

Maine ATV Registrations

Year	Resident	Res Trans	Res Fee Ex	NonRes Season	NonRes 7-Day	NonRes Trans	NonRes Fee Ex	Total
1992-93	21447			0				21447
1993-94	22390			0				22390
1994-95	23857			0				23857
1995-96	24324			0				24324
1996-97	27270			0				27270
1997-98	28834			0				28834
1998-99	33854			0				33854
1999-00	40279			0				40279
2000-01	44796			0				44796
2001-02	46141							46141
2002-03	58552	386	235	684				59857
2003-04	59850	514	256	5376		20	7	66023
2004-05	56053	460	282	5942		36	1	62774
2005-06	55296	260	291	6395		23	3	62268
2006-07	55572	276	324	7265		30	0	63467
2007-08	55547	263	316	8519		35	0	64680
2008-09	53863	198	305	7742		29	0	62137
2009-10	54373	300	367	8275		28	0	63343
2010-11	52553	215	357	8369		36	0	61530
2011-12	53396	252	369	8244		33	0	62294
2012-13	52828	276	373	8682	296	38	0	62493
2013-14	53782	260	382	8997	328	27	0	63776
2014-15	54091	250	397	9263	346	31	0	64378
2015-16	56613	291	390	10405	383	32	1	68115
2016-17	58155	289	409	11312	462	45	1	70673
2017-18	58736	260	434	11280	1096	47	1	71854
2018-19	58788	248	462	11425	1108	45	0	72076
2019-20	59548	271	480	11473	1206	49	1	73028
2020-21	63543	240	451	12873	1302	57	1	78467
2021-22	65815	144	475	14248	1599	40	1	82322
2022-23	60445	179	499	14286	955	30	1	76395
2023-24	58299	229	522	14639	904	25	1	74619

LD 557 Mark Wyles

REG AD HOC REPORT(EXCEL)

Report Criteria:

Class Code	MC	
Effective Date From	03/01/2023	
Effective Date To	03/31/2024	
Reg Totals	Booster Totals	
48665		0

Maine Boat Registrations			
Year	Pleasure	Other	Total
1992	103503	9478	112981
1993	103912	9678	113590
1994	105232	9891	115123
1995	105872	10023	115895
1996	116713	11192	127905
1997	122046	11483	133529
1998	115786	10879	126665
1999	118264	10962	129226
2000	117306	11295	128601
2001	117359	10843	128202
2002			126850
2003			128228
2004			128307
2005			128202
2006			129028
2007			128023
2008			123894
2009			122864
2010			125828
2011			119971
2012			122103
2013			120635
2014			119441
2015			120467
2016			124362
2017			123185
2018			124378
2019			123980
2020			119676
2021			128192
2022			125467
2023			122455

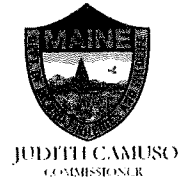
Source: Maine Dept of Inland Fisheries and Wildlife

Maine Resident/Nonresident Snowmobile Registrations								
Year	Resident	NR Seas	NR 10 Day	NR 3 Day	Res Trans	Nonres Trans	Fee Exempt	Total
1992-93	56966	7744					275	64985
1993-94	61437	8233					373	70043
1994-95	62233	8771					302	71306
1995-96	69773	6620			84		344	76821
1996-97								77754
1997-98								84205
1998-99	69755	8161	2509	1235		30	245	81935
1999-00	73255	9048	1376	2544		28	250	86501
2000-01	82181	10763	1589	2851	10	33	408	97835
2001-02								95395
2002-03	83706	17682	1861	3031	543	0	462	107285
2003-04	71382	15723	1811	2966	246	0	505	92633
2004-05	78102	17453	2138	4295	328	0	486	102802
2005-06	57242	13775	1217	2318	189	31	463	75235
2006-07	70158	15668	1706	3509	204	17	471	91733
2007-08	75824	19263	1899	3648	471	58	445	101608
2008-09	75605	15817	2298	4447	411	89	464	99131
2009-10	66324	15715		3214	328	69	485	86135
2010-11	70941	15269		3759	359	74	490	90892
2011-12	46160	11242		3944	155	36	475	62012
2012-13	58277	15628		3784	282	105	507	78583
2013-14	60620	16224		3825	302	62	489	81522
2014-15	62973	17124		3247	296	88	496	84224
2015-16	43929	11698	757	2131	170	32	465	59182
2016-17	60862	17556	1654	3987	352	129	495	85035
2017-18	56981	15698	1704	4324	268	108	499	79582
2018-19	61435	19034	2082	4505	310	170	530	88066
2019-20	59691	18818	2035	4114	222	102	520	85502
2020-21	63002	18518	1552	2654	146	77	510	86459
2021-22	62332	20080	2240	3076	113	71	510	88422
2022-23	55574	19749	2658	3510	118	84	503	82196
2023-24	46346	17349	1778	1828	73	35	513	67922

Source: Maine Dept of Inland Fisheries and Wildlife.



STATE OF MAINE
DEPARTMENT OF
INLAND FISHERIES & WILDLIFE
353 WATER STREET
41 STATE HOUSE STATION
AUGUSTA ME 04333-0041



March 24, 2025

Dear Mr. Wigley,

Per your FOIA request regarding the number of ATV crashes that were covered by the Maine Warden Service in 2023 and 2024, please see the below records we had on file.

2023

Fatalities – 7 (2 of which were ATV's thru the ice, resulting in drownings – not true "crashes")
Non-Reportable – 12
Property Damage – 11
Personal Injury – 123
Total – 153

2024

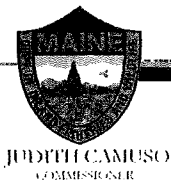
Fatalities – 7 (1 thru the ice, resulting in drowning)
Non-Reportable – 22
Property Damage – 16
Personal Injury – 124
Total – 169

Sincerely,

Captain Josh Bubier



STATE OF MAINE
DEPARTMENT OF
OCEAN FISHERIES & WILDLIFE
353 WATER STREET
41 STATE HOUSE STATION
AUGUSTA ME 04333-0041



March 26, 2025

Dear Mr. Wigley,

Per your FOIA request regarding the number of snowmobile and watercraft crashes that were covered by the Maine Warden Service in 2023 and 2024, please see the below records we had on file.

2023 Snowmobile

Fatalities – 9
Non-Reportable – 34
Operator reported Property Damage – 31
Personal Injury – 117
Total – 191

2024 Snowmobile

Fatalities – 3
Non-Reportable – 12
Operator reported Property Damage – 12
Personal Injury – 57
Total – 84

2023 Watercraft

Non-Reportable – 7
Fatal – 1
Property Damage – 6
Personal Injury – 11
Total – 25

2024 Watercraft

Non-Reportable – 12
Fatal – 0
Property Damage – 19
Personal Injury – 5
Total – 36

Sincerely,

Captain Josh Bubier
Maine Warden Service

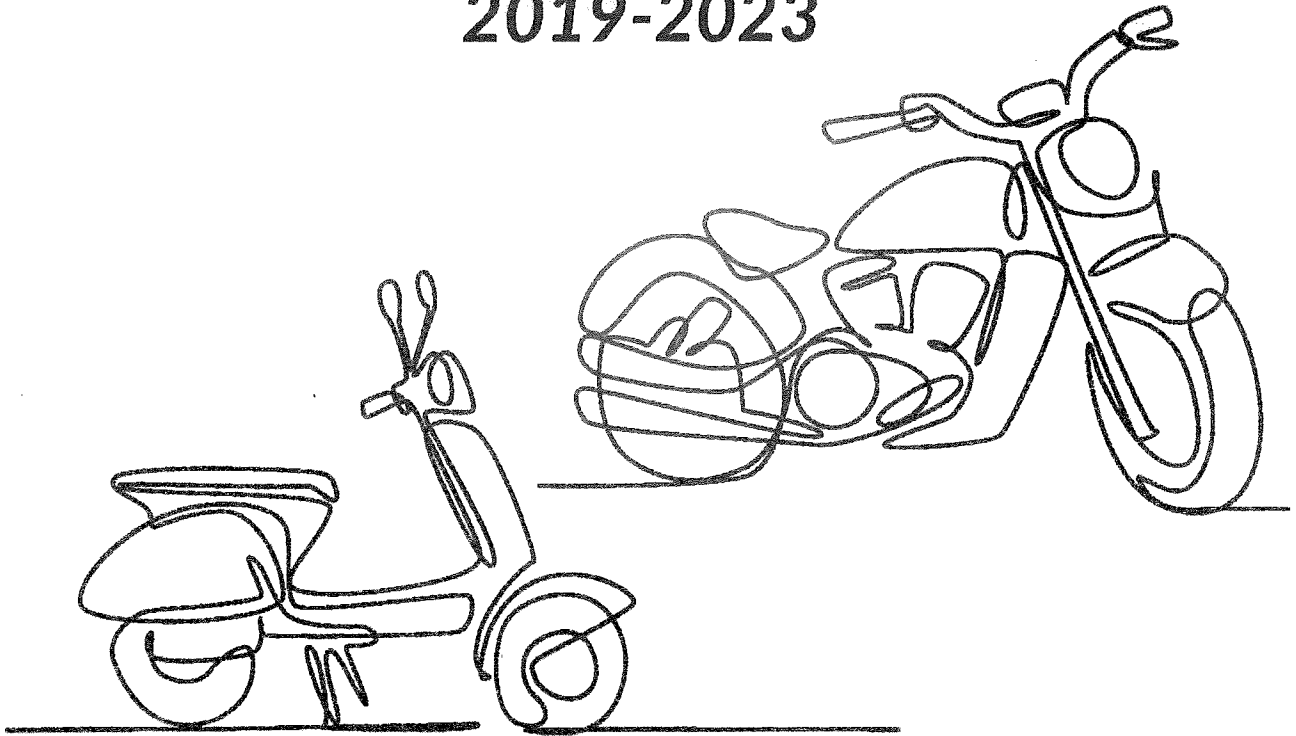
PHONE: (207) 287-8000

FISH AND WILDLIFE ON THE WEB:
www.maine.gov/ifw

EMAIL ADDRESS:
ifw.webmaster@maine.gov

State of Maine **Motorcycle & Moped Crash History**

2019-2023

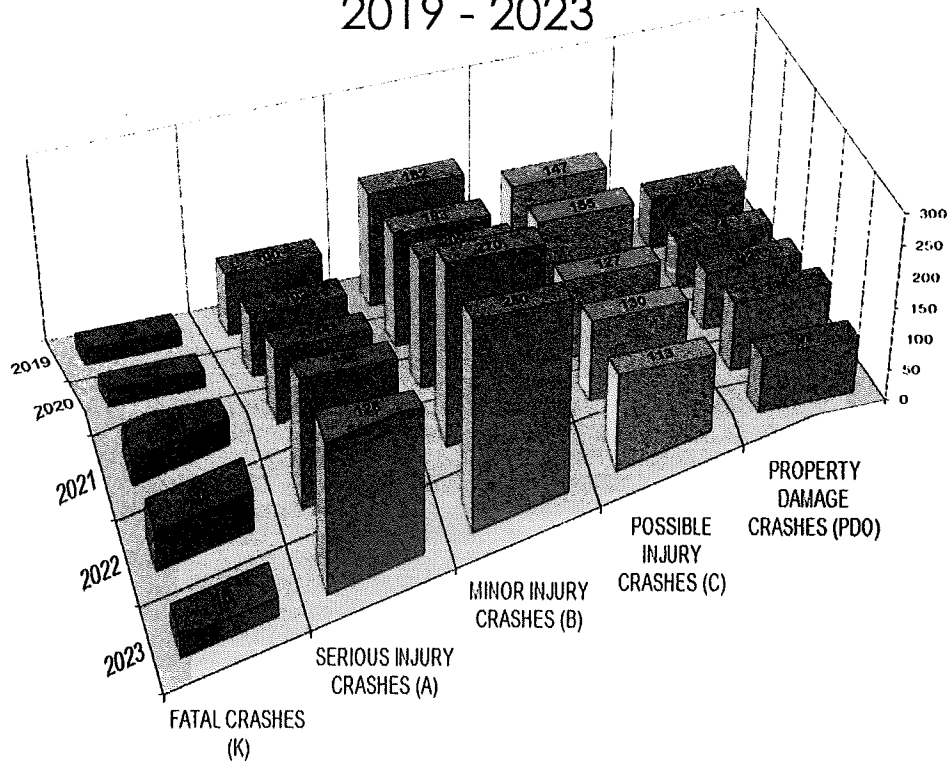


MaineDOT

Prepared by:

Maine Department of Transportation
Office of Safety & Mobility Crash Records Section
16 State House Station
Augusta, Maine 04333-0016

MAINE HIGHWAY MOTORCYCLE CRASH SEVERITY BY YEAR 2019 - 2023



YEAR	FATAL CRASHES (K)	SERIOUS INJURY CRASHES (A)	MINOR INJURY CRASHES (B)	POSSIBLE INJURY CRASHES (C)	PROPERTY DAMAGE CRASHES (PDO)	TOTAL CRASHES
2019	25	100	182	147	80	534
2020	27	102	183	155	74	541
2021	21	114	209	127	92	563
2022	32	136	270	130	111	679
2023	16	126	250	113	92	597
TOTAL	121	578	1,094	672	449	2,914
PERCENT	4.15%	PERCENT INJURY = 80.44%			15.41%	100.00%

(K) = Fatal Injury Crash. A crash where the highest level of injury to any person involved in the crash is a fatal injury, which results in death within 30 days of the crash.

(A) = Serious Injury Crash. A crash where the highest level of injury to any person involved in the crash is a serious injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred.

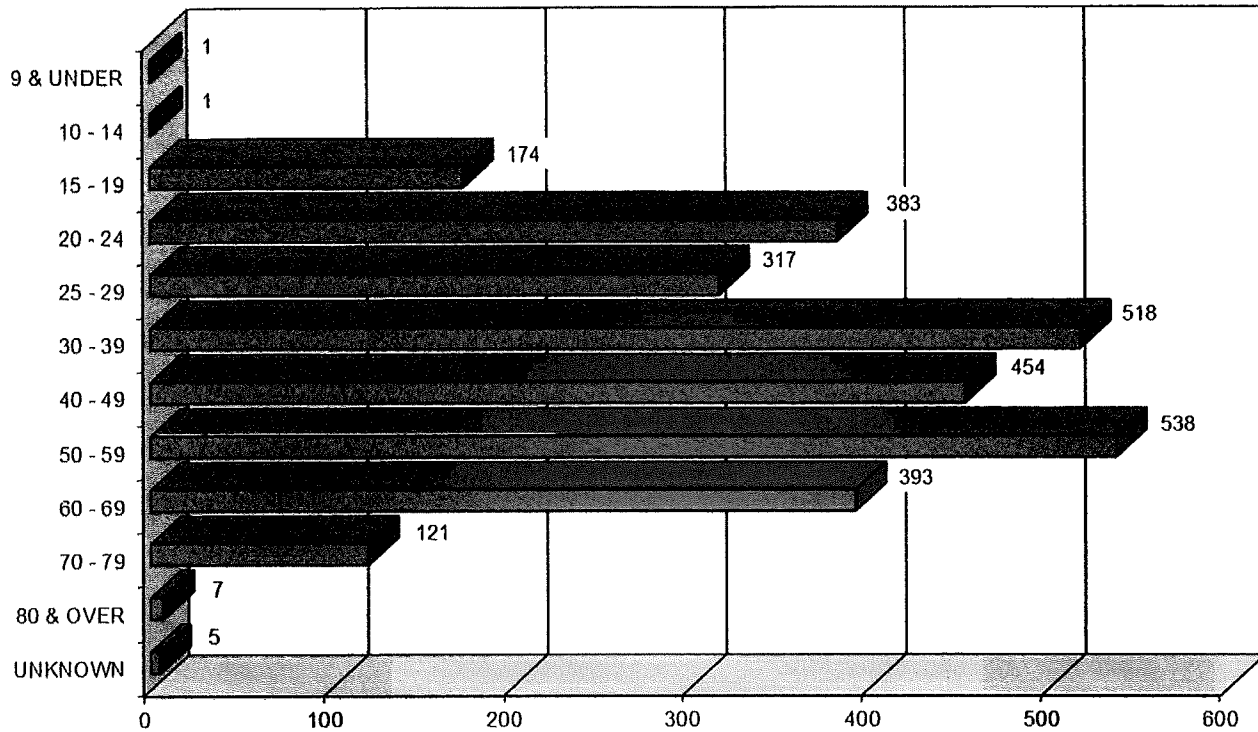
(B) = Minor Injury Crash. A crash where the highest level of injury to any person involved in the crash is a minor injury, which is evident to observers at the scene of the crash in which the injury occurred.

(C) = Possible Injury Crash. A crash where the highest level of injury to any person involved in the crash is a possible injury, which is any injury reported or claimed which is not a fatal injury, serious injury or minor injury.

(PDO) = Property Damage Crash. A crash where no injury occurred and only damage occurred to property that reduces the monetary value of that property.



MOTORCYCLISTS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP 2019 - 2023



AGE OF MOTORCYCLIST	2019	2020	2021	2022	2023	FIVE YEAR TOTAL	PERCENT OF TOTAL
9 & UNDER	0	0	0	0	1	1	0.03%
10 - 14	0	0	1	0	0	1	0.03%
15 - 19	28	25	33	47	41	174	5.98%
20 - 24	73	64	71	84	91	383	13.15%
25 - 29	60	61	60	67	69	317	10.89%
30 - 39	82	95	113	115	113	518	17.79%
40 - 49	71	81	90	109	103	454	15.59%
50 - 59	116	111	97	119	95	538	18.48%
60 - 69	81	84	74	93	61	393	13.50%
70 - 79	17	22	26	32	24	121	4.16%
80 & OVER	1	4	1	1	0	7	0.24%
UNKNOWN	1	1	1	0	2	5	0.17%
TOTAL	530	548	567	667	600	2,912	100.00%



State of Maine Pedestrian & Bicycle Crash History

2019-2023

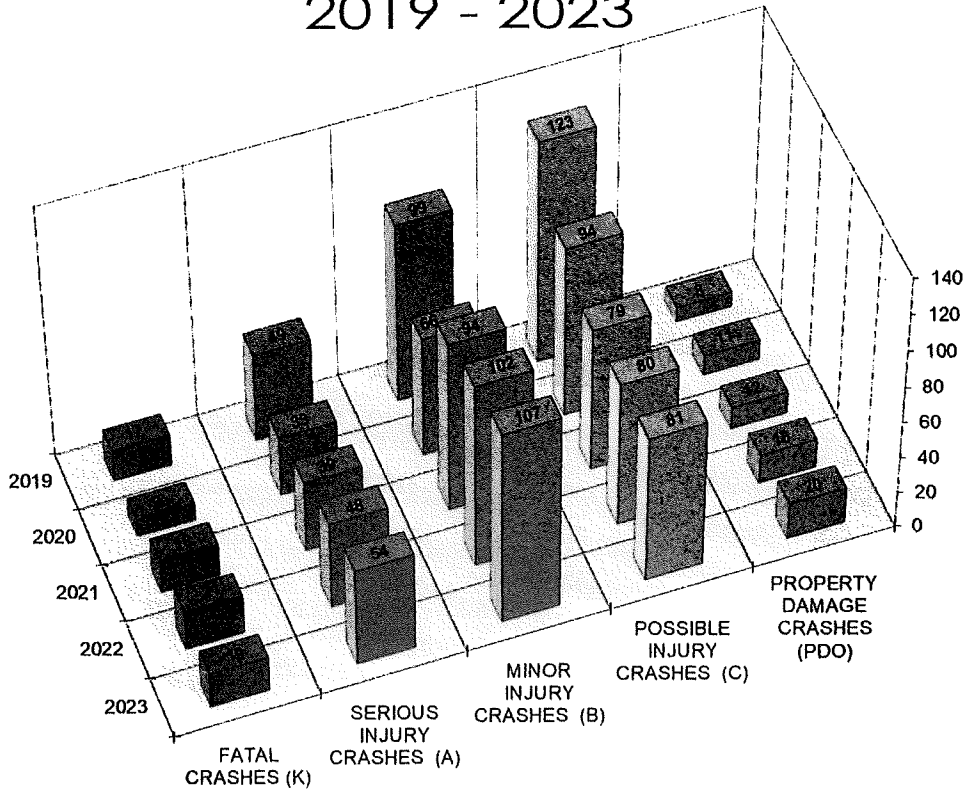


MaineDOT

Prepared by:

Maine Department of Transportation
Office of Safety & Mobility Crash Records Section
16 State House Station
Augusta, Maine 04333-0016

MAINE HIGHWAY PEDESTRIAN CRASH SEVERITY BY YEAR 2019 - 2023



YEAR	FATAL CRASHES (K)	SERIOUS INJURY CRASHES (A)	MINOR INJURY CRASHES (B)	POSSIBLE INJURY CRASHES (C)	PROPERTY DAMAGE CRASHES (PDO)	TOTAL CRASHES	
2019	17	49	99	123	8	296	
2020	9	33	66	94	11	213	
2021	18	39	94	79	12	242	
2022	21	48	102	80	16	267	
2023	19	54	107	81	20	281	
TOTAL	84	223	468	457	67	1,299	
PERCENT	6.47%	PERCENT INJURY =			88.38%	5.16%	100.00%

(K) = Fatal Injury Crash. A crash where the highest level of injury to any person involved in the crash is a fatal injury, which results in death within 30 days of the crash.

(A) = Serious Injury Crash. A crash where the highest level of injury to any person involved in the crash is a serious injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred.

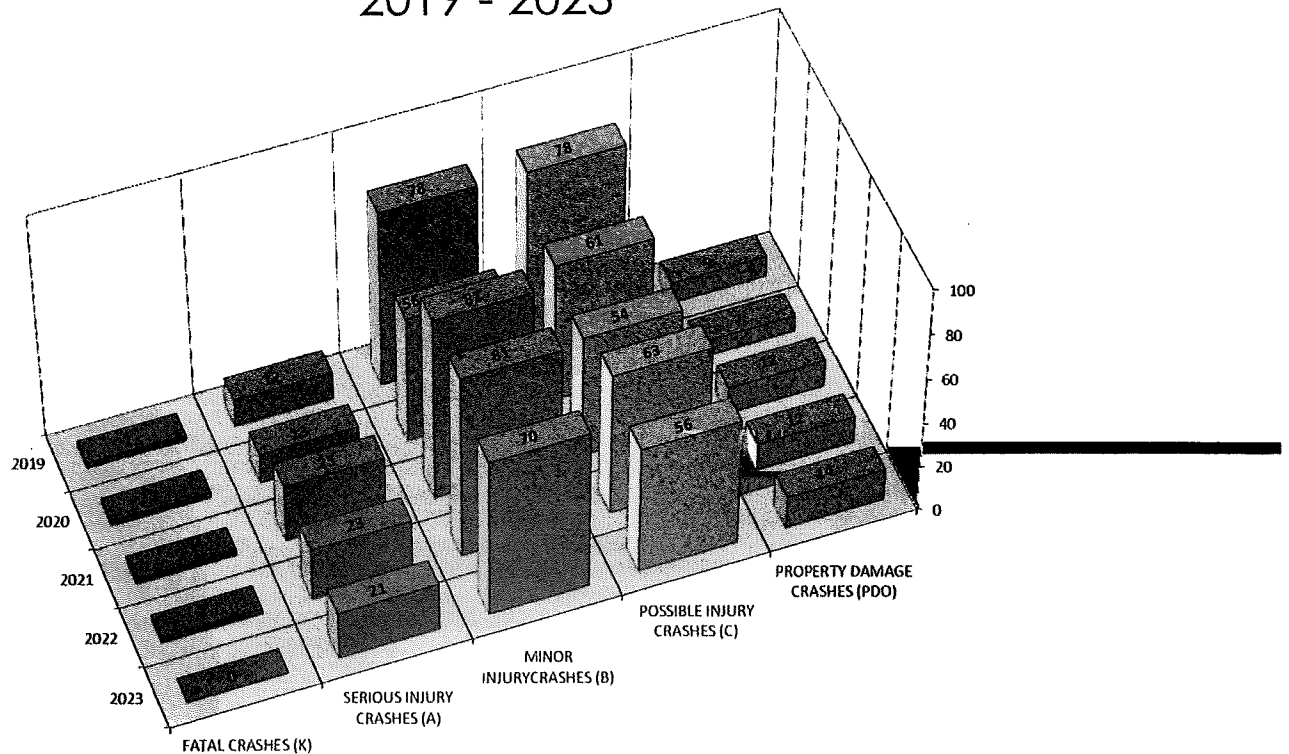
(B) = Minor Injury Crash. A crash where the highest level of injury to any person involved in the crash is a minor injury, which is evident to observers at the scene of the crash in which the injury occurred.

(C) = Possible Injury Crash. A crash where the highest level of injury to any person involved in the crash is a possible injury, which is any injury reported or claimed which is not a fatal injury, serious injury or minor injury.

(PDO) = Property Damage Crash. A crash where no injury occurred and only damage occurred to property that reduces the monetary value of that property. No injuries.



MAINE HIGHWAY BICYCLE CRASH SEVERITY BY YEAR 2019 - 2023



YEAR	FATAL CRASHES (K)	SERIOUS INJURY CRASHES (A)	MINOR INJURY CRASHES (B)	POSSIBLE INJURY CRASHES (C)	PROPERTY DAMAGE CRASHES (PDO)	TOTAL CRASHES	
2019	2	12	78	78	9	179	
2020	2	13	56	61	7	139	
2021	2	25	81	54	12	174	
2022	2	23	81	63	12	181	
2023	0	21	70	56	14	161	
TOTAL	8	94	366	312	54	834	
PERCENT	0.96%	PERCENT INJURY =			92.57%	6.47%	100.00%

(K) = Fatal Injury Crash. A crash where the highest level of injury to any person involved in the crash is a fatal injury, which results in death within 30 days of the crash.

(A) = Serious Injury Crash. A crash where the highest level of injury to any person involved in the crash is a serious injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred.

(B) = Minor Injury Crash. A crash where the highest level of injury to any person involved in the crash is a minor injury, which is evident to observers at the scene of the crash in which the injury occurred.

(C) = Possible Injury Crash. A crash where the highest level of injury to any person involved in the crash is a possible injury, which is any injury reported or claimed which is not a fatal injury, serious injury or minor injury.

(PDO) = Property Damage Crash. A crash where no injury occurred and only damage occurred to property that reduces the monetary value of that property. No injuries.



Motorcycles:	1226.75 crashes	32.87 fatalities	per 100,000
Pedestrians:	281 crashes	19 fatalities	
Snowmobiles:	232.37 crashes	10.95 fatalities	per 100,000
ATV'S	200.27 crashes	9.16 fatalities	per 100,000
Bicycles	161 crashes	0 fatalities	
Watercraft	20.4 crashes	<1 fatalities	per 100,000

Infrastructure Construction Costs - \$51,500,000				
Impact	Employment	Labor Income	Value Added	Output
1 - Direct	373.08	\$20,640,435	\$22,776,246	\$51,500,000
2 - Indirect	75.35	\$5,230,168	\$9,293,108	\$19,236,159
3 - Induced	128.33	\$7,189,063	\$13,844,327	\$23,059,535
Total	576.76	\$33,059,666	\$45,913,681	\$93,795,695

Source: IMPLAN, VHB and RKG (2024)

Note - Calais Branch Rail Corridor length = 12.25± miles

Note - a greater discussion of costs is presented in the VHB report dated 26 June, 2024

Potential Rail Use Restoration - Calais Branch Rail Corridor Ongoing and Annual Maintenance Costs - \$976,000				
Impact	Employment	Labor Income	Value Added	Output
1 - Direct	1.92	\$273,699	\$379,427	\$976,000
2 - Indirect	2.27	\$150,798	\$272,130	\$494,473
3 - Induced	2.02	\$113,503	\$218,469	\$364,045
Total	6.22	\$538,000	\$870,025	\$1,834,518

Source: IMPLAN, VHB and RKG (2024)

Note - Calais Branch Rail Corridor length = 12.25± miles

Note - a greater discussion of costs is presented in the VHB report dated 26 June, 2024

5.2 Other Financial/Social Impacts – Interim Trail

Trail Use and User Spending

The estimated annual trail use (trips) from the local population ranges from 15,750 to 23,500 annually.⁸ Annual out-of-state users (at 30%) ranges from 4,725 persons to 7,050 persons (user trips). These out-of-state trail users form the basis for estimating trail use spending⁹ impacts and are projected to spend between \$982.8k and \$1.47M per year. While it is possible that these levels of spending may support new commercial development activity, at a minimum they represent additional consumer spending available to existing businesses in the vicinity of the trail.

Potential Health Benefits

If a trail is available to residents along the Calais Branch Rail Corridor, it is anticipated that physical activity will increase with trail utilization. This added physical activity could translate to an annual

⁸ Estimates per the Maine State Active Transportation Plan (March 2023), Table 13, p. 60.

⁹ The underlying assumption is that in-state trail user spending is already occurring in the local economy and may not necessarily represent new spending activity.