital needs and combine possible gasoline tax funding and registration funding into a request for increased funding that would cover estimated costs. Alternatively, the funding sources could be combined independent of the identified current need and the infrastructure built in accordance with the available funds.	DCNR - PAOHV	When given the opportunity to include such recommendation, DCNR included it in the draft Fiscal Code legislation. It was edited out by the legislature. We will continue to work on the issue.		

<b>Recommendation 7:</b> DCNR should revisit the concept of issuing or authorizing other entities to issue “Trail Permits” for public land riding opportunities. A Trail Permit allows a rider and machine access to a specific public trail system as defined by the issuing organization. A permit system is currently in place at Rock Run and Anthracite Outdoor Adventure Area where the entire riding area is under the control of the riding authority. A Statewide Trail Permit System, as opposed to funding through the registration system, is also a possibility to be considered.	DCNR - PAOHV	The recommendation was included in the draft Fiscal Code legislation by DCNR but was edited out. We will continue to work on the recommendation.		Ongoing
<b>Recommendation 8:</b> Consideration should be given by the Department to public-private partnerships, where feasible, to enhance riding opportunities.	DCNR User Group	DCNR utilizes joint use roads with municipalities. This will be a key part to the connectivity to our SF trail systems. We will also look to enhancing our relationship with clubs to help build out a system. Currently we are working with CMATVC on a Renovo-north connector.		Ongoing
<b>Recommendation 9:</b> The current “no charge” Limited Registration policy needs to be revised to reflect the true cost to the Department of proving this licensure. A fee for this licensure should be developed that is reflective of material and administrative costs.	DCNR – Legislature - PAOHV	See Recommendation #6		
D. An easement encouragement strategy could be advantageous when private lands, appropriate to the activity, are open to negotiation for public motorized use				
<b>Recommendation 10:</b> A strategy should be developed to approach cooperative landowners about placing easements that permit general public riding opportunities. The user groups should partner in this search for private land easement opportunities. A reasonable compensation schedule for the easement will be a critical component of the strategy.	DCNR – User Group	DCNR is currently working with private landowners through direct contact and that of CMATVC. We will continue to look for opportunities.		Ongoing
E. Medical services and law enforcement as impacted by additional motorized recreation opportunities is a concern of government entities, the general public and the motorized user group				
<b>Recommendation 11:</b> There will need to be cross jurisdictional planning to address the emergency services and law enforcement	DCNR	DCNR recognizes the increased burden this will have on our state forest rangers and		

aspects of additional user activity. The Department is strongly encouraged to consider providing funding streams from the Motorized Restricted Receipts accounts to assist local jurisdictions in the provision of resources to address these critical needs. Law enforcement will need strong financial/societal encouragement to provide a level of reasonable protection.		local jurisdictions. Current ATV funding is insufficient to support the basic uses on DCNR lands let alone local jurisdictions.		
<b>F. Local Communities in the rural environs are dealing with ATV use in various ways</b>				
<b>Recommendation 12:</b> If/when increased riding opportunities are provided, there will need to be a coordinated, adequately funded and well-publicized effort to educate the user group and general public on changes to the current permitted routes and usage. Social media notices and an up-to-date website with a common gatekeeping function are recommended. Further, local signage should be installed prior to opening new routes to ATV use. Frequent reassurance markers are encouraged.	DCNR – User Groups - PAOHV	Absolutely agree. DCNR does a great job of updating and getting out public information. But we can't do it alone. Local user groups and clubs need to utilize volunteer efforts as well within social media outlets and local news media to educate on legal access areas.		Ongoing
<b>G. ATV safety is a major consideration in the overall program when considering additional access.</b>				
<b>Recommendation 13:</b> The DCNR, in cooperation with the user groups, is advised to assess the current training and reporting regime to determine if it meets the needs of the riding constituents and the general public. In particular, the current accident reporting system appears inadequate and difficult to enforce. Again, as noted in Recommendation 2, without cross jurisdictional cooperation and sophisticated reporting systems in place, the opportunity to improve safety by learning from past accidents/incidents will be adversely impacted.	DCNR – User Groups			Ongoing
<b>H. Best Practices of Other States Should be Considered</b>				
<b>Recommendation 14:</b> Relevant DCNR staff is encouraged to reach out to counterparts in other states to learn about their methods and processes. While each has its own idiosyncrasies, collaboration with those who have faced the issues seems worthwhile. In particular, the Council encourages participation in the International Off Highway Vehicles Administrators Association (INOHVAA) and, on the	DCNR	DCNR staff have and will continue to network with other states and agencies to develop best management practices for Pennsylvania. Pennsylvania centric associations are critical in developing model practices.		Ongoing

snowmobile side, the International Association of Snowmobile Administrators (IASA). Both groups have annual conferences. Having a representative from Pennsylvania at these conferences is encouraged. The American Motorcyclist Association is also a reputable national group with relevant resources.				
<b>Final - Internal Departmental Structure Consideration</b> A New Organizational Unit for Motorized Recreation should be added to the Department.				
<b><u>Recommendation 15:</u></b> We recommend the creation of a new organizational unit within the department thereby providing flexibility to develop the new unit as a Bureau, Division (within an existing Bureau) or perhaps a Section within an existing Division. We suggest this because we don't know how many employees might be required to carry out the duties assigned and there may be a number of ways the new organizational unit could fit within the existing structure of DCNR.	DCNR	DCNR does not agree with creating bigger government to deal with the issues and opportunities. We will continue to work with the existing staff and resources in BOF and BSP.	10/31/19	YES MARCH 2020