

The Conservation and Natural Resources Advisory Council's Review and Recommendations Regarding DCNR's Role and Responsibilities to Provide Motorized Recreation Opportunities within the Commonwealth of Pennsylvania



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Gary M. B. Kribbs – CNRAC Chair

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Project Introduction

In 2017, the Conservation and Natural Resources Advisory Council asked the DCNR administration to identify priorities for Council review. One of the major issues facing the Department was how to address a growing demand for additional ATV riding opportunities within the Commonwealth. DCNR, as the licensing body for Snowmobiles and ATVs, found itself at the apex of this issue.

At the time of this report there were 318,917 DCNR licensed units². Of these, ATVs licensed for general (active) use numbered 172,038 with 113,287 ATVs carrying a limited license. 30,069 snowmobiles were actively licensed with 3,523 limited licensed units. (See table 1)¹. By county, Allegheny had the largest number of generally licensed ATVs at 7,883, while Erie led the way for snowmobiles with 2,269³.

Currently DCNR provides 261 miles of ATV trails within state forests and has provided major funding for two dedicated “ride parks” in Northumberland and Cambria counties¹, each encompassing several hundred acres. In addition, dozens of private riding areas and several private land ride leases exist in Pennsylvania. The Allegheny National Forest provides more than 100 miles of ATV trails².

ATV riding is only permitted on designated trails in Pennsylvania state forests. State forest roads, state parks³, and state game lands are not open to ATV riding. Many forest and agricultural landowners also permit ATV use.

The current annual registration fee for a Snowmobile or ATV is \$10 and is sold as a two-year, \$20 registration at the time of purchase. There is an additional permit charge/fee to use the ANF or any of the public and private ride park opportunities. Liability insurance coverage is mandatory for all ATVs that are required to have general registration⁴.

The need for additional motorized riding opportunities was identified in the 2014 - 2019 ***Pennsylvania State Comprehensive Outdoor Recreation Plan (SCORP)***

Statement from ***SCORP*** on the off-highway motorized vehicle use:

One such trail need is for off-highway motorized vehicle use, particularly ATVs, which has grown dramatically over the past couple of decades, generating pressure for the development of more trails on public lands to meet rider demand. In Pennsylvania’s online survey, about 10 percent of the respondents specifically wanted ATVs addressed in the outdoor recreation plan. While large-scale public land development is unlikely due to user conflicts and the significant resources needed for trail management and maintenance, private sector off-highway vehicle parks are receiving state grant funding, such as the Rock Run Recreation Area and the Anthracite Outdoor Adventure Area. An ongoing assessment of these ATV parks and trails can help to determine what additional public-private partnerships can help address this user interest.

¹ Rock Run Recreation Area, Patton & Anthracite Outdoor Adventure Area, Coal Township & DCNR Website: dcnr.pa.gov/Recreation/WhatToDo/ATVRiding/ATVTrailsinStateForests/Pages/default.aspx

² September 2018 Provided by DCNR

³ February 2018 DCNR Report

Review Process and Presentation

CNRAC formed a 6-member workgroup within the Council to study this issue and report their findings to the full Council for consideration.

Our recommendations to address the need are based on a review of appropriate internal and public documents, reactions to public meetings conducted by DCNR contracted engineering firms, attendance at other public meetings on the topic and a review of current published articles on point with this issue. Contracted engineering studies of connectivity and potential for connectivity or additional fixed location facilities were considered. A study to analyze existing ATV trails and parks in Pennsylvania, as well as explore possibilities for establishing additional riding areas, is currently being completed by Moshier Studio and Pashek Associates. The results are due early in 2019.

CNRAC sought to identify best practices in other jurisdictions with a similar demand and learn about successful programs currently operating in Northeastern and Midwestern states. CNRAC also consulted with the Snowmobile/ATV Advisory Committee of DCNR and took public comment at regularly scheduled meetings into consideration.

With this report, we will be communicating our findings in the form of key findings and recommendations.

Definitions

Throughout the body of this report the term “ATV” is used generically to refer to the following two classes of All Terrain Vehicles recognized in current Pennsylvania law.

All-Terrain Vehicles are defined as follows:

1. Class 1 ATV – A motorized off-highway vehicle, which travels on three or more off-highway tires and has a maximum width of 50 inches and a maximum dry weight of 1200 pounds.
2. Class 2 ATV – A motorized off-highway vehicle, which travels on three or more off-highway tires and has a width which exceeds 50 inches or a dry weight which exceeds 1200 pounds.

Pennsylvania residents owning and intending to use their ATV in Pennsylvania (except those used exclusively as a farm or business vehicle) must be titled and registered with the Department of Conservation and Natural Resources (DCNR), Snowmobile/ATV Registration Section.

General Registration This registration permits the machine to be operated off the owner or operator’s private property. The registration fee is \$20 for two years. The owner is provided with a registration plate, an expiration sticker and a Certificate of Registration wallet card.

Limited Registration This registration is for machines used exclusively on the property of the owner. There is no fee and the registration does not expire. The owner is provided with a registration plate and a card, but no expiration sticker

This report is limited in scope by design to ATV/UTV units and does not address other types of “Off Road” or “Off Highway” vehicles including, but not limited to off highway motorcycles (dirt bikes) or four wheel drive vehicles such as Jeeps and/or off highway modified pickup trucks. It would be appropriate to include such uses as comprehensive plans are developed.

The winter use of snowmobiles was considered when preparing the report and are addressed tangentially when appropriate.

Key Findings & Key Recommendations

- A. An initial review should be made to determine if the DCNR is the best place for Snowmobile / ATV licensing to reside.

With this responsibility comes focused expectations to provide riding opportunities. There are federal, private and municipal opportunities critical to trail connectivity that fall outside the DCNR purview. Consideration should be given to the possibility that DCNR is not currently equipped with the complement, budget, or expertise to effectively address the challenge presented by virtue of the need to cross the jurisdictional boundaries present both outside and within the agency.

We present suggestions to address this concern in the Final Considerations section of this report.

Recommendation 1: 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.

Under the current licensing and responsibility structure we offer:

Recommendation 2: 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.

A stakeholder management structure will be required to work closely with the Department. It should include all the current and potential stakeholders:

- Municipalities (township, county, borough, etc) – perhaps through representatives of their statewide trade groups, PSATS, etc. or local Council of Governments (COGs)
- Federal partners – Allegheny National Forest
- PennDOT (Right of way access – Best Practices of other states)
- Pennsylvania Game Commission, Pennsylvania Fish and Boat Commission
- Private Landowners (TIMOs, individuals, timber companies, landowner associations, etc.)
- Land Conservancies
- Tourism organizations
- Utility/OGM interests
- Local ATV/UTV clubs and statewide organization (PaOHV)
- Snowmobile ATV Advisory Committee of DCNR
- Law enforcement agencies
- All relevant internal DCNR Bureaus

- B. Current Department ATV Policy restricts the flexibility of the Department to respond to the challenge it faces in providing additional ATV riding opportunities

Policy

It shall be the policy of the Department not to expand the current system of designated ATV trails on state forest lands. This policy does allow for the limited development of connectors, as deemed appropriate by the Department, to increase riding usage within the designated ATV trail networks, but the Department does not consider state forest roads to be an option for connectors between trail systems, as there is an established and consistent record of ATV accidents that illustrates that the use of such machines on roadways is not in the best interest of visitor safety. The Department will continue to work with counties or other regional organizations to create new ATV recreational opportunities on other lands. The primary management focus on DCNR lands will continue to be to repair and maintain already designated ATV trails, as well as enforcement to curtail illegal riding activity.

This policy statement seems, on its face, to be contradictory in that ATV use is not currently allowed on state forest roads, and has not been in the past, yet an “established and consistent record of ATV accidents” is cited to exist by the Department and thus preclude future use of said roads, for this reason.

Existing State Forest roads in key areas, when appropriate, provide low cost connectivity options.

Recommendation 3: 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 environment that would provide reliable data for a properly engineered trail network.

Recommendation 4: 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.

- 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.

The legislature should be encouraged to revisit the current gasoline tax funding mechanism. The current structure inadequately returns a flat \$1,000,000 annually, as a line item in the budget, to the Snowmobile/ATV Restricted Receipts account. Based on the September 2018 full and limited registration numbers captured by DCNR there are 318,917 ATVs and Snowmobiles registered with the Department. The current Pennsylvania Gasoline Tax is \$.77 per gallon.

Recommendation 5: 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.

Recommendation 6: 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.

Recommendation 7: 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.

With the inclusion of a Central Pennsylvania ATV Trail connectivity program in the 2018 – 2019 Fiscal Code Bill, there are specific areas covered by this Act. A Trail Permit for these areas could be a consideration and additional funding source for those riders wishing to use these areas.

Recommendation 8: Consideration should be given by the Department to public-private partnerships, where feasible, to enhance riding opportunities.

Recommendation 9: 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.

D. An easement encouragement strategy could be advantageous when private lands, appropriate to the activity, are open to negotiation for public motorized use

According to the Penn State College of Agricultural Sciences website, Pennsylvania has an estimated **738,000** private forest owners who together make stewardship decisions on about **11.5 million** acres, or about 71% of all the state's **16.8 million** acres of forestland. The importance of this land to connectivity and riding opportunities should not be overlooked.

Further, Timber Investment Management Organizations (TIMOs) control large tracts of land in the western and central Pennsylvania mountains. These lands are often managed by local consulting foresters who live in the area and understand local customs and recreational patterns.

Leveraging the existing DCNR and Pennsylvania Land Trust Association (PALTA) easement development resources -- when appropriate and necessary -- to offer paid easement considerations to landowners, could be a key component in developing riding opportunities with cooperating landowners. A form of this strategy is already in play in the private sector with riding leases being offered by some TIMOs to add an income stream from their holdings. Temporary permission through a contractual lease agreement is used in these cases.

Recommendation 10: 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.

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

Additional user activity in new, remote, or current low service areas will generate a need for an emergency services and law enforcement plan. Many remote potential riding areas in Pennsylvania are without reliable cellular communications service. Emergency services are often provided by volunteer organizations with manpower challenges. Law enforcement in many rural jurisdictions is provided solely by the Pennsylvania State Police who may have only one barracks in a several hundred square mile county. This latter issue, as a funding concern, has been the topic of legislative and gubernatorial discussion in recent state budget processes.

Recommendation 11: There will need to be cross jurisdictional planning to address the emergency services and law enforcement 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.

F. Local Communities in the rural environs are dealing with ATV use in various ways

There is no unanimity of thought or practice regarding where ATV use is appropriate with regard to the local transportation system and local public lands in the Commonwealth. The current laws provide a good deal of autonomy for 4,897 local government entities in Pennsylvania. There is often legitimate confusion over what rules govern which roads, parks, trails, etc. While the responsibility for lawful operation falls on the user, this situation currently frustrates users and the general public alike.

Recommendation 12: 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.

G. ATV safety is a major consideration in the overall program when considering additional access.

ATV safety education is a component of safe and enjoyable ATV riding experiences. In Pennsylvania, according to the DCNR website, there is no requirement for riders age 16 and older receive any type of safety training though they are encouraged to take an online safety course offered by a third party at a cost of \$29.50. Riders age 8 to 15 must take a “hands-on” safety course offered by volunteer instructors if they wish to ride off of their parents’ or guardians’ land. Enforcement is required.

Reporting of accidents involving injury or death or property damage in excess of \$100 is required under current law with the reports to be filed with the DCNR Bureau of Forestry in Harrisburg.

Recommendation 13: 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.

H. Best Practices of Other States Should be Considered

Research conducted by the Council’s Motorized Workgroup identified Wisconsin as a state with similar challenges as Pennsylvania, but a seemingly more advanced Motorized Recreational Trail Program. New Hampshire is also frequently cited as a state with an advanced trail system.

Michigan is currently involved with dramatically increasing their riding opportunities due to legislative action. The Workgroup held a conference call with a Michigan DNR official involved in their process as a learning tool⁵.

One of the most successful ATV/OHV endeavors in the US is the 600-mile Hatfield McCoy Trail System in West Virginia. Run by a Trail Authority on primarily private land, it connects towns and services that are ATV friendly. Utilized by many Pennsylvanians, this system is often identified as a model system by user groups.

Recommendation 14: 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 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.

Final Considerations

The goal of this report is to thoughtfully provide citizen-based guidance to the Department, Legislature and Governor with an issue that could be described as a monumental multi-faceted challenge if only the Department were involved. That, however, is not the case. As this report points out, ATV usage, as currently contemplated by the user group, the legislature and the public, crosses many jurisdictional lines, poses land use opportunities and challenges, and is revered by some while being rebuked by others.

After careful research and study, this Council is not convinced that the Department of Conservation and Natural Resources currently has the financial resources, expertise or personnel compliment in house to carry out all the tasks necessary to adequately operate a successful ATV Trail Program for the citizens and guests of the Commonwealth. Meaningful internal departmental structural changes will be needed to properly position resources to allow DCNR to be successful in this endeavor.

We have no doubt that the Department will make the best out of situation as it stands. That established, this report section offers additional thoughts on how we might reach the goal of providing world-class ATV trail riding opportunities using all of our in-state resources.

Internal Departmental Structure Consideration

A New Organizational Unit for Motorized Recreation should be added to the Department.

A restructuring of motorized recreation responsibilities within DCNR is indicated by our research. A program the scope of which is necessary to address the provision of motorized opportunities will require dedicated resources with appropriate focus and the requisite authority to drive required changes to the status quo. We carefully considered several options, including development of a stand-alone, independent "Commission" to administer the program in total.

Recommendation 15: 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.

The reassignment of current responsibilities within the Department to the new unit should mitigate some additional costs associated with this change. **Recommendations 5, 6, 7, 8 & 9** address funding from a "user pays" perspective. This approach deserves strong consideration.

Staff acceptance of this restructure will be critical in making this consideration a success. The Department is encouraged to evaluate the current expertise of personnel in the motorized area and consider adding resources with a passion for the activity as deemed necessary.

Partnership Consideration

Economic Development Districts/Regional Planning Commissions/Local Development Districts.

These entities seem a natural partner for the planning, development, and implementation of ATV Trail Program Plans in cooperation with the Department. They are in tune with local needs and could direct and complement initiatives that involve the economic development that is considered a key aspect of increased trail riding opportunities. These units have in-house expertise in transportation issues, familiarity with navigating grant processes and permitting requirements and could serve as a natural geographic areas for specific trail systems. The Department, Legislature and Executive Office should consider how to best use these agencies to coordinate, and perhaps expedite, strategic plans regarding ATV usage.

Educational Resource Consideration

One of the issues that needs to be addressed in any trail development scenario is where can the Department and its partners find the expertise necessary to effectuate the desired change? The CNRAC Motorized Workgroup was not able to locate any “in-state” post-secondary educational resources specifically geared to the development, maintenance and management of Off Highway trail systems. The Department is encouraged to explore college and university level curriculum development with appropriate in-state institutions to meet this demand.

West Virginia’s Marshall University provides 12 credit hours of such courses in its Sports Management – Park Resources & Leisure Services degree program. A program such as this might be considered as a “Best Practice”.

End Notes

¹ There has been a significant (near 30%) increase in Limited ATV registrations vs. Active registrations over the past 10 years. This may be indicative of riders not seeing the value of buying an Active registration due to perceived lack of public riding opportunities. More riders may be accessing private leases.

² The Allegheny National Forest requires a \$35 annual permit or \$10 per day permit for trail use.

³ The Department provides riding parks dedicated to OHV use only. Pennsylvania State Parks do not currently provide ATV riding opportunities. Some do permit snowmobile use on designated routes.

⁴ Liability insurance charges vary by company, choice of policy, coverage limits, etc. A conservatively estimated coverage charge of \$50 per year yields \$8,602,053 in annual premium charges for General (Active) Registered ATVs and snowmobiles.

⁵ Jessica Holley, Trails Analyst, Michigan Department of Natural Resources was our contact. She indicated Michigan DNR trails staff numbered 12 as of May 2018.

Table 1**ATV-Snowmobile Active & Limited Registrations 2008- 2018 (September)**

ATV-SNOWMOBILE ACTIVE & LIMITED REGISTRATIONS																	
ATV REGULAR REGISTRATIONS				ATV LIMITED REGISTRATIONS				SNOMOBILE REGULAR REGISTRATIONS				SNOWMOBILE LIMITED REGISTRATIONS					
Sep-08	170333			80736				40374				1273					
Sep-09	161589			86267				38678				1505					
Sep-10	157786			90068				39262				1753					
Sep-11	155960			91613				38476				1999					
Sep-12	161491			95040				35953				2197					
Sep-13	162386			99923				34988				2383					
Sep-14	161715			100213				33659				2684					
Sep-15	168258			104390				34167				2971					
Sep-16	171764			110287				32320				3158					
Sep-17	174373			113833				30682				3347					
Sep-18	172038			113287				30069				3523					

Table 2

**Department of Conservation and Natural Resources
Snowmobile Vehicle Management Fund 604200000X
Statement of Revenue, Expenditures and Changes in Fund Balance
as of June 30, 2018**

	Restricted Receipts	Liquid Fuels	Total
Fund Balance at July 1, 2017	\$115,337.35	\$0.00	\$115,337.35
Revenue Current Fiscal Year:			
Snowmobile Registration Fees	\$483,932.44	\$0.00	\$483,932.44
Penalties & Fines	\$10,776.10	\$0.00	\$10,776.10
Sales Tax Commission - Snow	\$49.50	\$0.00	\$49.50
Refunding Liquid Fuels Tax	\$0.00	\$150,000.00	\$150,000.00
Subtotal Revenue Received	\$494,758.04	\$150,000.00	\$644,758.04
Total Available:	\$610,095.39	\$150,000.00	\$760,095.39
Expenditures			
Personnel Expenditures	\$157,824.51	\$0.00	\$157,824.51
Operational Expenditures	\$137,664.23	\$34,967.12	\$172,631.35
Fixed Asset Expenditures	\$16,500.00	\$0.00	\$16,500.00
Grants	\$4,000.00	\$0.00	\$4,000.00
Non-Expense Items	\$0.00	\$0.00	\$0.00
Total Expenses	\$315,988.74	\$34,967.12	\$350,955.86
Commitments			
Operational Commitments	\$57,447.58	\$14,999.70	\$72,447.28
Fixed Asset Commitments	\$62,727.24	\$0.00	\$62,727.24
Grants	\$14,000.00	\$0.00	\$14,000.00
Non-Expense Items	\$0.00	\$0.00	\$0.00
Total Commitments	\$134,174.82	\$14,999.70	\$149,174.52
Total Expenditures & Commitments	\$450,163.56	\$49,966.82	\$500,130.38
Fund Balance	\$159,931.83	\$100,033.18	\$259,965.01

**Department of Conservation and Natural Resources
All Terrain Vehicle Management Fund 604190000X
Statement of Revenue, Expenditures and Changes in Fund Balance
as of June 30, 2018**

	Restricted Receipts	Liquid Fuels	Total
Fund Balance at July 1, 2017	\$1,320,855.67	\$850,000.00	\$2,170,855.67
Revenue Current Fiscal Year:			
ATV Registration Fees	\$2,913,177.64	\$0.00	\$2,913,177.64
Fines & Penalties	\$89,848.16	\$0.00	\$89,848.16
Sales Tax Commission - ATV's	\$250.50	\$0.00	\$250.50
Refunding Liquid Fuels Tax	\$0.00	\$850,000.00	\$850,000.00
Subtotal Revenue Received	\$3,003,276.30	\$850,000.00	\$3,853,276.30
Total Available:	\$4,324,131.97	\$1,700,000.00	\$6,024,131.97
Expenditures			
Personnel Expenditures	\$686,499.42	\$0.00	\$686,499.42
Operational Expenditures	\$841,314.45	\$0.00	\$841,314.45
Fixed Asset Expenditures	\$14,650.80	\$0.00	\$14,650.80
Grants	\$214,824.00	\$0.00	\$214,824.00
Non-Expense Items	\$0.00	\$0.00	\$0.00
Total Expenses	\$1,757,288.67	\$0.00	\$1,757,288.67
Commitments			
Operational Commitments	\$461,398.70	\$0.00	\$461,398.70
Fixed Asset Commitments	\$0.00	\$0.00	\$0.00
Grants	\$836,910.00	\$0.00	\$836,910.00
Non-Expense Items	\$0.00	\$0.00	\$0.00
Total Commitments	\$1,298,308.70	\$0.00	\$1,298,308.70
Total Expenditures & Commitments	\$3,055,597.37	\$0.00	\$3,055,597.37
Fund Balance	\$1,268,534.60	\$1,700,000.00	\$2,968,534.60

**Department of Conservation and Natural Resources
Snowmobile/All Terrain Vehicle Program Fund 601490000X
Statement of Revenue, Expenditures and Changes in Fund Balance
as of June 30, 2018**

	Restricted Receipts	Liquid Fuels	Total
Fund Balance at July 1, 2017	\$2,125,006.04	\$336,985.94	\$2,461,991.98
Revenue Current Fiscal Year:			
ATV Registration Fees	\$0.00	\$0.00	\$0.00
Snowmobile Registration Fees	\$0.00	\$0.00	\$0.00
Fines & Penalties	(\$15,326.31) *	\$0.00	(\$15,326.31)
Sales Tax Commission	\$0.00	\$0.00	\$0.00
Refunding Liquid Fuels Tax	\$0.00	\$0.00	\$0.00
Subtotal Revenue Received	(\$15,326.31)	\$0.00	(\$15,326.31)
Total Available:	\$2,109,679.73	\$336,985.94	\$2,446,665.67
Expenditures			
Personnel Expenditures	\$160,947.33	\$0.00	\$160,947.33
Operational Expenditures	\$566,409.36	\$105,495.94	\$671,905.30
Fixed Asset Expenditures	\$612,120.49	\$231,490.00	\$843,610.49
Grants	\$0.00	\$0.00	\$0.00
Non-Expense Items	\$0.00	\$0.00	\$0.00
Total Expenses	\$1,339,477.18	\$336,985.94	\$1,676,463.12
Commitments			
Operational Commitments	\$375,677.56	\$0.00	\$375,677.56
Fixed Asset Commitments	\$207,139.08	\$0.00	\$207,139.08
Grants	\$59,900.00	\$0.00	\$59,900.00
Non-Expense Items	\$0.00	\$0.00	\$0.00
Total Commitments	\$642,716.64	\$0.00	\$642,716.64
Total Expenditures & Commitments	\$1,982,193.82	\$336,985.94	\$2,319,179.76
Fund Balance	\$127,485.91	\$0.00	\$127,485.91

* Fines & Penalties received in fiscal year 2017 were recoded to the new Snowmobile Management Fund (6042000000) and ATV Management Fund (6041900000).

Motorized Workgroup Members

¹Robert E. Kirchner -- St. Marys, PA; B.S. Health & Physical Education, Slippery Rock University of PA; Owner, WhyNotSafety, LLC; Immediate Past President, American Council of Snowmobile Associations; Vice President, Allegheny Forest Alliance.

²Gary M. B. Kribbs -- Havertown, PA; B.A. Geology, University of Toledo; M.S. Geology, University of Toledo; President, AEON Geoscience, Inc.

Rocco S. Ali -- North Apollo, PA; B.S. Biology and Chemistry, Geneva College; M.S. Orthopedics and Neurology, University of Pittsburgh; Physical Therapist and Clinical Supervisor, Nova Care Outpatient Rehabilitation.

L. Stockton Illoway -- Phoenixville, PA; B.A. Liberal Arts, Harvard University; M.S. Financial Science, American College; Senior Sales Associate, 1847 Financial.

Walter N. Peechatka -- New Cumberland, PA; B.S. Forestry, Penn State University; Retired, formerly a career employee in the Departments of Forests and Waters, Environmental Resources, and Agriculture.

Ephraim Zimmerman -- Pittsburgh, PA; B.S. Wildlife Biology, Colorado State University; M.S. Forest Ecology, University of Michigan; Ecological Assessment Manager, PA Natural Heritage Conservancy.

¹Motorized Workgroup Chair

²CNRAC Chair