LOCAL PLAN
FOR THE MANAGEMENT OF THE APPALACHIAN TRAIL IN MAINE (GRAFTON NOTCH TO KATAHDIN)

(Revised 15 May 2017, with changes through 9/18/24)

The Appalachian Trail is a way, continuous from Katahdin in Maine to Springer Mountain in Georgia, for travel on foot through the wild, scenic, wooded, pastoral, and culturally significant lands of the Appalachian Mountains. It is a means of sojourning among these lands, such that the visitors may experience them by their own unaided efforts.

In practice, the Trail is usually a simple footpath, purposeful in direction and concept, favoring the heights of land, and located for minimum reliance on construction for protecting the resource. The body of the Trail is provided by the lands it traverses, and its soul is in the living stewardship of the volunteers and workers of the Appalachian Trail Community.

--Definition of the Appalachian Trail, from "Appalachian Trail Management Principles."

The Appalachian Trail experience represents the sum of opportunities that are available for those walking the Appalachian Trail to interact with the wild, scenic, pastoral, cultural, and natural elements of the environment of the Appalachian Trail, unfettered and unimpeded by competing sights or sounds and in as direct and intimate a manner as possible.

--Definition of the Appalachian Trail experience, Appalachian Trail Conference Board of Managers, April, 1997

Return to Table of Contents

TABLE OF CONTENTS
(Revised 9/18/24)

I. PREFACE 6

II. THE PARTNERSHIP 6

A. NATIONAL PARK SERVICE 7
B. APPALACHIAN TRAIL CONSERVANCY 8
C. MAINE APPALACHIAN TRAIL CLUB 8
D. BUREAU OF PARKS & LANDS 8
E. THE MAINE FOREST SERVICE 9
F. THE MAINE WARDEN SERVICE 9
G. BAXTER STATE PARK AUTHORITY 9

III. AN OVERVIEW OF THE APPALACHIAN TRAIL IN MAINE 10

A. HISTORY 10
B. THE GENERAL ROUTE 11
C. THE NATURAL ENVIRONMENT 13
D. THE MAINE APPALACHIAN TRAIL CLUB, INC. 13
E. LANDOWNERS ALONG THE TRAIL IN MAINE 14
F. THE LEGAL ENVIRONMENT 15

IV. THE MANAGEMENT/PLANNING PROCESS 16

A. NATIONAL PARK SERVICE 17
B. APPALACHIAN TRAIL CONSERVANCY 17
C. MAINE APPALACHIAN TRAIL CLUB 17
D. MAINE APPALACHIAN TRAIL LAND TRUST 17
E. AGENCIES OF THE STATE OF MAINE 18
1. Maine Bureau of Parks and Lands 18
Western Mountains Region Management Plan 20
Flagstaff Region Management Plan 20
Central Penobscot Region Management Plan 21
Penobscot Resource Protection Zone 22
2. Baxter State Park 23
3. Maine Department of Inland Fisheries & Wildlife 23
F. REGIONAL PLANNING COMMISSIONS 23
G. LOCAL TOWNS 23
H. PRIVATE LANDOWNERS 23
1. The Nature Conservancy 23
2. The Appalachian Mountain Club 24
3. Other Private Landowners 24
I. PERIODIC REVIEWS 24

V. MANAGEMENT POLICIES 24

WORKING TOWARDS A CLUB ENVIRONMENT OF JUSTICE, EQUALITY, DIVERSITY AND INCLUSION 25
A. TRAIL MANAGEMENT 26
1. Skills Training and Worker Safety 26
2. Trail Maintenance Standards 28
3. Trail Design 28
4. Signs 30
5. Stream Crossings 31
6. Parking and Trailhead Facilities 32
7. Side Trails 33
8. Campsites 33
9. Water Sources 36
10. Winter Trail Use 37
11. Managing the Trail for a Primitive Experience 37
B. EMERGENCIES, PUBLIC MISBEHAVIOR, INFORMATION/EDUCATION 38
1. Emergency Planning and Coordination 38
Jurisdiction 39
Incident Reporting 39

2. Search and Rescue *40*
3. Fire Prevention and Suppression *40*
4. Litter and Vandalism *41*
5. Public Information, Education, and Outreach Programs *42*
C. CONFLICTING/COMPETING USES 44
1. Mechanized Vehicles *45*
2. Hunting/Trapping *45*
3. Horses and Pack Animals *46*
4. Roads *47*
5. Road Closures and Access Control *48*
6. Special Uses *48*
Research Activities 48
Other Special Uses 49
7. Utilities and Communications Facilities *49*
8. Structures *50*
9. Corridor Monitoring *51*
10. Military Maneuvers *51*
11. Special Events and Large Group Use *52*
12. Alpine Ski Area Development *52*
13. Hang Gliding *53*
14. Geocaching *53*
D. RESOURCE MANAGEMENT 54
1. Open Areas and Vistas *54*
2. Timber Management *55*
3. Mining *56*
4. Pest Management *56*
5. Threatened and Endangered Species *57*
6. Wildlife *58*
8. Cultural Resources *59*
9. Wilderness *60*
10. Special and Unique Areas *60*
VI. MAINE APPALACHIAN TRAIL CLUB OPERATIONS PLAN 61
A. FISCAL YEARS 61
B. MATC STANDARD OPERATING PROCEDURES 61
Administration *61*
1. Agency Relations Committee (Revised 1/7/2020) 65
2. Campsite Committee ((Revised 1/7/2020) 65
3. Caretaker and Ridgerunner Education ("CARE") Committee (Revised 1/7/2020) 65
4. Development Committee (Revised 1/7/2020) 66
5. Finance Committee (Revised 1/7/2020) 67
6. Governance Committee (Revised 1/7/2020; 11/5/2021) 68
7. Landscape Protection Committee (Revised 1/7/2020) 69
8a. Trail Center Committee (Revised 1/7/2020) 69
9. Trail Crew Committee (Revised 1/7/2020) 70
10. Training and Education Committee (Revised 1/7/2020, 9/9/22) 71
Finance *72*
Conflict of Interest Disclosure Policy (Adopted 8 Sept. 2023. Replaced policy of 3 May 2000) 72
Volunteers in the Parks Program *73*
WHO 75
WHEN 75
WHERE 75
VEHICLE INFORMATION 75
Volunteer Recognition Awards *76*
(Adopted by Executive Committee 3/4/2016) *76*
MATC Honorary Member 76
President's Award 77
The Walter D. Greene Award 77
Certificate of Recognition/Appreciation 78
Trail and Facility Maintenance *78*
Trail Maintainers 78
Campsite Maintainers 78

Trail Work Planning 79
Corridor Monitoring *79*
Monitoring Sections 79
Monitoring Agreements 79
Corridor Records 80
Natural Heritage Monitoring 80
MAINEtainer Policies *80*
VII. APPENDICES 84
A. LEGISLATION 84
A1 - National Trails System *84*
A2 - State of Maine Trails System *84*
B. PARTNERSHIP AGREEMENTS 84
B0 - Memorandum of Agreement between the National Park Service and the State of Maine concerning the Appalachian National Scenic Trail *84*
B1 - Cooperative Agreement and MOU Between the National Park Service and the Appalachian Trail Conference, 2004. ..... *84*
B2 - Delegation of Management Responsibility for NPS A.T. lands in Maine from ATC to the MATC, 1984. ..... *84*
B3a - MOU Between the ATC and the MATC, 1997 ..... *84*
B3b - MOU Between the ATC and the MATC, 2022 ..... *84*
B4 - MOU Among the Principal Federal, State, and Private Organizations Concerned with the Administration of the Appalachian Trail, 1987. *84*
B5 - Cooperative Agreement Between Baxter State Park and the MATC for Maintenance of the Appalachian Trail, 2009. ..... *84*
B6 - Memorandum of Agreement Between the Maine Bureau of Parks & Recreation and the Maine Bureau of Public Lands, 1981 ..... *84*
B7 - MOU Between the National Park Service and the Maine Forest Service Regarding Wildfire Protection, 1999 ..... *84*
B8 - MOU Between the NPS, the MATC, and the Maine Warden Service Regarding Emergency Helicopter Landing Sites in the Gulf Hagas Reserve, 1996. ..... *84*
B9b - MOU Between the NPS and the Maine Bureau of Parks & Lands Regarding Nahmakanta Lake, 2008. ..... *84*
B10 - Maine Dept. of Inland Fisheries & Wildlife Letter of Permission for the Appalachian Trail on the Spectacle Ponds Tract, 1985. ..... *84*
B11 - MOU Between the ATC, the MATC, and the Maine Appalachian Trail Land Trust, 2004 ..... *84*
B12 - Cooperative Agreement Between the NPS and the Maine Warden Service Regarding Search & Rescue Services, 2001. ..... *84*
C. MAINE APPALACHIAN TRAIL CLUB GOVERNANCE 84
C1 - Constitution and Bylaws *84*
C2 - Executive Committee *84*
C3 - Maintainer Instructions *84*
C4 - Maintenance and Monitoring Agreements *84*
C5 - Maintainers and Corridor Monitors *84*
C6 - Nahmakanta Lake Management Plan *84*
D. RULES, REGULATIONS, AND LAW ENFORCEMENT 84
D1 - Letter of 10/28/85 Explaining NPS Regulations *84*
D2 - Maine Forest Fire Law *84*
D3 - Maine Forest Fire Control Districts *85*
D4 - Maine Warden Service Divisions *85*
D5 - Baxter State Park Rules and Regulations *85*
D6 - Maine State Police and County Sheriffs *85*
D7 - Appalachian Trail Conference Incident Report Form *85*
D8 - Volunteer in Parks Program *85*
D9 - Trail Maintenance/Construction Review & Compliance Guidelines *85*
D10 - Conflict of Interest *85*
D11 - Procurement Policy *85*
D12 – Record Retention and Destruction Policy *85*
E. TRAIL AND CORRIDOR SIGNS 85
E1 - MATC Trail Sign System *85*
E2 - Corridor Boundary Sign *85*
E3 - MATC Trailhead Information Sign *85*
F. CORRIDOR DATA 85
F1 - Corridor Mountain Inventory *85*
F2 - Named Water Bodies in or Bordered by the Corridor That Are Not Crossed by the Trail *85*
F3 - Rare, Threatened, and Endangered Species Within the Corridor *85*
F4 - Road Crossings in Maine (North to South) *85*
F5 - MATC Wind Power Policy *85*
G. LONG-RANGE WORK PLANNING 85
G1 - MATC 5-Year Action Plan *85*
G1-2 - MATC Project List 2005-2017 ..... *85*

G2 – CURRENT AND HISTORICAL DATA 85
G2-1 - History of Relocations of the Appalachian Trail in Maine after 1968 85
G2-2 - Major side trails that connect with the AT in Maine 85
G2-3 - Water crossings along the Appalachian Trail in Maine 85
G2-4 - Trailhead facilities along the Appalachian Trail in Maine 85
G2-5 - MATC campsite inventory and action plan 85
G2-6 - Incidentally acquired structures 85
H. REFERENCE DOCUMENTS 85
I. ELECTRONIC SEGMENT MAPS 85

I. PREFACE

This document is the "local" plan for the management of the Appalachian Trail in Maine from Maine Highway 26 in Grafton Notch to the summit of Katahdin. It is a part (the other being the Appalachian Mountain Club plan for management of the A.T. from Highway 26 to the New Hampshire boundary) of the Maine component of the *Comprehensive Plan for the Management of the Appalachian Trail*. The *Comprehensive Plan* was developed by the National Park Service, as directed by the 21 March 1978 (PL 95-248) and 10 November 1978 (PL 95-625) amendments to the National Trails System Act of 1968 (PL 90-543). (See Appendix A1 [1].) This plan, moreover, is a key element in a cooperative management process for the protection and maintenance in Maine of both the Appalachian Trail and the Trail experience. It is a comprehensive framework, designed to help the Maine Appalachian Trail Club (MATC), the Appalachian Trail Conservancy (ATC), the National Park Service (NPS), and agencies of the State of Maine to engage in an effective partnership for managing the Trail in Maine. The plan indicates the specific authorities and responsibilities of each party and outlines issues, policies, and procedures related to the management of the Trail.

This management plan has been prepared by the Maine Appalachian Trail Club, in consultation and cooperation with the ATC, the NPS Appalachian National Scenic Trail (APPA), and the Maine Bureau of Parks and Lands (BPL). The policies and actions set forth in this plan are intended to serve as a guide for the MATC in fulfilling its delegated responsibilities for the maintenance and management of the Appalachian Trail from Grafton Notch to Katahdin.

II. THE PARTNERSHIP

The Appalachian Trail in Maine is managed under agreements between and among the National Park Service, the Appalachian Trail Conservancy, the Maine Appalachian Trail Club, the Maine Bureau of Parks and Lands, the Baxter State Park Authority, the Maine Forest Service, and the Maine Warden Service. These parties have agreed to cooperate in furthering the purposes of the Appalachian Trail in Maine. This partnership is authorized by the National Trails System Act, 16 U.S.C. 1246 (h), which permits cooperative agreements with states and private organizations "to operate, develop, and maintain any portion of a national scenic trail either within or outside a federally administered area". Further, the Maine Trails System law, 12 MRSA §1892 (See Appendix A2.), permits the Bureau of Parks and Lands to enter into "agreements with private organizations and governmental agencies to provide for the maintenance of established trails." "The Appalachian Trail is included as a primitive trail in the Maine Trails system" In 1972, Governor Kenneth Curtis signed a Memorandum of Agreement with the National Park Service (Appendix B0) in furtherance of the National Trails System Act. The partnership with many Trail states was reinforced in November, 1987, with the creation of a Memorandum of Understanding (Appendix B4) among the principal Federal, state, and private organizations that are concerned with the administration of the Appalachian Trail. Maine signed the MOU in 1987, but it apparently was not renewed after its five-year term ended in 1992.

[1] A complete copy of the Act is available at www.nps.gov/ncrc/programs/nts/legislation.html

The general responsibilities of the parties to this partnership are summarized in Table 1, and are more fully described in the following sections.

Table 1. Summary of Management Responsibilities for A. T. Lands in Maine.

Land Base	MATC Role	Agency Role	Other Roles
NPS-acquired A.T. corridor lands ("APPA Lands")	All management functions, including maintenance of footpath and facilities, monitoring and management of corridor lands, preparation of the local management plan	**NPS-Appalachian National Scenic Trail:** Enforcement of Federal laws and regulations, NEPA compliance, land acquisition, special use permits, oversight for compliance with agency policies	(The following apply to all lands except as noted for Baxter State Park. **State and local police and county sheriffs:** General enforcement of State laws **Maine Forest Service:** Fire suppression, fire law enforcement, LUPC and other State law enforcement **Maine Warden Service:** Game law enforcement, search and rescue **LUPC:** Land use planning in the Unorganized Territory
State Parks, BPL A.T. lands, BPL A.T. easements, Maine Public Reserved Lands	Physical management of the main footpath, designated side trails, and related facilities; preparation of the local management plan	**Maine Bureau of Parks and Lands:** General oversight, enforcement of BPL regulations; management of campsites and boat launch facility on Nahmakanta Lake under MOU with NPS	
Spectacle Ponds Tract	Physical management of the footpath	**Maine Dept. of Inland Fisheries & Wildlife:** Management of tract primarily for wildlife habitat	
Baxter State Park	Maintenance of the footpath	**Baxter State Park Authority:** All authority for the administration of the A.T. and management of Park lands, including enforcement of Park rules and regulations and State laws	Ditto above, except that the Park has its own search and rescue capability

Relevant documents: 1981 NPS A.T. Comprehensive Plan; 1984, 1989, 1994, 2004, 2014 Delegation Agreement between NPS and ATC and re-delegation from the ATC to the MATC; 1997 ATC/MATC MOU; 2017 MATC Local Management Plan; Penobscot Resource Protection Plan; Plans for BPL management units and 2000 BPL Integrated Resource Policy; Fire Management Plan for the Appalachian National Scenic Trail; Letter of 11/1/1985 from IF&W Commissioner Glen Manuel regarding the Spectacle Ponds Tract; Cooperative Agreement of 3 Nov. 2009 between Baxter State Park and the MATC, which expired 3 Nov. 2014.

A. NATIONAL PARK SERVICE

The National Park Service holds the primary authority and responsibility for the acquisition, development, and administration of the Appalachian Trail. In cooperation with the Appalachian Trail Conservancy, the NPS will provide the information and coordination needed for this purpose. Through a Cooperative Agreement and Memorandum of Understanding (Appendix B1, a.k.a. "The Delegation Agreement"), the National Park Service

has delegated to the ATC the responsibility for the management of certain lands acquired by the NPS for protection of the Appalachian Trail. These lands include all of the Trail lands acquired by the NPS in Maine. Under the terms of the agreement, the NPS retains all responsibilities over these lands with regard to law enforcement, transfers of title or use and occupancy to any lands or interests therein, authority to relocate the overall Trail right-of-way, land acquisition on behalf of the United States, and authority to charge any fee or cost or otherwise utilize any proceeds from the management of the Trail. The NPS also retains responsibility for boundary survey, structure removal, oversight for compliance with NPS policy, responsibility for fire management, and compliance with the National Environmental Policy Act and other Federal laws. The National Park Service administers the Appalachian National Scenic Trail (APPA) from the Appalachian Trail Park Office in Harpers Ferry, West Virginia.

B. APPALACHIAN TRAIL CONSERVANCY

The Appalachian Trail Conservancy has agreed, in the Cooperative Agreement with the National Park Service, to serve as a guarantor to the NPS that the Trail and the corridor lands included under the Agreement will be adequately managed by the Conservancy and its member clubs. In accordance with the Memorandum of Understanding for the Appalachian National Scenic Trail between the Appalachian Trail Conference (now the Appalachian Trail Conservancy) and the Maine Appalachian Trail Club, dated 11 April 1997 (Appendix B3), the ATC will serve, if necessary, to back up the responsibilities of the MATC. The Appalachian Trail Conservancy has its headquarters in Harpers Ferry, West Virginia. Four regional field offices are located in South Egremont, Massachusetts; Boiling Springs, Pennsylvania; Blacksburg, Virginia; and Asheville, North Carolina. The ATC Maine Conservation Resources Manager is located in Farmington, Maine.

C. MAINE APPALACHIAN TRAIL CLUB

The Maine Appalachian Trail Club continues to hold the responsibility that it has held since 1935 for the management of the Appalachian Trail in Maine, from the summit of Katahdin to Maine Highway 26 in Grafton Notch. Except for a more limited role in Baxter State Park, the MATC is responsible for all Trail and Trail structure design, construction, and maintenance, for monitoring activities in the A.T. corridor, and for basic public information and education regarding the Trail in Maine. Responsibility for the management of Trail lands in Maine that are owned by the National Park Service was re-delegated to the MATC by the Appalachian Trail Conference (now Appalachian Trail Conservancy) by letter of 22 October 1984 to the MATC (Appendix B2). This delegation, which was authorized by the 26 January 1984 Memorandum of Agreement between the NPS and the ATC, is subject to the terms of that Agreement, as renewed in 2004, and by the 1997 Memorandum of Understanding between the ATC and the MATC.

Responsibility for the MATC's management of Trail lands in Maine that are owned by, or are under the jurisdiction of the Maine Bureau of Parks & Lands was defined in the 1981 Memorandum of Agreement between the of Public Lands and the (now defunct) Bureau of Parks and Recreation (Appendix B6). Under the Agreement, the MATC is responsible for the physical management of the Trail and designated side trails, consistent with the policies and procedures contained in this Local Management Plan and the Comprehensive Plan for the Management of the Appalachian Trail.

The Maine Appalachian Trail Club has no permanent headquarters. Except for seasonal work crew leaders, seasonal caretakers, and seasonal ridge runners, its paid staff consists of a part-time Club Coordinator.

D. BUREAU OF PARKS & LANDS

The State of Maine has agreed to pursue the Appalachian Trail protection program in Maine, to the extent that State resources allow, and to hold and administer non-federally-owned segments of the Trail that are acquired

for that purpose. State-owned lands that are crossed by the Trail are administered by the Bureau of Parks and Lands in the Department of Conservation, Agriculture and Forestry, the Department of Inland Fisheries and Wildlife, and the Baxter State Park Authority.

The BPL is the lead State of Maine agency for the Appalachian Trail. It is responsible (under authority previously held by the Bureau of Parks & Recreation) for administering the Maine Trails System (12 MRSA §1892), of which the Appalachian Trail is a component. It administers all units of the Maine Public Reserved Lands crossed by the AT, as well as lands and easements for the A.T. acquired through donation from International Paper Co. and Great Northern Nekoosa Corp. by the former Bureau of Parks and Recreation.

The Bureau of Parks and Lands is headquartered in Augusta, Maine, and has field offices throughout the state.

E. THE MAINE FOREST SERVICE

The Maine Forest Service, a.k.a. the Bureau of Forestry in the Department of Conservation, Agriculture and Forestry, has statutory authority and responsibility for the prevention and control of wildfires throughout Maine. A 1999 Memorandum of Understanding between the NPS and the MFS (Appendix B7) provides for fire protection, detection, and suppression on NPS lands in Maine. Acadia National Park has agreed to serve as the APPA's representative in wildland fire management matters in Maine. (A detailed Fire Management Plan for the Appalachian National Scenic Trail, which covers all APPA lands in Maine, was signed by the APPA, the ATC, and Acadia National Park in 2005.) The Maine Forest Service also has certain law enforcement authority on DPL lands that include the AT. The Maine Forest Service is headquartered in Augusta, Maine, and has field offices throughout the state.

F. THE MAINE WARDEN SERVICE

The Maine Warden Service is the law enforcement arm of the Maine Department of Inland Fisheries and Wildlife. The Warden Service has statutory authority and responsibility for the enforcement of all game laws in Maine and for search and rescue operations (technically, "search for lost persons"). A 1996 Memorandum of Understanding (Appendix B8) among the NPS, the MATC, and the MWS provides for the use, operation, and maintenance by the MWS of two emergency helicopter landing sites in the Gulf Hagas area for search and rescue activities. The NPS and the MWS signed a five-year Cooperative Agreement in 2001 (Appendix B12) under which the NPS will provide financial support to the MWS for search and rescue missions and law enforcement efforts on NPS lands in Maine. [This policy needs updated approval by the NPS.] The Maine Warden Service is headquartered in Augusta, Maine, and has field offices throughout the state.

G. BAXTER STATE PARK AUTHORITY

Baxter State Park holds all authority for the administration of the Appalachian Trail within the boundaries of the Park. To the extent allowed by the Deeds of Trust, whereby the Park was established and is governed, the Baxter State Park Authority may continue to delegate responsibility for the maintenance of the A.T. in the Park to the Maine Appalachian Trail Club. (See Appendix B5.) Baxter State Park is administered from its headquarters in Millinocket, Maine.

III. AN OVERVIEW OF THE APPALACHIAN TRAIL IN MAINE

A. HISTORY

As early as 1924, published accounts of plans for the Appalachian Trail called for it to extend to the summit of Maine's Katahdin. Later, although some (notably Myron Avery) urged that the Trail continue to Katahdin, the scarcity of existing trails, the lack of hiking clubs to assume the maintenance of the new trail, and the remoteness of the land along the proposed route combined to discourage an extension beyond New Hampshire's Mt. Washington. But, in 1933, following a two-year survey of possible routes, a location for the Maine section was developed by using existing trails and logging roads, as well as newly-constructed trail.

Volunteers from all walks of life--lawyer Myron Avery, geologists J. Frank Schairer, Shailer Philbrick, and Albert Jackman, Broadway actor Walter Greene, Bates College Professor W.H. Sawyer, game warden Helon Taylor, fire wardens and foresters--marked and cleared the Trail throughout 1933 and 1934. In 1935, the Maine A.T. was made a part of the work of the Civilian Conservation Corps. Through 1936 and 1937, final sections were cut, the existing Trail was widened, and eleven "Adirondack lean-to" log shelters were built in western Maine. On 14 August 1937, the section between Spaulding Mt. and Sugarloaf was finished, marking the completion of the entire Appalachian Trail.

The Maine Appalachian Trail Club was organized on 18 June 1935, to assume supervision and maintenance of the Appalachian Trail in Maine. Trail maintenance suffered from a lack of workers and gasoline rationing during World War II, but the MATC continued to grow and to improve the route, becoming the major force behind the management of the Trail in Maine.

The chain of lean-tos begun by the CCC program was completed by the MATC during the late 1950s. Replacement of the earliest shelters began in the 1960's.

Several major relocations of the Trail had been completed by 1968: from the Nesowadnehunk to Rainbow Ledges after the second collapse of the West Branch cable bridge in 1957; from Crawford Pond to the Little Boardman Side Trail after the closing of Yoke Ponds Camps to the public; off from the Barren-Chairback Range during WWII logging; around the south end of Moxie Pond after the closing of Troutdale Camps at Mosquito Narrows; across the Great Carrying Place, as an alternative to the "Dead River Route" (which was later abandoned, because of hiker preference for the new route and the flooding of the original by the creation of Flagstaff Lake) and along Bemis Ridge in 1957.

In 1968, with passage of the National Trails System Act, the MATC reviewed the location of the A.T. in Maine to see if it could be improved before it became permanently protected through public acquisition. Much of the original trail had been located on old logging roads. The original trail blazers lacked the time and the labor resources to consider better alternatives and also chose routes that had been created for other purposes to better ensure continued maintenance by others. The 1968 review, and subsequent planning, led to a new trail construction program that saw nearly 170 new miles of trail built by the MATC over the next 20 years, as well as the replacement of many shelters. The relocations (listed in Appendix G2.) were designed to place the Trail permanently on routes that are better suited to the multiple goals of a rewarding user experience, harmonious relations with landowners, and effective management. The relocation program continued through the 1970s and 1980s, as the Club worked with landowners, ATC and State and Federal agencies to secure a permanent, protected location for the Appalachian Trail in Maine. The last major relocation was completed in the fall of 1989.

B. THE GENERAL ROUTE

The Appalachian Trail (Figure 1) begins at the summit of Maine's "mile-high" (5,267-foot) Katahdin, proceeds south past Daicey Pond, follows along Nesowadnehunk Stream and the West Branch of the Penobscot River, crosses the West Branch on Abol Bridge and, beyond Rainbow Ledges, continues past Rainbow, Nahmakanta, Pemadumcook, and Jo-Mary Lakes. The Trail then follows Cooper Brook to Crawford Pond, crosses Little Boardman Mountain and the valley of the East Branch of the Pleasant River, then ascends White Cap Mountain. After skirting Gulf Hagas, Maine's miniature "Grand Canyon", the route fords the West Branch of the Pleasant River and traverses the five peaks of the Barren-Chairback Range, then fords Long Pond Stream and Big Wilson Stream, crosses the slate ledges and skirts the small ponds of Elliotsville Township, passing striking Little Wilson Falls, and passes Monson, first and largest of the three towns near the Trail in Maine.

From Monson, past Blanchard, the Trail fords the East Branch of the Piscataquis River, passes the gorges of the West Branch of the Piscataquis, fords the West Branch and Bald Mountain Stream, and crosses the open ledges of Moxie Bald Mountain. It passes over Pleasant Pond Mountain, follows Holly Brook, and reaches the Kennebec River at Caratunk. Beyond the Kennebec (crossed by ferry during the regular hiking season), the Trail climbs up along turbulent Pierce Pond Stream, then follows parts of the historic Arnold Trail across the "Great Bend" of the Dead River, past Pierce, East Carry, and West Carry Ponds. The route then leads up Little Bigelow Mountain and across Mount Bigelow, with its high-lying Horns Pond, then crosses Carrabassett Valley and passes over Crocker Mountain, the shoulder of Sugarloaf Mountain, over Spaulding Mountain, and the three summits and three-mile alpine zone of the Saddleback Mountain range, reaching Maine Highway 4 south of Rangeley.

After a gentle crossing, past ponds and bogs to Maine Highway 17, comes more of the rugged wild land of western Maine, with Bemis, Old Blue, Moody, Hall, and Wyman mountains. After passing the high waterfalls of Dunn's Notch and crossing the bare granite dome of Baldpate Mountain, the Trail descends to Maine Highway 26 in Grafton Notch, where responsibility for management and maintenance passes to the Appalachian Mountain Club. From Grafton Notch, the Trail ascends Old Speck Mountain, passes through legendary Mahoosuc Notch, and reaches the Maine/New Hampshire boundary at Carlo Col.

Mountains and valleys, rivers and waterfalls, large lakes and lonely mountain ponds follow one another in regular succession. The Appalachian Trail in Maine is a place for solitude and inspiration.

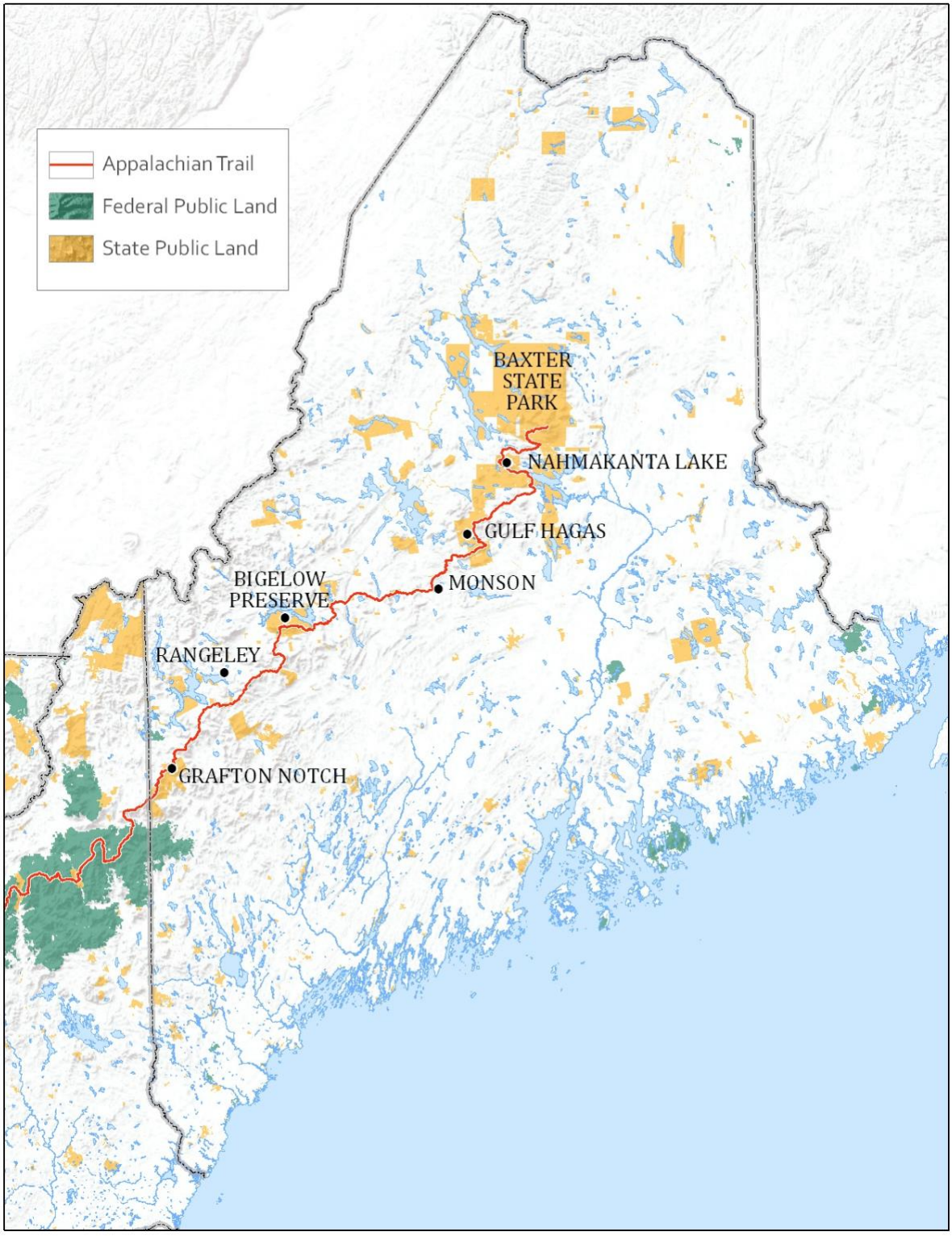


Figure 1. Route of the Appalachian Trail in Maine

C. THE NATURAL ENVIRONMENT

The Appalachian Trail in Maine is almost entirely a forest path. The Trail passes through expanses of northern hardwoods--cool on the hottest summer day--and dense forests of fragrant spruce, fir, hemlock, cedar, and pine. Underbrush is often thick, and the cleared trail is usually the only open route. Only when the Trail crosses the extensive, windswept alpine zones of Maine's mountain ranges is it entirely free from the seemingly endless forest that covers 90 percent of the state's land area. Yet, often the Trail travels alongside clear lakes, streams, and marshes that add variety to the landscape. Boreal bogs, legacy of the Continental Ice Sheet, lend a special, unmistakably northern flavor to the hiker's experience. (Appendices F1 and F2 present inventories of mountain peaks and water bodies in the Trail corridor.)

Wildlife is abundant along the Trail in Maine. White tail deer and moose are common, and the fortunate hiker may glimpse the shy black bear. Small birds and mammals are numerous. Most hikers will experience, somewhere in Maine, the startling, thunderous wing-beats of an escaping partridge (ruffed grouse) or the almost-tame curiosity of the colorful spruce grouse. Eagle sightings are rare, but all hikers should hear the loon's wild cry of welcome to the north woods.

Maine's weather is changeable and often hard to predict. At lower elevations, mid-summer temperatures average 70 to 80 degrees during the day and drop to the low sixties at night. April, June, and November tend to be especially rainy, but sudden showers are common throughout the summer. Hikers must be prepared for high winds, fog, and chilling rain above tree line. Extended periods of fair weather are uncommon.

Maine winters are long and harsh. The first snow usually occurs in early October and snow may accumulate to great depths in the mountains, where five to ten feet are not unusual and as many as fifteen feet have been recorded in recent decades. This deep snow lasts late into the spring and may not leave the Trail at high elevations until late May or early June. Winter temperatures may drop as low as -50 degrees (F) and winds may exceed 100 mph on the higher summits. Hikers must be exceptionally well prepared to travel the Appalachian Trail in Maine during the winter.

Hiking the A.T. in Maine during the spring can be difficult and unpleasant. Deep drifts of snow may obscure the Trail and make hiking exhausting. Streams swollen with spring rain and snowmelt may be very cold and difficult or impossible to cross safely. Even when the ground is bare, hikers should avoid travel in the spring when the ground is thawing because of the severe damage that they can cause to the footpath.

Although there are no poisonous snakes along the A.T. in Maine, biting insects can be a serious problem for hikers who are not used to them. Mosquitoes, midges ("no-see-ums"), black flies, and deer flies are common. Black flies, in particular, have been known to cause inexperienced hikers to cut short their planned trip and leave the Trail.

D. THE MAINE APPALACHIAN TRAIL CLUB, INC.

(Revised 4/17/2021)

The Maine Appalachian Trail Club is a public service organization, composed primarily of volunteer workers, that was formed in June, 1935, to assume responsibility for the management and maintenance of the Appalachian Trail in Maine. The MATC is not a hiking or outing club. It exists solely for the protection and perpetuation of the AT. The Club's singular purpose is, in many ways, its strength. Those who join are aware of this purpose and are prepared to channel their efforts towards the Club's goals.

As specified in the Club's Constitution and Bylaws (Appendix C1), the MATC is governed by an Executive Committee consisting of a President, a Vice President, a Recording Secretary, a Corresponding Secretary, a Treasurer, A Manager of Lands, a Manager of the Trail for each of five management districts (Katahdin, White Cap, Kennebec, Bigelow, Baldpate), and eight Directors. Club planning and activities are facilitated through ten standing committees and 17 assignments to individual function coordinators. (The committee structure is presented in detail in Section VI. A list of current officers is presented in Appendix C2.)

The Manager of Lands is responsible for coordinating the monitoring and care of the 33,280 acres of NPS-owned lands along the Trail in Maine and for maintaining records on those lands. The five Managers of the Trail are responsible for monitoring Trail and structure conditions and for handling communications between the Trail maintainers and the Club's Executive Committee. Responsibilities may be delegated to assistant managers. The eight Directors of the Club assist the officers in the administration and articulation of established Club policies. They also serve on key committees in various Club activities, act as a bridge to the membership and, with the officers, help to formulate new Club policy.

Authority for the ordinary maintenance (clearing, blazing, signing) of the Appalachian Trail in Maine, maintenance of structures, and monitoring of Trail corridor lands is assigned by the MATC to interested individuals or groups. (A list of current assignment sections is presented in Appendix C5.) The respective responsibilities of the Club and these maintainers and monitors are spelled out in formal agreements (Appendices C3, C4). Except in Baxter Park and south of Maine Highway 26, the MATC retains overall responsibility for the maintenance and management of the Trail. The Club oversees the work of the maintainers and monitors, and represents the maintainers and monitors in all contacts and correspondence with landowners, public agencies, and the Appalachian Trail Conservancy. Trail location, the construction of campsites, shelters, sanitary facilities, and bridges, heavy footpath construction (such as rock work, bog bridges, ladders, and erosion control structures), and oversight of corridor boundary maintenance are MATC functions. Some of this work may be assumed by the maintainers, according to demonstrated interest and ability.

An MATC maintenance or monitoring assignment may represent a single individual or a group that can field twenty or thirty workers at once. These people, and the many who do not have a formal assignment but who participate in the work of the Club as a whole and in the numerous tasks that are completed away from the Trail, are the backbone of the Club. An intimate knowledge of a particular section of the Trail or corridor and an intense personal pride in the care of that section, satisfaction in a well-made sign, a boost in self-esteem through contributing to a new Trail *Guide*, the pleasure of sharing in shelter construction, and a sense of accomplishment in helping to protect corridor lands from encroachment, have proven to be powerful forces that motivate high-quality performance. Although existing Trail maintenance assignments date back as far as the 1930s, regular attrition does occur. The Club usually has little difficulty in finding willing takers for a task that comes available for reassignment.

E. LANDOWNERS ALONG THE TRAIL IN MAINE

By 2004, almost all of the Appalachian Trail in Maine was located on publicly owned lands. The Maine Appalachian Trail Club, the Appalachian Trail Conference, the National Park Service, and the Maine Bureau of Parks & Lands pursued a program for the protection of the A.T. in Maine that included the acquisition of fee and easement property rights to the footpath and an associated, variable-width land corridor. About 180 miles of the A.T. in Maine is in National Park Service fee ownership, with about 95 miles held by the State (Bureau of Parks and Lands, Baxter State Park, and the Department of Inland Fisheries & Wildlife) in fee or easement. Except for a few short sections on remote gravel roads, all but one-half mile of the Trail (on the privately owned "Golden Road") has been removed from roads. The land crossed by the Trail from the Murphy Ponds in Township 2 Range 11, W.E.L.S. to just south of the Golden Road is owned by the Nature Conservancy, subject to a Conservation Easement owned by the Maine Bureau of Parks & Lands. National Park (APPA) lands in Maine

total 31,803 acres, with a nominal corridor on State lands of 8,382 acres. Surveyed boundary lines along the APPA corridor lands extend for 301 miles and include 2052 survey monuments.

Lands outside the A.T. corridor continue to be held by private owners. Most of the private lands along the corridor in Maine are held in large parcels (often entire townships) by forest-products corporations, forest investment groups, the heirs of old family estates, and organizations with conservation interests. (Before public acquisition of the corridor, seventy percent of the Trail in Maine was owned by eight companies and the clients of two land-management firms.) This land ownership pattern, with its focus on timber management, has contributed greatly to the retention of the relatively wild character of the lands over which the Trail passes. Access to the Trail north of Monson, and many points of access south of that town, will continue to be over private roads, built and maintained by these landowners but open to the public.

F. THE LEGAL ENVIRONMENT

National Park Service lands along the Appalachian Trail in Maine are subject to the regulations that control uses of the National Park System (36 CFR: Parks, Forests, and Public Property). (A letter explaining these regulations is presented in Appendix D1.) Hiker regulations should be kept as unrestrictive as possible. Educational efforts should precede attempts to enforce regulations. NPS special-use permits may be needed, on a case-by-case basis, to authorize activities that are not otherwise allowed. The NPS may adopt special regulations to allow certain specific snowmobile crossings that are otherwise prohibited by NPS regulations. Special regulations were adopted to prohibit horses or pack animals on the Appalachian Trail, except in locations designated for their use; and to allow powerless flight under an SUP. (There are no such designated locations in Maine.) Special regulations have been established for hang-gliding, but no sites are authorized in Maine. Special regulations for snowmobile use were finalized in 2002 and apply to two locations in Maine.

The Park Service corridor lands are held in "proprietary jurisdiction". The Park Service does not intend to use its own law-enforcement officers on the A.T. on a regular basis, but APPA Park Rangers have dealt with several cases in Maine. Law enforcement authority is expressly *not* delegated to the Maine Appalachian Trail Club, by either the NPS or other agencies.

In carrying out its management activities on NPS-owned lands, the Maine Appalachian Trail Club must comply with the National Environmental Policy Act, the National Historic Preservation Act, and other federal laws that affect the management of these lands. All Trail construction actions, such as relocations, new or replacement shelters, new or replacement bridges, and new or expanded parking lots capacity require Environmental Compliance by the NPS.

Most of the Appalachian Trail in Maine is located in unorganized townships, with few residents and no local government. These areas are governed directly by the State. Land use there, and in the semi-organized "plantations" that are crossed by the Trail, is controlled by the Land Use Planning Commission, an agency of the Maine Department of Conservation, Agriculture and Forestry. The Land Use Planning Commission (LUPC) implements Title 12, Maine Revised Statutes Annotated (MRSA), Chapter 206-A, as amended. It operates under a Comprehensive Land Use Plan and a set of rules and regulations that are designed to meet standards for the use of air, lands, and waters in the State's unorganized territories. The Appalachian Trail itself is currently zoned by the Commission as a 250-foot-wide "P-RR" (Protection--Recreation Resource) subdistrict, whose purpose is "to provide protection from development and intensive recreational uses to those areas that currently support, or have opportunities for, unusually significant primitive recreational activities. By so doing, the natural environment that is essential to the primitive recreational experience will be conserved." Other protection zones that overlap the Trail afford it additional protection in many areas. Structures along the Trail, and some trail work, require Commission approval.

The **Maine Forest Service** has statutory authority for the prevention and suppression of forest fires in Maine's unorganized territories (Appendix D2). Appalachian Trail campsite fire areas must be approved by this agency, which also has enforcement authority against hikers who violate the State's fire laws. (These enforcement authorities could be extended to others by the Director of the Bureau of Parks and Lands for lands under the Bureau's jurisdiction.) A 1999 Memorandum of Understanding between the NPS and the MFS (Appendix B7) provides for fire protection, detection, and suppression on NPS lands in Maine. Acadia National Park has agreed to serve as the APPA's representative in wildland fire management matters in Maine. A detailed Fire Management Plan (www.nps.gov/appa/parkmgmt/firemanagement.htm) for the Appalachian National Scenic Trail, which covers all APPA lands in Maine, was signed by the APPA, the ATC, and Acadia National Park in 2005. The Maine Forest Service also has certain law enforcement authority on DPL lands that include the AT. (See Appendix D3 for a listing of Maine Forest Service fire control districts and contact information.)

The **Department of Inland Fisheries and Wildlife's** Warden Service enforces all Maine hunting, inland fishing, and trapping laws. The Department also has statutory authority for some aspects of wild lands search and rescue ("search for lost persons"). A 1996 Memorandum of Understanding (Appendix B8) between the NPS, the MATC, and the MWS provides for the use, operation, and maintenance by the MWS of two emergency helicopter landing sites in the Gulf Hagas area for search and rescue activities. A Cooperative Agreement (Appendix B12) between the NPS and the MWS under which the NPS will provide financial support to the MWS for search and rescue missions and law enforcement efforts on NPS lands in Maine was signed in 2001. The NPS is further seeking to establish full concurrent legislative jurisdiction for NPS APPA lands in Maine, which would allow joint enforcement of Federal and State laws by Federal and State law enforcement officials on those lands. (See Appendix D4 for a listing of Warden Service districts and contact information.)

The **Department of Human Services,** Division of Health Engineering, establishes standards for drinking water and for the disposal of human wastes.

The **Department of Environmental Protection** has responsibility for monitoring activities along the Trail that impact air and water quality and for the enforcement of laws to protect those resources.

The **Bureau of Parks & Lands** has promulgated rules and regulations for the use of lands under its jurisdiction. These are referred to at appropriate places in the text of this Plan. The BPL, by its authority for the Maine Trails System, may adopt rules and regulations specifically for the Appalachian Trail. **Baxter State Park** has its own sets of rules and regulations (Appendix D5).

All other law-enforcement activities in Maine are under the jurisdiction of the **Maine State Police** and the **county sheriffs**. (See Appendix D6 for a listing of State Police and sheriff districts and contact information.) County law enforcement functions (30 MRSA §1121) include "services required to free or save persons from imminent injury or death due to accidents or other emergencies."

IV. THE MANAGEMENT/PLANNING PROCESS

Planning for the management of the Appalachian Trail in Maine has required the cooperation of many interested parties. Communication and cooperation between Trail managers, Trail users, and landowners along the Trail corridor must continue if this plan is to be effective. Although their degree of involvement in the day-to-day management of the Trail will vary greatly, the Maine Appalachian Trail Club, the Maine Appalachian Trail Land Trust, the Appalachian Trail Conservancy, owners of land adjacent to the Trail corridor, and town, regional, State, and federal agencies should all be involved in the planning process. This section identifies and describes the roles expected of the principal parties.

A. NATIONAL PARK SERVICE

The ultimate responsibility for the Appalachian Trail rests with the National Park Service. The Congressional mandates of 1968, 1978, 1983, and 1988 required not only an aggressive Federal program for the acquisition and protection of the A.T. but also a Comprehensive Management Plan for the Trail. This Maine plan is a part of the comprehensive planning process. National Park Service involvement continued, after the protection program was completed, through oversight of the Appalachian Trail Conservancy and local activities, and through direct involvement in matters (such as law enforcement) that the NPS has not delegated to the ATC.

B. APPALACHIAN TRAIL CONSERVANCY[2]

The Appalachian Trail Conservancy's mission is to preserve and manage the Appalachian Trail—ensuring that its vast natural beauty and priceless cultural heritage can be shared and enjoyed today, tomorrow, and for centuries to come. Traditionally a federation of organizations and individuals that exists to promote and oversee the protection and management of the entire Appalachian Trail, ATC broadened its mission in the past decade to reach out to new stakeholders, including public school educators and students, local communities and scientific and land-trust organizations interested in broader conservation initiatives. The Conservancy coordinates planning and management by: 1) assigning responsibility for sections of the A.T. to major maintaining organizations, 2) developing and publishing Trail standards, 3) developing Trail-wide management policies, 4) serving as a liaison between the Trail organizations and the National Park Service, and 5) working cooperatively with Trail organizations and state and local agencies and organizations, as needed and requested by the Trail organizations, to promote Trail interests at the state and local levels. ATC/MATC relations are clarified in the 1997 Memorandum of Understanding (Appendix B3). The Appalachian Trail Conservancy has also served as a land trust actively supporting agency or local land-trust acquisitions of fee and easement interests in lands near the Appalachian Trail. The ATC occasionally acquires such interests directly on behalf of the APPA.

C. MAINE APPALACHIAN TRAIL CLUB

The Maine Appalachian Trail Club has been assigned the responsibility, by the Appalachian Trail Conservancy, for the maintenance of the Appalachian Trail from the summit of Katahdin to Maine Highway 26. During the Trail protection program, the Club determined the permanent location of the A.T. footpath, delineated the protection corridor along the footpath, and presented to and discussed with landowners proposals for the acquisition, by the State or the National Park Service, of development and management rights within the corridor that were sufficient to permanently protect the natural surroundings of the Trail. The final stages of these negotiations were carried out by the State and the Park Service.

D. MAINE APPALACHIAN TRAIL LAND TRUST

The mission of the Maine Appalachian Trail Land Trust (MATLT) is "to preserve and protect land surrounding the Appalachian Trail in Maine for public benefit." Organized in June, 2002, the Portland-based group works closely with the Maine Appalachian Trail Club and the Appalachian Trail Conservancy. It has already contributed greatly to the protection of lands on Mt. Abraham and on the Saddleback Mountain Range adjacent to the APPA corridor as part of its Western Mountains Campaign, and is actively involved in further collaborative efforts along the Trail in Maine. On 12 September 2003, the Maine Appalachian Trail Club Executive Committee approved a Memorandum of Understanding between the MATLT, the MATC, and the ATC (Appendix B11) that clarifies the mutually supportive roles of the three organizations.

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[2] Formerly the Appalachian Trail Conference. The name was changed by vote of the Board of Managers in November, 2003, effective in July 2005.

E. AGENCIES OF THE STATE OF MAINE

1. Maine Bureau of Parks and Lands

The Bureau of Parks and Lands, an agency of the Maine Department of Agriculture, Conservation and Forestry, is the lead organization for the State's involvement in the protection and management of the Appalachian Trail. The Maine State Trails System Act of 1973 directed the (then) Bureau of Parks & Recreation to establish a Maine Trails System, and to include in that system the Appalachian Trail as a "primitive trailin a manner consistent with the National Trails System Act." The 1973 Act authorizes the State to acquire fee or lesser interests along trails to protect them from incompatible developments, and authorizes the Bureau to adopt rules and regulations for the Appalachian Trail and other trails that are components of the Maine trail system.

Under a June, 1972, Memorandum of Agreement between the State and the National Park Service, the Maine Forestry Department agreed to pursue the Appalachian Trail protection program in Maine and to "hold, develop, and administer non-federally owned segments of the Trail acquired by it", subject to the overall authority of the Department of the Interior, through the National Park Service. The 1973 Act shifted responsibility for the administration of the State's interests in the A.T. from the Maine Forest Service to the Bureau of Parks and Recreation, which was later merged with the Bureau of Public Lands into a new Bureau of Parks and Lands.

The BPL is also responsible for periodic revisions of the State Comprehensive Outdoor Recreation Plan (SCORP) and has been designated as the State agency responsible for administering funds allocated to Maine under The National Recreational Trails Fund Act (Symms Act) of 1991. In order to remain eligible to receive Federal Land & Water Conservation Fund monies, the Bureau of Parks and Lands must submit an updated action plan to the National Park Service every other year. This plan includes information regarding the management of the A.T. and the Trail protection program. The SCORP must be reviewed and updated every five years (12 MRSA §1817, Subsection 7). The MATC participates in these reviews. The most recent SCORP was approved by the NPS for the period 2009-2014. The full document is available at www.maine.gov/doc/parks/programs/SCORP.

The Symms Act provides Federal funding to states for the development and maintenance of recreational trails and related facilities for both motorized and non-motorized uses. Maine's Governor designated the Bureau of Parks and Recreation (now the BPL) as the State agency to administer the funds that are allocated to Maine. One of the requirements for eligibility to receive funds was the establishment of a Trails Advisory Committee that represents the various trail groups in the state. The MATC participated in meetings of this Committee and of the Maine Trails Coalition, both of which provided useful forums for discussing conflicting uses of the A.T. with leaders of groups whose members are involved in those conflicts. However, the Maine Trails Coalition has not met for several years.

Through a cooperative agreement, dated 30 October 1981 (Appendix B6), the former Bureau of Parks and Recreation agreed to limited responsibility for the management of a 1000-foot corridor, centered on the A.T. where it crossed property of the former Bureau of Public Lands. Policies for the management and use of this zone are included in Appendix B6. **[Note: Given the merger of the BPR and the BPL, these policies should be revisited and revised.]** Several of the Unit management plans described below call for updating the 1981 A.T. management agreement to "give all of the organizations involved more timely information and provide greater opportunities for input on management activities for that portion of the A.T. located on the [respective] Unit. This will allow more responsiveness to A.T. management needs and more efficient coordination of overall Unit management responsibilities."

The Bureau revised its "Integrated Resource Policy for the Public Reserved Lands of Maine", which provides overall direction for management of those lands, in December, 2000. The Maine Appalachian Trail Club was represented on an Advisory Committee that helped with this process.

BPL lands currently crossed by the A.T. within the MATC's jurisdiction include state parks, lands and rights donated for A.T. protection to the former Bureau of Parks and Recreation, and Public Reserved Lands (PRL). From south to north, the specific units include Grafton Notch State Park, the Mahoosuc Management Unit (PRL), the Four Ponds Management Unit (PRL), the Redington tract (PRL), the Bigelow Preserve (PRL), the Bald Mountain Pond Tract (PRL), the Bodfish Tract, the Barren Mountain Tract (Long Pond Stream in Elliotsville to the Elliotsville/T7R9 town line), and the Nahmakanta Management Unit (PRL). The BPL also holds easement rights along the A.T. on lands formerly of Great Northern Nekoosa Corp., from the TAR10/T1R10 town line to the T1R10/T1R11 town line and from the outlet stream of the Murphy Ponds in T2R11 to the T3R10 town line. From Abol Bridge to the T3R10 boundary, this easement overlaps another easement held by the BPL for the "Penobscot Resource Protection Zone", described more fully below. The underlying fee to these easement lands is now held by the National Park Service (from the TAR10/T1R10 town line to the T1R10/T1R11 town line), the Nature Conservancy (from the outlet of the Murphy Ponds to just south of the "Golden Road", and Baxter State Park from just north of Abol Campground to the T3R10 town line.

The public reserved lands support commercial forests that are managed for timber production, wildlife habitat, public recreation, and watershed protection and also non-forested areas. Special areas such as Bigelow Ridge and the high elevations of the Mahoosucs, as well as designated zones at lower elevations, are managed primarily for recreational uses and protection of special resources. The Bureau's policies include care for the visual environment of the AT. The following sections describe the planning processes for the major BPL management units that are crossed by the AT. In recent years, the Bureau has changed its procedure for management planning to the development of 15-year regional plans, rather than plans for individual management units. BPL lands crossed by the A.T. are now covered by the Western Mountains Region Plan (completed 1/4/11), the Flagstaff Region Management Plan (completed 6/12/07), and the Central Penobscot Region Management Plan (in process). The Western Mountain Plan includes the Mahoosuc and Four Ponds management units and Grafton Notch State Park; the Flagstaff Plan includes the Redington Township Lot, Mt. Abraham Lands, and the Bigelow Preserve; the Central Penobscot Plan includes the Nahmakanta Lake Management Unit. The completed plans are available on line at www.maine.gov/doc/parks/programs/prl.html. The A.T. also crosses Public Reserved Lands in Caratunk and Bald Mountain Township. (These will be covered in an upcoming management plan.) Overall, planning for and management of BPL lands is guided by the Integrated Resource Policy (IRP), revised and adopted in December, 2000. Planning includes a “Resource Allocation System” (RAS), developed in the 1980s and formalized in the IRP.

The IRP assigns management policies “based on resource characteristics and values according to a hierarchy that ranks resources along a scale from those that are scarce and/or most sensitive to management activities to those that are less so.” The hierarchy defines the type of management that will be applied, using “dominant” and “secondary” use or management designations, using seven allocation categories:

1. Special Protection Areas (including Ecological Reserves and Significant Natural Areas)
2. Backcountry Recreation Areas (Motorized and Non-mechanized)
3. Wildlife Areas (essential wildlife habitat, significant habitats, and specialized habitat areas and features including rare natural communities)
4. Remote Recreation Areas
5. Visual Protection Areas
6. Developed Recreation Areas
7. Timber Management Areas

The Bureau also designates “ecological reserves” on Department of Conservation, Agriculture and Forestry lands. “In accordance with the legislative intent, these ecological reserves were established as 1) benchmarks against which biological and environmental change could be measured; 2) habitats adequate to maintain viable populations of species whose habitat needs are unlikely to be met on other lands; and 3) sites for scientific

research, long-term environmental monitoring, and education. In addition, public access, hunting, and fishing are among the allowed uses on ecological reserves." One of these (The Carlo-Speck Ecological Reserve) encloses much of the Appalachian Trail between Maine Highway 26 and New Hampshire.

Western Mountains Region Management Plan

The Western Mountains Region Management Plan was adopted on 4 January 2011. Advisory Committee members included Mike Ewing, Assistant Overseer of the Maine Appalachian Trail Club's Baldpate District. Twenty-five miles of the A.T. are located on the three Bureau properties in this region: The Mahoosuc Unit, Grafton Notch State Park, and the Four Ponds Unit. The 38-mile Grafton Loop Trail is also located on the Grafton and Mahoosuc properties.

Mahoosuc Unit. A "Special Protection (Historic/Cultural) Dominant" zone extends along the A.T. and the Grafton Loop Trail for 100 feet on each side of the footpath where not already contained within a large Special Protection or Backcountry non-mechanized Dominant Allocation. This zone is also designated backcountry non-mechanized as a secondary allocation. From the point where the A.T. leaves Grafton Notch State Park and enters The Mahoosuc Unit near Table Rock, north to the 2700-foot elevation west of Baldpate Mt., a 400-foot Backcountry Non-mechanized Dominant zone is added on each side of the A.T. to the Special Protection Zone. Where the Special Protection or Backcountry zones do not apply, a 400-foot "Remote Recreation Dominant" zone extends on both sides of the A.T. and the Grafton Loop Trail from the 100-foot special protection area on each side of the trails. These areas are also subject to "Visual Class I" designation.

Four Ponds Unit. A "Special Protection (Historic/Cultural) Dominant" zone extends along the A.T. for 100 feet on each side of the footpath. An additional 400 feet on each side of the Trail carries a "Remote Recreation Dominant" allocation except where allocated "Wildlife". Each side of the A.T. is subject to Visual Class I allocation beyond the Special Protection 100-foot buffer.

Flagstaff Region Management Plan

The Flagstaff Region Management Plan was adopted on 12 June 2007. Advisory Committee members included J. T. Horn of the Appalachian Trail Conservancy and Richard Fecteau of the Maine Appalachian Trail Club. The Appalachian Trail crosses two Bureau properties in this region: The Bigelow Preserve and the Redington Township Lot. In addition, the MATC's Mt. Abraham Side Trail and Mt. Abraham access trail cross the Mt. Abraham property, much of which was donated to the State of Maine by the Appalachian Trail Conservancy and the Maine Appalachian Trail Land Trust.

Bigelow Preserve. By citizen referendum in June, 1976, the Maine Department of Conservation and the Maine Department of Inland Fisheries & Wildlife were authorized and directed to acquire a public preserve of approximately 40,000 acres surrounding and including the Bigelow Mountain range. The Bureau of Parks and Lands has overall management responsibility for the Preserve. The Bureau coordinates all activities with the other appropriate State agencies and interest groups. The Appalachian Trail, together with its system of side trails, is the central recreational feature of the Preserve. (The MATC maintains 17.6 miles of the A.T. and 14.8 miles of side trails in the Preserve.) Management plans for the A.T. must be coordinated with plans for the Preserve through the BPL. The Maine Appalachian Trail Club's Bigelow District Manager facilitates this process.

Land management allocations under the Bureau's Resource Allocation System have been designated for the Bigelow Preserve. Much of the land crossed by the A.T. in the Preserve is part of the 10,561-acre "The Horns Ecological Reserve". This land is allocated to the "Special Protection" management zone. A 100-foot no-cut buffer zone is specified on each side of the Appalachian Trail through the Preserve as well as the associated side trails. These trails also are provided with a secondary allocation as "Backcountry Non-mechanized". In addition,

a 400-foot corridor on each side of the 100-foot Special Protection zone along the A.T. and related side trails is allocated to the "Remote Recreation" management category except where the trails are located within the Ecological Reserve or Bigelow Backcountry Non-mechanized area. The legal status of the Bigelow Preserve, distinct from other lands managed by the Bureau, has led to the creation of "Bigelow Backcountry Non-Mechanized" designation, within which roads for timber management and multi-aged timber management is permitted as a secondary use. No new forest management roads are allowed within 500 feet of the Appalachian Trail or any of its related side trails. Motorized recreational uses are prohibited. A second category, "Bigelow Backcountry", is the same except that snowmobiles are allowed on designated trails and mountain bikes can be allowed on designated roads and trails. A variable width Visual Class I zone applies to the A.T. and related trails "for purposes of view management and management of allowed activities that could affect visual quality".

Redington Township Lot. About 6,000 feet of the Appalachian Trail passes through the 1,020-acre Redington Lot. A "Dominant Special Protection no-cut area" exists along a 100-foot corridor on each side of the Appalachian Trail, with an additional 400 feet on each side allocated to "Dominant Remote Recreation" zoning. A Visual Class I of variable width exists on both sides of the A.T. New timber management roads or motorized recreation are not allowed within 500 feet of the A.T.

Mt. Abraham. Most of the property is in "special protection" for the ecological reserve. All hiking trails on the Mt. Abraham property have 100-foot no-cut buffer zones on each side of the footpaths. In addition, a 400-foot corridor on each side of the 100-foot Special Protection zone along hiking trails not within the Mt. Abraham Ecological Reserve is allocated to the "Remote Recreation" management category.

Central Penobscot Region Management Plan

The Appalachian Trail passes through only two management units within this region: the Nahmakanta Lake Management Unit and the Penobscot Resource Protection Zone. The 15-year planning process for the region began in 2011.

Nahmakanta Lake Management Unit. In the fall of 1990, the Land for Maine's Future Board and the National Park Service (NPS) purchased 29,692 acres in T1R11 and the south half of T2R11 WELS from Diamond Occidental Forests, Inc. Diamond retained ownership of 103 acres of land under and around Nahmakanta Lake Sporting Camps, subject to a conservation easement on the development and use of those camps that was purchased by the NPS. Those 103 acres were purchased by the National Park Service in 2004, with a continuation of the sporting camps lease.

The National Park Service now owns 1,923 acres in the township, including the entire shoreline of the lake. The NPS fee ownership extends along the Appalachian Trail from the T1R10/T1R11 line on Nahmakanta Stream to the confluence of the outlet of the Murphy Ponds and Rainbow Stream, including a 250-foot strip of land along the northerly shores of Nahmakanta Stream and Nahmakanta Lake, the easterly side of Rainbow Stream, and the westerly side of Polywog Stream. The ownership along the southwesterly shore of the lake varies in width from 1,000 to 3,500 feet, and includes Nesuntabunt Mountain and Crescent Pond. The State owns the land around the A.T. corridor and, under Maine law, the lake itself and the land under the water.

When the NPS acquired the corridor lands, it signed a Memorandum of Agreement with the Maine Department of Conservation to plan for management practices that would allow continuation of "appropriate traditional uses" on NPS lands around the lake "while also preserving an environment harmonious with the use of the property as a national scenic trail". The Maine Appalachian Trail Club worked with the BPL, the ATC, and the NPS to develop a plan for the management of those NPS lands. This plan (Appendix C6) has been incorporated

into the BPL's Nahmakanta Unit Plan. ATC and MATC representatives participated in the development of the Unit Plan, which was adopted in July, 1995. A final Memorandum of Understanding for the management of the Nahmakanta Lake property was signed by the NPS and the BPL on 9 June 1997 (Appendix B9a), for a period of ten years and renewed in March, 2008 (Appendix B9b).

The MATC Plan for the Management of Nahmakanta Lake Lands and the 1997 MOU provide for BPL management of facilities that allow public access for hand-launch of boats at the south end of the lake. Snowmobiles are permitted to cross the A.T. corridor to the lake over the same access route that is used for boat launching in the summer. Four water-access overnight use sites with primitive camping facilities and two day use sites with no improvements or facilities are managed for public use along the shore of the lake. Camping by A.T. hikers and others is prohibited on corridor lands except at designated sites. The State is responsible for maintaining the facilities described and for monitoring and regulating their use. According to the MOU, "State monitoring of the Property must ensure, among other purposes, that traditional uses of the lake and lakeshore, including camping, ice-fishing, boating, and snowmobiling, are exercised in a manner that preserves an environment that is harmonious with the use of the Property as a national scenic trailIf the public's use of the proposed facilities results in repeated and substantial interference with hikers' use of the Appalachian Trail, as determined by the Service or the State, the facilities may be closed and the site(s) restored"

Penobscot Resource Protection Zone

From a point 500 feet north of the confluence of Nesowadnehunk Stream and the West Branch of the Penobscot River to a point where the Trail turns south from the former Great Northern Paper's "Golden Road", the A.T. passes through the Penobscot Resource Protection Plan Zone. Within this zone, all recreational development rights are held by the Maine Bureau of Parks & Lands. The following policies have been established for this section of the Appalachian Trail:

1. Motorized vehicle traffic and snowmobiling are allowed only on those portions of the Trail that are located within a right-of-way of a roadway or utility line or where authorized crossings have been established by the MATC.

2. Timber harvesting, land management roads and water crossings, mineral extractions, road projects, and signs require a permit from the Land Use Regulation Commission unless those activities are located within 50 feet of the centerline of Great Northern's management roads.

3. Recreational management of the Penobscot Corridor will recognize the particular character of the Appalachian Trail and avoid establishment or encouragement of activities that would substantially alter or degrade this experience or the Trail environment.

4. Proposed activities that would have an impact on the Trail or the Trail experience will be submitted to the Maine Appalachian Trail Club for its review and comment before they are approved by the Bureau of Parks & Lands.

In 1997, Baxter State Park purchased Great Northern Nekoosa's lands between the south boundary of T3R10 and the Penobscot River. The A.T. crosses these new Park lands from Abol Stream to the T3R10 line. The BSP purchase was subject to both the existing Penobscot River easement and the Appalachian Trail easement. [Has the BPL ceded these rights to BSP?]

2. Baxter State Park

Baxter State Park is not a part of the State Park System that is administered by the Bureau of Parks and Lands. BSP is administered by the Baxter State Park Authority, according to the Deeds of Trust whereby former Governor Percival P. Baxter gifted to the people of Maine the lands that make up the park. The ***Baxter State Park Management Plan: Policies and Concepts***, and the unit plans for transportation and public use, impact the ten miles of the A.T. that lie within the Park north of the conservation easement that is held by the Bureau of Parks & Lands. Maine Appalachian Trail Club planning for, and activities along the A.T. within BSP, must be approved by the Park Director. A summary of Baxter Park management regulations that are relevant to the Appalachian Trail is presented in Appendix D5.

3. Maine Department of Inland Fisheries & Wildlife

The Maine Department of Inland Fisheries & Wildlife owns a parcel of land (The Spectacle Pond Tract) in the northeast corner of the town of Monson that includes about a half a mile of the Appalachian Trail. Planning for this wildlife management unit will be coordinated with the IF&W biologist in the Greenville regional office. IF&W has provided written permission for the A.T. footpath to cross this land (Appendix B10), but no corridor protection has been established.

F. REGIONAL PLANNING COMMISSIONS

The Trail passes through areas under the jurisdiction of three Regional Planning Commissions: 1) the Androscoggin Valley RPC (Oxford and Franklin counties), 2) the North Kennebec RPC (Somerset County), and 3) the Penobscot Valley RPC (Piscataquis County). These commissions are involved in a wide range of planning activities and work with towns, some of which are close to the Trail. They also review the proposed use of Federal funds (A-95) in their areas for the State Planning Office. While their level of interest may not often include Trail-related issues, the RPCs should be kept informed of Trail actions that are of local significance.

G. LOCAL TOWNS

The Appalachian Trail in Maine passes through only three organized townships: Monson, Caratunk, and Carrabasset Valley. The Trail also passes through three semi-organized plantations (political subdivisions similar to towns but with very small populations and only partial local government): Blanchard, The Forks, and Sandy River. The towns of Andover, Rangeley, Stratton, Brownville, and Millinocket, although not on the Trail, are close enough to Trail highway crossings so that A.T. hikers commonly use them for provisioning and rest stops. Summer visitors to all of these communities are frequent users of the Appalachian Trail. Interest in and influence on the A.T. varies among these communities, but open communications with them should be a part of the long-term management plan for the Trail. In 2012, Monson and Rangeley were designated official A.T. “Trail Towns”. Millinocket was added in 2013 and Kingfield in 2016. The Trail Towns program is intended to enhance communication along the length of the Appalachian Trail, provide support for land issues, and for sustainable economic development, in particular centered on outdoor recreation and eco-tourism, and to increase visibility for the designated towns.

H. PRIVATE LANDOWNERS

1. The Nature Conservancy

The Nature Conservancy now owns the underlying fee title to lands crossed by the Appalachian Trail from the confluence of the outlet of the Murphy Ponds and Rainbow Stream in T2R11 to the "Golden Road" corridor in T2R10. Management planning for these lands is under way and MATC representatives are engaged in that planning with the Nature Conservancy.

2. The Appalachian Mountain Club

The Appalachian Mountain Club now owns lands bordering the A.T. corridor through Township 7 Range 9 WELS and the Bowdoin College Grant West (Township 8 Range 10 NWP). This section of the Trail extends from the eastern portion of the Barren-Chairback Range to Gulf Hagas Mountain. Representatives of the NPS, the ATC and the MATC have been actively engaged with AMC planners to discuss matters of mutual interest such as access to the A.T. across AMC lands, possible crossings of the A.T. by an AMC trail, and management of AMC lands and facilities that might have some impacts on the A.T.

3. Other Private Landowners

Private landowners along the corridor continue to influence, and be influenced by, users and managers of the Trail. Some owners will be actively involved in Trail activities; others will take an interest only from time to time. The important thing will be to maintain open lines of communication with these landowners so that potential conflicts may be recognized and dealt with before they occur, and opportunities for mutually beneficial actions can be identified before they are lost. This has become especially important in recent years as extensive areas of private lands bordering the corridor have changed ownership.

I. PERIODIC REVIEWS

Planning for the Appalachian Trail in Maine did not end with the first two editions of this document, nor will it with the third. It shall be the responsibility of the Maine Appalachian Trail Club to regularly monitor the condition of the Trail and related facilities and to initiate corrective action where necessary. The Club shall be responsible for monitoring activities on, and the condition of, the A.T. corridor lands held in fee ownership or under easement by the National Park Service. The Club and, where necessary, the Bureau of Parks and Lands, shall maintain contacts with other parties that hold an interest in the Trail program to keep them aware of matters that require their attention, advice, or aid.

The Maine Appalachian Trail Club, the Bureau of Parks and Lands and, when appropriate, the Appalachian Trail Conservancy and the National Park Service, shall meet periodically to review the effectiveness of Trail management activities in the state. The Management Plan itself shall be reviewed annually and revised whenever necessary to keep it up to date and effective. The full plan shall be maintained and updated on the MATC web site (www.matc.org).

The President of the MATC shall meet annually with the Director of the BPL or his/her designee, and other agency representatives whom the Director may invite. This meeting, which will normally be held in January, following the MATC January Executive Committee meeting, shall be initiated by the MATC. The purpose of the meeting will be to review progress during the past year and to initiate the State's involvement in revisions of the Five Year Plan and the work program for the coming field season. Plans for cooperative field efforts shall be completed by April first.

V. MANAGEMENT POLICIES

The following policies shall govern the management of the Appalachian Trail, A.T. side trails on Trail corridor lands, and related facilities between the summit of Katahdin and Maine Highway 26--the jurisdiction of the Maine Appalachian Trail Club. They also apply to the protection corridor. All policies for the management of the Appalachian Trail in Maine are subject to, and are intended to be compatible with, Federal and State laws, National Park Service regulations, and policies established by the National Park Service and the Appalachian Trail Conservancy. NPS and ATC policies are presented in detail in the ATC's ***Local Management Planning Guide***, most recently revised in April, 2009. The full text of the LMPG is available at www.appalachiantrail.org/docs/local-management-planning-guide/2009-local-management-planning-guide.pdf, and policies adopted since the last posted edition can be found at

http://www.appalachiantrail.org/what-we-do/trail-management-support/volunteer_toolkit/trail-management-policies.)

Special conditions govern planning for management activities along the Trail from the TAR10/T1R10 town line to the T1R10/T1R11 town line and from the outlet stream of the Murphy Ponds in T2R11 to the T3R10 town line. The underlying fee to these easement lands is now held by the National Park Service (from the TAR10/T1R10 town line to the T1R10/T1R11 town line), the Nature Conservancy (from the outlet of the Murphy Ponds to just south of the "Golden Road", and Baxter State Park from just north of Abol Campground to the T3R10 town line. On these lands, the Maine Bureau of Parks and Lands holds a conservation easement on lands formerly owned by Great Northern Paper. Under the terms of that easement (Section 3B, Deed of Conservation Easement of 1/8/86) formal MATC actions, such as establishing a new campsite, building a structure, or developing a side trail, require the written approval or consent from the BPL regardless of the owner of the underlying fee interest in the land.

A general philosophy for Trail design and maintenance appears in the National Park Service's ***Comprehensive Plan for the Management of the Appalachian Trail***:

> Trail design, construction, and maintenance should reflect a concern for safety without detracting from the opportunity for hikers to experience the wild and scenic lands by their own unaided efforts, and without sacrificing aspects of the Trail which may challenge their skill and stamina. Attempts to provide protection for the unprepared lead to a progressive diminution of the experience available to others.

Working Towards a Club Environment of Justice, Equality, Diversity and Inclusion **(3/2/2023)**

Since 1935, the Maine Appalachian Trail Club (MATC) has remained steadfast in its mission of managing and protecting the Appalachian Trail (A.T.) in Maine. Over the decades, the MATC and its mission has fostered a loyal membership, a dedicated volunteer corps, a powerful community of supporters, and a cooperative network of partners. Looking to the decades ahead, we see an opportunity to evolve to continue serving our mission and the people and partners in our community.

MATC's evolution is largely in response to the many changes around us. The demographics of our country – and our region – are changing. Our understanding of the MATC's and the Trail's history has changed, especially how this history may have excluded or deterred individuals and communities from joining the MATC in its mission. And the importance of our mission is increasing with the A.T. becoming more heavily used, year after year.

In taking inventory of these changes, the MATC Board – with the support of volunteers and advisors – has embarked on a process that will share our mission with more people, expand and diversify our constituency, increase the resiliency of our organization, and ensure the perpetuity of our work. Specifically, we will:

Share the relevancy of our mission. As an organization that manages and maintains the A.T., a public resource, our mission should be shared with everyone. In our membership surveys, we know our demographics are not as diverse as they could be. Less than 30% of our volunteers are under the age of 55. Fewer than 15% of our members self-identify as other than Caucasian and less than one quarter of our members self identify as female. We recognize that as trail maintenance needs increase and our volunteer corps ages, the need to bring our mission to a more diverse audience is only increasing.

Change the culture and values of our organization. While it is important to share the mission with a more diverse audience, it is just as important to merge new members with the existing membership in a way that is inclusive and equitable. The MATC is currently on a learning journey, understanding how the culture and

values that have made us successful so far may not necessarily be as appealing once we expand and diversify our constituency. We acknowledge that change is difficult, and many will find this a challenging process. But we also recognize that to be a truly inclusive and equitable organization – one where people from different lived experiences, different identities, and different perspectives thrive – that we must be patient, self-critical, and open to transformation.

We recognize this will be a long-term and challenging journey; change is rarely easy or instantaneous. We also recognize reactions to this message will vary. But our goal is clear. We have taken on a mission that must not fail; perpetuity of our work is necessary. Our part in stewarding the world's most famous hiking trail makes us an indispensable part of protecting the A.T. forever and for all. But without change, particularly among our demographics and our culture, we cannot do this important work.

A. TRAIL MANAGEMENT

The Maine Appalachian Trail Club has held the primary responsibility for the maintenance of the Trail in Maine, north of the Mahoosucs, since 1935. The Club assigns ordinary maintenance of the Trail and related facilities, as well as corridor monitoring duties, to individuals and organizations willing and able to take on those tasks. Partly because of the Club's responsibilities to the ATC and the NPS under the Volunteer in Parks (VIP) Program, Trail maintenance, facility maintenance, and corridor monitoring assignments are made only to members of the Maine Appalachian Trail club (MATC Exec. Com. 5/7/93). These responsibilities are defined and formalized in individual agreements that are signed by a Club officer and the volunteer(s) (See Appendix C4). The Club retains overall management authority and is responsible for signs, structures, and heavy trail work such as rock steps, water bars, and bog bridges (puncheon). Five Managers of the Trail and a Manager of Lands guide the work of maintainers and monitors. They recommend to the Club's Executive Committee actions for encouraging maintainer effectiveness and mobilizing Club forces to help a maintainer with a serious problem (such as hurricane damage) and are responsible for terminating and reassigning Trail maintenance, campsite maintenance, and corridor monitoring assignments.

Club members have developed a high level of trail and structure construction and maintenance expertise, which is passed on to new members through workshops and especially through working together on the Trail. The Club maintains an inventory of specialized construction and maintenance equipment, which is available to supplement volunteer Trail workers' tools. Because of expense and safety considerations, most power tools (chainsaws and brush-saws) are owned and operated by individual volunteers.

One overriding policy applies to all of this section of the Local Management Plan. Both to retain the traditions of the Appalachian Trail, and because of our belief that individual dedication is a more certain source of adequate Trail maintenance than is public funding, the Appalachian Trail under the MATC's jurisdiction shall continue to be maintained, so far as possible, by volunteers.

1. Skills Training and Worker Safety

The physical tasks of caring for the Appalachian Trail are inherently somewhat hazardous. Rough footing, thick brush, falling objects, heavy lifting, the use of sharp-edged tools (both powered and non-powered), weather extremes, biting insects, poisonous plants, remote work sites, and long work days can all expose workers to conditions that endanger their physical well-being.

The Appalachian Trail Conference Board of Managers adopted a "Skills-Training and Trail-Crew Worker-Safety Policy" in April, 1996. The policy is mandatory for all "full-time and seasonal employees and volunteer members or workers engaged in planning, supervision, and/or construction and maintenance activities of ATC-sponsored or -supported seasonal Trail-crew programs." The ATC strongly encourages other A.T. volunteers and Trail-maintaining organizations to adopt similar standards and practices in the interest of volunteer safety. In

April, 2003, the ATC signed a Memorandum of Understanding with the USDA Forest Service and the National Park Service "to provide a framework for cooperation between the parties concerning chain saw and crosscut saw training and certification for volunteerswho construct, operate, and maintain the Appalachian National Scenic Trail"In November, 2003, ATC's Board of Managers adopted a new "Chainsaw and Crosscut Saw Training and Certification Policy", which increased the ATC's encouragement for saw operator training and provided reimbursements for both training and some safety gear. In addition, some provisions of the policy may be required by the National Park Service for volunteers who seek full coverage under the Volunteers-in-Parks (VIP) program. Detailed guidelines for the ATC policy may be found in the LMPG (Ch. 2(K, L)). Safety guidelines and a description of worker coverage under the NPS VIP program are presented in Appendix D8 (a copy of the LMPG Appendix K).

Ambiguity in the NPS/ATC requirements for chainsaw/crosscut saw training led in 2007 to a request for clarification. In a 3 May 2007 letter to Milt Wright, President of the MATC, A.T. Park Manager Pamela Underhill stated, "While I will look for flexibility whenever I can in interpreting and adapting rules and regulations to fit the Appalachian Trail and its unusual management system, when it comes to the safety of Appalachian Trail workers, both volunteers and paid employees, I do not have flexibility, nor would I want it." Following a combination of Occupational Safety and Health Act requirements and "best industry practices", she concluded that, "It is my expectation, as the National Park Service Manager for the Appalachian Trail, that volunteers who use chain saws while performing work on National Park Service lands will be trained and certified in good standing." The Maine Appalachian Trail Club Executive Committee has concluded that, if the Club wishes to continue to be responsible for the maintenance and management of the Appalachian Trail on National Park lands in Maine, it has no choice but to comply with the landowner's policy with regard to chainsaw training and certification. (MATC Exec. Com. 12 Jan. 2008)

The Maine Appalachian Trail Club has established a Training and Education Committee, which is responsible for developing a program for the improvement of trail maintenance skills and knowledge and for developing policies and procedures to meet the Club's interests with regard to Trail worker safety. In cooperation with the Appalachian Trail Conservancy, the MATC offers annual chainsaw skill/safety training. The ATC supports a wide range of safety and skills training programs in Maine and New Hampshire that are available to MATC volunteers. The schedule for these programs is distributed annually.

Management Policies (Revised 12 Jan. 2008)

1. The Maine Appalachian Trail Club's seasonal Trail Crew and other activities that receive direct support from the ATC must comply fully with the ATC's Skills Training and Trail-Crew Worker-Safety Policy. This also applies to all those who work with the Crew. The term "MATC volunteers", in the following policies, refers to all other MATC Trail workers and corridor monitors.

2. MATC volunteers must assume personal responsibility for judging their own ability to perform specific Trail work tasks and for equipping themselves with, and using, clothing and safety equipment that are appropriate to the weather conditions and the work.

3. MATC volunteers must assume personal responsibility for obtaining the training that is necessary to perform Trail work tasks without unacceptable risk to themselves, their fellow workers, or Trail users. The Club will offer basic skills and safety training and education through its Training and Education Committee. Volunteers who use chainsaws or crosscut saws on the Appalachian Trail in Maine must comply with the ATC's Skills Training and Trail-Crew Worker-Safety Policy regarding chainsaw training and certification. (LMPG Ch. 2(L))

4. MATC work trip leaders will take action to caution and, if necessary, dismiss from the work site any volunteers whose behavior represents a threat to the safety of themselves, their fellow workers, or Trail users. Small MATC

work crews often consist of experienced volunteers who work efficiently together without a designated leader. In this situation, peer pressure will be necessary to enforce safe working conditions.

5. Safety standards are susceptible to bureaucratic rigidity. What is appropriate for a given region and set of circumstances may be counterproductive or even dangerous under different conditions. Except for the mandatory chainsaw training and certification requirements, MATC volunteers will be encouraged to use judgment in the application of standards.

6. Freedom of action is one of the most appealing aspects of volunteer work on the Appalachian Trail. Some workers cherish solitude. Others thrive on company. Solitary work offers some exposure to risk that crew work does not, but the opposite can also be true. MATC safety standards should accept a volunteer's personal willingness to trade some risk for some freedom, so far as is possible without endangering the well being of others.

2. Trail Maintenance Standards

Management Policies

1. Maintenance shall be done in accordance with standards set forth by the ATC in its Stewardship Series Manual ***Trail Design, Construction, and Maintenance*** (2000 Edition). In accordance with ATC policy (LMPG Ch. 2(A)) proposed modifications for local conditions must be submitted to ATC for approval.

2. Routine maintenance of the Trail may be delegated by the Maine Appalachian Trail Club to responsible individuals and groups according to the standard MATC Local Maintenance Agreement (Appendix C4), as amended from time to time.

3. To ensure adequate maintenance, and to afford as many parties as possible the opportunity to hold a maintenance responsibility, Trail assignments should ordinarily be limited to two to six miles for individuals. Assignments for groups will depend on the size and character of the group.

4. An annual inspection and annual maintenance, as described in the maintenance agreement, are the minimum requirements of an adequate maintenance program.

3. Trail Design

More than half of the Appalachian Trail in Maine was relocated from 1974-1989. The basic route of the A.T. in Maine has been determined, but a few changes remain to complete the planned footpath. Several relocations have also been required, and several more remain to be completed, because the APPA corridor boundary location designs have not always matched the planned corridor. Finally, several new side trails and side-trail relocation projects have been added to the program. These and unanticipated future needs require a statement of the standards that will be followed in designing and building new trail sections.

Relocation procedure standards were adopted by the ATC, the NPS, and the former Appalachian National Scenic Trail Advisory Committee in 1976. Proposed relocations were defined under that policy as "trivial" (less than 1,000 feet long and with less than 75 feet of lateral movement), "minor" (more than "trivial" but not affecting the verbal description of the A.T. or maps published in 1971 in the *Federal Register*), and "major" (requiring amendment of the *Federal Register* description). "However, that relocation procedure was essentially tabled by the federal land-managing agencies' promulgation of the National Environmental Policy Act (NEPA), which evaluates environmental or cultural impacts on the human environment regardless of a proposal's length. Compliance with NEPA is required for all relocations affecting any federal lands crossed by the Trail." "All significant relocations require written concurrence by the local maintaining club, ATC, and the land-managing agency partner." (LMPG Ch. 2(C), approval form in LMPG Appendix A). Review and compliance guidelines for Trail maintenance and construction on APPA lands are presented in Appendix D9.

The Appalachian Trail in Maine has always been a narrow forest footpath, cleared for visibility and ease of passage, but not improved beyond the point necessary to guard the safety of a competent hiker and to protect the physical trail from excessive wear.

A tradition of closely spaced paint blazing was developed during the years when the Trail was so lightly used that the footpath was not well worn. Standard blazing (2" x 6" white blazes for the AT; 2" x 6" blue blazes for side trails; double blazes to indicate sudden or unexpected turns) remains a prudent means of aiding hiker convenience and safety. Blowdowns, beaver flowages, intersecting roads and trails, and the absence of a footpath above tree line remain sound justifications for the system. Footpath mileage markers are no longer used (MATC Exec. Com. 15 July 1985). Double blazes are aligned vertically. Offset blazes are not used in Maine (MATC Exec. Com. 3 March 1995).

Accessibility standards for persons with disabilities was addressed by the ATC Board of Managers in November, 1995. That policy statement acknowledges the desirability of affording access to Trail opportunities to all persons so long as providing such access does not require modifications "that would detract from the primitive recreational environment or experience." "the Appalachian Trail should not be altered, and construction of facilities out of character with the primitive recreational purpose of the Trail should be prohibited, unless such alterations can be made without changing the fundamental character of the backcountry recreational experience provided by the Trail." More recently, the ATC has been represented in a "regulatory negotiation" process for the development of standards, pursuant to the Americans With Disabilities Act, for trails and related facilities. The final standards have been adopted and are under active study by the National Park Service. The USDA Forest Service, basing its policies on the Architectural Barriers Act, has adopted strict accessibility standards for those sections of the A.T. that cross national forests. The ATC expects that the NPS will eventually follow this lead.

The ATC's Bob Proudman believes that, following the Forest Service standards, accessibility on existing sections of the Trail that are not connected to existing accessible segments or accessible trailhead parking areas is not required, except for the requirement that all public structures (lean-tos and privies) be made accessible. The specifications for these structures are presented in the Local Management Planning Guide Appendix I (http://www.appalachiantrail.org/docs/appendix-h---z/appendix-i---accessible-facilities-guidelines-and-drawings.pdf). He advises, further, that there are no requirements to make outdoor recreational access routes (the trails connecting campsite features) accessible.

Management Policies

1. The Trail shall be designed, located, and constructed in accordance with general standards set forth by the Appalachian Trail Conservancy in its Stewardship Series Manual ***Trail Design, Construction, and Maintenance*** (Second Edition, 2000) and, on NPS land, in accordance with the National Environmental Policy Act.

2. So far as possible, the Trail shall remain a primitive woods path.

3. Trail design and location should minimize the impacts of hikers on the footpath and should seek to avoid the degradation of areas through which the Trail passes.

4. Special attention shall be paid to the location, design, and maintenance of the Trail on steep slopes, in bog and alpine areas, and near natural heritage monitoring sites to avoid or minimize erosion and damage to fragile flora or disturbance of rare, threatened, or endangered plant and animal species.

5. One objective of Trail location decisions should be to minimize future management problems.

6. The Maine Appalachian Trail Club is responsible for obtaining all letters of permission from landowners, regulatory agencies, and partners in the Trail management process that are necessary for a given project. All such permission shall be secured in advance of any actual construction work.

4. Signs

The ***Comprehensive Plan*** states that "managers' communications to hikers will be primarily through guidebooks and other literature distributed off the Trail and secondarily through signs on the Trail." Simple signs that provide information on distances to campsites, road crossings, and prominent features are traditional on the Trail in Maine. Early stenciled signs gave way to "rustic", routed signs in the mid-1960s. The MATC now maintains about 400 such signs. Each sign is indexed and cataloged for ready reference and replacement. A number of Club volunteers have acquired the tools and developed the skills necessary to producing the routed signs. A complete description of the wooden and printed sign system is presented in Appendix E1.

Beginning in the early 1970s, the MATC began experimenting with supplementary "trailhead" signs at all public road crossings in western Maine. These signs (example in Appendix E3) consist of a concise information/education message typed on a single sheet of paper that is covered with plastic and fastened to a backboard on a tree or post. The signs are dated, and can be replaced readily to provide up-to-date information on relocations and other Trail conditions. They are intended to inform hikers, to emphasize respect for landowner rights and natural resources, and to warn of hazards. Hiker comments indicate that the program has been effective. The signs are not a replacement for a guidebook, but are used in recognition of the fact that many hikers do not carry a guide.

In 2000, the Club experimented with "hiker service" signs at trailheads in the Baldpate District. These signs were designed to provide simple directions to services available in nearby communities.

The Appalachian Trail Conservancy has developed signs (Appendix E2) that identify the NPS corridor lands and summarize activities that are prohibited on these lands. The MATC has a supply of these signs, customized with the MATC logo, and is placing them at strategic points along the corridor boundary and at trailheads. The ATC has a number of other corridor management signs that are available for club use.

Guidelines for developing and posting signs on the A.T. were endorsed by ATC's Trail and Land Management Committee in March, 1995 (LMPG Ch. 3(E)). The guidelines call for clubs to identify sign needs as part of the Trail assessment of the local management-planning process, to use only the minimum signing needed to do the job, and to monitor regularly for sign damage, disappearance, and effectiveness.

Management Policies

1. Signs contribute greatly to a hiker's safety and enjoyment of the Trail. They shall continue to be an integral part of the Trail in Maine.

2. Routed wooden signs shall be made and installed according to the MATC's Trail Sign System (Appendix E1).

3. Standard trailhead signs shall be installed at or near all public and all major private road crossings along the Trail.

4. Standard ATC signs shall be installed on the boundaries of NPS corridor lands at all points of frequent public access.

5. Signs shall be as small and unobtrusive as possible, consistent with their purpose, and shall be kept to the minimum necessary to adequately inform and educate hikers and the general public.

6. Sign design, construction, and maintenance shall be organized by the MATC Signs Coordinator.

8. Signs will be installed only on public lands, on easements where the NPS or the State has acquired rights to place signs, or on private lands with the consent of the landowners.

9. Signs not installed by or approved by the MATC or an agency partner will not be permitted along the Trail or in the corridor (MATC Exec. Com., 14 January 1995). Advertising is prohibited by National Park Service regulation on APPA lands. The Appalachian Trail Conference (BOM 17 Nov. 2001) opposes advertising for commercial enterprises within the A.T. corridor (LMPG Ch. 3(G)), but supports appropriate efforts to disseminate information about services available to hikers in nearby communities, including the use of trailhead signs for that purpose. The Maine Appalachian Trail Club supports the ban on commercial advertising in the corridor (MATC Exec. Comm. 6 January 2001).

5. Stream Crossings

The Appalachian Trail in Maine crosses many streams and rivers. (See Appendix G2.) There are about 20 crossings of 30 feet or greater, including the Kennebec River, the longest un-bridged crossing on the entire AT. Some of the other major crossings in Maine are bridged. The others must be forded. After heavy rains, or during the spring runoff, it may be impossible to ford these streams safely. The ***Guide to the Appalachian Trail in Maine*** and trailhead signs give warnings of crossings that are hazardous during high water. Special signs and guidebook entries caution against the particular hazard of the Kennebec River. National Park Service regulations require that an environmental assessment be completed before any bridge is constructed on NPS land and ATC policy requires professional engineering guidance for such bridges.

Reflecting existing MATC policies, ATC adopted a policy in April, 1995, revised in May, 2011, that calls for bridge construction or replacement only if the bridge "is essential to hiker safety during the snow-free hiking season, recognizing that a stream may be unfordable when seasonal or regular flooding occurs" or if "it is absolutely necessary to protect sensitive resources, such as soils along a river's bank." The ATC can recommend some state and USDA Forest Service bridge designs that have been approved by licensed engineers. Depending on the size and complexity of the structure, ATC or the land-managing agency may require that bridge plans, specifications, and the inspection/maintenance schedule and procedure be prepared under the supervision of a registered professional engineer.

Management Policies

1. The Trail should be located to minimize major stream crossings. However, the best overall route for the A.T. may require some major crossings, which are an integral part of the Trail experience.

2. Except for the Kennebec River crossing, the Trail shall be located either at points where a stream can be forded safely during normal summer water levels or where the stream can and will be bridged. Not every water crossing on the Trail in Maine will be fordable by every hiker, regardless of skill, at every normal water level. Bridges detract from the natural, wild-area character of the A.T. in Maine that distinguishes the hiking experience here from that along much of the rest of the Trail. Moreover, the combined effects of heavy snow loads, thick ice accumulations, and spring floods make it very difficult to keep bridges in place. As a matter of policy, streams crossed by the A.T. in Maine shall be bridged only where such bridging is essential to hiker safety during the normal hiking season.

3. Trail managers and maintainers shall take reasonable steps to inform hikers of stream crossings that may be difficult. Measures shall include suitable information in the ***Guide*** and on trailhead information signs. Hikers shall be warned, in particular, to avoid fording streams bare-footed. This practice is one of the most common sources of injury during stream crossings, both because of direct damage to feet and because foot injury and

discomfort often cause hikers to lose balance and fall. (For guidance on river fords, see "Safety Tips for Fording Streams and Rivers" at www.appalachiantrail.org/hiking/hiking-basics/health-safety.)

4. Hikers cannot normally ford the Kennebec River safely. Historically, the A.T. crossing was located in Caratunk because a ferry was available there. Since 1986, the ATC, through the MATC, has provided a free ferry at the Kennebec crossing during the normal hiking season and advises hikers to use the ferry. Legal counsel has advised that *special* warnings be provided for the Kennebec River crossing. These warnings, and all other warnings, shall be provided at the river crossing and far enough away from the crossing to allow a hiker to choose an alternative route. Normally, this means that warning information shall be provided at the nearest trailheads north and south of the crossing.

5. Bridge construction and maintenance are costly and time-consuming, especially for major spans. Such work is the responsibility and prerogative of the MATC rather than the Local Maintainer. The MATC is also responsible for securing landowner permission and permits from regulatory authorities for such construction.

6. Maintainers cannot be expected to have the expertise needed to provide legal certification that a bridge is safe for use. Bridges will be inspected by a qualified professional, who will work through the ATC, the NPS, the MATC, and the State of Maine to routinely inspect bridges over 35 feet in length. Maintainers are expected to check bridges annually for obvious defects and to report any hazardous or potentially unsafe conditions immediately to the MATC. Trail bridges that are damaged or unsafe shall be repaired or removed by the MATC, with assistance from the ATC in the case of major spans. Defective private logging road bridges crossed by the Trail on reserved rights-of-way should be repaired or removed by the owner of the easement or reserved right that allows those bridges.

6. Parking and Trailhead Facilities

Only eight public road crossings in Maine have parking areas constructed specifically for Trail users: Maine Highway 26 in Grafton Notch State Park, the reconstructed Maine Highway 17 crossing and scenic overlook completed in 2011, Maine Highway 4, Maine Highway 27, the gravel Stratton Brook Pond Road in the Bigelow Preserve, U.S. Highway 201, the Blanchard/Shirley road, and Maine Highway 15. There are eleven other public road crossings in the state. Very limited space is available on the road shoulders at the paved East B-Hill Road, South Arm Road, old Maine Route 16, and the Long Falls Dam Road. Limited parking is possible near the Bog Brook Road in the Bigelow Preserve. A private landowner provides a small parking area near the Trail on the Lake Hebron Road in Monson. Parking is possible on NPS land at three points in the Nahmakanta Lake area along roadways owned by the BPL: a parking lot near the south end of the lake, on the shoulder near Crescent Pond, and at Pollywog Bridge. Parking is available in Baxter State Park at Daicey Pond and Katahdin Stream campgrounds. Establishment and maintenance of standard Maine Department of Transportation signs for A.T. crossings have improved greatly in recent years. A large, gravel parking lot has been constructed, mostly on private land on the private "St. Regis Road", to serve A.T. hikers and visitors to The Hermitage and Gulf Hagas. Appendix G2-4 describes all trailheads along the Trail in Maine. All road crossings are listed in Appendix F4.

Parking lots located on APPA lands must be reviewed and approved by the NPS before construction or expansion. The ATC "encourages development of small, simply designed Trailhead facilities in areas where use patterns clearly indicate a need." (LMPG Ch. 2(E)) The ***Trail Design Construction, and Maintenance*** manual provides detailed guidelines for trailhead parking facilities choices.

Management Policies

1. Public parking facilities should be provided at, or near, every point where the Appalachian Trail crosses a public road in Maine and experience indicates that lack of such a facility represents a traffic hazard.

2. The Appalachian Trail should be clearly marked at public highway crossings.

3. Basic Trail mileage information should be provided near each trailhead according to standard MATC signing policies. Additional information may be provided, on a case-by-case basis.

4. Standards for trailheads on private roads may be lower than are those for public highway crossings. However, adequate parking space must be provided at such crossings to avoid blocking the road to logging trucks and other private vehicles. Development of formal parking places may require negotiations with private owners and will probably depend on the availability of public and/or private funds.

7. Side Trails

The Maine Appalachian Trail Club maintains 63 miles of side trails that are part of the A.T. system. (See Appendix G2-2.) These trails include paths to points of interest near the A.T., alternate routes that allow hikers to avoid exposure during bad weather or to bypass dangerous water crossings, and trails that provide access to the main A.T. from trailheads that are not on the main route. Side trails are maintained according to standards similar to the Appalachian Trail, but are blazed with blue rather than white paint. All side trails of the A.T. system in Maine are described in detail in the Club's ***Guide to the Appalachian Trail in Maine***. Review and compliance guidelines for Trail maintenance and construction on APPA lands are presented in Appendix D9.

Management Policies

1. All management principles for the A.T. shall apply, where applicable, to side trails that are located on Trail corridor lands.

2. Side trails to outstanding features close to the A.T. may be built and maintained, with permission of the landowner and compliance by NPS on federal lands before any ground disturbing activity takes place.

3. No new trail connecting with the A.T. or entering the A.T. corridor shall be built without the approval of the Maine Appalachian Trail Club and relevant management partners. ATC policy (LMPG Ch. 2(F) requires approval by the Club, the landowning agency, the New England Regional Partnership Committee, and the ATC according to criteria listed in the LMPG. NPS policy (LMPG Ch. 2(F)) requires the A.T. Park Manager to be involved in any official designation of connecting and side trails under the National Trails Systems Act on all NPS and state-owned lands.

4. New side trails should serve to disperse traffic from the heavily used A.T., rather than increase use.

5. Whenever available resources limit maintenance capabilities, maintenance of the A.T. shall take priority over the maintenance of side trails.

6. Side trails shall be considered a part of the Manager system and shall be assigned to Local Maintainers, so far as interest allows.

8. Campsites

The Trail in Maine includes a continuous chain of campsites (a.k.a. “overnight-use areas”) (Appendix G2-5), most of which include a log "lean-to" (Adirondack shelter). These campsites are designed to encourage Trail users to camp at a limited number of designated sites, rather than at random along the Trail. Dispersed camping can quickly lead to the establishment of permanent camping in areas that are often unsuited for repeated use. The MATC has no effective means of enforcing any prohibition against dispersed camping, so encourages the opposite behavior with developed sites. However, camping away from designated sites allows hikers more flexibility in trip planning and during a hike and can contribute favorably to the goal of a solitary recreational experience. Such camping can be done in most areas by knowledgeable, responsible hikers without damage to corridor resources.

"Since 1925, ATC policy has supported 'a connected series of primitive lean-tos and camps' as an integral part of the Trail experience. ATC policy is to perpetuate and improve the shelter and campsite system with well-located, -designed, -constructed, and -maintained facilities. Proposed facilities should comply with the National Environmental Policy Act Section 6 of the National Historic Preservation Act, and state and local building and health codes and environmental laws." The 1981 A.T. ***Comprehensive Plan*** states that "shelters are a tradition on the AT, but use of the Trail should not depend upon them. No attempt is made to provide such amenities for every possible user, so each person must be prepared to do without them. Shelter density and design should be consistent with the sense of the natural." (LMPG Ch. 2 (G))

The ATC has expressed particular concern regarding sanitation at Trail overnight facilities (LMPG Ch. 2 (I)). The basic policy, adopted by the Board of Managers in 1989, is that "ATC, the clubs, and land-managing agencies should install privies or toilets, located and designed to meet local conditions, where other options to maintain sanitary conditions are not effective and should conduct educational programs for the hiking public about proper sanitary techniques and the challenges of maintaining and improving sanitary conditions" Both ATC and NPS policies regarding sanitation relate primarily to concern over contamination of drinking water supplies. The Maine Appalachian Trail Club maintains 42 privies at A.T. campsites in Maine.

In accordance with the ATC Board's 1984 "Review Policy for Proposed Shelters and Campsites on Delegated NPS lands", the MATC uses the ATC's "Checklist for Location, Design, and Construction of Shelters and Campsites" (revised 4/27/93). The club also complies with the 1977 "A.T. Overnight Use Management Principles", which were approved by the ATC Board of Managers and the Appalachian National Scenic Trail Advisory Council. ATC's very detailed ***Guidance for Locating and Designing A.T. Shelters and Formal Campsites***, adopted by the Stewardship Council in 2007, calls for overnight site proposals to be submitted by a club's President for review and approval by the agency partner, the ATC Regional Partnership Committee, and the Chair of the ATC Stewardship Council. For proposals on NPS lands, any new or expanded campsite or shelter proposals require Environmental Compliance. Review and compliance guidelines for Trail maintenance and construction on APPA lands are presented in Appendix D9.

Management Policies

1. Dispersed camping is permitted along the Appalachian Trail in Maine unless explicitly prohibited (as in Baxter State Park) by the landowner or where unacceptable resource damage resulting from such camping is highly probable. Because of the latter consideration, camping above timberline or in a sub-alpine zone (zones, adjacent to alpine zones, where trees are generally less than eight feet tall) is prohibited. Evidence of damaging dispersed camping (e.g., soil damage or trash at heavily used sites near water) and illegal camping activities (such as fire rings) shall be removed regularly to discourage a repetition of such behavior. Special rules have been written for Nahmakanta Lake (Appendix C6) and have been approved for Crawford Pond (MATC Exec. Com. 11/5/93). The Nahmakanta Lake Management Plan permits camping around the lake only at designated sites. Camping will be prohibited along the shore of Crawford Pond. These policies have been necessary to control camping by non-hikers. Similarly, camping is prohibited on either side of the Kennebec River at the ferry crossing. Finally, because of the special values and fragile resources of the Gulf Hagas and Hermitage National Natural Landmark areas, camping is prohibited on all APPA corridor lands south of the Gulf Hagas Cutoff Trail and north of the West Branch of the Pleasant River. (Last sentence: MATC Executive Committee 9-5-08)

2. The Appalachian Trail in Maine passes through remote areas, where there are few private and public camping facilities other than those provided for the AT. Although dispersed camping is generally permitted along the Trail in Maine, it is necessary and desirable, for hiker convenience and safety, and for the protection of natural resources, to maintain campsites at regular intervals along the Trail.

3. Campsites should be provided at least at intervals of about a full day's journey for average hikers and a half day's trip for strong hikers--roughly 8 to 12 miles.

4. Each campsite shall provide the following minimum facilities: a) a pit privy or composting facility, located, constructed, and maintained in compliance with the provisions of Section 9.12 of the Maine State Plumbing Code, as administered by the Maine Department of Human Services, Division of Health Engineering; b) a reliable natural water source; c) a lean-to and/or prepared tenting platforms or designated tent sites for at least six to eight people. Most, but not all campsites should also include a Maine Forest Service-approved fire area.

5. Extended periods of rain are common in Maine. Although adequate for protection from rain while one is sleeping, backpacker tents are very awkward facilities within which to cook, unpack, pack, or dry gear during rainy weather. Accordingly, we consider lean-tos both appropriate and desirable camping facilities and should endeavor to provide one or more at most campsites along the Trail.

6. Where use patterns indicate a need, each camping area with a lean-to should also have one to three designated tent sites. Overnight sites without shelters should have an adequate number of prepared tent sites. There is a particular need to examine opportunities for group camping areas at overnight sites.

7. Ideally, campsites should be located on short side trails, rather than directly on the AT

8. To discourage non-Trail-related uses and vandalism, campsites should be located at least three miles from road crossings. For the same reasons, lean-to sites should not be located on the shores of lakes or ponds.

9. Lean-tos should be located so as to minimize damage to natural resources at the site. Landowner permission shall be received before facilities are constructed or replaced. If a Land Use Planning Commission development permit is required, or if a variance is sought, the MATC shall prepare the appropriate applications, which will be co-signed, if necessary, by the landowner. (The LUPC application requires the signature of the landowner of record.)

10. No A.T. relocation shall be opened without adequate provision for overnight facilities.

11. Lean-tos shall be built primarily with native materials (that is, logs cut from nearby trees--spikes, roofing, and bunk platform boards are normally carried in) according to standard MATC lean-to plans (MATC, 1989). Tent platforms/sites may use native log cribwork for leveling but the surface will usually be of earth, rather than wood. Wooden platforms may be appropriate where ground conditions are difficult for earth pads.

12. Hiker registers shall be maintained at all campsites (MATC Exec. Com. 9/11/92).

13. To reduce impacts on campsites, information in the Maine ***Guide*** and on trailhead signs shall encourage hikers to use portable stoves rather than open wood fires.

14. Information in the Maine ***Guide*** and on trailhead signs should encourage hikers to use prepared campsites, rather than camping between such sites.

15. Campsites and lean-tos are provided by the Maine Appalachian Trail Club for Appalachian Trail hikers. Extended use by any camper is incompatible with the purposes of the Trail and should be discouraged, through informational signs at trailheads and campsites and in the Maine ***Guide***. ATC policy (BOM 4/24/93) suggests discouraging use of shelters and overnight-use areas for more than three consecutive nights in any 30-day period by any individual or group. Further, ATC policy on group use (BOM 11/87) has been amended (BOM 11/21/93) to recommend that "groups spending one or more nights on the Trail should not exceed 10 members at any one overnight-use area and day-use groups should not exceed 25 members at any one location, unless clubs designate otherwise in their local management plan." This plan accepts the ATC policy.

16. Overnight use areas will be inspected on a regular basis by MATC maintainers. MATC will repair or replace any facilities in need of major repairs and will remove any identified hazards, including trees that threaten an overnight facility.

9. Water Sources

Water is important to hikers for drinking, cooking, bathing, and fire safety at campsites. Water is available from numerous lakes, ponds, streams, and natural springs along the Trail in Maine. Few of these water sources are near significant human populations, agricultural lands, or industrial activities. However, water sources can be contaminated by surface runoff, wild animals, hikers' pets, and careless hikers. In recent years, cysts of the intestinal parasite *Giardia lamblia* have become increasingly common in the many water bodies along the Trail that are frequented by beavers and other mammals. No source of water along the Trail can be trusted to be safe for consumption without treatment.

Despite precautions, water along the Trail may also occasionally be contaminated from insecticides and herbicides that are used to control insects and undesired vegetation on commercial forest lands adjacent to the Trail corridor.

Some high mountain areas along the Trail in Maine offer little water during dry seasons. In particular, Katahdin, White Cap, the Barren-Chairback Range, Bigelow, Crocker, Saddleback, Bemis, Wyman, Baldpate, and sections of the Mahoosucs can be rather dry.

Concern over water quality, enhanced by amendments to the Federal Safe Drinking Water Act of 1977, led to an extended discussion among Trail partners during 1992 and 1993. In November 1993, the ATC adopted a major policy on drinking water supplies and water quality (LMPG Ch. 2(H)). One of the principal distinctions in this statement is that between "natural or backcountry water sources" and "water systems". All water sources along the A.T. in Maine are of the former kind, which may include sources that are minimally improved by "construction of small catchment basins or other primitive collection devices that clearly do not indicate to the user that water is being provided from a developed, protected water system." According to ATC policy, "primitive collection devices" can include spring boxes, short lengths of pipe, or other devices, but not faucets, spigots, or cisterns. The Safe Drinking Water Act and related Maine law require *very* burdensome testing and protection measures for "water systems".

Management Policies

1. The Maine Appalachian Trail Club cannot guarantee the purity of any water along the Trail in Maine. Hikers must be responsible for treating water. The public shall be made aware of this policy through information in the ***Guide to the Appalachian Trail in Maine*** and on trailhead signs. The ***Guide*** should advise hikers that water from unprotected natural sources should be boiled, filtered, or chemically treated before use.

2. Water sources shall be identified by directional sign only where they are not visible from the Trail.

3. The ***Guide*** shall continue to describe water sources along the Trail.

4. Hikers shall be advised, through the ***Guide*** and trailhead signs, where it is advisable to carry water.

5. No water source will be improved to the degree that it qualifies as a "water system". Wherever a natural water source is modified to improve water collection, a sign shall be posted nearby stating, "Water Not Tested".

6. Every effort should be made to cooperate with private landowners and State agencies in providing special notice of forest management practices that involve the use of herbicides and pesticides in the vicinity of the Trail.

(To date, landowners involved in such activities have been careful to give the NPS and the MATC advance warning and have used both signs and foot patrols to inform hikers.)

10. Winter Trail Use

The Appalachian Trail in Maine has been designed and is maintained primarily for use when the ground is free of snow. Winter use of the Trail is not prohibited, but winter users must be prepared to deal with harsh and demanding conditions. Travel is often restricted to snowshoeing and can be slow and tiresome. The Trail in Maine offers no heated or enclosed shelters. Open lean-tos are sometimes completely buried by snow, which can reach depths in the mountains of as much as fifteen feet. The standard height to which brush is cleared from the A.T. is eight feet, so blazes may be hidden by the snow and winter hikers may encounter tree limbs as low as their feet. Clearing for winter use would be extremely difficult, and would detract from the appearance of the Trail during the normal hiking season.

Winter hikers sometimes cause damage by hacking away obstructing limbs as they use the Trail. Winter hikers also have caused substantial damage at campsites by indiscriminate cutting of live trees for bedding and fuel. This practice has been especially damaging at ad hoc campsites in fragile alpine areas where, under stress, unprepared hikers apparently abandon their normal concern for the Trail's environment out of fear for their own safety.

Open streams may be impossible to cross safely during the winter.

Management Policies

1. The Trail is open year-round, but users are responsible for their own safety and should be knowledgeable about and equipped for winter travel.

2. An effort should be made to educate winter hikers regarding damage that they may cause to the Trail and to campsites.

11. Managing the Trail for a Primitive Experience

In April, 1995, the ATC adopted a policy on managing the Appalachian Trail for a primitive experience. "Primitiveness" has become an increasingly important concern as Trail use increases and aids such as cell phones and global positioning system (GPS) devices challenge the concept of experiencing solitude and a natural environment through the hiker's "own unaided efforts". As technological changes affect hiking gear, clothing, and even packaged food, philosophical questions about the Trail experience will increase.

Clubs are asked to "consider the effects of individual management actions on the primitive character of the Trail" through a five-question test (LMPG Ch. 2(J)):

1) Will this action or program protect the AT?
2) Can this be done in a less obtrusive manner?
3) Does this action unnecessarily sacrifice aspects of the Trail that provide solitude, or that challenge hikers' skill or stamina?
4) Could this action, either by itself or in concert with other actions, result in an inappropriate diminution of the primitive quality of the Trail?
5) Will this action help to ensure that future generations of hikers will be able to enjoy a primitive recreational experience on the AT?

Management Policies

The Maine Appalachian Trail Club will consider the above five questions before adopting management policies or implementing management projects.

12. Memorialization
(Approved 9/13/24)

The Maine Appalachian Trail Club has often been asked to consider signs or other markers to memorialize individuals/organizations who have made significant contributions to the Trail in Maine. Recognizing the dangers of sign proliferation, with few exceptions (Carl Newhall Lean-to, Sidney Tappan Campsite, a plaque in the Little Bigelow Lean-to) the Club has not supported such designations. It is also M.A.T.C. policy to comply with the Federal regulation of memorials, as found in the APPA Compendium of Orders for the Appalachian National Scenic Trail (2024):

Title 36 CFR §2.62—Memorialization

(a) The installation of a monument, memorial, tablet, structure, or other commemorative installation in a park area without the authorization of the Director is prohibited.

(b) The scattering of human ashes from cremation, without a permit, is allowed under the following terms and conditions:

The remains to be scattered must have been cremated and pulverized.

The scattering of remains by persons on the ground is to be performed at least 100 yards from any trail, developed facility, historic or archeological site, or body of water.

B. EMERGENCIES, PUBLIC MISBEHAVIOR, INFORMATION/EDUCATION

1. Emergency Planning and Coordination

The Appalachian Trail Conservancy's ***Local Management Planning Guide*** states (Ch. 3(A)) that:

> Responses to law-enforcement, fire control and search-and-rescue emergencies are the responsibility of local, state and federal public agencies…As private, volunteer organizations, ATC and the Trail-maintaining clubs have no legal responsibility to respond to emergencies. However, ATC and the clubs play a critical role in educating hikers, agency partners, and the public about the Trail and in managing the A.T. so as to reduce problems of this kind. As the on-the-ground managers, ATC and the Trail clubs must prepare contingency plans and be ready to assist the appropriate agency in responding to law-enforcement, fire, and search-and-rescue episodes, and act as the "eyes and ears" of agency partners, to prevent or mitigate problems.
>
> The ATC Board of Managers adopted the following policy statement in April, 1987:
>
> Law enforcement, fire control, and search and rescue jurisdictions must be contacted during preparation of local management plans by the clubs and periodically thereafter. ATC and the clubs must establish basic familiarity with the Trail among all jurisdictions crossed by NPS corridor lands, so that there is less confusion and ambivalence when emergencies occur. This is an implicit responsibility of the delegation from the NPS to ATC (see NPS letter to ATC of 29 March 1985 for intent).
>
> Specific tasks consist of informing local authorities about the Trail's location by providing current maps, and sharing phone contact lists for emergencies. Frequently, meetings are needed to explain the A.T. to local jurisdictions so that contingency plans are prepared with local authorities and each partner's responsibilities are clear.

Jurisdiction

All of the lands acquired by the National Park Service for protection of the Appalachian Trail in Maine are under "proprietary jurisdiction". This means that the United States, as landowner, is due the same protection as a private landowner so far as state and local laws and regulations are concerned. State and local law enforcement officials are expected to enforce these laws, but have no authority to enforce federal regulations, except to the extent that these regulations or similar regulations have been adopted by the State Legislature. (In national parks where the NPS provides all law enforcement, fire-control, and search-and-rescue activities, its jurisdiction is termed "exclusive". In some national parks, Park Service rangers enforce both NPS regulations and state laws, but state law-enforcement officials can also enforce NPS regulations. This is known as "concurrent" jurisdiction.)

The Department of the Interior has determined that local Trail clubs are authorized to seek local law enforcement assistance to protect Appalachian Trail lands and to report violations on these federal lands. In effect, the Maine Appalachian Trail Club is the "land agent" for the landowner, the National Park Service. MATC and ATC will report violations to the appropriate state or federal law-enforcement officers and work cooperatively to respond to problems.

Except for Baxter State Park, State agencies that own lands crossed by the Appalachian Trail have limited law-enforcement capability. The Bureau of Parks and Lands has limited law-enforcement personnel. Agencies can promulgate regulations governing their A.T. lands jurisdictions, but can enforce them only on those jurisdictions. The Bureau of Forestry has been given the authority to enforce rules on lands belonging to the Bureau of Parks and Lands.

Incident Reporting

Maine's Search and Rescue Plan requires that reports regarding any person lost, injured, or stranded in woodlands or on State or Federally owned lands be reported to a State Police Communications Center (Augusta, Skowhegan, and Thomaston 1-800-452-4664; Houlton 1-800-924-2261; Orono 1-800-432-7381; Gray 1-800-482-0730). These centers, open 24 hours per day, contact those in the Maine Warden Service who are responsible for search and rescue response.

National Park Service policies require that all incidents on NPS Trail lands that result in injury to persons, or damage to property, be reported to the APPA Park Manager or his/her designee as soon as possible (CFR 36, §2.33). For emergencies, contact the National park Service 24-hour Emergency Dispatch Service at Shenandoah National Park, Luray, Virginia: 1-800-732-0911. They will contact APPA staff directly.

The Appalachian Trail Conservancy has agreed to act as a central repository for reports of incidents that involve hiker security, law violations, illegal and accidental wildfires, and search and rescue. A standard "Incident Report" form has been developed for this purpose and is available at www.appalachiantrail.org/hiking/report-an-incident.

Management Policies

1. This Local Management Plan shall include regularly-updated directories of State and local law-enforcement officials whose jurisdictions include the Appalachian Trail: State Police, County Sheriffs, municipal police, Maine Forest Service fire personnel, authorized enforcement personnel of the Maine Bureau of Parks and Lands, and Maine Warden Service personnel.

2. The Maine Appalachian Trail Club will notify the Appalachian Trail Conservancy promptly by telephone or email whenever it becomes aware of any major emergency on the Trail or on corridor lands under the Club's jurisdiction. The ATC will do likewise in reverse.

3. All incidents involving emergencies (e.g., crime, fire, search and rescue), other law-enforcement (e.g. theft, disorderly behavior, drug abuse, vandalism), and land management problems (e.g. boundary encroachment, resource theft or damage, dumping, ATV/ORV use) will be reported promptly to the ATC, using the Incident Report form.

4. Upon request, MATC volunteers will assist agency partners during emergencies by helping to notify hikers of emergency circumstances that may put them at risk, and in locating the quickest and most efficient access to the location of an emergency on the Trail.

2. Search and Rescue

The Maine Department of Inland Fisheries and Wildlife, through its Warden Service, has statutory responsibility for "search for lost persons in the woods". The Service has developed a standard operating procedure for rescue in Maine's wild lands. Baxter State Park covers all of the search and rescue activities within the Park, with the Warden Service available as backup in the case of an extended search. A special MOU between the NPS, MATC and the MWS (Appendix B8) provides for two emergency helicopter landing sites in the Gulf Hagas area for search and rescue purposes. The NPS and the MWS have prepared a Cooperative Agreement (Appendix B12) under which the NPS will provide limited financial support to the MWS for search and rescue missions and law enforcement efforts on NPS lands in Maine.

Management Policies

Search and rescue operations along the Trail in Maine shall be handled according to the standard operating procedures that have been developed by Baxter State Park and the Maine Warden Service. The Maine Appalachian Trail Club shall provide regularly updated names, addresses, and telephone numbers of MATC officers to the appropriate authorities so that they may readily obtain information about the Trail when necessary. The Club should also provide maps that show emergency workers the easiest routes of access to various points along the AT. MATC volunteers, at their own discretion, may participate in search and rescue operations in the field if invited to do so by the appropriate authority.

3. Fire Prevention and Suppression

The Appalachian Trail passes through the vast working forest of Maine. Almost all of the land along the Trail corridor is managed for the commercial production of timber. It is of critical importance, both to preserve the physical environment of the Trail and to protect the commercial forests adjacent to the Trail, that every reasonable precaution be taken to avoid human-caused forest fires. There is continuing evidence of hiker carelessness in the use of open wood fires at sites other than those approved for such use. Such fires are prohibited by Maine law on all lands, including NPS corridor lands, unless the builder holds a current, valid fire permit, issued by the Maine Forest Service with landowner permission, or the fire is at an authorized site. Within the A.T. corridor, on both NPS and Maine public lands, open wood fires are allowed only at AT overnight campsites, in authorized fire sites that have been approved by the Maine Forest Service. Permits are not required at authorized fire sites.

The Maine Forest Service has statutory authority for the enforcement of Maine fire laws on both Park Service and non-Federal land (Appendix D2). Under the 1999 MOU (Appendix B7), the Maine Forest Service has command responsibility for APPA lands upon its arrival at a fire. It is to use minimum fire suppression efforts necessary to protect life and property. The 1999 MOU also calls for the Superintendent of Acadia National Park to act as the representative for the APPA in Maine for all fire suppression and prevention activities. On 28 December 2005, the APPA distributed copies of the Fire Management Plan for the Appalachian National Scenic

Trail that had been approved by the APPA, the National Capital Regional Office of the NPS, Acadia National Park, and the ATC in May and June, 2005. (See www.nps.gov/appa/parkmgmt/firemanagement.htm) The plan covers only those portions of the Trail corridor that are administered by the Appalachian National Scenic Trail. These lands total about 86,000 acres, 37 percent of which are in Maine and under the jurisdiction of the MATC. The fire management plan is a suppression-only plan. It makes no provision for using fire as a management tool. In negotiating implementation of the plan with local fire suppression authorities, the NPS will strongly encourage those authorities to follow the "Minimum Impact Suppression Tactics" (MIST). These tactics are designed to minimize lasting physical impacts to corridor resources during suppression activities, but are subordinate to decisions related to the safety of fire fighters.

Management Policies

1. Most designated campsites along the A.T. in Maine shall include a fire area that has been inspected and approved by the Maine Forest Service. Where fuel is limited or a high forest fire hazard exists, open wood fires will not be permitted.

2. Hikers shall be encouraged, through the ***Guide*** and trailhead signs, to camp only at designated sites and shall be informed (through the ***Guide***, trailhead signs, and campsite signs) that open wood fires may be built only in approved fireplaces. The use of portable stoves shall be encouraged in the ***Guide*** and on trailhead signs. Special signs that ask hikers not to build fires should be placed along the Trail at undesignated campsites where frequent use of illegal fires is apparent.

3. On 6 March 1987, the MATC Executive Committee voted to prohibit open wood fires, except at designated campsites, on NPS land. Acting as land agent for the National Park Service, the MATC notified the Maine Forest Service to issue no permits for such fires on NPS Trail lands.

4. Information and education efforts shall include information on the safe and proper handling of fires and warnings regarding penalties for the violation of Maine fire laws.

4. Litter and Vandalism

Except for facilities located near roads and at a few heavily used sites, litter and vandalism are minor problems along most of the A.T. in Maine. Problems include theft of and damage to signs at trailheads, accumulation of trash at campsites, major physical damage to shelters, and the cutting of live trees for firewood and bough beds. There have been a few incidents of vandalism against hikers' cars, especially at the Grafton Notch parking area and on Maine Highway 17. Except for the fact that hikers have been writing and carving names and dates on lean-to log walls since the first Trail shelter was built, the only graffiti problem along the Trail in Maine is at the Highway 15 trailhead. Local students have long used the ledges beside the road to record immortal messages.

Facility location is an important factor in dealing with litter and vandalism. Campsites located on popular fishing ponds and near roads have always been a problem. Policies listed earlier under "Overnight Facilities" should help to control litter and vandalism.

The ATC is a member of the national Leave-No-Trace program and encourages clubs to incorporate LNT principles and practices into their education and outreach programs. Clubs are urged to use ATC LNT signs that include a brief minimum-impact message. (See new LNT posters, brochure, and guidelines at http://atleavenotrace.wikispaces.com)

On APPA lands, "littering and graffiti are illegal. It is, however, very difficult to enforce these laws; the offenders must be caught in the act. In some cases, where an offender can be identified by a hiker or club member,

a federal agency will issue a citation upon receipt of a carefully documented report by a hiker or club member." (LMPG Ch. 4(C))

Under Maine law (12 MRSA §12661, sub-§3) abandoned ice fishing shacks are defined as "litter" and may be removed or destroyed by the landowner on whose property a shack is left, with costs recovered from the shack owner in a civil action.

Under Federal Regulation [Title 36: Parks, Forests, and Public Property 2.22—Property], boats stored in a manner that interferes with visitor safety, the orderly management of park lands or that present a threat to park resources should be relocated to a nearby location that alleviates such concerns. They may be impounded by the superintendent at any time. Section 2.22 has been amended (date unknown) as follows:

(a)(2) Leaving property unattended for longer than 24 hours is prohibited, except in the following locations or under the following conditions:

"Watercraft may be stored on backcountry Maine ponds, located at least 100 feet from, and out of sight of, the Appalachian National Scenic Trail. Canoe racks that are unobtrusive and safe will be allowed, pending local club approval. Watercraft that do not meet the above conditions may be removed."

Management Policies

1. The MATC's trash disposal policy is "Carry-in, Carry-out". Standard signs announcing this policy are posted at all trailheads and campsites.

2. Facility design can be an important factor. Signs should be sturdy and securely mounted.

3. On-site caretaking is clearly an effective approach for controlling litter and vandalism at back-country sites and should be considered for severe problem areas. Caretaking can be particularly effective in providing guidance and education to hikers on Leave No Trace (LNT) practices.

4. If a site cannot be managed effectively without on-site caretaking, and if that level of management is not feasible, then the abandonment or relocation of the facilities should be considered.

5. Local Maintainers shall be responsible for removing litter and making repairs to damage caused by minor vandalism.

6. Portable stove use can reduce problems caused by indiscriminate firewood cutting. Such use shall be promoted in the ***Guide*** and on trailhead signs.

7. As a last resort, State law enforcement officials may be asked to enforce litter laws at problem sites.

5. Public Information, Education, and Outreach Programs

(Revised 1/7/2020)

Information and education efforts on the Trail in Maine have been limited in the past, but increased use of the Trail demands a greater effort to properly inform the public about responsible Trail use. The Maine Appalachian Trail Club has several primary means of communicating with Trail users:

1) The Club writes and publishes the ***Guide to the Appalachian Trail in Maine***. The Fifteenth Edition, published in 2009, is the most comprehensive source of information about the A.T. in the state. It provides detailed trail and campsite descriptions, an overview of the A.T., a history of the development of the A.T. in Maine, how the Trail is managed, precautions about natural hazards, and advice on water and sanitation,

campfires, hiking equipment, first aid, transportation to the Trail, and trail manners and etiquette. The ***Guide*** also provides information on points of historical interest, as well as natural resources along the Trail, and references to sources of more information for those who are interested.

Depending on demand for the book, the ***Guide*** is revised about every five years by the ***Guide*** editor(s) and a Guidebook Subcommittee of the Development Committee. It is distributed through bookstores in Maine and northern New Hampshire by the Maine Appalachian Trail Club, and through mail order and bookstores elsewhere by the Appalachian Trail Conservancy.

2) The Club maintains a web site (www.matc.org) that is used increasingly to provide basic information about the Club, work trips and other volunteer opportunities, and current issues. The Club may provide links to organizations, on a case-by-case basis, that users of the MATC site may find of interest (MATC Executive Committee, 3/3/06).

3) The Club uses trail signs (previously described in Section A4) to both inform and educate Trail users. Trailhead and special signs include information on relocations that have taken place since the publication of the current ***Guide***.

4) The Club publishes several brochures, including a general information brochure about the Club that is also used to recruit new members, a brochure "Leave No Trace on the A.T. in Maine", and a brochure that provides information on the Kennebec Ferry. Because of the large number of visitors from neighboring Québec Province, a special edition of the LNT brochure has been provided in French since 2001.

5) Maine Appalachian Trail Club Maintainers, Corridor Monitors, Caretakers, Ridge Runners and other MATC trail workers provide information and education to Trail users through direct communication.

6) The Club's mailing address is provided in the ***Guide***, on trailhead signs, and at every campsite along the A.T. north of Grafton Notch. The Club's Corresponding Secretary answers numerous inquiries about the Trail each year.

7) The Club cooperates with the Bureau of Parks and Lands to provide a caretaker at the heavily used Horns Pond campsite, and provides a Caretaker/Ridge runner at the Piazza Rock campsite, a ridge runner in the Gulf Hagas area and, since 2002, a ridge runner at Abol Bridge who works closely with Baxter State Park personnel (including use of a Park radio). (The Abol ridge runner position was not funded in 2023.)

Promotion of the use of the Appalachian Trail in Maine has been minimal. At present, all efforts are directed towards providing information about the Trail to people who are already planning hikes and who request that information. The ***Guide to the Appalachian Trail in Maine*** and the Club's small pamphlet "The Appalachian Trail in Maine" are informational and educational, rather than promotional efforts. Club members are often invited to give talks and visual presentations about the Trail. The Club's Corresponding Secretary responds to several hundred requests for information each year. At present, no State agency is well prepared to answer questions about the Trail. Recently, the MATC has partnered with the Maine Trail Finder organization, (mainetrailfinder.com) to inform the general public regarding hiking opportunities utilizing the Appalachian Trail and its official side trails maintained by the Club.

Trail use appeared to have stabilized. The 1980s and 1990s saw an apparent increase in traffic, but use appears to have declined slightly in the early years of the 21st century. Whatever the trend, the public has made a large investment in protecting the Trail corridor. It is appropriate to encourage people to use and enjoy this great natural resource to the extent that is possible (with appropriate management) without a deterioration of the Trail, Trail facilities, or the Trail's physical and social environment.

Under the MATC's "Volunteer Group Registration System", begun in 1998, group users of the A.T. voluntarily notify the Club's Caretaker/Ridge Runner Education Coordinator of their overnight use plans and are able to discover plans of other groups. This allows these users to voluntarily avoid staying at overnight sites where they know other groups are likely to be on the same nights. MATC has also embarked on a program of Education/Leave No Trace workshops for large group users of the Trail and has been conducting in-field evaluations, by caretakers and ridge runners, of these groups.

Baxter State Park authorities have become concerned in recent years about increasing numbers of through hikers who complete their journey on Katahdin, do not register for Park facilities through the normal registration process, and sometimes travel in large groups and exhibit some misbehavior that is detrimental to the experience of others who summit Katahdin. BSP has expressed concerns to the Appalachian Trail Conservancy and suggested that it may have to impose limits on north-bound through hikers. On 9 January 2016, the MATC Executive Committee passed a resolution to support a proposal for a permit system with an annual cap of 2000 northbound hikers into Baxter State Park and to initiate a permit registration process at the Visitor Center in Monson.

Management Policies

1. The information and education program for the Trail should have two objectives: 1) to inform the public on how to plan and carry out a safe, enjoyable journey on the Trail, 2) to educate the public on how to use the Trail without damaging Trail resources or spoiling the experience for other hikers.

2. Techniques for informing Trail users may include publishing guides, pamphlets, and maps of the Trail, maintaining informational signs at trailheads and along the Trail, answering inquiries from the public, providing information for Appalachian Trail Conservancy publications, organizing workshops, and soliciting help from user groups.

3. The Maine Appalachian Trail Club shall provide the Maine Bureau of Parks and Lands and other appropriate State agencies with the information that is necessary for those agencies to fill requests for information about the Appalachian Trail in Maine that are directed to them.

4. Pursuant to MATC's Group Use Policy (Exec. Com. 9/15/97), special efforts should be made to contact large-group users of the Trail, such as camps, Scout troops, Outward Bound, and so on. These groups should be educated regarding responsible use of the Trail and campsites and their cooperation should be sought to help protect Trail resources.

5. A small number of carefully located register boxes shall be maintained along the Trail in Maine to monitor Trail use and to help determine maintenance requirements. These boxes shall not be located at shelters or campsites, but Local Maintainers shall maintain registers at those sites.

6. The Appalachian Trail exists only for people. The Trail experience should be made known and available to as many who are able and willing to seek it as the Trail's physical and social carrying capacity will allow.

C. CONFLICTING/COMPETING USES

The Appalachian Trail in Maine has been designed for foot travel only, and the Trail experience relies on solitude and quietness. Conflicting uses are any that clearly degrade the physical condition of the footpath or corridor, lead to conditions inconsistent with the A.T. experience, or can take place only by excluding hikers. Such uses will be opposed through all appropriate means, including the use of applicable review and assessment procedures.

1. Mechanized Vehicles

National Park Service regulations prohibit the use of motorized vehicles and bicycles within the federally owned A.T. corridor. "The use of bicycles, motorcycles, snowmobiles, or other motor vehicles is prohibited" (CFR 36§7.100). Off-road travel by wheeled vehicles is prohibited on most property of the Bureau of Parks and Lands and that of many private landowners, and in Baxter State Park. Under Maine law (12 MRSA §13157-A), "a person may not operate an ATV on the land of another without the permission of the landowner or lessee." Enforcement of these regulations will continue to be a problem, so information and education of, and cooperation with organized snowmobile and ATV users, and with the Bureau of Parks and Land's Off-Road Vehicle Division to find mutually agreeable solutions remain important. Wheelchairs required by persons with disabilities are legally a part of the person's body, and are not subject to these regulations. The ATC's policy (11/91) is that "the Trail footpath should be closed to bicycle use except where open by specific administrative decision of the land-managing agency, with such a decision being made only after consultation with the affected Trail club, the Appalachian Trail Conservancy, and the National Park Service A.T. Park Office." Detailed criteria for considering endorsement of bicycle use are listed in the LMPG Ch. 4(L).

All use of motorized vehicles and bicycles along the Trail, except for emergency or limited special-use purposes, is prohibited by federal law and regulation. (This obviously does not apply to those parts of the Trail that remain on public or private roads.) Both motorized and non-motorized trail bikes and other bare-ground off-road vehicles are incompatible with the Trail environment and should be denied access to both the footpath and the corridor. Those sections of the Trail that follow gentle terrain along abandoned roads represent special attractions for snowmobilers. In some cases, these routes have been used by snowmobiles for many years and the use, although in violation of NPS regulations, cannot easily be ended. The National Park Service submitted a Proposed Rule under 36 CFR Part 7 in January, 2002, to establish special regulations to designate snowmobile crossings of the A.T. for routes that existed prior to the APPA land acquisition program. The final Rule was published in the Federal Register and became effective on 27 March 2002. The special regulation allows limited snowmobile crossings of the Appalachian Trail while still prohibiting such use along the trail. Additionally, the limited use is consistent with the Federal government's obligations to provide access for emergencies and to owners of lands adjacent to the Trail. Two of the crossings are in Maine: 1) "Nahmakanta Lake Spur--The spur snowmobile route that leads from Maine Bureau of Parks and Lands Debsconeag Pond Road to the southeastern shore of Nahmakanta Lake" and 2) "Lake Hebron to Blanchard-Shirley Road Spur--The spur snowmobile route that leads from Lake Hebron near Monson, Maine to the Maine Interconnecting Trail System Route 85 near the Blanchard-Shirley Road." Further, "Temporary crossings of National Park Service administered Appalachian Trail corridor lands may be designated by the Park Manager in the Superintendent's Compendium of Orders when designated snowmobile routes are temporarily dislocated by timber haul road closures."

Not every conflict with mechanized vehicles will occur on the A.T. footpath or even within the Trail corridor. The MATC Executive Committee voted on 1/6/07 to support State legislation that would ban the use of Personal Watercraft (a.k.a. jet skis) on the Carry Ponds.

2. Hunting/Trapping

The Department of Inland Fisheries and Wildlife has statutory authority and responsibility for the management of all wild game in Maine. The Department enforces all State regulations pertaining to hunting, fishing, and trapping on all lands, regardless of ownership.

Except for the underlying fee title to lands along the West Branch of the Penobscot River, the area of Baxter State Park that is crossed by the A.T. is a wildlife sanctuary. No hunting or trapping is allowed in this area, but fishing is permitted. National Park Service regulations (36 CFR 2.2) permit hunting and trapping only where such activities are specifically authorized by statute in the founding legislation for the particular park unit. In the case of the Appalachian Trail, the founding legislation is the National Trails System Act, which does not

permit hunting or trapping. Therefore, no hunting or trapping are allowed on NPS lands along the A.T. in any state

The Bureau of Parks and Lands administers both "Public Reserved Lands", formerly administered by the Bureau of Public Lands, and "State Park Lands", formerly administered by the Bureau of Parks and Recreation. Administration of these two kinds of land remains distinct under the Bureau of Parks and Lands Integrated Resource Plan. The only "State Park" lands crossed by the A.T. in Maine are Grafton Notch State Park, A.T. corridor lands in Elliotsville Township that were gifted to the BPR by International Paper Co., and the easement rights over former Great Northern Nekoosa Corp. lands between Township A Range 10 W.E.L.S. and the southern boundary of Baxter State Park. On Public Reserved Lands, no loaded weapon (of any kind) may be carried along the footpath of the Appalachian Trail (but unloaded weapons are permitted). No weapon may be discharged within 300 feet of the Trail. Under the "Rules for State Parks and Historic Sites" (12 MRSA Section 1803, Subsections 6 and 7) hunting is prohibited between 1 May and 30 September in Grafton Notch State Park; no weapon may be discharged from or within 300 feet of an camping area or campsite or posted trail; "Trails which are closed to hunting will be posted to that effect at access points. On trails posted as closed to hunting, loaded weapons are not permitted on the tread way except in accordance with 20b above [concealed weapons] and weapons may not be discharged within 300 feet of the trail."; and trapping requires written permission.

The Maine Appalachian Trail Club lacks the authority, responsibility, and ability to enforce regulations against hunting and trapping in the A.T. corridor. The Warden Service does not have the authority to enforce Federal regulations against hunting and trapping in the A.T. corridor. The Bureau of Parks and Lands has limited law enforcement personnel, but Maine Forest Service Rangers are authorized to enforce laws and rules relating to BPL lands.

[Note: a Federal law passed in 2010 allows licensed gun owners to bring firearms into national parks and wildlife refuges as long as they are allowed by state law. In rather heated hearings in Maine, the Legislature decided to prohibit firearms in Acadia National Park, but to allow them on NPS Appalachian Trail lands. (One testifier said that he would not dare step out onto the Appalachian Trail without a firearm!)]

Management Policies

1. The Department of Inland Fisheries and Wildlife is the primary agency responsible for fish and wildlife management on lands in the A.T. corridor, but NPS wildlife management policies must be considered as well.

2. Management of the Trail corridor shall be consistent with the regulations of the Department of Inland Fisheries and Wildlife and, for NPS lands, the National Park Service.

3. The Maine Appalachian Trail Club recognizes the problems associated with enforcing regulations against hunting in the A.T. corridor. Consistent with the Appalachian Trail Conservancy's Hiker Safety Policy (ATC 11/92), MATC trailhead information signs (Appendix E3) and the ***Guide to the Appalachian Trail in Maine*** will include a caution about hunting seasons and will advise hikers to wear blaze orange during those seasons.

3. Horses and Pack Animals

Individuals and groups that are interested in horseback riding periodically ask the MATC if this use is permitted on the Appalachian Trail. Horseback riding and use of pack stock are incompatible with the Trail, for four reasons: 1) The Trail is not kept clear to dimensions that would accommodate the physical requirements of a horse and rider--to do so would detract from the appearance of the Trail and would require a much greater maintenance effort. 2) Much of the Trail is too steep and rough for safe travel on horseback. 3) Horses' hooves can severely damage the soil and, especially on steep slopes, lead to erosion of the footpath. Such damage is, of course, a problem with foot travel as well, but the potential for severe damage in a given period of time is far greater in the case of horses. 4) Horse manure is unappealing, especially around campsites.

In addition to horseback riding interests, one or more commercial vendors in Maine now offer pack-animal services. In accordance with NPS regulations, both horses and pack animals are prohibited on the A.T. in Maine where it crosses NPS lands. Both MATC and ATC policy (BOM 4/85) support the prohibition of horses and pack animals elsewhere on the Trail in Maine. The NPS ***Code of Federal Regulations*** prohibits horses and pack animals on APPA lands except in locations designated for their use. No such locations have been designated in Maine.

4. Roads

The Appalachian Trail Conservancy's policies on forest roads have been developed primarily in response to activities on national forests through which the Trail passes. The A.T. crosses no national forest lands in Maine. Some roads within the NPS-acquired corridor have been closed. Others represent specific rights-of-way that have been retained across corridor lands and that will continue to be used for forest management and other private purposes. These rights-of-way, together with an inventory of all other roads that cross the AT in Maine, are described in Appendix F4.

The Trail in Maine also crosses State-owned lands. Road development in Baxter State Park is strictly limited and poses little potential threat to Trail interests. Roading rights on the long section of the Trail south of the Park, for which a conservation easement was donated to the Maine Bureau of Parks and Recreation, were limited by the terms of that easement and have probably been eliminated through acquisition of the underlying fee interests by the Nature Conservancy and the National Park Service. Timber access road development is expected on lands crossed by the Trail that are owned by the Bureau of Parks and Lands and, possibly, on those owned by the Department of Inland Fisheries & Wildlife.

The Appalachian Trail Conservancy's road policy (adopted by the ATC's Board in April, 2000) applies to all proposals for roads "that may cross or closely parallel the A.T. (within one-half mile) and that threaten to depreciate the remoteness and primitive quality of the Trail through long-term cumulative impacts." The policy calls for the ATC and the maintaining club to "oppose construction of any road that impacts the A.T., unless the road is the 'only feasible and prudent alternative' and all other alternatives for location of the road have been proven infeasible." Clubs are obligated to call attention to "the unavoidable increase of ORV, ATV, and vehicular traffic on or near the A.T. resulting from new road construction or expansion of existing roads" and should seek commitments from land-owning agencies to keep roads as primitive as possible.

State land-owning agencies regularly contact the Maine Appalachian Trail Club when they propose roading activities across or near the A.T. on State-owned lands. In addition, such proposals for most of the lands crossed by the Trail in Maine require a permit from the Land Use Planning Commission. LUPC automatically solicits comments from the Club regarding such proposals.

Management Policies

1. The MATC will continue to respond promptly to requests for comments on roading proposals. In all cases that involve Trail crossings, and in other situations, as appears appropriate, the Club will request an on-site inspection of the proposed development with agency representatives.

2. The MATC will resist any proposals for the construction or upgrading of a road that impacts the Appalachian Trail, unless the proponent can demonstrate that 1) the proposal is the only prudent and feasible alternative, 2) the proposal is of clear public benefit or is permitted under the terms of a privately-owned right-of-way, and 3) all possible measures have been taken to minimize adverse impacts to the Trail.

5. Road Closures and Access Control

The Appalachian Trail Conservancy's policy for NPS-delegated Trail lands is for roads (other than retained rights-of-way) to be closed and rehabilitated. "ATC's preference is that old roads, dirt roads, and temporary roads be *permanently* closed and rehabilitated. Where access must be maintained for owners of deeded rights-of-way, durable, heavy steel gates will be installed and maintained in cooperation with affected landowners" (The latter policy is impractical for the heavily used, permanent logging roads that cross the Trail in many sections of Maine where there are no public roads, but provides clear policy direction for infrequently used woods roads.)

Some rights-of-way that have been reserved for timber management purposes require the holder to physically block and rehabilitate the roadway between harvests (which may be decades apart).

ATC opposes the use of any kind of cable closing. Such closings have been involved in numerous personal injuries, and deaths, in Maine and elsewhere.

Management Policies

1. The Maine Appalachian Trail Club will install and maintain such barriers as appear necessary and practical for the control of unauthorized vehicular access to the Trail and corridor lands. Such barriers will comply fully with State regulations and the terms of reserved rights-of-way. Financial support from ATC or other sources may be needed to accomplish this work.

2. Permanent road closures will be carried out only where right-of-way reservations and the needs of law-enforcement and fire control officers do not require access to or across the corridor. Temporary closures will use locked gates. Keys will be provided to appropriate owners of rights-of-way, law enforcement officials, and fire control officials. Cables will not be used for closings.

6. Special Uses

Both the National Park Service and State agencies have the authority to issue special use permits for their lands. The NPS guidelines for permitting special uses of APPA lands are found in Management Policies 2006, § 8.6 and Directors Order No. 53. Specific requirements exist for agricultural special uses and occupancy of structures.

The Appalachian Trail Conservancy has adopted policy guidelines (LMPG Ch. 4(I)) in accordance with the NPS policies. Issuance of special-use permits is one of the authorities that was specifically *not* delegated to the Conservancy and the clubs, but oversight of special-use permit activities is clearly something that can be enhanced by local club participation.

A permit from Maine's Land Use Planning commission (LUPC) is required for certain activities (such as road crossings) that affect the 200-foot (on each side) protection corridor that LUPC has designated for the A.T. throughout Maine. This section on "special uses" does not refer to LUPC permits.

Research Activities

Trail-related research can lead to a better understanding of Trail users and resources and provide a means for accomplishing objectives of the Trail program, but excessive research efforts can impair the Trail experience.

Management Policies

1. Research along the Trail must be coordinated with landowners and Trail managers. (Research activities on NPS lands require a special-use permit from the Appalachian Trail Project Office. All research in Baxter State Park requires a permit.)

2. Researchers must respect the objectives of the Trail program and design their work to interfere as little as possible with the accomplishment of those objectives.

3. No research may be done on the Trail in Maine north of Grafton Notch without the prior approval of the Maine Appalachian Trail Club and the landowner.

Other Special Uses

As a general policy, neither the National Park Service nor the Bureau of Parks and Lands should issue a special use permit for the Appalachian Trail or Trail lands north of Route 26 in Maine without consulting the Maine Appalachian Trail Club.

7. Utilities and Communications Facilities

The Appalachian Trail corridor in Maine currently includes only one communication facility, a privately-owned radio repeater on the summit of White Cap Mountain. After uncontrolled proliferation of radio facilities had been discovered there by the MATC, the landowner applied to the Maine Land Use Regulation Commission for permission to combine the existing facilities into one. With minor changes, this proposal was endorsed by the National Park Service, the Appalachian Trail Conference, and the Maine Appalachian Trail Club. The resulting facility, under NPS lease #430, has little impact on the Trail.

Outside of public highway corridors, the Trail is crossed by only four power transmission lines and no telephone lines. No other utilities cross the Trail. (Except for Brookfield Power's power transmission line, the easement on Trail corridor lands south of Baxter Park that is held by the Bureau of Parks and Lands specifically relinquishes the landowner's right to install, or allow others to install, utilities and communications facilities on the few high areas.)

Although most mountain peaks along and near the Trail are now in public ownership or protected by easement rights, wind farm development remains a concern because of the visual impact even over a considerable distance. The successful battle to oppose wind energy development on Black Nubble in Redington Township led to ATC's adoption of a wind energy policy in 2007 (LMPG Ch. 4(G)) and a new MATC policy on 11-6-09 (Appendix F5).

Wind power development remains highly controversial in Maine, but has been promoted by the State since at least 2005. In 2008, the Maine Legislature enacted MRSA Chapter 34-A, section 3451, amending Maine's wind power siting laws, that defined "scenic resources of state or national significance" as including "a scenic viewpoint located on state public reserved land or on a trail that is used exclusively for pedestrian use, such as the Appalachian Trail, that the Department of Conservation designates by rule adopted in accordance with section 3457…" Section 3457 states, "The Department of Conservation and shall adopt rules to designate scenic viewpoints located on state public reserved land or on a trail that is used exclusively for pedestrian use, such as the Appalachian Trail, that have state or national significance from a scenic perspective based on criteria modeled after those used in the "Maine Rivers Study" published by the Department of Conservation in 1982 and "Maine Wildlands Lakes Assessment" published by the Maine Land Use Regulation Commission in June 1987 and consideration of the criteria in section 3452, subsection 3." Section 3452 lists the criteria for evaluating scenic resources and includes the stipulation that any resource located more than eight miles from a wind power development site shall be considered "insignificant".

Utilities may not be constructed across NPS-owned lands without a thorough environmental analysis. Rights-of-way may be granted only when there is clearly no practical alternative route. ATC policy (11/88) holds utility lines and communications sites to be generally incompatible with the AT. Such developments will be opposed unless they promise "overriding public benefit", the location on or across the A.T. corridor "is the only feasible and prudent alternative", and "adverse impacts to the scenic, cultural and natural resources of the Appalachian Trail can and will be adequately mitigated." ATC policy (BOM 11/92) further advocates the use of utility line maintenance techniques (hand-clearing of vegetation, leaving low-growing vegetation, etc.) that minimize the visual impact on a Trail crossing. The ATC Board adopted a lengthy, amended version of these policies in April, 1996, "to address the more specific impacts of communications sites, airport beacons, wind-generation towers, and other mountaintop facilities." (LMPG Ch. 4(F)) The rapid proliferation of cell-phone communications towers is of particular concern. The ATC has worked with the communications industry to provide a procedure for early warning to clubs of proposed new facilities so that club representatives can participate in public review processes in a timely fashion. Under the 1999 agreement, now lapsed but still operational, the ATC in Harpers Ferry must be notified of any wireless facility proposed within one mile of the A.T. The ATC/Club response must be provided within 15 business days. During the next 15 business days, the Trail community must work with the developer to try to resolve any concerns, or agree on mitigation. Failing agreement, the Trail community may object to the proper government officials and the developer may proceed with its planning. On 17 November 2001, ATC's Board adopted a comprehensive policy on impacts of development in the vicinity of the Appalachian Trail that incorporates the standards of the USDA Forest Service's *Scenery Management System* and NPS policies related to aural impacts and soundscapes affecting national park lands.

Management Policies

1. Utility and communications facilities are generally incompatible with Trail purposes and should not be located within the corridor. Such facilities within view of the A.T. should be judged on a case-by-case basis.

2. The Maine Appalachian Trail Club will participate in public review processes for all proposed utility and communications-site facilities within view of the Appalachian Trail.

3. The following policy on wind power development was approved by the Executive Committee on 11-6-09 (See Appendix F5.): The Maine Appalachian Trail Club (MATC) supports significant increases in renewable energy that result in actual greenhouse gas and air pollutant reductions and are balanced with strong protection of natural and recreational resources of statewide significance. The MATC recognizes the need to develop wind power as a renewable energy source. However, this need must be balanced against the recreational, scenic, natural, and cultural resources of the Appalachian Trail in Maine. Careful siting of wind energy facilities is crucial in the protection of the Appalachian Trail experience.

8. Structures

The Trail protection corridor that has been acquired by the National Park Service includes some structures, such as old fire towers, radio towers, cabins, and houses. The basic position of the Maine Appalachian Trail Club is that these structures should be eliminated (Appendix G2-6).

The National Historical Preservation Act requires any structure more than 50 years old to be evaluated for its potential for historical significance, using criteria established for eligibility for nomination to the National Register of Historic Places. The NPS will contact Maine's State Historic Preservation Office for appropriate reviews and advice. NPS regulations require that any structure retained in the corridor for human occupancy meet the requirements of the "Life Safety Code", a national fire and safety code, as well as applicable state and local building codes. Clubs cannot charge fees for use of corridor structures without specific approval by the NPS.

The Appalachian Trail Conservancy's structures policy (11/89) is that corridor structures should be removed unless they must be retained for historic reasons, the local club "identifies a Trail-related need for the structure and is willing to assume responsibility for management and maintenance of the structure", or the structure is a "contributing improvement" (such as a bridge). The policy goes on to detail requirements pertaining to retained structures.

Management Policies

1. Structures within the Trail corridor that are not a part of the Trail system are incompatible with the Trail experience.

2. Structures within the Trail corridor shall be reviewed on a case-by-case basis to determine whether they should be retained or removed. The MATC must comply with Federal and State laws regarding historical structures.

9. Corridor Monitoring

The NPS Appalachian National Scenic Trail retains the ultimate responsibility for ensuring that A.T. corridor lands are managed adequately. It is responsible for law enforcement and other measures to discourage illegal uses of NPS lands. The Appalachian Trail Conservancy, through the delegation agreement with the NPS, has accepted responsibility for guaranteeing that NPS-acquired lands are being adequately monitored and managed. Through re-delegation of these responsibilities from ATC to the MATC (Appendix B2), the Club has accepted the duty of regularly inspecting corridor lands. The Maine Appalachian Trail Club's corridor monitoring procedures are summarized in section VI.B of this Plan. National Park (APPA) lands in Maine total 31,803 acres, with a nominal corridor on State lands of 8,382 acres. The surveyed boundary along APPA lands extends 307 miles and includes 2041 survey monuments. Inspection of lands, boundary lines, and monuments is included in corridor monitoring responsibilities.

Management Policies

1. The Maine Appalachian Trail Club has accepted the responsibility for regularly inspecting NPS-acquired corridor lands and boundary lines and for reporting the findings of those inspections, including a summary report to ATC, by the end of each calendar year, for the previous Federal fiscal year. (The MATC prefers to report on a calendar year basis.) Corridor monitoring shall be accomplished according to guidelines provided in ATC's ***A.T. Corridor Stewardship Field Book.***

2. Although the MATC has management authority and responsibility only for NPS lands, the Club's corridor monitoring policies and actions will also apply to State-owned lands adjacent to the Trail.

3. The MATC has not accepted responsibility for the maintenance of the Corridor's boundary lines (MATC Executive Committee, 9/6/85). The Club is willing to develop a plan for boundary maintenance and to administer any funds for that purpose that may be allocated by the ATC and/or NPS (MATC Executive Committee, 11/1/85). (In recent years, the ATC has provided boundary maintenance crews for several projects in Maine.) However, a number of MATC corridor monitors have voluntarily been renewing the paint blazes and clearing brush along the corridor boundary lines for their monitoring assignments.

4. Any suspected timber or other trespass on NPS lands will be reported promptly to the NPS. MATC will vigorously support NPS efforts to prosecute any incidents of trespass.

10. Military Maneuvers

None of the Appalachian Trail footpath or corridor in Maine is used for military maneuvers. The corridor in Redington Township passes through a large area owned by the U.S. Department of Defense. This tract is the Navy's SERE (Search, Evasion, Resistance, Escape) training area. Outside of the central facilities, the land is

managed as a wilderness area, used to train naval aviators to evade capture if shot down over enemy territory, and to escape if caught. The training exercises are set up in such a way as to avoid any activities near the AT. (However, military units have, in fact, been observed on the A.T. on Poplar Ridge.) Also, in past years, cruise missiles were occasionally launched from submarines in the Gulf of Maine to land within the SERE reserve. The parachutes used to lower the missiles were sometimes triggered over the A.T. corridor on Poplar Ridge. Although a piece of a parachute housing was found near the Trail a few years ago, to date there have been no incidents associated with these activities that have warranted complaint or corrective action and the program may, in fact, have ended.

Much of western Maine is used for low-level training flights by fighters of the Air National Guard. Proposals to increase the frequency of such flights and to fly at lower levels have been opposed by the Trail community.

National Park Service regulations on ground-level military operations deal with proposals on a case-by-case basis, but generally oppose such activities in the corridor. The NPS does have regulations and policies on low-level flights over national park units (36 CFR 2.17, Ch. 8.8), and the NPS and the Federal Aviation Administration have signed an agreement establishing a "recommended minimum floor" of 2,000 feet for all aircraft above units of the National Park System. The Appalachian Trail Conservancy's policy is that "military maneuvers should not be permitted on, or in the low-altitude air space above, Appalachian Trail corridor lands, except in unusual circumstances." The Conservancy recommends a minimum floor of 2,000 feet above ground level for all aircraft, including military aircraft, that cross the AT.

The Maine Appalachian Trail Club has adopted no policies on military maneuvers, but will use the Appalachian Trail Conservancy policy as a guideline.

11. Special Events and Large Group Use

The use of the Appalachian Trail for fund-raising "Hike-A-Thons" or other large-group activities is incompatible with the purposes of the Trail. Consistent with the ATC Board's policy on special events and group use (11/87, as amended 11/93), both public and A.T. club hiking groups spending one or more nights on the Trail should not exceed 10 persons, and day-use groups should not exceed 25. Further, the Trail shall not be used for special events or group activities (publicized spectator events, commercial or competitive activities) that degrade its natural or cultural resources or social values. NPS policy specifically prohibits special events and commercial uses of its lands without a permit, issued by the superintendent (AT Park Manager).

12. Alpine Ski Area Development

Sugarloaf USA and the Saddleback Mountain Ski Area are the only alpine skiing developments close to the Appalachian Trail in Maine at this time. The Sunday River Ski Area is further from the Trail, but its ski trails are clearly visible from the A.T. at a number of locations. Downhill skiing is a popular sport, and all of these areas expand as time goes by. The Trail in Maine also crosses several other mountains with ski development potential.

The Appalachian Trail was forced off the summit of Sugarloaf (Maine's second-highest mountain) by the ski development there at a time when no legal protection for the Trail existed. Some structures and ski trails at Saddleback are close to the A.T., but acquisition of corridor lands by the National Park Service prevented proposed crossings of the Trail.

Management Policies

1. Alpine ski area development can contribute to the economy of some small Maine towns and to the recreational enjoyment of many people, and should not be unreasonably restricted by the Appalachian Trail. However, the construction of skiing facilities, including lifts, cleared slopes, buildings, utility lines, water lines, and service

lines within or close to the Trail corridor is incompatible with the objectives of the A.T. and the Trail experience and should be opposed.

2. Summer operation of lifts can bring large numbers of sightseers to areas on or close to the Trail, tending to degrade the natural and psychological environment of the Trail. Such use shall continue to be opposed.

13. Hang Gliding

"Hang gliding is defined by the U.S. Hang Gliding Association as 'low-speed, light-weight, unpowered human flight in devices which are capable of being foot launched and are capable of gliding and soaring flight.'" The ATC Board adopted a policy on hang gliding in April, 1996. The policy acknowledges that hang gliding may be suitable in certain locations along the AT, but that "the remote experience of the Trail and the resources that enhance that experience should be carefully considered and protected." Eight specific criteria to be considered in judging a potential hang-gliding site are listed in the LMPG (Ch. 4(M)). In 1996, the Appalachian National Scenic Trail secured a special regulation that gives the Park Manager the authority to permit hang gliding as a special use on lands administered by the APPA. No hang gliding sites have been authorized in Maine.

Management Policies

The Maine Appalachian Trail Club opposes the authorization of any hang-gliding site within the Appalachian Trail corridor in Maine because of the potential damage that might be caused to natural resources through access to and use of such a site (MATC Executive Committee 1/7/06).

14. Geocaching

The Appalachian Trail Conservancy Board of Directors adopted the following policy on geocaching on 1 November, 2008, following a recommendation by the Stewardship Council (LMPG Ch. 4(P)):

> The Appalachian Trail Conservancy seeks to preserve and protect the scenic, cultural, and natural resources of the Appalachian Trail and the Appalachian Trail experience, as defined by the National Trails System Act and ATC policy. To this end, ATC seeks to cooperatively address geocaching with its agency partners, Trail-maintaining clubs and other interested groups. The Appalachian Trail Conservancy recognizes that geocaching offers a unique and social approach to exploring the outdoors that may appeal to a growing segment of outdoor enthusiasts. At the same time, the Conservancy also recognizes the potential drawbacks of practicing this activity, which may include resource degradation, infringement of property rights, and/or conflicts with trail-use ethics. Therefore, to mitigate these concerns, the Conservancy acknowledges that geocaching and similar activities along the Appalachian National Scenic Trail may be appropriate, but only under the following conditions:
>
> a) Where geocaching is expressly permitted and managed by the appropriate land management agency. Geocachers are responsible for knowing the ownership of the lands they intend to recreate on, contacting the land-management agency (state, forest or park as appropriate) or private landowner and obtaining the necessary permits or written permission.
>
> b) Where proper care is taken to avoid damage caused by digging or trampling to vegetation, archeological, cultural or historic resources or other fragile resources in the area.

"NPS Policy—The National Park Service considers geocaching to be a special use that must either be addressed through a permitting system that includes environmental compliance, or be prohibited. As with other special uses, a permit granted by NPS can be revoked if the activity is found to create unacceptable impacts to the resources. The Office of NPS Policy is now providing guidance to national parks for their consideration in permitting such activities. The NPS Appalachian National Scenic Trail prohibits geocaching on A.T. lands under its jurisdiction. Other relevant laws and regulations include federal law prohibiting the abandonment of

property on federal lands, and the laws and regulations concerning disturbance of or damage to natural features. Proposed activities that may cause disturbance or damage to natural resources must go through environmental compliance processes, including impact assessments and monitoring." [NPS reviewers were not sure whether the NPS actually has such a policy. The advice is to state that the preferred practice is to prohibit such activities on APPA lands and to check with land owners on other lands. I believe that Acadia National Park allows "virtual" geocaching, which relies on geographical coordinates rather than physical caches.—DBF]

Management Policies

The Maine Appalachian Trail Club has not adopted a policy on geocaching.

D. RESOURCE MANAGEMENT

"The Appalachian Trail Conference seeks to manage the natural, cultural, and scenic resources of the Appalachian Trail in a manner that preserves and protects these resources, while meeting its responsibilities for promoting the use and enjoyment of the footpath, its related facilities, and its surrounding corridor lands." (ATC, 11/88) This Board policy was further articulated through a series of principles: "Preserving the continuity and integrity of the footpath and its environs is an essential consideration in management of individual natural, cultural, and scenic resources." "Management decisions should reflect a conscious awareness that activities and use levels on and adjacent to corridor lands affect Trail resources." "Trail lands shall be managed to promote their primitive, natural character." "The diverse character of Appalachian Trail lands is fundamental to the Trail experience." "Minimum responsible land stewardship entails protecting the corridor from encroachments and uses that degrade Trail values" "The Cooperative Management System provides the framework for volunteers, ATC staff and public land-management agency professionals, acting as partners, to manage natural, cultural, and scenic resources as integral components of the Appalachian Trail."

In September, 2008, the APPA produced the *Appalachian National Scenic Trail Resource Management Plan*. This major planning document details all aspects of the APPA's responsibilities and procedures for the management of natural and cultural resources on NPS Appalachian National Scenic Trail lands.

1. Open Areas and Vistas

Open areas along the Appalachian Trail in Maine are confined mostly to mountain alpine zones, bog meadows, and water bodies. Openings from recent timber harvests disappear rather rapidly as the forests regenerate and mature. Existing vistas are important to the enjoyment of the Trail. Additional vista openings may be necessary as forests grow and new view opportunities are discovered.

In 2008, the Maine Legislature enacted MRSA Chapter 34-A, section 3451, amending Maine's wind power siting laws, that defined "scenic resources of state or national significance" as including "a scenic viewpoint located on state public reserved land or on a trail that is used exclusively for pedestrian use, such as the Appalachian Trail, that the Department of Agriculture, Conservation and Forestry designates by rule adopted in accordance with section 3457…" Section 3457 states, "The Department of Agriculture, Conservation and Forestry shall adopt rules to designate scenic viewpoints located on state public reserved land or on a trail that is used exclusively for pedestrian use, such as the Appalachian Trail, that have state or national significance from a scenic perspective based on criteria modeled after those used in the "Maine Rivers Study" published by the Department of Agriculture, Conservation and Forestry in 1982 and "Maine Wildlands Lakes Assessment" published by the Maine Land Use Regulation Commission in June 1987 and consideration of the criteria in section 3452, subsection 3." Section 3452 lists the criteria for evaluating scenic resources and includes the stipulation that any resource located more than eight miles from a wind power development site shall be considered "insignificant".

ATC policy (LMPG Ch5(C)) calls for clubs to give high priority to the management of "balds, fields, and vistas" and to address this matter through the local management planning process.

Management Policies

1. Existing vistas will be maintained, and opportunities will be sought for new vistas.

2. Mountain open areas in Maine exist primarily because of slow natural processes in vegetation communities that struggle to survive in a harsh alpine climate. Except for the cutting that is needed to keep a footway open, no artificial measures will be taken to manipulate these communities. In the alpine and sub-alpine zones, the footway will be kept narrower than normal in order to protect the vegetation.

3. Bog meadows come and go, rapidly because of beaver activity and over centuries through the evolution of boreal communities. Trail and corridor management will not interfere with these processes.

4. Brush removal may be desirable at a few old logging camp sites to retain the cultural values of these small open areas.

2. Timber Management

Timber harvesting has occurred along the route of the Trail in Maine since long before the Trail was built. The Trail has existed because of the willingness of forest managers to allow it to be built and maintained across private lands. In the early years, the Trail was simply tolerated and maintainers expected, as a matter of course, to clear the footpath of logging slash, to re-blaze the route following a logging operation, and sometimes to relocate the Trail to an un-logged area. After the late 1960s, cooperative agreements between the MATC and landowners minimized obstruction and degradation of the Trail by logging operations. The relocations of recent years have greatly reduced potentials for future conflicts between timber management and the objectives of the Trail program.

No uniform policies now exist for timber management along the Trail in Maine, except for restrictions, especially on permanent developments (including roads), that are imposed by the Land Use Planning Commission, and restrictions on clear-cutting and provisions for regeneration of harvested areas that are contained in Maine's 1989 Forest Practices Act. Most National Park Service lands along the A.T. in Maine have been acquired in fee. No commercial timber harvesting will be permitted on these lands. Timber harvesting is not permitted in the areas of Baxter State Park that are crossed by the A.T. and in Grafton Notch State Park, and is not expected on lands in Elliotsville Township held by the Bureau of Parks and Lands. Limited harvesting rights were retained on lands of the former Great Northern Nekoosa Corp., north of Jo-Mary Lake, where the Bureau holds extensive conservation easements. The underlying fee interest in these lands has since been acquired by the National Park Service and the Nature Conservancy, neither of which is expected to exercise those harvesting rights. The policy adopted by the (then) Maine Bureau of Parks & Lands in its "Integrated Resource Policy" revisions of 2000 states, "To protect trail environments, a designated corridor should be maintained in which harvesting will be designed principally for aesthetic purposes, including view enhancement, except for the removal of blowdowns and hazards. Each harvest will be coordinated with the Bureau's Recreation Specialist during the harvesting prescription review process and will, as a minimum, adhere to Class I Visual standards." ("Class I" standards refer to the DPL's "Resource Allocation System Matrix of Allowed Uses, Secondary Uses, and Uses Not Allowed" in various areas. Class I prohibits single-age forest management and classifies as "Secondary"--i.e., allowed only where they do not conflict with the dominant resource category--all other timber management activities.)

It is not practical to screen the Appalachian Trail from all views of timber harvesting activities in Maine. The Trail follows generally high ground, with many viewpoints that overlook the surrounding countryside.

Moreover, the MATC feels that it is not desirable to completely insulate hikers from the realities of the production processes that provide the paper on which their guidebooks and maps are printed and the lumber from which many Trail structures are built. Primary goals that guided the Club's advice to the agency partners as they acquired corridor lands were to minimize permanent developments (roads, structures) near the Trail, to maintain desirable microclimatic effects of forest cover on the footpath and hiker, and to preserve those timber stands (such as the virgin spruce-fir forest on Elephant Mountain) that are of outstanding natural interest.

Limited amounts of timber may be cut within the Trail corridor for the construction of Trail-related facilities.

3. Mining

The Appalachian Trail in Maine passes no extensive mines, but gravel pits, primarily for logging road construction, are not uncommon. The only other mine visible from the Trail system is an abandoned slate quarry beside a public road on the side trail into Monson. However, a number of proposals for hard-rock mining in several areas of Maine have been brought forward in recent years. The National Park Service has acquired most, if not all outstanding mining interests in APPA lands.

Management Policies

1. Gravel pits or other mines within foreground sight of the Trail are not compatible with the Trail experience and shall be opposed.

2. No new gravel pits or other mines shall be established inside the corridor within sight of the Trail.

3. Mineral rights to land in the A.T. corridor should be acquired wherever possible. Where this is not possible, either surface mining should be prohibited, or corridor agreements should provide for the relocation of the Trail to a route that is acceptable to the MATC in the event of a major mining development activity within the corridor.

4. Pest Management

Because the Trail corridor passes through extensive commercial forest lands, forest management pest control activities may impact the Trail. During the suppression of an epidemic infestation of the eastern spruce budworm (*Choristoneura fumiferana*) from 1976-1986, some A.T. hikers were sprayed with insecticides. The Trail corridor is a relatively narrow parcel of land that wanders through a vast forest and is extremely difficult to mark in such a way that it can be identified from the air, but GPS technology now makes aerial navigation much more precise than in the past.

During the suppression of insect epidemics, the Maine Forest Service and landowners post notifications of spray activities along all routes of access to spray areas, and may close those routes during active spraying. Public notices are also published in newspapers throughout the state well in advance of spray activities. The MATC receives advance notices of spray plans as soon as they are available, and passes them on to the Appalachian Trail Conservancy. However, the exact timing of spray operations depends on daily weather conditions and cannot be determined in advance. Delays of days, or even weeks, are not uncommon.

The budworm epidemic has collapsed, and may not reoccur for decades. Spray application technology has improved to the point where rather small, irregularly shaped areas can be treated without impact on adjacent areas. Spray aircraft now use precise electronic guidance systems (global positioning system) and do not require visible marking on the ground.

Management Policies

1. Human health and safety shall be priority concerns of the A.T. management program.

2. Future efforts to control insects or vegetation by such methods as the aerial application of insecticides or herbicides must recognize the presence of the A.T. and must include precautions to minimize threats to human health and safety along the A.T. corridor. The MATC shall cooperate with public agencies and private firms to warn hikers of potential hazards with signs, announcements, and any other means found to be effective.

3. When aerial spraying of insecticides near the Trail is necessary, the MATC shall request of the appropriate agency that a biological agent (such as *Bacillus thuringiensis*) in a water carrier be used rather than a synthetic chemical agent in a petroleum-based carrier.

5. Threatened and Endangered Species

The University of Maine study of natural and cultural resources in the Appalachian Trail corridor in Maine (Field, 1989) identified a number of rare, threatened, and endangered plant and animal species that are known to exist, or that may exist, in or near the Trail corridor (Appendix F3). Two rare plants were located within the corridor in Pollywog Gorge during 1992 (Lortie and Royte, 1992). Potentials for inclusion of portions of the A.T. corridor in a statewide ecological reserve system are detailed in McMahon (1998). The 1998 report ***Natural Heritage Inventory of the Appalachian Trail in Maine*** (Maine Natural Areas Program, 1998) details a comprehensive study that sought out rare plant and animal species, rare natural community types, scenic and geologic features, and potentially exemplary natural communities within the Appalachian Trail corridor. Forty-seven sites representing 150 rare, exemplary, or noteworthy features were identified, including 60 rare plants, 49 rare or exemplary natural communities, nine rare animal occurrences, eight geologic features, and 24 communities occurrences of note. (See Appendix F3.) The report details the character and location of each item or area of interest. Seven terrestrial natural heritage sites within the MATC's jurisdiction have been recommended for regular monitoring: Grafton Notch, Baldpate Mt., Saddleback Mt. Area, Mount Bigelow, Bald Mt., Rainbow Lake, and Baxter State Park. These sites were selected through a yearly prioritization process beginning in 2012 and are incorporated into Natural Resource Priority Zoning maps for the A.T. The monitors report to the ATC New England Regional Office, which copies their reports to the MATC Manager of Lands.

The University of Maine's GAP Analysis Project (Krohn et al., 1998) provides some interesting observations on the value of the Appalachian Trail corridor itself: "Most conservation lands in Maine are unconnected to other conservation landsHowever, note how the Appalachian Trail connects a variety of federal, state, and private lands from the ME-NH border in the western part of the state to Mount Katahdin in central Maine." "Increasing travel corridors such as the Appalachian Trail Corridor would have major conservation benefits" The GAP Analysis also noted the importance of Bicknell's Thrush, a bird that has been identified at high elevations on Saddleback Mountain:

> Endemic (i.e., distribution limited to Maine) vertebrates are nonexistent in Maine, probably due to the relatively recent glaciation providing too little time for highly specialized species to evolveHowever, Bicknell's is as close to an endemic vertebrate as Maine has, although the species is distributed at higher elevations in New York, New England, and eastern Canada (recent research in Canada is also finding the species in managed forests at lower elevations). Bicknell's has only recently been recognized as a species and because of its limited distribution and apparently narrow ecological niche (i.e., stunted spruce-fir forests), it is of concern to both federal and state management authorities.

Federal agencies are required by law to ensure that their actions do not jeopardize the existence or the habitat of a threatened or endangered species. As agent for NPS Trail lands in Maine, the MATC is bound by the same laws. The National Park Service also participates actively in programs to reintroduce threatened and endangered species.

The Appalachian Trail Conservancy supports efforts "to ensure and promote the existence of federally listed, state listed, locally listed, and candidate threatened or endangered species." ATC has also adopted a policy specifically in support of efforts to reintroduce and protect the peregrine falcon on A.T. lands.

Management Policies

1. In order to avoid damage by collectors and the curious, wildlife and plant communities that are extremely sensitive to human impact will not be identified in MATC literature.

2. Occurrences of rare, threatened, and endangered species of wildlife and plants that are discovered in the corridor will be monitored on a regular basis. If these occurrences are threatened by hikers, efforts will be made to reduce the threat by relocating the footpath and, as a last resort, by informing hikers of the danger and seeking their cooperation to help protect the community.

3. The Bureau of Parks and Public Lands should promulgate rules regarding removal of rare, threatened and endangered plants, cutting of live trees for firewood, peeling birch bark, or otherwise damaging natural resources within the Trail corridor under its jurisdiction.

4. In cooperation with the ATC's New England Regional Office, monitoring of the seven terrestrial natural heritage sites within the MATC's jurisdiction has been incorporated into the Club's Corridor Monitoring Program.

6. Wildlife

The Department of Inland Fisheries and Wildlife has statutory authority and responsibility for the management of all wild game in the state. The Department enforces all regulations pertaining to hunting, fishing, and trapping on all lands, regardless of ownership. The National Park Service also has significant responsibilities for wildlife management on NPS lands. There is a need to clarify the effects of NPS wildlife management policies on the administration of proprietary NPS Trail lands in Maine.

Management Policies

1. The Department of Inland Fisheries and Wildlife shall continue to be the primary agency responsible for fish and wildlife management on lands in the A.T. corridor, but NPS wildlife management policies must be considered as well.

2. Management of the Trail corridor shall be consistent with the regulations of the Department of Inland Fisheries and Wildlife and, for NPS lands, the National Park Service.

7. Vegetation Management and Reclamation

The Appalachian Trail Conservancy "encourages the use of vegetation management practices that will protect, enhance or restore an environment surrounding the Trail that is compatible with Trail values." Consistent with this, ATC policy acknowledges that the most common vegetation management practice in the corridor will simply be to keep the footway open for travel. A very detailed set of policies for cases other than this was adopted in 1989, and is recorded in the ***Local Management Planning Guide*** (Section 5 (H)). The gist of these policies is that vegetation may be managed to retain open areas, vistas, and "significant cultural landscapes", to protect or enhance plant and animal habitat, and to reclaim sites that have been damaged by human activity. Both NPS and ATC policies direct that repair and reclamation of *natural* disturbances be kept to the minimum needed to keep the footpath open and to ensure hiker safety.

A new and growing concern focuses on the proliferation and spread of non-native ("exotic"), invasive plant species. ATC's Board adopted a policy on invasive, exotic plant and animal species in 2002, amended in

2011, that calls for education, monitoring and, to the extent feasible, control measures to reduce the impacts of these threats.

Management Policies

1. Vegetation management along the Trail in Maine will be limited to keeping the footway open for travel, creating and maintaining vistas, and maintaining selected open areas.

2. The MATC will incorporate measures for identifying and monitoring invasive, exotic plant species into its corridor monitoring program.

8. Cultural Resources

Compared with other states, the Appalachian Trail in Maine passes through areas that have experienced little permanent human impact. Evidence of recent timber harvesting and past logging activities are common, but other marks of humans are infrequent along the Trail. Perhaps the historical feature of greatest interest is the portion of the ancient First People portage trail around the Great Bend of the Dead River, which was also followed by General Benedict Arnold's army during its march to Québec City in 1775. The Appalachian Trail follows a portion of this same route as it passes the Carry Ponds west of the Kennebec River.

Evidence of abandoned farms and rural Maine life are common where the Trail crosses the valley of the Piscataquis River through the villages of Blanchard and Monson. Monson's old slate quarries (one of which is passed by the side trail into town) are also of interest. Several mountain summits crossed by the A.T. bear the remains of the network of forest fire lookout towers that once covered the entire Maine Forestry District. Most of these towers are no longer used. (None remain along the AT.)

The Trail crosses the grade of the abandoned Rumford Falls and Oquossoc Railroad in Bemis Valley and several abandoned branches of the Bangor and Aroostook Railroad in central Maine. The most interesting encounter with railroad history, however, is the crossing of the abandoned Sandy River and Rangeley Lakes narrow-gauge railroad just east of Orbeton Stream. This SR&RL system boasted nearly 300 miles of track with only two feet between the rails. The section crossed by the A.T. was opened in 1890. The rails were pulled from the abandoned line in 1933. The only active railroad crossed by the Trail in Maine today is the Montreal, Maine and Atlantic Railroad (formerly the Canadian Pacific), whose tracks pass through the valley of Big Wilson Stream.

When the A.T. was first opened, hikers in Maine east of the Kennebec River regularly used "sporting camps" for overnight accommodations. These camps, catering primarily to those interested in hunting and fishing, were common throughout the Maine woods from the late 1800s through the mid-1900s, but are now comparatively few. The Nahmakanta Lake Camps are the only such facilities within the Trail corridor that are still in operation. The NPS holds conservation easement rights over the Nahmakanta structures, some of which date back more than 100 years, and the surrounding area. In 2004, the NPS acquired fee title to the lands on which these camps are located and administers the lease agreement for the camps. Other places within the corridor where sporting camps once existed are the site of Antlers Camps on Lower Jo-Mary Lake and The Hermitage, near Gulf Hagas.

For nearly 200 years prior to 1974, much of the timber harvested in Maine was transported by water during spring river drives. Gulf Hagas, Pollywog Gorge, and Rainbow Stream are among the numerous sections of these old water routes that are now included in the A.T. corridor. Pollywog Gorge was a particularly hazardous area. A short distance from the A.T. crossing of Pollywog Stream, along the old Rainbow Stream Tote Road, two stones mark the graves of two of the several river drivers who lost their lives freeing log jams in Pollywog Gorge. A recent find may have identified the graves of 14 other river drivers within the corridor in this area.

Management Policies

1. Elaborate, on-site interpretive devices for cultural and historical features, including display panels and descriptive signs, are incompatible with the A.T. in Maine.

2. Trail managers should rely primarily on printed materials, such as the ***Guide to the Appalachian Trail in Maine***, to inform hikers about features along the Trail and to refer interested readers to other sources of information. Signs may be placed to identify otherwise obscure features, but should be as small and unobtrusive as possible.

3. Efforts by other groups, such as the Arnold Expedition Historical Society, to preserve and document cultural and historical features, should be encouraged and complemented by the MATC. (On 1/7/2006, the MATC Executive Committee approved a resolution in support of a proposal by the AEH Society to develop a crossing trail in the Carry Ponds Area.) On 12 January 2013 the MATC Exec. Com. approved an application for a side trail connecting with the A.T. at West Carry Pond to further development of the Arnold Trail route.

4. Several prehistoric campsites have been identified by archeologists along water bodies that are in the corridor. These areas require special protection but, in order to avoid unauthorized removal of artifacts, should not be identified to the general public.

9. Wilderness

The Appalachian Trail in Maine does not cross any land that is part of a federally designated Wilderness. The section from Monson to Abol Bridge is popularly referred to as "the 100-mile wilderness", but it is not, and has not been, since the A.T. has existed, a Wilderness in the sense defined in the Wilderness Act. Today, the A.T. footpath between Monson and Baxter State Park crosses 10 major, all-weather, gravel (and one paved) logging roads.

10. Special and Unique Areas

The Appalachian Trail in Maine passes near many natural features of unusual interest: waterfalls, alpine zones, tracts of old-growth timber, and so on. Viewing of these features is an important part of the Trail experience, and their protection offers a special management challenge.

Management Policies

1. The Trail should be located in such a way as to afford reasonable access to unusual natural features without damaging the quality of those features.

2. If it becomes apparent that such damage is being caused or aggravated by the presence of the Trail, action shall be taken to eliminate further damage. Such action might include user education, on-site caretaking, improved Trail construction, or relocation of the footpath.

3. Trail managers and maintainers shall cooperate with various State agencies, especially the Critical Areas Program in the State Planning Office and the Natural Heritage Program in the Department of Economic and Community Development, to support the identification and protection of unusual natural features along the Trail.

4. Arctic/alpine areas merit special consideration. In addition to prohibition of camping (described above under "Overnight Facilities"), signs shall be placed along the Trail, near the edges of such areas, that caution hikers to protect fragile plant life by staying on the marked footpath. Where appropriate, Trail location and construction will be done in such a way as to minimize hiker impacts on fragile natural resources in these areas.

VI. MAINE APPALACHIAN TRAIL CLUB OPERATIONS PLAN

The Action Plan states the manner in which the Maine Appalachian Trail Club intends to fulfill its responsibilities for the management of the Appalachian Trail in Maine. This chapter describes the fiscal years under which the MATC, ATC, NPS, and State agencies operate and lists the Club's Standard Operating Procedures, which shall remain in effect indefinitely, with the understanding that they will be revised from time to time according to need. Plans for the next five years are presented in Appendix G1. Current and historical data about the A.T. in Maine, useful to planning, are presented in Appendix G2. The Five Year Plan shall be reviewed annually, revised as necessary according to updated information and priorities, and extended for one year so that it always offers an overview of tasks to be accomplished during the next five years. In addition to the need to plan for Club activities, the plan now serves also to meet the needs of those National Park Service five-year capital project items for which the Club will seek NPS funding.

A. FISCAL YEARS

The MATC operates on a fiscal year of 1 April - 31 March, an interval that is consistent with planning for work during our normal field season of approximately 1 May - 1 November. Both the annual review of the Five-Year Plan and discussion of the Annual Plan shall be initiated by the MATC at its January Executive Committee meeting and shall be completed, with the appropriate involvement of management partners, in time for presentation at the Club's annual business meeting in April. Field work called for in the Annual Plan shall be accomplished between 1 May and 1 November, with final reports to be prepared in time for the following January Executive Committee meeting and to be used in planning for the next fiscal year.

The Federal Government operates on a fiscal year of 1 October - 30 September. Annual reports (such as those required under the VIP agreement) for NPS purposes must relate to this convention. The State of Maine operates on a fiscal year of 1 July - 30 June. Funding requests to State agencies should be proposed in the summer, because agencies submit their budget proposals to the Governor in the early fall. The deadline for ATC's LL Bean Grants-to-A.T.-Clubs program is announced late in each calendar year and usually falls in January or February for grants that year. Proposals are reviewed by a committee of representatives of ATC's four regional partnership committees and one staff member from each ATC regional office.

The National Park Service must prepare five-year budgets for capital projects. The Maine Appalachian Trail Club must prepare five-year plans to submit, through the ATC to the NPS, if the Club intends to seek NPS funding for major Trail work projects such as those carried out by the Maine Trail Crew.

B. MATC STANDARD OPERATING PROCEDURES

These standard operating procedures are set forth here to indicate those actions that take place as a matter of course and need not be considered specifically in the development of the Five Year Plan. This is not intended to be a complete description of the structure of the Club or of the duties of its officers and maintainers. See Appendix C (Maine Appalachian Trail Club Governance) for further details.

Administration

(Revised 4/17/21)

The MATC is governed by a President, a Vice President, a Secretary, a Treasurer, a Corresponding Secretary, a Manager of Lands, five Managers of the Trail, a Manager of Campsites, and seven Directors. This group, the Club's Executive Committee, meets regularly, according to a schedule that is specified in the Club's Bylaws, to conduct the business of the Club that is not a part of the regular duties of the individual officers or committees. Each Manager may appoint an Assistant Manager, whose term of office coincides with the Manager.

A part-time employee, the Club Coordinator, reports to the MATC President and, as directed by the President, serves the Club's various committees to further the Club's programs and goals for protecting and maintaining the Appalachian Trail in Maine. The Club's Personnel Policies and Employee Handbook spell out the formal relations with the Club Coordinator and seasonal employees.

The Club holds an annual business meeting in April to approve the budget and to elect new officers and directors.

Committee Structure
(Revised 9/18/24)

Club planning and activities are facilitated through ten standing committees (Figure 2). Seventeen additional task areas are coordinated by individuals, as presented in Figure 3. Committee charges are presented below. Each committee is expected to report to the Executive Committee each January on its activities for the previous year.

Figure 2. Maine Appalachian Trail Club Standing Committee Structure (Revised May 2024)

		PRESIDENT		
		EXECUTIVE COMMITTEE		
Agency Relations Carl Wilcox (Chair), Bryan Courtois, Dan Simonds, Tori Jofery (CARE rep.), Ryan Linn		**Campsite** (Manager of Campsites) Laura Flight (Chair), Dana Humphrey (Asst. Chair), Rick Ste. Croix, Doug Dolan, Richard Gower, Don Stack, Emily Zimmermann, Tom Carr, Bill Millis, Leah Beck (ATC)		**Caretaker and Ridgerunner Education (C.A.R.E.)** Janice Clain (Chair), Dan Simonds, Mike Blais, Alan Bellows, Brad Deane, Herb Fithian, Audrey Laffely, Bill Millis, Tom and Barb Gorrill (gear), Tori Jofery (group registration), Holly Sheehan (staff), Leah Beck (ATC), Ed Langlais, Sherri Langlais
Development Tom Gorrill/Alan Bellows (Co-chairs)		**Development Committee Membership Services Subcommittee** Nancy Grant (Chair), Craig Dickstein, Peter Roderick (service awards)		**Development Committee Marketing & Communications Subcommittee** Samantha Horn (Acting Chair), Stan Moody, Doug Dolan, Dave Theoharides, Bridget Williams, Carla Valentine, Holly Sheehan (Staff), Cassie Haskell

Development Committee Fundraising Subcommittee Chair (vacant), Alan Bellows (*ex officio*), Bobbie Munger, Holly Sheehan (Staff)		**Finance** Mike Roy (Chair), Alan Bellows (Treasurer), Bruce Grant, Audrey Laffely, Hunter Dufrane, Jim Bowers, Roberta Munger		**Governance** (Vice President) Janice Clain (Chair), Ken Spalding, Don Stack, Audre Laffely, Tom Gorrill, Alan Bellows
Governance Personnel Subcommittee Lance Madson (Chair), Paul McGuire, Tom Gorrill		**Governance Information Technology Subcommittee** Dick Welsh (Chair), Craig Dickstein, Dave Theoharides, Stan Moody		**Guidebook** Paul Moore (Chair), Ryan Linn
Landscape Protection Tony Barrett (Chair), David Kallin, Tom Carr, Bill Plouffe, Hawk Metheny, Leah Beck, Simon Rucker		**Trail Center/Capita Campaign** Lester Kenway/Doug Dolan (Co-chairs), Kim Kenway, Mike Stillman, Audrey Laffely, Tony Barrett, Dave Theoharides, John Copeland, Dick Spellman, Jeff Ryan, Craig Dickstein, Holly Sheehan		**Trail Center Building Sub-Committee** Doug Folan (Chair), Tim Fortune, Carmen Crofoot, Janet Jones, Brian Gilbert
Trail Center Operations Sub-Committee Tom Gorrill (Chair), Jonathan Ellis, Alan Bellows, Brant Miller, Sue Lussier, Bruce Grant, Doug Dolan		**Trail Crew** Sue Lussier and Bruce Grant (co-chairs), Janice Clain, Brad Deane, Herb Fithian, Michaela Schoeffler, Erick Brooks, Holly Sheehan (Staff)		**Training & Education** Dana Humphrey and Dick Welsh (co-chairs), Laura Flight, Brad Deane, Dave Dore, Dave Field, Rick Ste. Croix, Ron Tebbetts, Mike Blais, Dan Simmonds, Craig Dickstein (chainsaw training), Bobby Campbell, Emily Zimmermann, Dave Welbourn

All committees report to the Executive Committee.

Figure 3. Maine Appalachian Trail Club Individual Assignments (Revised May 2024)

Position Title	Duties
Historian *Ray Ronan*	Responsible for collecting and maintaining the Club's archives, and for providing historical

	information of interest to the membership and others.
MATC representative to Maine Trails Advisory Committee *Holly Sheehan*	Attend meetings of the Committee to represent MATC views and report back to the Executive Committee
Local Management Plan Revisions *Dave Field*	Maintain and distribute revisions of the Club's LMP
LUPC Responder* *Dave Field, Lester Kenway*	Receive and respond to notifications from LUPC
MAINEtainer Editor *David Theoharides***	Assembles and publishes the Club newsletter, *The MAINEtainer*, four times yearly.
Myron Avery Collection Coordinator (*Ray Ronan and Dave Field)****	Oversees Club work with the Maine State Library on the Avery Collection
Privy Coordinator (*Laura Flight*)*****	Develop base line and annual surveys of physical data from each privy site to compare changes over the years. Explore and develop methods for improved methods of human waste disposal at MATC overnight sites.
Publicity (*Milt Gross*)	Publicizes volunteer & employment opportunities. Media outreach
Register Box and Data Entry Coordinator *Don Stack, Hsin-Chien*	Determines location of register boxes, recruits volunteer monitors, collects registration forms and collates information for use by the Club
Representative to ATC's Regional Partnership Committee *Bruce Grant, with Don Stack as Alternate*	Represents MATC at semi-annual RPC meetings and committee work throughout the year
Shelter Construction Supervisor	*(As needed, specific to each new shelter.)*
Signs Coordinator *Louis Chartier, Suzanne Goulet, Ron Balistreri*	Maintains records on Club signs, collects orders for new signs and sign replacements, distributes sign-making work to Club volunteers, collects and distributes signs to maintainers. Maintains records of sign work time for VIP report.
Snowmobile Association Contact******	
Telecommunication Liaison *Ray Ronan*******	
Trails Day Organizer	*Event specific—changes every year*

Volunteer Coordinator *Rachel Cheatham*	Matches volunteer inquiries to compatible assignments
Web Master ******** *David Theoharides*	Design and maintain the MATC's website

*Should be President, *ex officio*?
**Now in Development Communications Subcommittee.
***Obsolete
****Now part of Campsite Committee?
*****Delete?

******Delete?
*******Now in Development Communications Subcommittee

1. Agency Relations Committee (Revised 1/7/2020)

The purpose of this committee is to work with our partners (e.g., Baxter State Park, Bureau of Parks and Lands, Bigelow Preserve, Inland Fisheries and Wildlife, the AMC, the Nature Conservancy, etc.). The Agency Relations Committee is charged with maintaining relationships with these entities that manage lands across which the Appalachian Trail passes. At a minimum, the committee will have an annual meeting with each entity. Topics of discussion can include the year's past activities on the trail, plans for the coming year and issues of common interest. One member will serve on both the Agency Relations Committee and the CARE Committee to provide coordination between these committees.

2. Campsite Committee ((Revised 1/7/2020)

The purpose of this committee is to oversee campsite maintenance and perform major projects at campsites. The chair of the campsite committee shall be a Manager and serve on the EC. A goal should be to transition to have the campsite maintainers separate from the trail maintainers. The Campsite Manager shall be a member of the Training/Education Committee to increase maintainer awareness of the importance of campsites. One member of CARE Committee will also serve on the Campsite committee to provide coordination between the committees. The Campsite Committee is charged to:

● Maintain the health and safety at authorized campsites by annually reviewing conditions at 25 % of sites.
● Prepare and maintain an inventory and 5-year plan for lean-to and campsite maintenance, repair, and replacement.
● Coordinate major repair projects with District Managers, section maintainers, Club members, and volunteers.
● Evaluate the need and appropriateness of existing and new campsites.
● Maintain standards and guidelines for privies, lean-tos, and related campsite facilities.
● Transition to overseeing campsite maintainers separate from Trail maintainers.
● Work in conjunction with ATC on hazard tree monitoring.

3. Caretaker and Ridgerunner Education ("CARE") Committee (Revised 1/7/2020)

The purpose of this Committee is to promote education of leave no trace among hikers. Along with Club members, this committee includes the Quartermaster (who maintains and supplies the gear), a former Ridgerunner, the District Managers who have a caretaker in their district, ATC, and a representative from BPL if available. Grant funds are procured via application written by the Club Coordinator. The CARE committee is charged to:

● Coordinate the hiring of Ridgerunners at locations along the A.T. in Maine where there is high use and/or negative resource impact, and where a focused program of hiker education would make a positive contribution to the Trail experience and help to preserve the resource.
● Develop criteria for determining high use areas where Ridge runners are justified.
● Provide training, including on Leave No Trace, alpine zone ecology, and on agencies (ATC staff in Monson, BPS, Warden services, local law enforcement) that Ridgerunners may work with.
● Coordinate outreach to organized groups who use the A.T. in Maine including camps, schools and non-profit hiking and outdoor organizations
● Provide equipment and coordinates with volunteers to hike the equipment in and out of the sites at the beginning and end of the season.

● Provide options for low-cost off-duty housing. CARE employees are responsible for their own food both on and off duty.

At least one member of CARE will serve on both the CARE Committee and Campsite committee, and another member will serve on both the CARE Committee and the Agency Relations Committee to provide coordination between these committees.

4. Development Committee (Revised 1/7/2020)

The purpose of this committee is to promote membership retention and recruitment and the Club communications. The Development Committee is charged with oversight of the following subcommittees:

• Membership Development and Services
• Marketing
• Communications
    -- Corresponding Secretary
    -- MAINEtainer
    -- Website
    --Guidebook
● Fund Raising/Annual Appeal

The Committee structure includes a Development Committee Chair whose responsibility will be to coordinate and oversee the subcommittee chairs. The full Development Committee
will meet at a minimum of two times per year and the subcommittees meets on an as-needed basis. A member of the Finance Committee shall be on this Committee to assure coordination
and oversight with respect to the grant programs both public and private. The Development Committee, through its sub-committees is charged with the following:

The **Membership Development and Services** Subcommittee is charged to:

- ● Retain membership and provide new member orientation.
- ● Maintain and distribute a membership handbook to all new and prospective members and others upon request.
- ● Coordinate a service recognition program for Club members.
- ● Maintain and distribute the list of corridor monitor, trail maintainer and campsite maintainer assignments made by the Managers.
- ● Maintain the Club membership and mailing address database.
- ● Keep current documentation of the database and how the MATC administers it.

The Marketing and Communications Subcommittees were combined on 13 January 2024 into a Marketing & Communications Subcommittee.

The **Marketing** Subcommittee is charged to:

- ● Pursue opportunities to increase public awareness of the Club and its purpose.
- ● Increase public awareness of volunteer opportunities.
- ● Provide incentives for membership renewal.
- ● Grow connections with youth involvement in the club in accordance with ATC goals.
- ● Grow the club membership and volunteer base.
- ● Maintain a list of interested volunteers and match them to compatible assignments.
- ● Develop an overall advertising and press release plan.
- ● Coordinate with the Public Relations Consultant.

The **Communications** Subcommittee is charged with periodically updating and publishing materials to keep MATC members and trail users informed. The committee shall serve to keep members informed about Club activities and serve to inform the general public about the activities and mission of the MATC. Specifically, the Committee is charged to:

- Produce and distribute issues of the MAINEtainer newsletter to our membership.
- Maintain the MATC website as a source of information and enrichment about the Club.
- Respond to email inquiries regarding the trail (corresponding secretary).
- Utilize bulk e-mail to communicate with our members and interested people.
- Maintain our Social Media (Facebook, Twitter, Meetup) sites to promote the MATC and provide information to those who are interested.
- Conduct all actions with Best Practices and Guidelines provided by the EC.
- Periodically review the Guidebook for content, visual appeal, accuracy, readability, general coherence and assist the Executive Committee as to changes in format, e.g. print, e-book, information on the MATC web site.

The **Fund Raising** and Annual Appeal Subcommittee is charged to:

- Work with the Club coordinator to develop and provide steady and growing funding sources to support the planned management goals of the Club and to follow up on reporting requirements of any grants received.
- Maintain current donor information within the club's database and conduct a fundraising appeal on behalf of MATC each year.

5. Finance Committee (Revised 1/7/2020)

The purpose of this Committee is to oversee the finances of the Club. The Committee includes a Chair, Treasurer, Assistant Treasurer, and a Director from the Executive Committee. The Committee is charged to:

- Develop and oversee an annual budget that reflects the Club's annual programs and activities.
- Present the annual budget to the EC for approval.
- Oversee the work of the independent contracted bookkeeper position (under the authority of the Chair of the Finance Committee, in conjunction with the Treasurer).
- Oversee preparation of financial reports for presentation to the EC.
- Periodically evaluate Club investments and restricted funds, and recommend changes as appropriate in accordance with the Club's investment policy.
- Develop and implement a strategy to address any deficit-spending trends.
- Assess any variability of revenue and seek to diversify funding sources.
- Build and maintain sufficient operating reserves to sustain operations.
- Build and maintain dedicated or restricted funds sufficient to support the Club's delegated responsibility for managing the Appalachian Trail assets in Maine.
- Assure that financial records are maintained in accordance with Generally Accepted Accounting Principles (GAAP).
- Obtain an annual financial audit, review, or compilation by an independent certified
- public accountant or a qualified accounting professional, in a manner appropriate for scale of the Club.
- Establish written internal controls and accounting procedures, including segregation of duties, in a form appropriate for the scale of the Club, to prevent misuse or loss of funds.

- Assess and manage the Club's insurable risks on a routine basis. Make recommendations to the EC regarding general liability, directors and officers liability, property, and other insurance coverage.
- Prepare salary and budgetary proposals as part of the annual operating budget. The
- Committee will work with the Governance Committee in preparing the salary proposals.
- Develop a policy of funds not expended on club programs during a program year and retained for future use.

6. Governance Committee (Revised 1/7/2020; 11/5/2021)

The purpose of the Governance Committee is to oversee the governance of the Club. The Committee shall be chaired by the Vice President and is charged to:

- Develop and oversee a system for evaluating the performance of Executive Committee. members.
- With the Nominating Subcommittee,
  - annually identify incumbent EC members to re-nominate to expiring terms;
  - recruit nominees for other open positions;
  - Assist the Managers to recruit Assistant Managers when requested or if the Manager is unable to fill the Assistant position within a reasonable period of time;
  - submit a recommended slate of nominees to the EC for election at the annual meeting.
- Welcome and orient newly elected EC members to their roles on the EC (this could include re-elected incumbents). Identify other EC training that would benefit the Club and attempt to provide that training.
- With the Personnel Sub-committee, develop and maintain personnel policies, rates of pay and job descriptions for employees. Oversee the hiring process for employees. Train supervisors about compliance with State and Federal employment laws. Work with supervisors to ensure employees have appropriate supervision, support and evaluation and that personnel policies are being followed, including monitoring of that personnel training. Fulfill all responsibilities assigned by the Personnel Policy.
- Maintain job descriptions for all official volunteer positions on the EC and generally within the MATC.
- Ensure that the MATC operates in accordance with its Constitution and By-Laws. Identify needs for changes to the Constitution and By-Laws and submit recommendations to the EC. All proposals for Constitutional and By-Law changes would first be submitted to the Governance Committee for consideration.
- Work with the EC to develop a strategic plan and to update that plan periodically as appropriate.

Information Technology Subcommittee. (Approved as a subcommittee of the Governance Committee by the Executive Committee on 5 November 2021.)

The purpose of the Information Technology (IT) subcommittee is to coordinate the use of IT by the various committees, publications, and communications of the Club. It will advise on technology needs and priorities for the Club to function efficiently. The IT Subcommittee shall be a subcommittee of the Governance Committee and will advise the Committee on policy matters and best practices related to IT. The IT Subcommittee shall be made up of the DonorPerfect System Administrator, the MATC Work Report system administrator, the MATC Google Workspace administrator, the MATC Webmaster and two to three other Club members with IT experience. The subcommittee shall meet at least two times per year. It will report out to the Executive Committee as requested.

The IT Subcommittee is charged with the following:

- Make recommendations to the Governance Committee concerning hardware, software, applications, systems security, technical standards, policies and procedures for Club IT resources including storage of Club documents.
- Assist in documenting procedures and helpful hints and in training for the use of the Club's technology by Club members.
- Coordinate with outside vendors if needed.
- Maintain records of all information accounts and passwords.
- Ensure there is adequate cross training, documentation and backups for the orderly succession of Club systems
- Develop an annual budget with the Finance Committee for IT services.

7. Landscape Protection Committee (Revised 1/7/2020)

The purpose of the Landscape Protection Committee is to address potential impacts from external influences to the trail. Potential positive impacts on the Appalachian Trail in Maine (A.T.). could include proposed land protection initiatives while negative impacts could include energy, military, transportation, commercial and residential development.

The Landscape Protection Committee is charged to:

● Monitor development proposals in Maine and inform the President and Executive Committee of projects that may have a positive or adverse impact the A.T.
● Monitor industry and government legislation, policies and actions that would encourage or discourage development that may affect the A.T.
● Confer and collaborate with the Appalachian Trail Conservancy (ATC), Appalachian Mountain Club (AMC), the National Park Service (NPS) and other organizations on matters related to energy development in Maine.
● Review and present recommendations to the President and Executive Committee for action regarding positive or adverse developments within the realm of the A.T.
● Coordinate actions with the Maine A.T. Land Trust regarding landscape protection. (encourage MATC's cross-Board members to be members of this committee).
● Coordinate with ATC/NPS in the implementation of the Visual Resource Inventory.
● Prepare budgets for approval by the Executive Committee (and MATC membership as may be required) for costs related to development advocacy or mitigation campaigns.

8a. Trail Center Committee (Revised 1/7/2020)

The purpose of this committee is to develop and maintain the Skowhegan Trail center. This Committee may be combined or work closely with the Trail Crew Committee in the future. The Trail Center Committee is charged to:

● Provide comprehensive planning, design and construction for the permanent Trail Center in Skowhegan ME.
● Administer the property lease agreement with the landowner.
● Work with an architect on the facility design.
● Coordinate with the Development Committee for project funding.
● Oversee the construction of the facility.
● Develop and execute management and maintenance plans for the facility when completed.
● Report to the Executive Committee (EC) regularly on planning progress and for authority

on key decisions and any capital expenditures not included in the annual budget.

8b. Trail Center Operations Committee (7/10/24, Approved 9/13/24)

The responsibilities of the Trail Center Committee are to operate and manage the Trail Center. The committee will include volunteers who have experience in facilities management and marketing, as well as a representative from the Maine Trail Crew Committee and a liaison to the Marketing and Communications Sub-Committee.
Duties of the Trail Center Committee are:

- coordinate scheduling the facility for club use, including by the Maine Trail Crew and the CARE / Ridge Runner program, and for use by other organizations with missions comparable to the Maine Appalachian Trail Club.
- communicate with the Maine Trail Crew Coordinator and the CARE / Ridge Runner Committee Chair during the field season.
- develop a management plan and appropriate documents for use of the facility.
- coordinate / oversee routine maintenance, including cleaning, grounds care and snow removal.
- generate a budget for routine operations.
- work with the Marketing and Communications Sub-Committee to coordinate use of the facility by other organizations.
- monitor storage of equipment for club programs and general club equipment and documents.

9. Trail Crew Committee (Revised 1/7/2020)

The purpose of the Trail Crew Committee is to provide comprehensive planning, oversight, and evaluation for the MATC's Maine Trail Crew. The Committee will report each October to the EC on work accomplished during the Trail Crew season, together with a program budget for the following year. A copy of the proposed budget will also be submitted to the Finance Committee. A Manager or Assistant Manager will be included on the Committee and will coordinate with the other Managers.

The Trail Crew Committee will also coordinate the 3-year capital improvements plan with ATC regional staff. Responsibilities will include planning Maine Trail Crew (MTC) and Maine Conservation Corps projects to the necessary detail prescribed by the ATC, and reporting on the completion of the projects. A member of the Committee shall serve on the EC in either a Director or other officer capacity. The Trail Crew is charged to:

- Coordinate the hiring of the trail crew.
- Provide comprehensive planning, oversight, and evaluation for the MTC field coordinator and for all other Maine Trail Crew staff.
- Arrange annually for the acquisition and maintenance of vehicles, tools, materials, food, shelter, and other items needed by the Crew.
- Plan and coordinate Crew projects.
- Coordinate volunteer recruitment with the ATC along with web-based recruitment.
- Maintain hourly records for VIP reporting purposes.
- Coordinate Trail Design and visit sites to lay out current project details.
- Prepare and deliver evaluations for the trail crew leaders
- Report each October to the EC on work accomplished by the Trail Crew during the work Crew season, together with a program budget for the following year.

10. Training and Education Committee (Revised 1/7/2020, 9/9/22)

The purpose of the Training and Education Committee is to provide training and educational opportunities for the Club maintainers. The Committee shall be comprised of the individuals serving the following MATC functions:

- Baldpate District Manager
- Bigelow District Manager
- Kennebec District Manager
- White Cap District Manager
- Campsites Manager
- Manager of Lands

The Training and Education Committee is charged to:

● Develop programs (e.g., the annual trail volunteers gathering) for the improvement of trail maintenance skills and knowledge.
● Determine the needs and desires of the Club regarding safe working practices and develop policies and procedures to meet those needs and desires.
● Coordinate the chainsaw certification program in conjunction with ATC regional staff.
● Conduct workshops and prepare articles for the Club newsletter to disseminate appropriate information;
● Coordinate First Aid / CPR certification opportunities.

11. Volunteer Coordinator (Adopted 12/16/21)

Overview:
The role of The Volunteer Coordinator is to reach out to those interested in helping the MATC and make sure their interest has been responded to, and they have been matched to an appropriate activity in a timely manner. The Volunteer Coordinator is not responsible for recruiting, which is the responsibility of the Marketing Committee. The goal of this position is to work with the Club's Committees and Managers to build stronger connections between the Club's volunteer activities and the MATC volunteers.

Responsibilities:

1. Partner with the Corresponding Secretary and the Club Coordinator to respond to website inquiries.
2. Coordinate with the Governance Committee on recommended committee assignments as well as with the Campsite, Trail Crew, Land and District Managers on field work for volunteers.
3. Maintain communication with the Marketing and Communications Committees to stay informed of events and actions.
4. Coordinate with the Training and Education, and Governance committees to identify and arrange for training opportunities for new volunteers, based on assignments.
5. Verify volunteer membership, which is necessary for the Volunteer in the Park (VIP) program.
6. Keep Club members informed of upcoming volunteer opportunities, digitally and by other means if appropriate, by working with Club activity leaders and monitoring the work trip calendar.
7. Maintain contact with managers and committee chairs to understand where volunteer vacancies are and the experience level necessary to fill those vacancies.
8. Be responsible for the Volunteer Recognition program.
9. Collect all volunteer feedback and thank them for their valuable contributions.
10. Match new volunteers with activities as quickly as possible.

11. Maintain an inventory of volunteer skills and interests.

Qualifications:

The Volunteer Coordinator should be an MATC volunteer club member familiar with the club structure and its governance. They should enjoy working with people and be experienced in coordinating volunteers.

Finance

All regular MATC activities (such as correspondence, publications, tool and paint purchases, construction of signs, shelters, and privies) are financed by the Club through profits on sales of the ***Guide to the Appalachian Trail in Maine***, earnings on investments, membership dues, and donations. Special projects have been supported by grants from the Appalachian Trail Conservancy, the National Park Service, the State of Maine, private firms (notably L.L. Bean), the Student Conservation Association, individual donations, loans of State vehicles and tools, and by the use of National Guard and Maine Forest Service helicopters and personnel.

No officer, maintainer, monitor, or other Club member is compensated financially or reimbursed for time devoted to the A.T. project or for the use of personal vehicles or tools in Trail construction and maintenance. Maintainers may, on request, be reimbursed for paint used for blazing. Officers may, on request, be reimbursed for postage, stationery, and telephone expenses.

Annual budgets are developed under the oversight of the Finance Committee in conjunction with the action planning process that begins early in each calendar year. The initial full discussion takes place at the January Executive Committee meeting. The final budget is agreed on by the Club officers at their March meeting for presentation to and approval by the Club membership at the annual business meeting in April.

Conflict of Interest Disclosure Policy (Adopted 8 Sept. 2023. Replaced policy of 3 May 2000)

The full Conflict of Interest Policy is presented as Appendix D10.

The purpose of the conflict of interest policy is to protect this tax-exempt organization's (Maine Appalachian Trail Club) interest when it is contemplating entering into a transaction or arrangement that might benefit the private interest of an officer or director of the Organization or might result in a possible excess benefit transaction. This policy is intended to supplement but not replace any applicable state and federal laws governing conflict of interest applicable to nonprofit and charitable organizations.

Procurement Policy (Adopted 6 May 2022)

Organizations receiving federal funds are subject to the procurement guidelines of The Office of Management and Budget's Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (commonly called "Uniform Guidance"). Uniform Guidance was officially implemented in December 2014 by the Council on Financial Assistance Reform.

As a recipient of federal funds, MATC's Procurement Policy is written to comply with the Uniform Guidance requirements. The procurement standards in the Uniform Guidance that are applicable to the MATC are covered in paragraphs §200.318 to §200.326. This policy applies to every expenditure charged to a Federal award by the MATC.

The full MATC Procurement Policy is presented as Appendix D11)

Record Retention and Destruction Procedures and Policies (Adopted 6 May 2022)
This Policy (presented as Appendix D12) represents the MATC's formal policy regarding the retention and disposal of documents and records related to and generated during the course of MATC operations.

Volunteers in the Parks Program

The Maine Appalachian Trail Club and its members are provided with a degree of tort liability and personal injury protection, during Trail work, by the National Park Service's "Volunteers in the Parks" (VIP) program (Appendix D8). The VIP agreement between the Appalachian Trail Conservancy and the National Park Service, which applies to the MATC, provides liability protection against tort claims and reimbursement, if needed, for personal medical care for accidents that are suffered during "Trail work" (defined in the ATC/NPS agreement as "field work for operation, maintenance, development, and/or monitoring of portions of the Appalachian Trail" on NPS, state, and private lands). Volunteers who are not Club members can be provided with temporary membership for the duration of work projects simply by having the work trip leader keep a list of participants and submit that list with his or her work trip report to the appropriate Manager. Written parental consent should be on file with the Club for volunteers less than 18 years old. ATC should be called immediately in the event of a tort or medical claim. Federal reimbursement for medical claims is extremely slow, so volunteers should rely on personal medical insurance whenever possible.

In order to fulfill its responsibilities under the VIP agreement, the MATC must report annually the total number of volunteers who work on the Trail, and the total number of volunteer work hours expended, for the Federal fiscal year (1 October through 30 September. (ATC sends a reminder and report form to the Club in September.) Although VIP coverage does not include motor vehicle travel to and from work sites, the work time reported annually should include travel time.

A newer law, the "Volunteer Protection Act" took effect in March, 1998. This does not replace but, rather, adds to the VIP coverage. It applies to civil liability or negligence claims that might be brought against volunteer Trail workers.

Volunteer Service Agreement

The intent of this group volunteer service agreement is to streamline administrative processes associated with signing up volunteers by eliminating the need to enter Individual Volunteer Agreements with each person participating in service on behalf of the Appalachian National Scenic Trail (APPA). The National Park Service (NPS), Appalachian Trail Conservancy (ATC), and the Maine Appalachian Trail Club (MATC) together are responsible for the success of this agreement. The VSA must be signed by all Trail Maintainers, Campsite Maintainers, and Corridor Monitors. It is available on the MATC web site and the signature must be renewed every five years.

Two forms have been developed in support of this process and are currently approved by the Executive Committee (3 March 2023) and in use: An Emergency Response Plan and a Check in-Check Out Procedure. The first is self-explanatory. The second sets a protocol for notifying authorities in case a volunteer doesn't return from a work trip and protects the Club's liability.

M.A.T.C. Volunteer Activity—Emergency Response Plan (ERP)

MATC Volunteer Activity -- Emergency Response Plan (ERP)

Project Information

Project Name	
Date(s)	
Location	
Project Description Driving directions, access route, project activities	

First Aid Resources

First aid kit(s) location	
First aid kit check/refresh date	
VIP/VIF packet location	
First aid training level of leaders and participants	

Communication

Mobile phone service reliability Good, fair, poor, none, n/a	**Parking**	**Worksite**	**Campsite**
Satellite communicator, such as SPOT or Inreach, with crew?			
▪ **Who does it notify?**	**Name**		**Phone Number**
Date batteries last charged/ changed			

Emergency Resources

Hospital/Clinic Name		
Phone number		
Distance	**Drive Minutes to get there**	**Miles**
Address		
Written directions to trailhead and project site for EMS		
Road crossings	**Trail North of Project**	**Trail South of Project**

Action

1) If injury is serious/critical, evacuation and treatment should be priority. According to your communication capabilities, either find service and call 911 or use the SOS button on your satellite communicator. Once 911 and EMS is engaged, contact land manager for coordination and support.	
2) What is the plan for supervising the remaining program participants while treatment/assistance is being rendered?	

Note: Plans should not leave remaining participants without a vehicle.	
3) Additional plans for injuries to crew leaders: Discuss contingency plans and options during tailgate safety session in case crew leader(s) are injured. Specific information to share and discuss during tailgate safety session:	
▪ Location of keys, first aid kits, satellite communicator, ERP/project info sheets	
▪ First aid and CPR certification levels of other crew	
▪ Back-up crew leader	
▪ List contingency plans for participant and crew leader evacuation. Include agency support available.	

Documentation
It is important to report near misses as well as volunteer injuries are properly documented as close to the time of the emergency as possible. Utilize the instructions in your VIP/VIF packet.

M.A.T.C. Check In-Check Out Procedure

A. T. Volunteer Check-In/Check-Out Notification Form

Procedure: Complete the fields below and provide the document to a family member or a trusted, competent person who will be your Point of Contact (POC) when you are in the field. *This may be the one thing that gets you home safely.*

Who

Your Name	
Your Mobile Phone #	

Trip Leader Name (if applicable)	
Trip Leader Mobile Phone #	

When

Date of Work (month, day, year)	
Estimated return date AND time	

Where

Work Location	
This could be a section of trail, campsite, boundary segment etc. Please describe the start and end points.	

Vehicle Information

Parking Location	

Include the latitude/longitude or description	

Make, Model, and Color	
License Plate #	

If the POC is not contacted by the volunteer within 2 hours of the estimated return time, the POC will make the following calls. Please have the above information available.

1. **Attempt to reach the Volunteer or Trip Leader by Phone**
2. **Call 911**
3. **Call MATC President at 207-415-5901, or Vice President at 207-350-5786, or Club Coordinator at 207-518-1779**
4. **Notify APPA Safety Officer at 304-650-2677**

Volunteer Recognition Awards

(Adopted by Executive Committee 3/4/2016)

Background

The Appalachian Trail Conservancy has a number of formal volunteer recognition programs that acknowledge both time of service and achievement. The ATC provides awards – pins, patches, caps and vests – to volunteers based on the number of cumulative hours they have completed, while NPS APPA gives Silver or Gold awards for volunteers who have completed 25 and 50 years respectively, to the A.T. typically awarded at the ATC membership meeting.

The ATC also has a Volunteer of the Month award (Dick Fecteau, Lester Kenway, Craig Dickstein & Ron Dobra are past recipients), a Regional Volunteer of the Year Award (Elsa Sanborn in 2006) and Honorary Lifetime Member Awards presented at the ATC membership meeting (Linwood Palmer, Lois Shore, Steve Clark, Carl Newhall, Lester Kenway, Bob Cummings and Dave Field are recipients).

The MATC uses the ATC service award program but has a separate set of awards for recognition – the subject of these guidelines. These awards are listed below in rank order from highest level of recognition with a description of eligibility for each.

- MATC Honorary Member
- President's Award
- Walter D. Greene Award
- Certificate of Recognition/Appreciation
- Informal Recognition

MATC Honorary Member

This award is bestowed infrequently as defined in the MATC Constitution:

> "Upon written nomination by any ten members of the Club, or by the Executive Committee, any person, whether or not he/she is a member of the Club, may be elected at any regular business meeting as an honorary member of the Club. Qualifications for such membership shall be demonstrated exemplary service to the AT Project over many years, or by an important act of special significance to the purposes for which the Club was established. Honorary members are eligible to vote at all regular business meetings of the Club. They shall be assessed no dues. All persons designated by the Club as PERMANENT MEMBERS, prior to January 1, 1984, shall become HONORARY MEMBERS of the Club."

Steve Clark, Barbara Clark, Dave Field, Lester Kenway, Elsa Sanborn, Chris Wolfe, Fred Goldrup, Paul Johnson, Phil Pepin & Bob Cummings have been so honored.

President's Award

This award is presented to members who have contributed to the club over a long period of time. In order to be eligible for the MATC President's Award, the nominee shall be a member in good standing for a minimum of 5 years. They shall have participated in club activities, be exemplary and held in high esteem by club members. Nominees are typically longer-time members who have contributed to many areas of the club and have shown outstanding performance over a long period of time. The President of MATC will select the recipient(s) and confer between 0 and 3 Presidents Awards at the Annual Member's meeting -- preferably not more than one per year; but some years there may be zero awards (just like the Greene award) and in other years, there may be more than one. The President determines a suitable mark or memento for the award and/or in addition to an additional token/gift/prize of which would be paid out of club funds.

This award was instituted in 2013 and has been awarded to six members to date: Dana Hall (2013), Bruce Grant (2014), Tony Barrett (2015), Bill Plouffe (2015), Bob Cummings (2016), Dan Simonds (2017), Ron Dobra (2017), Don Stack (2017), Rick Ste. Croix (2018), Janice Clain (2019), Louis Chartier (2019), Craig Dickstein (2020), Carrington Rhodes (2020), Doug Dolan (2022), Sue Lussier (2022), David Theoharides (2021), Rick Ste. Croix (2022), Laura Flight (2023), Janice Clain (2023).

The Walter D. Greene Award

The Walter D. Greene Award is presented at the Annual meeting to recognize extraordinary effort or achievement by a MATC member for the past year or longer.

This award is not intended for the maintainer who puts in the most hours or clears the most blowdowns but rather for the member who exceeds the expectations of their assigned duties for the given year. It may be recognition for a one-time event like a presentation, an emergency relocation, working on legislation, writing a grant or an extended effort like spending a week with the Maine Trail Crew, helping out a fellow maintainer during the course of the year or accomplishing trail maintenance/repair beyond expected levels.

Guidelines:

- Volunteer recognition coordinator solicits and/or receives nominations for the award.
- Nominations presented to the Executive Committee at the March meeting.
- Any member is eligible except for Executive Committee members (we want to highlight the ordinary member, not club leadership)
- Award recipients announced at Annual meeting for achievement or effort beyond the expectations for their assigned duties.
- Only 0-3 awards per year (don't want to dilute impact)

- An actual award would be presented (might be an MATC trail sign with the recipient's name, a unique plaque or a useful tool)

The Walter D. Greene award was instituted in 2011 and has been awarded 5 times so far: Geoff Shadman (2011), Tom Lewis (2012), Stan & Michelle Moody (2013), Richard Gower (2014) Dana Humphries (2015), Dick Welsh (2016), Gordon & Shawn Small (2017), Sherri Langlais (2017), Tony Barrett (2017), Rod Emerick (2018), Ed Langlais (2019), Brad Deane (2020), Alan Bellows (2021), Paul Moore (2022), Bruce Grant (2023).

Certificate of Recognition/Appreciation

A framed certificate of recognition can be presented to members or non-members for speaking at a meeting, participation in projects or events or to retiring maintainers.

Trail and Facility Maintenance

Standard, annual Trail and campsite maintenance procedures are evident in the responsibilities of the Trail Maintainers and the Campsite Maintainers (who may be the same person or persons for a given section of the Trail). Each Maintainer is required to sign an agreement (Appendix C4) that spells out the respective responsibilities of the Club and the Maintainer. Maintainer activities are supervised by the Managers of the Trail, whose duties are stated in the Club's Constitution and Bylaws (Appendix C1). Opportunities for Trail and/or facility maintenance assignments shall be advertised in the Club newsletter and posted on the Club web site with a stated deadline for applications to be made to the appropriate Manager. (Last sentence: MATC Executive Committee 9-5-08; web site reference added 9-7-10)

Trail Maintainers

A Trail Maintainer is expected to remove footpath obstructions, such as blowdowns, ingrowth, and other vegetation from the pathway, maintain paint blazes, repair rock cairns, clear and repair water bars, install signs, and remove trash and illegal fire rings from undesignated campsites. Work must be done according to the maintenance standards of the Appalachian Trail Conservancy. Prompt reporting of work done is an important part of the assignment. Because of the different tools that are normally carried by the two kinds of maintainer, side trails associated with campsite facilities along an assigned Trail maintenance section are the responsibility of a Trail Maintainer, rather than a Campsite Maintainer.

Trail Maintainers agree to inspect their assignments as early each spring after snowmelt as possible, and to report Trail conditions and plans for the season's work promptly to the District Manager. Needs for additional support for special work projects must be reviewed with the Manager.

Campsite Maintainers

A Campsite Maintainer is expected to inspect the campsite as early each spring after snowmelt as possible and report issues promptly to his/her District Manager and/or the Campsite Committee. A typical inspection should: Remove obstructions, ingrowth, and other vegetation around campsites, including on any trails to the water source, privy and other designated campsite features. Remedy hazards such as dead trees that may threaten a facility. Clean out and rebuild the approved fire area. Remove all trash. Ensure the reliability of the water source. Inspect and clean out structures such as lean-tos, privies, and tent platforms. Maintain a hiker register at sites with lean-tos. Maintain appropriate trail and informational signs

Campsite Maintainers agree to inspect their assignments as early each spring after snowmelt as possible, and to report conditions and plans for the season's work promptly to the District Manager. Needs for additional support for special work projects must be reviewed with the Manager.

Trail Work Planning

Regular maintenance of the Appalachian Trail in Maine, together with related side trails and facilities, is carried out according to the MATC's standard operating procedures, described above. Trail and facilities work other than regular maintenance are scheduled by Managers, individuals interested in leading work trips, the Campsite Committee, and the Club's Trail Crew Committee, for approval by the Executive Committee.

Corridor Monitoring

The Maine Appalachian Trail Club, as a part of the delegation of responsibilities for the management of NPS-owned lands in Maine, has accepted the task of regularly inspecting these lands in accordance with procedures set forth in the Appalachian Trail Conservancy's ***A.T. Corridor Stewardship Field Book.*** The Corridor Monitor Coordinator for Maine is the MATC Manager of Lands, whose duties are stated in the Club's Constitution and Bylaws (Appendix C1). Opportunities for corridor monitoring assignments shall be advertised in the Club newsletter and posted on the Club web site with a stated deadline for applications to be made to the Manager of Lands. (Last sentence: MATC Executive Committee 9-5-08; web site reference added 9-7-10)

Monitoring Sections

The 150 tracts of land that (126 of which are APPA lands or APPA easements) have been identified on NPS segment maps from Grafton Notch to Katahdin have been grouped or (in the case of larger tracts) subdivided into 72 corridor monitoring sections. A total of 177 tracts and sub-tracts are maintained in the Club's corridor monitoring database. Assignment of monitoring sections began at the MATC's annual meeting in April 1992. Many monitoring sections coincide with Trail maintenance sections, and many Trail maintainers have taken on monitoring duties for the lands along their maintenance assignments. The remaining sections are assigned to other MATC volunteers. Corridor monitors report directly to the Manager of Lands, but copy their reports to the Manager of the Trail in whose district the corridor monitoring assignment lies. All VIP work hours are collected and reported by the District Managers.

Table 2. Summary Statistics for MATC Corridor Monitoring Responsibilities (Revised 1/9/2024)

Acres of APPA fee lands in Maine	33,280
Acres under APPA-held easement	492
Acres of State of Maine fee lands in nominal corridor	8,382
Acres under State-held easement*	4,353
Miles of exterior corridor boundary survey lines along APPA fee lands (33.25 miles of boundary line along APPA fee lands have not been surveyed)	305
APPA monuments (including 35 rebar--rest are standard monuments, rock tablets)	2,041
Number of APPA tracts	129
Number of ECBS map sheets for APPA land surveys	164
Corridor monitoring sections	73
Monitoring assignments filled as of 6/1/17	62
*Includes 1,404 acres for which NPS owns underlying fee	

Monitoring Agreements

Each Corridor Monitor is required to sign a Corridor Monitoring Agreement (Appendix C4), which spells out the respective responsibilities of the Club and the Monitor. The Manager of Lands provides each monitor with basic instructions for monitoring, NPS segment and Exterior Corridor Boundary Survey (ECBS) maps of

the assigned section, and summaries of deed information, reservations (remainder interests), known problems, and other special information for each tract or tract segment within his or her assignment.

Corridor monitoring requires a minimum of an annual visit to each corridor tract, during which the lands within each tract and the exterior corridor boundaries (where they exist) should be inspected for evidence of trespass or other abuse. Tracts or portions of tracts that are found to be particularly vulnerable to abuse must be visited more frequently, according to a system of priorities established by the Monitor and the Manager of Lands. The condition of corridor information signs and gates or other obstructions on roads that cross the corridor should be included in the inspection. Other problems that should be watched for include use by vehicles or riding/pack animals, the cutting of timber or other vegetation, vegetation damage from activities (such as burning or herbicide application) on adjacent lands, the dumping of garbage or litter, violations of any special restrictions and terms of the deed, evidence of developments or activities on adjacent lands that could have an adverse impact on the Trail or that pose a potential threat to corridor lands, and evidence of damage to the property from natural causes, such as fire, insects, disease, or natural soil erosion. Periodic inspection of exterior corridor boundaries (where they exist), including boundary line blazes, signs, and monuments, and inspection of natural heritage monitoring sites may be done either by qualified monitors or by the MATC Monitoring Program boundary specialists and natural heritage site monitors, as assigned by the Manager of Lands. Prompt reporting is an important requirement of a corridor monitoring assignment.

Corridor Records

All NPS-tract land files and database information extracted from these files and from monitoring reports are maintained by the Manager of Lands. The database includes, for each of the 177 tracts and sub-tracts, a record of monitoring priority, remainder interests, date of last inspection, date of last exterior corridor boundary (ECB) inspection, year of last ECB renewal, and a file of special problem discovery, reporting, and resolution. In 2004, the Manager of Lands and corridor monitors began to compile digital photographs of the 2041 ECBS monuments that exist on APPA lands in Maine. Through 2023, 1,940 monuments have been photographed.

Natural Heritage Monitoring

Several studies have been completed to identify rare, threatened, and endangered species of plants and animals (primarily plants) and exemplary natural resource sites that occur within Maine's Appalachian Trail corridor. Finding details are presented in Appendix F3. Based on these studies, seven natural heritage sites within the jurisdiction of the Maine Appalachian Trail Club have been assigned for regular monitoring by trained volunteers. The sites are located on Grafton Notch, Baldpate Mt., Saddleback Mt. Area, Bigelow Mt., Bald Mt., Rainbow Lake, and Baxter State Park. Findings from annual site visits are reported to ATC's New England Regional Office, which copies the information to the MATC Manager of Lands.

Communications

MAINEtainer Policies

The Maine Appalachian Trail Club's Executive Committee adopted the following policies for the Club's newsletter on 7 December 1984, with revisions on 5 April 1985, 6 January 1989, 5 May 2000, 7 January 2006, and 14 January 2017:

1. The ***MAINEtainer*** shall be published four times a year, in the Early Spring, the Summer, the Fall, and the Winter. Deadlines will be determined by the Editor and announced each year at the May Executive Committee meeting.

2. Official MATC communications to be included in or mailed with the ***MAINEtainer*** shall include, but not be limited to: the Agenda of the Annual Meeting (with the slate of nominated officers and directors in an election year) (Winter issue); the minutes of the Annual meeting, the summer work trip schedule, and the Action Plan for the year (Early Spring issue); the fall work trip schedule (Summer issue).

3. The ***MAINEtainer*** shall include a "Letters to the Editor" or "Club Forum" section for communication of comments from readers. Letters from those who wish to remain anonymous may be included, at the Editor's discretion. The Editor shall guard against publishing comments of an offensive or libelous nature, but should allow a free exchange of opinions on any matter of Club interest, so far as space allows.

4. All materials submitted may be revised at the Editor's discretion, unless the author requests that no changes be made. If the Editor feels that the material is inappropriate for the newsletter, he or she shall so inform the author and shall submit the material to the Executive Committee for consideration at its next regular meeting. The decision of the Executive Committee shall be final.

5. A President's summary of the minutes of meetings of the Executive Committee shall be published in the ***MAINEtainer*** on a regular basis. (MATC Exec. Com. 2/2/94)

6. The ***MAINEtainer*** shall include no commercial advertising.

7. The ***MAINEtainer*** may include advertisements for Club merchandise and buy/sell/swap notices from Club members.

Social Media Policy (Adopted 1 March 2019)

Background

The MATC primarily uses social media in a “push” manner. In other words, we use social media to promote and educate the public about our organization as well as show off the results of the hard work put forth by our volunteers. It has been quite rare that persons outside MATC membership have posted a “new topic” to our social media accounts. Uncontrolled content is typically in response to a controlled posting by site administrators and has historically been benign. MATC’s social media footprint consists of Facebook, Twitter, and our website www.matc.org. Twitter is populated visa vie Facebook posts and is not actively monitored. This policy extends to Facebook postings and interactions, and to Twitter or other social media applications that becomes actively utilized in the future. The Website (with exception of Commercial Exploitation clause) and Constant Contact protocols are covered in the [confidential] External Communications Protocol adopted September 14, 2018.

In MATC, we understand that social media can be a fun and rewarding way to share your life and opinions with family, friends and co-workers around the world. However, use of social media also presents certain risks and carries with it certain responsibilities. To assist you in making responsible decisions about your use of social media, we have established these guidelines for appropriate use of social media with respect to MATC.

Guidelines

In the rapidly expanding world of electronic communication, social media can mean many things. Social media includes all means of communicating or posting information or content of any sort on the Internet, including to your own or someone else’s web log or blog, journal or diary, personal web site, social networking or affinity web site, web bulletin board or a chat room, whether or not associated or affiliated with MATC, as well as any

other form of electronic communication. To be clear, if you are holding yourself out as an MATC member or acting on the Club's behalf, this policy applies to ALL your social media postings.

The same principles and guidelines found in the MATC Master External Communications Protocol and three basic beliefs should apply to your activities online. Ultimately, you are solely responsible for what you post online. Before creating online content, consider some of the risks and rewards that are involved. Keep in mind that any of your conduct may adversely affect MATC.

Know and follow the rules
Carefully read this policy, and the MATC External Communications Protocol policies, and ensure your postings are consistent with these policies. Inappropriate postings that may include discriminatory remarks, harassment, and threats of violence or similar inappropriate or unlawful conduct will not be tolerated.

Be respectful
Always be fair and courteous to fellow members, people who work on behalf of MATC and the Public. Also, keep in mind that you are more likely to resolve complaints by speaking directly with the people involved than by posting complaints to a social media outlet. Do not post statements, photographs, video or audio that reasonably could be viewed as malicious, obscene, threatening or intimidating, that disparage anyone, or that might constitute harassment or bullying. Examples of such conduct might include offensive posts meant to intentionally harm someone's reputation or posts that could contribute to a hostile environment on the basis of race, sex, disability, religion or any other status protected by law or MATC policy.

Be honest and accurate
Make sure you are always honest and accurate when posting information or news, and if you make a mistake, correct it quickly. Be open about any previous posts you have altered. Remember that the Internet archives almost everything; therefore, even deleted postings can be searched. Never post any information or rumors that you know to be false about MATC, members, suppliers, people working on behalf of MATC or the public.

Post only appropriate and respectful content
Maintain the confidentiality of MATC private or confidential information. Do not post internal reports, policies, procedures or other internal communications without proper authorization.

Credit owners of photos and any other copyrightable content, and only after obtaining their permission. Crediting alone is not adequate. Avoid using trademarks or tradenames, but if unavoidable insure proper usage.

As a non-profit entity, the MATC, or its members representing the MATC are not allowed to engage in political activities of any kind. Club members engaging in political lobbying or seeking any state elected office may only reference their affiliation with MATC in their biographies, nothing more.

Do not create a link from your blog, website or other social networking site to a MATC website without identifying yourself as a MATC member.

Non-MATC owned/sponsored social media outlets
Express only your personal opinions. Never represent yourself as a spokesperson for MATC. If MATC is a subject of the content you are creating, be clear and open about the fact that you are an member and make it clear that your views do not represent those of MATC, fellow members or people working on behalf of MATC. If you do publish a blog or post online related to the work you do or subjects associated with MATC; make it clear that you are not speaking on behalf of MATC. It is best to include a disclaimer such as "The postings on this site are my own and do not necessarily reflect the views of MATC."

Do not use MATC email addresses to register on social networks, blogs or other online tools utilized for personal use.

Commercial Exploitation
With the exception of recognizing for-profit organizations for their financial or in-kind support, promotion of, or links to, for-profit or commercial organizations is not allowed. Exceptions may be made by the Club President, or their delegate, with good cause.

Retaliation is prohibited
MATC prohibits taking negative action against any member for reporting a possible deviation from this policy or for cooperating in an investigation. Any member who retaliates against another member for reporting a possible deviation from this policy or for cooperating in an investigation will be subject to disciplinary action.

Media contacts
Members should not speak to the media on MATC's behalf without contacting the MATC President. All media inquiries should be directed to them or who they designate, or as otherwise outlined in the External Communications Protocol.

Any Media content posted to MATC Social Media violating this policy will be promptly removed.

VII. APPENDICES

A. LEGISLATION

A1 - National Trails System
A2 - State of Maine Trails System

B. PARTNERSHIP AGREEMENTS

B0 - Memorandum of Agreement between the National Park Service and the State of Maine concerning the Appalachian National Scenic Trail
B1 - Cooperative Agreement and MOU Between the National Park Service and the Appalachian Trail Conference, 2004.
B2 - Delegation of Management Responsibility for NPS A.T. lands in Maine from ATC to the MATC, 1984.
B3a - MOU Between the ATC and the MATC, 1997
B3b - MOU Between the ATC and the MATC, 2022
B4 - MOU Among the Principal Federal, State, and Private Organizations Concerned with the Administration of the Appalachian Trail, 1987.
B5 - Cooperative Agreement Between Baxter State Park and the MATC for Maintenance of the Appalachian Trail, 2009.
B6 - Memorandum of Agreement Between the Maine Bureau of Parks & Recreation and the Maine Bureau of Public Lands, 1981
B7 - MOU Between the National Park Service and the Maine Forest Service Regarding Wildfire Protection, 1999
B8 - MOU Between the NPS, the MATC, and the Maine Warden Service Regarding Emergency Helicopter Landing Sites in the Gulf Hagas Reserve, 1996.
B9b - MOU Between the NPS and the Maine Bureau of Parks & Lands Regarding Nahmakanta Lake, 2008.
B10 - Maine Dept. of Inland Fisheries & Wildlife Letter of Permission for the Appalachian Trail on the Spectacle Ponds Tract, 1985.
B11 - MOU Between the ATC, the MATC, and the Maine Appalachian Trail Land Trust, 2004
B12 - Cooperative Agreement Between the NPS and the Maine Warden Service Regarding Search & Rescue Services, 2001.

C. MAINE APPALACHIAN TRAIL CLUB GOVERNANCE

C1 - Constitution and Bylaws.
C2 - Executive Committee
C3 - Maintainer Instructions
C4 - Maintenance and Monitoring Agreements
C5 - Maintainers and Corridor Monitors
C6 - Nahmakanta Lake Management Plan

D. RULES, REGULATIONS, AND LAW ENFORCEMENT

D1 - Letter of 10/28/85 Explaining NPS Regulations
D2 - Maine Forest Fire Law

D3 - Maine Forest Fire Control Districts
D4 - Maine Warden Service Divisions
D5 - Baxter State Park Rules and Regulations
D6 - Maine State Police and County Sheriffs
D7 - Appalachian Trail Conference Incident Report Form
D8 - Volunteer in Parks Program
D9 - Trail Maintenance/Construction Review & Compliance Guidelines
D10 - Conflict of Interest
D11 - Procurement Policy
D12 – Record Retention and Destruction Policy

E. TRAIL AND CORRIDOR SIGNS

E1 - MATC Trail Sign System
E2 - Corridor Boundary Sign
E3 - MATC Trailhead Information Sign

F. CORRIDOR DATA

F1 - Corridor Mountain Inventory
F2 - Named Water Bodies in or Bordered by the Corridor That Are Not Crossed by the Trail
F3 - Rare, Threatened, and Endangered Species Within the Corridor
F4 - Road Crossings in Maine (North to South)
F5 - MATC Wind Power Policy

G. LONG-RANGE WORK PLANNING

G1 - MATC 5-Year Action Plan
G1-2 - MATC Project List 2005-2017

G2 – CURRENT AND HISTORICAL DATA

G2-1 - History of Relocations of the Appalachian Trail in Maine after 1968
G2-2 - Major side trails that connect with the AT in Maine
G2-3 - Water crossings along the Appalachian Trail in Maine
G2-4 - Trailhead facilities along the Appalachian Trail in Maine
G2-5 - MATC campsite inventory and action plan
G2-6 - Incidentally acquired structures

H. REFERENCE DOCUMENTS

I. ELECTRONIC SEGMENT MAPS