

From: Paul Stevens
To: Mike Murray
Cc: Jon Anglin; Pat Ludwick
Subject: Re: Fw: ORV permit question REPLY DUE: 3/24
Date: 03/30/2010 12:09 PM
Attachments: DM 618-298 PO.PDF
2009 Day permit.pdf
001.pdf

I like the idea of a windshield sticker. Most all of our vehicles back up to the surf so the patrol rangers could easily see the permit sticker.

Paul K. Stevens
Chief Ranger
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1401 National Park Drive
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(252) 473-2111 ext. 119 (office)
(252) 475-8307 (cellular)

▼ Mike Murray/CAHA/NPS

Mike Murray/CAHA/NPS

03/29/2010 10:55 AM

To Paul Stevens/CAHA/NPS@NPS
cc Jon Anglin/CAHA/NPS@NPS, Pat Ludwick/CAHA/NPS@NPS
Subject Fw: ORV permit question REPLY DUE: 3/24

Paul,

See below for ASIS's approach to ORV permit stickers. Front windshield stickers (ASIS), rather than rear bumper stickers (CACO), may be worth considering for the reasons stated (i.e., the "permit" sticks better and lasts longer on inside of windshield than outside on a plastic bumper). Either approach is fine with me. Which location is easier for LE personnel to monitor?

Mike Murray
Superintendent
Cape Hatteras NS/ Wright Brothers NMem/ Ft. Raleigh NHS
(w) 252-473-2111, ext. 148
(c) 252-216-5520
fax 252-473-2595

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----- Forwarded by Mike Murray/CAHA/NPS on 03/29/2010 10:50 AM -----

Trish Kicklighter/ASIS/NPS

03/29/2010 10:02 AM

To Mike Murray/CAHA/NPS@NPS, Ted_Morlock@nps.gov
cc
Subject Fw: ORV permit question REPLY DUE: 3/24

Mike, Hope all is well with you and that this answers your questions if not we will try again. I will put in the mail to you a sample. Trish

Trish Kicklighter
Superintendent
Assateague Island N.S.
410-629-6080 office phone
410-920-3944 cell phone
410-641-1099 fax

----- Forwarded by Trish Kicklighter/ASIS/NPS on 03/29/2010 09:54 AM -----

Debbie Morlock/ASIS/NPS

03/22/2010 02:15 PM

To Trish Kicklighter/ASIS/NPS@NPS
cc
Subject Re: Fw: ORV permit question REPLY DUE: 3/24

At ASIS the OSV program is managed as a Special Use as opposed to a Recreation Use.

Both special use and commercial use permit holders are required to have an OSV permit and obey all OSV regs during the course of any activities in the OSV zone. OSV regs are made a part of permit conditions by reference. On occasion (individually considered and approved) we allow an incidental OSV user under commercial or special use permit to access zone without an OSV permit, such as a DJ for the AMSA Camporee for a few hours on one night; and most recently, a CUA holder to scout out the area for feasibility of adding backcountry kayak operations. For instances like the annual AMSA short term Special Use Permit, the OSV permit waiver is written into the Camporee permit for the specific vehicle, person, date and times, with proviso that remaining in OSV zone outside of those hours requires a valid OSV permit.

We recently changed our permit from a bumper sticker to an inside window decal because of the increase in textured plastic bumpers on vehicles and complaints of loss of permits due to poor adhesion. The new sticker requires glue on the printed surface rather than the back resulting in some changes to procedures. For LE verification on site, we record the assigned license plate on the back of the permit with a permanent marker rather than on the sticky face.

Our permits are printed through GPO. Our specs include 4 types based on the 4 levels of permits that can be purchased (VA only; Parkwide Daytime use only; Parkwide 24 hour access; and Parkwide 24 hour use with bulpen camping). Originally they were differentiated by a different color ink on the same color background, but Rangers indicated they didn't find an advantage to it. We change the background color annually, so staff always knows the current permit by color, and expiration by month sticker. They are valid for 1 year from month of purchase, so two colors may be valid at a time. Temporary 7-day permits were tried in the past for one-time visitors, but we received complaints that the waiting lines during the summer often prevented their access, so it was discontinued. A permit file and Purchase Orders with printing specs for permit and month stickers are attached.



Main issue with windshield placement is compatibility with State regs. In MD, LE confirmed that anywhere within a 7" perimeter of the outer edges is OK. They also checked surrounding states that had high percentage of permits issued, and decided on lower driver's side. They like uniform placement on the front of the vehicle so that permit is obviously visible when driving past the vehicles backed up to the surf. On site, they can check the license plate against what is written on back of permit when issued, and if need be, call Ranger Station to reference the database. Daily data entry and registration card filing is time consuming, but necessary if database is to be of benefit to the field. We create simple MS Access data tables each CY - the copy below got compressed by Lotus Notes, but you can see the info we have found need of over the years. Also, WASO SUP Mgr. has said that she would be happy with the data base to fulfill record mgmt requirements rather than keeping 6500 individual registration cards each year, so long as all the permit information is included.

We require a bonafide police report or insurance claim to replace an OSV permit that is claimed to have been destroyed in an accident. Otherwise, the permit is required to be peeled off and brought in for replacement in the case of sale of vehicle or windshield replacement.

Permit Number	Permit Type	Expiration Mo/Yr	LastName	FirstName	Address	City	ST	Zip	Phone	Yr/Make/Model Vehicle	Color	Plate Number	State	where sold	Stolen	Replaced Permit #
16918	DAY	32011								2006 JEEP WRANGLER	SILVER		MD	MD	No	0

Debbie Morlock
 Revenue and Fee Business Manager
 410-629-6046 direct
 4210-641-1099 fax

Assateague Island National Seashore
 7206 National Seashore Lane
 Berlin, MD 21811
 410-641-1443 x207

▼ Trish Kicklighter/ASIS/NPS

Trish Kicklighter/ASIS/NPS

03/22/2010 11:09 AM

To Debbie_Morlock@nps.gov, Ted_Morlock@nps.gov
 cc
 Subject Fw: ORV permit question REPLY DUE: 3/24

Debbie, Take a look at Mike Murray's questions. I think you have the answers to most of them. Can you draft a reply and send it back to me and Ted. Try to have something back to us by Wed. You and I have not talked about how to handle the ORV permit for commercial operators. How are we doing it now and if we are not what is your opinion on how we should handle it. Thanks, Trish

Trish Kicklighter
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----- Forwarded by Trish Kicklighter/ASIS/NPS on 03/22/2010 11:06 AM -----

Mike Murray/CAHA/NPS

03/22/2010 09:43 AM

To Ted Morlock/ASIS/NPS@NPS
 cc Trish Kicklighter/ASIS/NPS@NPS, Paul Stevens/CAHA/NPS@NPS, Pat Ludwick/CAHA/NPS@NPS
 Subject ORV permit question

Hi Ted,

We recently released our draft ORV management plan/EIS (DEIS). An issue has come up that we did not fully cover in the draft plan. How does ASIS handle ORV permits for commercial operators, if any, who operate ORVs to conduct the commercial activity that is under a CUA? Is the CUA operator required to also obtain an ORV permit through the usual process, and pay the ORV permit fee too, or not? (or) Is the use of an ORV to conduct the authorized commercial activity covered by the CUA (i.e., no separate ORV permit required)?

We also have a few questions about your ORV permit program (e.g., what sort of database do you use to keep track of permits issued?). We would appreciate it if you could have someone send us a color copy of a permit, along with the ordering information (vendor, specs, cost, etc.) for purchasing the permits. While we have made no final decisions yet, all of our action alternatives include ORV permits and we are simply trying to gather background information on how to set up a permit program, if the decision is made to do so.

Lastly, who would be a good point of contact for CAHA staff to contact regarding your ORV permit program, if we have further questions?

Thanks in advance for you help!

Mike Murray
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