



# HOUSE OF REPRESENTATIVES

2 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0002  
(207) 287-1400  
TTY: MAINE RELAY 711

**Tiffany Roberts**

Home: (207) 210-3287

[Tiffany.Roberts@legislature.maine.gov](mailto:Tiffany.Roberts@legislature.maine.gov)

February 25, 2026

***Testimony of Rep. Tiffany Roberts presenting  
LD 276, An Act Regarding Inland Fisheries and Wildlife  
Before the Joint Standing Committee on Inland Fisheries and Wildlife***

Good afternoon, Senator Baldacci and esteemed members of the Joint Standing Committee on Inland Fisheries and Wildlife. I am Tiffany Roberts, and I represent House District 149, which includes parts of North and South Berwick. I am pleased to be here today to present **LD 276, An Act Regarding Inland Fisheries and Wildlife**.

I want to ground this conversation in context. There have been multiple bills before us this session dealing with ATV size. Most of the proposals adjust the weight limit. This bill does something different. They are separate, non-competing initiatives. While one may function as a short-term response to current pressure, LD 276 is designed as a long-term structural solution.

Over the past several years, ATV machines have grown wider, heavier, and more powerful. That shift has created real tension between riders, municipal officials, and, most importantly, landowners. A recent stakeholder task force acknowledged that machine size needed to be limited. That work was collaborative and constructive. At the same time, there was clear agreement that general access to private land is in a precarious position and that landowners sometimes see little direct benefit from allowing recreational use.

When landowners say conditions have worsened since that task force, we should take that seriously. Access to private land in Maine is not guaranteed. It exists because of trust. Once that trust erodes, closures follow. When trails close, they often close quickly and permanently.

LD 276 is not about dismissing those concerns. It is about stabilizing the framework so we are not repeatedly governing by reaction.

Currently, Maine relies heavily on static weight thresholds. Weight, however, is a blunt instrument. It does not account for the machine footprint or width. It does not reflect intended use categories. If we are forward-looking, we must also acknowledge that it becomes outdated as manufacturers redesign equipment. Each time we adjust a numeric cap, the industry responds, machines evolve again, and we return to this conversation.

This bill phases out weight as the primary regulatory mechanism over time and instead modernizes Maine's classification structure. It aligns our statutory framework more closely with those of other northeastern states that regulate through defined categories and dimensional standards rather than solely on weight. Manufacturers already build to multistate standards. Aligning our framework reduces cross-border compliance issues, enforcement confusion, and unintended consequences for dealers and riders.

Importantly, this is done in statute, not broad rulemaking. Predictability matters. Riders need to know what qualifies. Dealers need clarity at the point of sale. Municipal clerks need clear direction when registering a machine.

That is why LD 276 also establishes a clean, consistent registration procedure from point of sale through municipal registration. Right now, there is an inconsistency in how machines are categorized and processed. This bill provides clarity, which reduces friction, and reducing friction reduces conflict.

I also want to be explicit about what this bill does not do. It does not expand rider access to private land. It does not weaken landowner protections. It does not interfere with a landowner's right to close or restrict trails. Those rights remain intact.

If the Committee determines that a short-term weight adjustment is necessary under another bill, that decision can stand on its own. LD 276 does not negate that discussion. It builds the longer runway, so we are not back here every few years recalibrating a single number while the underlying structural tension remains unresolved.

Maine's ATV system rests on three legs: riders, industry, and landowners. If any one of those legs walks away, the system collapses. This bill is an effort to preserve balance by moving from reactive regulation to durable policy.

We can address today's pressure. And we can build long-term stability. They are not mutually exclusive.

I welcome the Committee's questions and continued collaboration on getting this right.