

To: [Marde Mensinger](#)
Subject: [Rulemaking](#)
Date: Fw: Comment Submitted
Attachments: Monday, June 16, 2025 10:03:46 AM

From: Sharla Arledge <sarledge@idl.idaho.gov> on behalf of Comments <comments@idl.idaho.gov>
Sent: Monday, June 16, 2025 9:55 AM
To: Marde Mensinger <MMensinger@idl.idaho.gov>; Mike Ahmer <mahmer@idl.idaho.gov>
Subject: FW: Comment Submitted

From: Department of Lands <no-reply@idl.idaho.gov>
Sent: Friday, June 13, 2025 10:00 PM
To: Comments <comments@idl.idaho.gov>
Subject: Comment Submitted

From: Ian Burge at ian.burge@me.com
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Comment:

The proposed requirements under section "Marine Motor Fuel Dispensing Facilities" creates many concerns for users on larger lakes in the state of Idaho, such as Lake Pend Oreille, Priest Lake and Lake Coeur d'Alene. Refueling locations can be many miles from marinas and

private docks on the lakes. For example a boat that is kept at Garfield Bay on Lake Pend Oreille, would need to travel more than 20 miles round trip on water to obtain fuel or the owner would need to trailer their boat and travel about 20 miles round trip to refuel a boat at the closest land gas station in Sagle. Many of the boats kept at docks/marinas on the lake are challenging to transport for fuel, such as a sail boat.

Higher Costs: Marina fuel is often more expensive than regular gas station fuel. Restricting fueling options could force boaters to pay these higher prices.

Economic Impact on Boating: Restricting options could potentially hurt the recreational boating industry by making it more expensive and less convenient for boaters.

I understand the desire to restrict refueling boats on the water, not at an approved marina gas facility. Perhaps instead of the draft language provided there can be restriction that marina gas stations must be used if located within 1-2 miles of where your boat is normally kept. Or put rules in place about the types of gas cans or transfer methods that can be used.