

ALASKA LEGISLATURE COMMITTEE FILES 1997-1998 8672

9198 HOUSE JUDICIARY

To ABC Board Member

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February 3, 1997

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To ABC Board Member
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To ABC Board Member
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February 3, 1997

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Copper Basin Distributors Inc.
Tazlina Liquors
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GULKANA VILLAGE LOCAL OPTION FOR CONTROL OF ALCOHOLIC BEVERAGES

DRAFT ENFORCEMENT PLAN

For Review and Comment

Prepared by Alcoholic Beverage Control Board
Department of Revenue
State of Alaska

JANUARY 31, 1997

1. BACKGROUND

The Village of Gulkana is located on the east bank of the Gulkana River along the Richardson Highway, 14 miles north of Glennallen. The community is within the Ahntna Regional Native Corporation of Alaska. The economy of the community is in transition from one that once relied primarily on subsistence hunting, fishing, and trapping to a more cash centered system supported by seasonal construction, fire fighting, tourism, and government or non-profit organization employment. The 1990 census recorded 103 residents; 59 percent were Alaska Native and 68 percent were over the age of 18 years. Updated estimates of total population produced by the State Demographer, Alaska Department of Labor, show no significant population change since the decennial census.

The first occupants of Gulkana were Chief Ewan and his family. They established the old village site a quarter mile south of the present location. This site was cut in half during construction of the Richardson Highway requiring the move to the present location about forty years ago. Soon after the Gulkana residents moved to the new town site, they submitted a petition to the U.S. Bureau of Land Management for a 640-acre reserve. Petition reformulation and boundary adjustments eventually produced an amended townsite (USS 4861) of approximately 300 acres.

Gulkana is an unincorporated community within the unorganized borough. The community is governed by a traditional village council which is given limited recognition for administration of grants and revenue sharing by the State of Alaska. Public safety services are provided by the Alaska State Troopers operating out of Glennallen. There are no liquor licensed premises within Gulkana.

2. PETITION FOR LOCAL OPTION ELECTION

In the spring of 1996, Gulkana leaders expressed an interest in exercising greater control over alcoholic beverages in their village. As is often the case, interest was sparked by tragic deaths attributable to alcohol consumption.

On May 23, 1996, Bob Aiken, a Local Government Specialist with the Department of Community and Regional Affairs held an informational meeting in Gulkana to answer questions regarding the

process for placing the local option question of prohibiting sales, importation, and possession of alcohol in Gulkana on a ballot for a community vote. Lt. Bachman and Trooper Pearce of the Alaska State Troopers (AST) were also in attendance to answer questions regarding response to violations of the local option prohibition.

Questions regarding the zone of enforcement of the prohibition were asked leading to some discussion of the "perimeter" around an established village. It was explained that a final determination on who would be eligible to vote on the local option question would have to be made by the Division of Elections and the area designated for enforcement should a local option on alcohol be adopted would have to be made by the Alcoholic Beverage Control Board. The AST representative recommended that if the local option was adopted that large signs be posted on the entrances to the village coming off of the Richardson Highway informing people of the ban on importation and possession and possible penalties for violations.

As a result of the meeting, a petition to prohibit sale, importation, and possession of alcoholic beverages within the Village of Gulkana was drawn up, circulated, and submitted to the Division of Elections. The petition was accepted as meeting the criteria set out in AS 04.11.507(c).

3. LOCAL OPTION ELECTION

The Division of Elections recognized those residing in the actual townsite location of Gulkana as qualified voters and conducted an election by mail-in ballot on January 14, 1997 on the question of prohibiting the sale, importation, and possession of alcoholic beverages provided for in AS 04.11.491(b)(4). The results of the election are 17 yes and 3 no. The election was certified on January 28, 1997.

4. APPLICABLE STATUTES AND REGULATIONS

The following statutes and regulations spell out the basis and effective date of local options approved by voters in an established village. The provisions are edited for ease of understanding and specific relevance to Gulkana. Official versions of Alaska Statutes as published by Michie Company are the definitive resource on this question.

Importation of Alcoholic Beverages

AS 04.11.499 states, in part, that "if a majority of the voters vote to prohibit the importation of alcoholic beverages under AS 04.11.491...(b)(4), a person, **beginning on the first day of the month following certification of the results of the election**, may not knowingly send, transport, or bring an alcoholic beverage into ...the established village, unless the alcoholic beverage is sacramental wine to be used for bona fide religious purposes ...and is dispensed only for religious purposes by a person authorized by the church or religious body to dispense sacramental wine" (emphasis added).

Based on this statute and the results of the Gulkana village vote, importation of alcoholic beverages into the townsite boundaries of Gulkana is a violation of State law beginning **February 1, 1997**.

Possession of Alcoholic Beverages

AS 04.11.501(a) states, in part, that "if a majority of the voters vote to prohibit the possession of alcoholic beverages under AS 04.11.491...(b)(4), a person may not knowingly possess an alcoholic beverage in the ...established village, unless the alcoholic beverage is sacramental wine to be used for bona fide religious purposes...and is dispensed only for religious purposes by a person authorized by the church or religious body to dispense sacramental wine." AS 04.11.501(b) sets out, in relevant part, that "if there are no licensed premises within the...established village, the prohibition on possession is **effective beginning 60 days after the results of the election are certified**" (emphasis added). AS 04.11.501(d) defines "possession" as "having physical possession of or exercising dominion or control over an alcoholic beverage, but does not include having an alcoholic beverage within the digestive system of a person."

With the certification date of January 28, the ban on possession of alcohol goes into effect **March 30, 1997**.

Legal Sales of Alcoholic Beverages

Legal sales by state licensed persons and businesses are subject to change as a result of a local option election within an established village. AS 04.11.197, as it pertains to the Gulkana case, states that "if a majority of voters vote to prohibit the sale of alcoholic beverages under AS 04.11.491...(b)(4), the board may not issue, renew, or transfer between persons of locations, a license for premises located...within the **perimeter** of the established village. A license that may not be renewed because of a local option election held under this section is void 90 days after the results of the election are certified. A license that expires during the 90 days after the results of a local option election are certified may be extended, until it is void under this section, by payment of a prorated portion of the biennial license fee" (emphasis added).

Regulations of the Alcoholic Beverage Control Board defines "perimeter" in 15 AAC 104.645(j) as it pertains to this statute as "a line around an established village; the line is a circle with a five-mile radius, having at its center a post office station or, if there is no post office station, another site reasonably designated by the local governing body or by the board if there is no local governing body, **but excluding from that circle ...any area that is within another established village**" (emphasis added).

AS 04.21.080(b)(9) defines "established village" for this circumstance "as an area that does not contain any part of an incorporated city or another established village and that is...an unincorporated community that is in the unorganized borough and has 25 or more permanent residents".

5. PERIMETER FOR SALE, BAN AND ESTABLISHED VILLAGE

There is no post office station within Gulkana. The local governing body recognized by the State of Alaska for the receipt and legal use of State funds is the Gulkana Village Council, a traditional village council. To determine if persons licensed to sell alcoholic beverages near Gulkana are affected by this local option election two questions need to be addressed and answered.

First, in the absence of a post office, the Gulkana Village Council needs to determine another "reasonably designated" site as the center of the five mile radius which forms the perimeter around the established village of Gulkana. This perimeter will then need to be drawn using this designated center point.

Second, "any area that is within another established village" will then need to be excluded. Residents near Gulkana have claimed that there is, in fact, another established village of Gakona that virtually surrounds Gulkana. This established village has a post office, an elementary school, and a volunteer fire station that serve Gakona and Gulkana, and several businesses, including businesses licensed to sell alcoholic beverages. Gakona is an unusual type of community because it is spread out along the Richardson Highway and the Glenn Highway (Tok Cutoff) and consists primarily of residences near the major roadways. Since Gakona is in the vicinity of Gulkana, and appears to clearly contain areas within the perimeter of Gulkana, Gakona's boundaries and area need to be established and a determination needs to be made as to whether it constitutes another "established village".

Therefore, because of the unresolved issues of a reasonably designated center for a five mile perimeter around Gulkana and the need to determine if Gakona constitutes an established village and as such what comprises Gakona's "area", the question of the potential effect of the Gulkana local option election on sales of alcoholic beverages remains unresolved.

6. PROPOSAL FOR ENFORCEMENT

There is a need to make some interim determinations on how enforcement of Gulkana's local option will proceed since the ban on importation goes into effect February 1, 1997. I propose that the area for enforcement of the ban on importation and possession of alcoholic beverages initially be comprised of the area commonly referred to as the BLM townsite located entirely on the east side of the Richardson Highway. I recognize that there are a few residences on the west side of the Richardson Highway with occupants who consider themselves to be part of Gulkana village. The enforcement zone could be expanded in the future to include this area if issues

regarding traffic on the Richardson Highway can be resolved. This is one area that needs to be reviewed and commented upon by local residents. The other question that needs to be addressed is alcohol possession on or near the Gulkana River, a popular sports fishing location, as it passes near Gulkana village. It would be unworkable and defies common sense to have the importation and possession ban apply to vehicles traveling within the Richardson Highway right-of-way. Any zone for enforcement of this portion of the ban would need to exclude the Richardson Highway corridor.

The perimeter for the sale of alcoholic beverages requires determination of the status of Gakona as an established village. While it can be debated that the greater Gakona area may be too spread out and sparsely populated to constitute an established village, I believe there is a core area of Gakona that includes the post office, elementary school, volunteer fire station, Gakona Lodge and the Gakona Junction Village that is reasonably compact and meets criteria for an established village as defined under AS 04.21.080(b)(9).

This recognition is further bolstered by the fact that the Department of Community Regional Affairs (DCRA) recognizes organizations within the Gakona area as being eligible for State Revenue Sharing and Capital Matching Grants. State Revenue Sharing grants have been made in the past to the Gakona Village Council and the Gakona Volunteer Fire Department. These organizations have not always participated in these state aid programs, but they do remain on the DCRA list of eligible unincorporated community organizations for purposes of receiving and expending grant money for public purposes. The Gakona Volunteer Fire Department has, for example, received State Revenue Sharing nearly every year and may soon receive half of Gakona's Capital Matching Grant funding to provide fire protection and response services to 268 persons residing in the Gakona and Gulkana area.

Therefore, I recommend that the ABC Board determine that the core Gakona is an area that constitutes a separate established village for purposes of applying the definition of "perimeter" under 15 AAC 104.645(j). This means that liquor licenses located within the established village of Gakona would not be subject to the sales ban. The area outside of the compact boundaries of Gakona and within the five mile perimeter would exclude sales and new liquor licenses could not be issued in this area.

7. ATTACHED MAP FOR DISCUSSION AND COMMENT

Attached are two copies of the general boundaries as proposed for this enforcement plan. Please comment on the boundaries as proposed. It will be helpful if you could mark on one copy of the map and return it with comments you may have for altering the lines proposed.

8. PUBLIC MEETING/HEARING IN THE GULKANA/GAKONA AREA

A public meeting will be held on February 25, 1997 at 7 p.m. at the Gulkana Community Hall, Mile Post 127, Richardson Highway.

The agenda for the public meeting will include, but may not be limited to, the following topics:

- 1) Consultation with the Gulkana Village Council on a reasonably designated point from which to draw the five mile perimeter and designation of this point.
- 2) Public and agency comment on the boundaries around the village of Gulkana for purposes of enforcing the importation and possession ban. Should they be modified from the "townsite" boundary being proposed ?
- 3) Public and agency comment on the existence of the established village Gakona and its boundaries for purposes of being excluded from the Gulkana perimeter.
- 4) Public and agency comment and discussion of how the local option ban will be enforced.
- 5) Public comment and discussion on how potential conflicts on and along the Gulkana River in the vicinity of Gulkana Village will be addressed.

Written comment on these and other related issues will also be received until February 28, 1997. A final determination for enforcement should be made either by the ABC Board or by its Director with proper authorization from the Board sometime after March 5, 1997.

Written comments should be sent to:

ABC Board
550 W. 7th Avenue, Suite 350
Anchorage, Alaska 99501
FAX: 907-272-9412

MAP OF PROPOSED BOUNDARY FOR ENFORCEMENT OF
GULKANA ALCOHOLIC BEVERAGE LOCAL OPTION
INTERIM ENFORCEMENT AREA SHOWN FOR IMPORTATION BAN
SALES AND POSSESSION AREAS ARE DRAFT -- FOR DISCUSSION

JANUARY 31, 1997

FIVE MILE PERIMETER AROUND
GULKANA FOR RESTRICTION ON
SALES OF ALCOHOLIC BEVERAGES

PROPOSED BOUNDARY FOR THE
ESTABLISHED VILLAGE OF GAKONA

INTERIM BOUNDARY FOR THE
ESTABLISHED VILLAGE OF GULKANA

SCALE 1:63,360

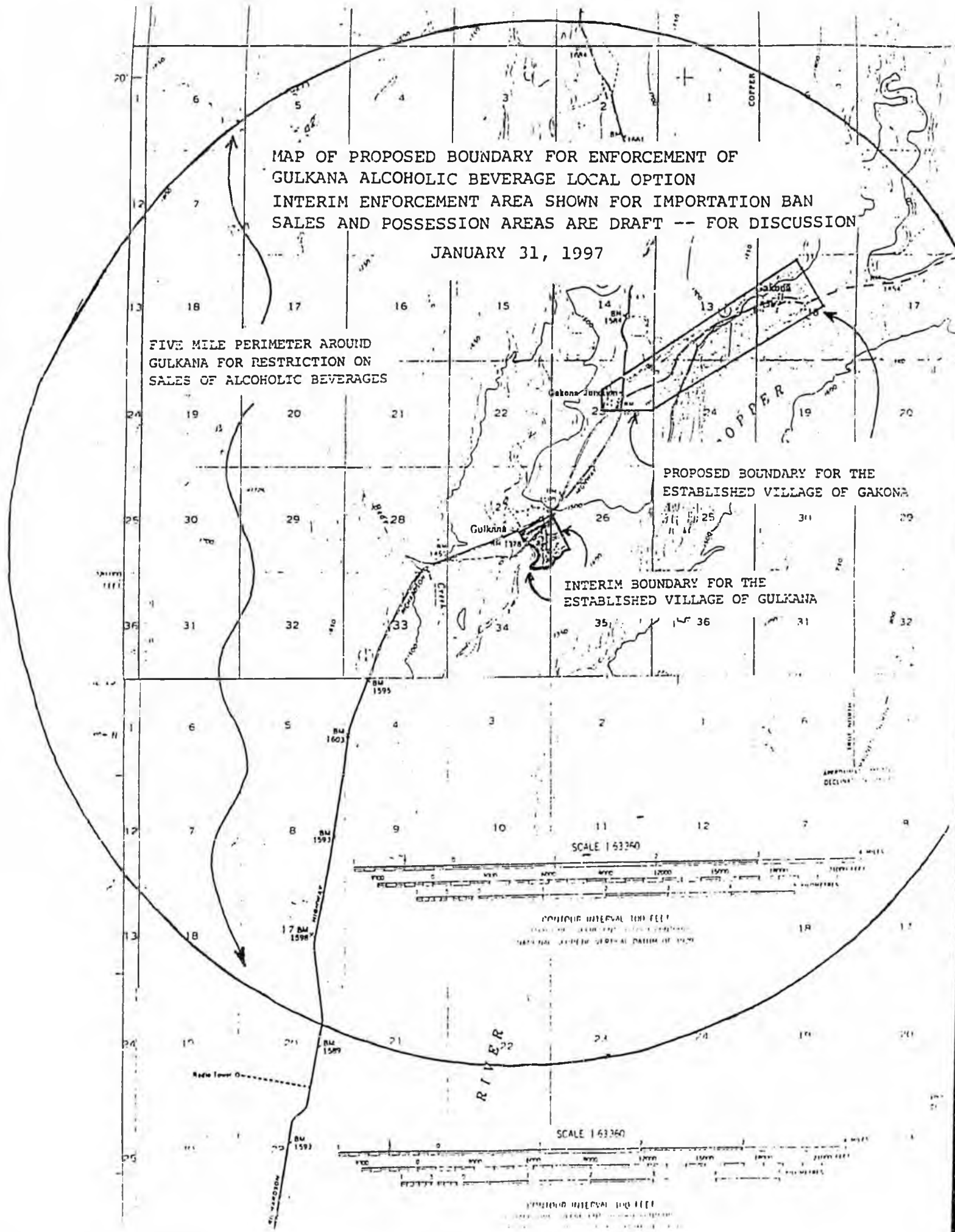
CONTOUR INTERVAL 100 FEET

VERTICAL DATUM: MEAN SEA LEVEL
HORIZONTAL DATUM: NAD 83

SCALE 1:63,360

CONTOUR INTERVAL 100 FEET

VERTICAL DATUM: MEAN SEA LEVEL
HORIZONTAL DATUM: NAD 83



MAP OF PROPOSED BOUNDARY FOR ENFORCEMENT OF
GULKANA ALCOHOLIC BEVERAGE LOCAL OPTION
INTERIM ENFORCEMENT AREA SHOWN FOR IMPORTATION BAN
SALES AND POSSESSION AREAS ARE DRAFT -- FOR DISCUSSION

JANUARY 31, 1997

FIVE MILE PERIMETER AROUND
GULKANA FOR RESTRICTION ON
SALES OF ALCOHOLIC BEVERAGES

PROPOSED BOUNDARY FOR THE
ESTABLISHED VILLAGE OF GAKONA

INTERIM BOUNDARY FOR THE
ESTABLISHED VILLAGE OF GULKANA

SCALE 1:63,360

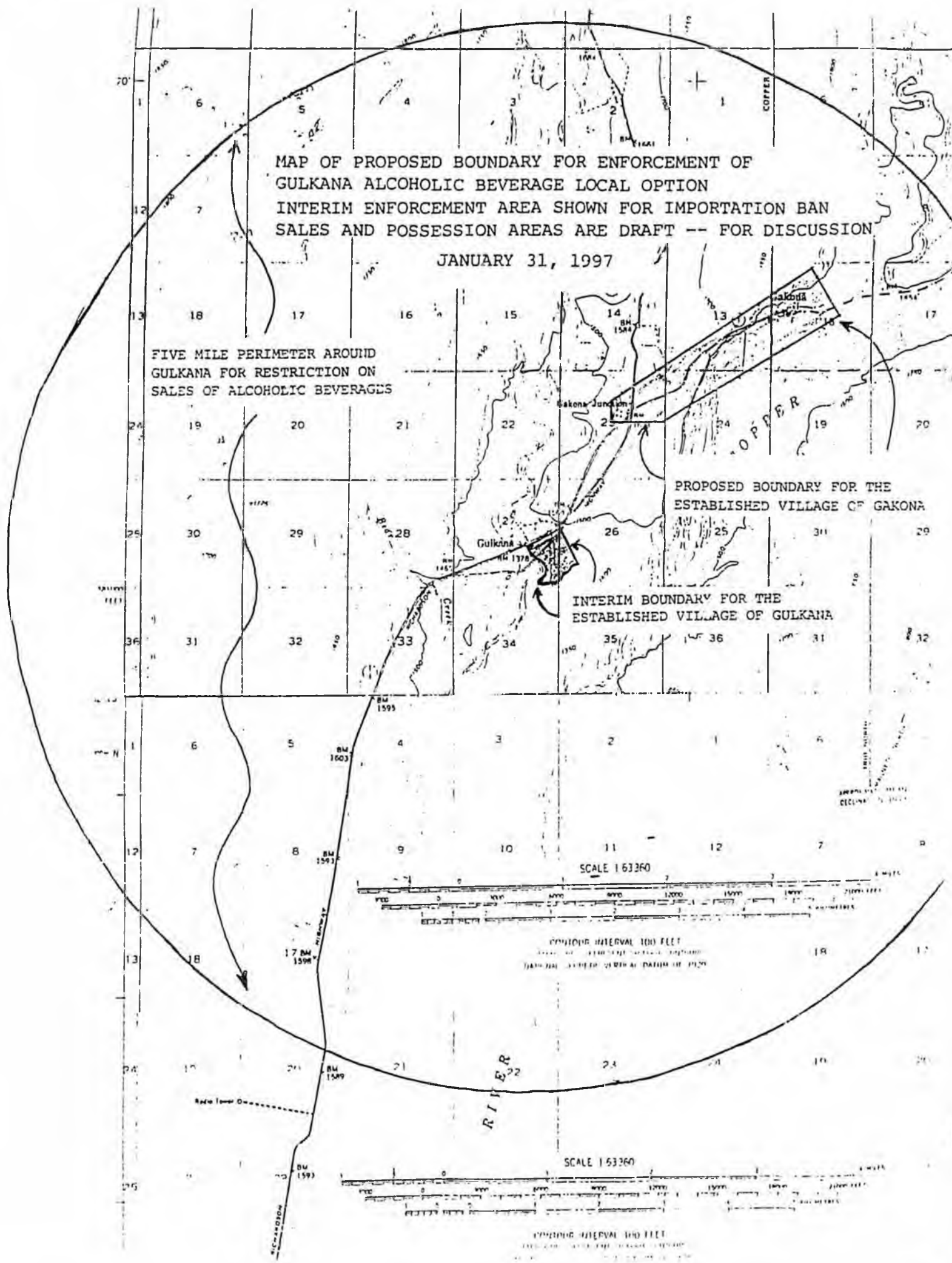
CONTOUR INTERVAL 100 FEET

DATE OF FIELD SURVEY: 1979

SCALE 1:63,360

CONTOUR INTERVAL 100 FEET

DATE OF FIELD SURVEY: 1979



LEGAL SERVICES

DIVISION OF LEGAL AND RESEARCH SERVICES
LEGISLATIVE AFFAIRS AGENCY
STATE OF ALASKA

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Mail Stop 3101


130 Seward Street, Suite 409
Juneau, Alaska 99801-2105

MEMORANDUM

April 9, 1997

SUBJECT: Sectional Summary of HB 212

TO: Representative Gene Kubina
Attn: Katrina

FROM: Michael F. Ford 
Legislative Counsel

You have requested a sectional summary of the above-described bill.

As a preliminary matter, note that a sectional summary of a bill should not be considered an authoritative interpretation of the bill and the bill itself is the best statement of its contents. If you would like an interpretation of the bill as it may apply to a particular set of circumstances, please advise.

Section 1. Provides that the perimeter of an established village is the area within a five-mile radius of the village post office, or a site selected by the local governing body or the A.B.C. board if no local governing body exists. Specifies that the perimeter does not include an area within a municipality or within another established village. Allows the A.B.C. board to determine a village's perimeter if the board determines that under (a) and (b) the perimeter does not accurately reflect the true perimeter of the village.

Section 2. Effective date of July 1, 1997.

MFF:jdr
97-257.jdr

AMENDMENT

OFFERED IN THE HOUSE

BY REPRESENTATIVE KUBINA

TO: HB 212

- 1 Page 1, lines 2 - 3:
- 2 Delete "in the unorganized borough"

Justification for amendment to HB 212

When drafting this bill an oversight was made in the title of the bill. As the title currently reads, this bill would only effect those established villages that are in the unorganized borough. However, we want this law to also apply to those established villages that are in the organized borough. With the deletion of the words "in the unorganized borough", the law would apply to all established villages throughout Alaska.

Alaska State Legislature



Committees

Labor & Commerce
Legislative Council
World Trade
Trade & Tourism
Special Committee
on Fisheries

Representative Eugene Kubina
House Minority Leader

During Session:
Alaska State Capitol
Juneau, Alaska 99801-1182

During Interim:
P.O. Box 2463
Valdez, Alaska 99686

SPONSOR STATEMENT - HB 212

HB 212, "An act relating to determination of an established village for the purposes of regulating the sale, use, and possession of alcoholic beverages in the unorganized borough," gives the Alcoholic Beverage Control (ABC) Board greater flexibility in defining actual boundary dimensions for the purpose of enforcing the local option law.

As Villages throughout Alaska have voted themselves dry over the years, their relative isolation has minimized regional conflicts. But when the Native Village of Gulkana decided to ban all alcoholic beverages within the communities' borders, the situation became more problematic. The five-mile radius perimeter effects businesses that exist along the highway system, several residents of the Village of Gakona, as well as general traffic along the highway. As a consequence, these people did not get the opportunity to cast a vote, but they are effected by the law.

This bill would give the ABC Board authority to set the boundary of the established village when circumstances such as these occur. This legislation will resolve the Village of Gulkana problem, as well as provide a permanent solution for those villages in similar circumstances that wish to go dry in the future.



Alaska State Legislature

Please enter into the record my testimony to the HOUSE JUDICIARY
 committee name
 committee on HB 170 . dated 5-2-97
 bill/subject

* SEE ATTACHED 3 PAGES FROM ATHONS,
 IRMEN
 SCHMIDTBAUER

Signed: _____
 Testifier

 Representing (Optional)

 Address

 Phone No.

HB

231

DRAFT - DRAFT

FISCAL NOTE

DRAFT - DRAFT

STATE OF ALASKA

BILL NO. CSHB231(JUD)

1997 LEGISLATIVE SESSION

Revision Date: 6-May-97 Dept Affected: Natural Resources
 Title: An Act relating to regulation of snowmobiles. BRU: Parks & Recreation Management
 Component: Parks Management
 Sponsor: Rep. Masek
 Requestor: (H)JUD Component Serial No. 452

Expenditures/Revenues		(Thousands of Dollars)				
	FY98	FY99	FY00	FY01	FY02	FY03
OPERATING EXPENDITURES						
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0
CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
CHANGE IN REVENUES ()						

FUND SOURCE		(Thousands of Dollars)				
	FY98	FY99	FY00	FY01	FY02	FY03
1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY97) cost: \$ none

POSITIONS

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

There is no anticipated fiscal impact to the Department of Natural Resources associated with implementation of this legislation (CSHB231-JUD).

Prepared by: Jim Stratton, Director *John Masek for* Phone: 269-8700
 Division: Parks and Outdoor Recreation Date: 6-May-97
 Approved by Commissioner: *John Masek for John Stratton* Date: 5-6-97
 Agency: Natural Resources

FISCAL NOTE

STATE OF ALASKA
1997 LEGISLATIVE SESSION

BILL NO. HB231

Revision Date: _____ Dept Affected: Natural Resources
 Title: An Act relating to regulation of snowmobiles. BRU: Parks & Recreation Management
 Component: Parks Management
 Sponsor: Rep. Masek
 Requestor: (H)JUD Component Serial No. 452

Expenditures/Revenues	(Thousands of Dollars)					
OPERATING EXPENDITURES	FY98	FY99	FY00	FY01	FY02	FY03
PERSONAL SERVICES	46.5	46.5	46.5	46.5	46.5	49.5
TRAVEL	1.0	1.0	1.0	1.2	1.2	1.4
CONTRACTUAL	27.8	22.5	45.2	47.3	54.7	58.1
SUPPLIES	2.3	0.8	0.8	0.8	0.8	1.0
EQUIPMENT	6.1	0.0	0.0	0.6	0.0	0.0
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	83.7	70.8	93.5	96.4	103.2	110.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
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CHANGE IN REVENUES (1005)	26.0	29.9	268.3	305.8	437.7	494.9
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FUND SOURCE	(Thousands of Dollars)					
1002 Federal Receipts						
1003 GF Match						
1004 GF	57.7	40.9				
1005 GF/Program Receipts	26.0	29.9	93.5	96.4	103.2	110.0
1037 GF/Mental Health						
Other						
TOTAL	83.7	70.8	93.5	96.4	103.2	110.0

Estimate of any current year (FY97) cost: \$ none

POSITIONS

FULL-TIME	1	1	1	1	1	1
PART-TIME	0	0	0	0	0	0
TEMPORARY	1	1	1	1	1	1

ANALYSIS: (Attach a separate page if necessary)

Registration of all new and used snowmobiles sold by authorized dealers would be required at the point of sale for those persons living in communities where automobile registration is also required. During the first year, DNR would establish the regulations for implementing point-of-sale registration in cooperation with the snowmobile dealers in Alaska. Developing the registration process would take the time of existing staff with additional one-time support for establishing the computer program. Once the process was agreed upon and signed into regulation, DNR would need a full time person to implement the program, including daily data input for new and recently sold snowmobiles, training dealers, coordinating renewal mailings, printing forms, advertising, and supervising a summer intern. Beginning in FY2000 when registrations double, a part-time position is needed to receipt the revenue and enter the (continued on page 2)

Prepared by: Jim Stratton, Director *[Signature]* Phone: 269-8700
 Division: Parks and Outdoor Recreation Date: 28-Apr-97
 Approved by Commissioner: *[Signature]* Date: 4-28-97
 Agency: Natural Resources

FISCAL NOTE (Continuation)
ANALYSIS: (Snowmobile Registration)

registration data into the DNR Revenue and Billing System. This will be funded via an RSA to the Administrative Services component. During the high summer season when most renewal registrations are to be processed, a summer intern position through the Alaska Conservation Corps would be hired.

The registration computer would be linked to the Department of Public Safety mainframe computer, where the information would be stored for easy retrieval by the law enforcement community. The person would be located in Anchorage at the main office of State Parks.

FISCAL
NOTES(S)

HOUSE BILL NO. 231

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTIETH LEGISLATURE - FIRST SESSION

BY REPRESENTATIVE MASEK

Introduced: 4/4/97
Referred: Judiciary

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to ^{registration} (regulation) of snowmobiles."

2 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

3 * Section 1. AS 05.30.010 is repealed and reenacted to read:

4 Sec. 05.30.010. Snowmobile registration. (a) Except as provided in (d) of
5 this section, a person may not operate a snowmobile within the state unless the
6 snowmobile has been registered and numbered as required by this chapter. The
7 division is authorized to assign identification numbers and register snowmobiles.

8 (b) The division shall employ snowmobile agents, including dealers and
9 licensing agents, to register snowmobiles. An agent may accept a registration
10 application, may issue a temporary registration, and shall forward the application to
11 the division. A snowmobile dealer employed as a licensing agent for snowmobile
12 registration by the division may be authorized to issue renewal registrations and may
13 retain a commission of up to \$1, as authorized by the division, for each registration
14 issued.

15 (c) For all or any part of a year beginning October 1 and ending September 30,

1 the original and each renewal registration fee for a snowmobile shall be as provided
 2 under AS 28.10.421. *§10 P385 Vol 7*

3 (d) A snowmobile dealer shall require a purchaser of a new or used
 4 snowmobile sold at retail from the dealer's inventory to complete a registration
 5 application and pay the registration fee before the snowmobile leaves the dealer's
 6 premises unless the snowmobile is purchased for use exclusively outside of this state
 7 or is otherwise exempt by law from this subsection.

8 (e) A registration certificate may be issued without the payment of a fee if the
 9 snowmobile is owned by the state or a political subdivision of the state.

10 (f) Registration under this section is not required for a snowmobile

11 (1) owned by an agency of the United States or another state;

12 (2) used strictly on private property for private, noncommercial
 13 purposes;

14 (3) used only in sanctioned snowmobile races; or

15 (4) used exclusively in communities exempt from motor vehicle
 16 registration under AS 28.10.011.

17 (g) A snowmobile registration expires at the end of the second season for
 18 which it is issued. An application for renewal of registration for the succeeding years
 19 must be made at a time and in a form prescribed by the division.

20 * Sec. 2. AS 05.30 is amended by adding a new section to read:

21 **Sec. 05.30.021 Proof of ownership for registration purposes.** The division
 22 shall require proof of ownership of the snowmobile before registering a snowmobile
 23 under this chapter.

24 * Sec. 3. AS 05.30 is amended by adding a new section to read:

25 **Sec. 05.30.031. Issuance of registration.** (a) Upon receipt of a completed
 26 application for registration of a snowmobile, the division shall record the registration
 27 of the snowmobile under the number assigned to it. A number assigned to a
 28 snowmobile at the time of the original registration must remain with the snowmobile
 29 until the snowmobile is destroyed, abandoned, or permanently removed from the state
 30 or until the registration number is changed or terminated by the division.

31 (b) The division shall, upon assignment of a registration number, issue and

1 deliver to the owner a registration in a form prescribed by the division. A registration
2 is not valid unless it is signed by the person who signed the application for
3 registration. In the event of the loss, mutilation, or destruction of the registration, the
4 owner of the registered snowmobile may file a statement and proof of facts that the
5 division may require for the issuance of a replacement registration.

6 (c) At the time of the original registration or a biennial renewal, the division
7 shall issue to the registrant a validation decal indicating the validity of the current
8 registration and the expiration date. A validation decal must be affixed to the
9 snowmobile in the manner prescribed by the division. Notwithstanding the fact that
10 a snowmobile has been assigned an identifying number, a snowmobile is not
11 considered to be validly registered within the meaning of this section unless a
12 validation decal and current registration have been issued as required by this section.

13 (d) If a snowmobile does not comply with the equipment provisions
14 established under AS 05.30.080, the division may refuse to register the snowmobile.
15 The registration number assigned to a snowmobile shall be displayed on the vehicle
16 at all times in the manner prescribed by the division.

17 (e) A person, while operating a snowmobile in this state that is required to be
18 registered under this chapter, shall have in the person's possession or carry in the
19 snowmobile valid registration. Upon demand of a peace officer authorized to enforce
20 this chapter, a person operating a snowmobile shall produce for inspection the
21 registration for the snowmobile and furnish to the peace officer any information
22 necessary for the identification of the snowmobile and its owner. A snowmobile
23 owner holding a registration required under this chapter shall notify the division in
24 writing of a change of residence within 15 days after the change occurs.

25 * Sec. 4. AS 05.30.050 is repealed and reenacted to read:

26 **Sec. 05.30.050. Transfer or other termination of ownership.** (a) When the
27 use of a snowmobile for which a registration has been issued is permanently
28 discontinued, the termination of ownership section of the registration shall be properly
29 filled out, signed, and returned to the division within 15 days after discontinuance of
30 use.

31 (b) If there is a change of ownership of a snowmobile for which a registration

1 has been issued, the seller shall properly fill out the "transfer of ownership" section of
 2 the registration, sign over the registration to the new owner, and, within 10 days
 3 following the change of ownership, notify the department of the change by delivering
 4 or mailing a form provided by the division. The new owner shall apply for a new
 5 registration from the division. If a snowmobile is purchased from a dealer, the
 6 ownership application must be accompanied by a dealer's form, as prescribed by the
 7 division, numbered, completed, and signed by the dealer or the dealer's agent and by
 8 the purchaser.

9 (c) An owner of a snowmobile registered under this chapter shall notify the
 10 division in writing of the destruction, theft, or permanent removal of the snowmobile
 11 from the state within 15 days after the destruction, theft, or removal. In the event of
 12 destruction the owner shall surrender the registration with the notice required under
 13 this subsection.

14 * Sec. 5. AS 05.30 is amended by adding a new section to article 2 to read:

15 **Sec. 05.30.060. Regulations authorized.** The division shall adopt

16 (1) regulations for registration of snowmobiles and display of
 17 registration numbers;

18 (2) in cooperation with appropriate federal agencies, uniform maps and
 19 signs to control, direct, or regulate the operation and use of snowmobiles;

20 (3) regulations for the use of snowmobiles, consistent with the
 21 provisions of this chapter.

22 * Sec. 6. AS 05.30.070 is repealed and reenacted to read:

23 **Sec. 05.30.070. Regulation by political subdivision.** A city of any class, or
 24 an organized borough in the area outside cities, may, by ordinance, regulate the use
 25 and operation of snowmobiles on public land, water, and property under its jurisdiction
 26 and on streets and highways within its boundaries if the regulation is consistent with
 27 the provisions of this chapter.

28 * Sec. 7. AS 05.30.080(a) is amended to read:

29 (a) A snowmobile [SNOW VEHICLE] must contain the following equipment:

30 (1) brakes adequate to control the movement of and to stop and to hold
 31 the vehicle under normal conditions of operation;

1 (2) at least one lighted head lamp so aimed and of sufficient intensity
 2 to reveal persons and objects at a distance of at least 100 feet ahead during hours of
 3 darkness under normal atmospheric conditions and one lighted tail light;

4 (3) a throttle that, when released by the hand, will return the engine
 5 speed to idle;

6 (4) an exhaust muffler that emits a noise level not higher than the
 7 maximum decibel level prescribed by the manufacturer for the vehicle; this
 8 paragraph does not apply to a snowmobile being operated in a racing event [IN
 9 GOOD WORKING ORDER].

10 * Sec. 8. AS 05.30.100 is amended to read:

11 Sec. 05.30.100. Reporting of accidents. The operator of a snowmobile
 12 [SNOW VEHICLE] involved in an accident resulting in injury to, or death of a person,
 13 or property damage other than to the operator's snow vehicle the estimated amount of
 14 which is \$500 [\$100] or more, shall immediately, by the quickest means of
 15 communication, give notice of the accident to the nearest state trooper or city police
 16 officer.

17 * Sec. 9. AS 05.30.120 is repealed and reenacted to read:

18 Sec. 05.30.120. Definitions. In this chapter,

19 (1) "dealer" means a person engaged in the business of selling
 20 snowmobiles at wholesale or retail in this state;

21 (2) "division" means the division ^{of Motor Vehicles on the 2007} in the Department of Natural ^{Admin.}
 22 Resources that has authority over parks and outdoor recreation;

23 (3) "operate" means to ride in or on and control the operation of a
 24 snowmobile;

25 (4) "operator" means a person who operates or is in actual physical
 26 control of a snowmobile;

27 (5) "owner" means a person, other than a lienholder, having title to a
 28 snowmobile and who is entitled to the use or possession of the snowmobile;

29 (6) "possession" means physical custody of a snowmobile by an owner
 30 of a snowmobile or by an owner of a motor vehicle or trailer on or in which a
 31 snowmobile is placed for the purpose of transport;

1 (7) "snowmobile" means a self-propelled vehicle primarily designed or
2 altered for travel on snow or ice when supported in part by skis, belts, or cleats;
3 "snowmobile" does not include machinery used strictly for the grooming of
4 snowmobile trails or ski slopes.

5 * Sec. 10. AS 05.30.020, 05.30.030, 05.30.040, and 05.30.080(b) are repealed.



ALASKA OUTDOOR COUNCIL

211 4th St. #302A
Juneau, AK. 99801
(907) 463-3830

Feb. 1, 1998

The Honorable Joe Green, Chair
House Judiciary Committee
Alaska State Capitol
Juneau, Ak. 99801

Dear Representative Green:

The Alaska Outdoor Council and its member organizations strongly support SB 231 and would appreciate your assistance in moving this piece of legislation this session.

HB 231 "An act relating to the registration of snowmobiles" was discussed at our legislative workshop held in Anchorage this past November. At that time, the many delegates from around Alaska voted unanimously to endorse this legislation. As you may be aware, the AOC is an umbrella organization of outdoor user groups covering a broad spectrum of uses.

Currently there are four snowmobile clubs affiliated with the AOC and this is their number one priority. Also, trails and access is one of the AOC's primary areas of concern. We would like to thank you for your past support of our issues and hope you will once again give us your assistance on this important piece of legislation. If there is something further we can do to assist you in this effort, please feel free to contact us.

Sincerely,

Rod Arno
President

cc: Rep. Beverly Masek
Senator Drue Pearce

Snowmobilers

Better to register

With an estimated 4,000 snowmobiles sold each year in the Anchorage and Palmer-Wasilla area and more than 75 stolen in the past two seasons, an optimist would say that Anchorage isn't really thief country. But it sure must feel

Snowmobiles are both expensive (and thus lucrative for a thief) and easy to get rid of.

like it to those unfortunate few who lose their expensive snowmobiles.

And the thievery has definitely gotten worse in the past few years, Anchorage Police Department Officer James Scroggins says.

Snowmobiles are both expensive (and thus lucrative for a thief) and easy to get rid of.

Yet relatively few owners register their machines with the state Division of Motor Vehicles, even though any that are driven

on public property are required by state law to be registered.

Registration gives the police a record of ownership that they can easily check. "(Registration) makes our job easier and the bad guys' job a lot harder," Officer Scroggins says.

Rep. Bev Masek is trying to do something about snowmobile problems. She sponsored a bill last year that would require snowmobiles to be registered before the new owner ever leaves the store, and to display an identification number.

Jay Dulany, director of the Division of Motor Vehicles, says point-of-sale registration is probably the only effective way to get all machines registered. He is well aware that right now many snowmobile owners just don't bother.

If Rep. Masek's bill passes and snowmobile registration becomes the norm rather than the exception, why couldn't a portion of the registration fees help pay for safety awareness, trail acquisition and maintenance? Somebody who just paid several thousand dollars for a fancy new rig probably wouldn't mind forking over another \$5 or \$10 if part of the money went to more and better trails.

Snowmobiles are big, fast, and tempting to thieves. In the hands of the wrong driver, they're dangerous. Heeding the words of Officer Scroggins, let's make things easier for the good guys and harder for the bad guys, and get those machines registered.

SW
2-1-78

FAX

To: Ted Carlson
Of: Municipal League
Pages: 3, including this cover sheet.
Date: January 27, 1998

The following are the supporters thus far of the statewide trail system. They know in order to accomplish the establishment of a statewide trail system that Point of sale legislation is the critical funding component for success. As the future unfolds, it also may become necessary to implement a user pay system as well. All other snowbelt states with organized snowmobile trail systems have implemented both. Alaska is the last state that does not have mandatory point of sale registration for recreational vehicles, specifically snowmobiles. Without accurate registration or recorded snowmobile sales numbers Alaska loses out on hundreds of thousands of dollars every year in federal funds for trail development and maintenance. We do know there were 15817 new snowmobiles sold just in the last two winters and yet the most accurate data the Dept. Of Motor Vehicles can supply is that there are approximately only 11000 registered machines in the state. This is aggregate over the course of time since registration is strictly voluntary although state law requires registration. Point of Sale registration is the only solution to this mounting problem. Also, point of sale may help to alleviate another serious problem of snowmobile theft which is running rampant across Alaska. This legislation is a strong deterrent and protects dealers from servicing and selling used stolen snowmobiles. The most accurate estimate comes from Alaska State Parks indicating there may be as many as 70,000 unregistered snowmobiles in Alaska. The following is a partial list of supporters and does not reflect the growing list of support from private enterprise through out the state.

Alaska Snowmobile Representatives Alliance (ASRA)
Alaska State Snowmobile Association (ASSA)
Anchorage Snowmobile Club (ASC)
Anchorage Economic Development Corporation (AEDC)
Mayor Rick Mystrom, Municipality of Anchorage
Mayor Sarah Palin, City of Wasilla
State of Alaska, Division of Parks and Outdoor Recreation
International Snowmobile Manufacturers Association (ISMA)
Bombardier Motor Corporation (Includes 16 statewide dealers)
Polaris Industries Inc. (Includes 62 statewide dealers)
Yamaha Motor Corporation (Includes 23 statewide dealers)
Arctic Recreational Distributors Inc. (Includes 40 statewide dealers)
Iron Dog Gold Rush Classic
Muldoon Community Council
Eagle River Community Council

Eagle River Chamber of Commerce
Wasilla Chamber of Commerce
Big Lake Chamber of Commerce
Anchorage Convention and Visitors Bureau (ACVB)
Alaska Visitors Association (AVA)
Governor Tony Knowles, State of Alaska
Anchorage Trails and Greenways Coalition (ATCG)
Alyeska Resort
Anchorage Hilton Hotel
Regal Alaskan Hotel
Chilkoot Charlies
Days Inn Anchorage
Klondike Mikes Adventures
Alaska Sales and Service
Anchorage Hotel/Rumrunners Bar & Grill
Bovey Trophies
Alaska Regional Hospital
E&A Enterprises
Golden North Van Lines
Grizzley's Inc.
Linford of Alaska
Almost Home Accomodations
Anchorage Daily News
Best Western Barratt Inn
Comfort Inn
Food Services of America
Holland America
MACTel Inc
Mat-Su Resort
Sheraton Anchorage Hotel
Windy Creek
National Bank of Alaska
Ship Creek Hotel
The Rusty Harpoon
PIP Printing
Thrifty Car Rental of Alaska
Westmark Anchorage Hotel
Mat-Su Motor Musers
Caribou Hills Cabin Hoppers
Alaska Motor Musers

Ted, if you need anything further please do not hesitate to call. While in Juneau see if you can find out where the registration money over the years has gone and why motorized recreational users have never recieved any benefits from all the fuel taxes they have paid.

Thanks,

Tim



ANCHORAGE
Convention &
Visitors Bureau

April 30, 1997

The Honorable Beverly Masek
Alaska House of Representatives
State Capital
Juneau AK 99801-1182

Dear Representative Masek:

The Anchorage Convention & Visitors Bureau (ACVB) representing more than 1,300 business members remains in support of HB 231. We view this legislation as an important tool in promoting a genuinely Alaskan activity, as well as creating greater opportunities for winter recreation in many areas of the state.

There has been a statutory requirement for registering snowmobiles since 1968; however few Alaskans participated in registration of their snowmobiles. This is primarily due to the problems that exist in the registration process. Currently when somebody purchases a new snowmobile, they have to take the title to the Division of Motor Vehicles and wait in line to get the five dollar registration. Also, since the Division has not been able to implement a mail-in system for registration renewal, individuals have to repeat that performance every year.

By allowing dealers to handle registrations at time of purchase, HB 231 will create a better process for people to comply with current statutes. This legislation will also allow dealers and other agents to handle renewal of registrations.

It is important to snowmobile enthusiasts to have a good system in place for the purpose of providing a good accounting of the number of machines in Alaska. This information is an integral part of the formula for acquiring trail moneys that are available from the National Trails Fund. The National Trails Fund was established to provide needed funding for trail construction, trail heads, trail signing, and grooming equipment. The importance of being able to acquire funds through this system cannot be stressed enough. The establishment and maintenance of good trail systems throughout Alaska will provide Alaskans a place to ride, and more importantly provide us with an opportunity to expand winter recreation and tourism.

524 W. Fourth Avenue
Anchorage, Alaska
99501-2212

907-276-4118
Fax 907-278-5559
Email: acvb@alaska.net

Page 2

Representative Beverly Masek
April 30, 1997

We believe HB 231 is a good first step toward developing an important facet of winter tourism. It will quite likely need input and work from the public and the Legislature. I look forward to developing a good system to provide for snowmobile registration and the resultant benefits to the state's economy and am hopeful HB 231 will receive the timely support of this Legislature.

Sincerely,



Bill Elander
President & CEO

Committees:

Military & Veteran Affairs,
Chair

House Resources,
Vice-Chair

House Transportation,
Vice-Chair

Legislative Council

Alaska State Legislature



Representative Beverly Masek

During Session: Jan - May
State Capitol
Juneau, Ak. 99801-1182
(907) 465-2679
Fax: (907) 465-4822
(800) 505-2678

During Interim: June - Dec
600 E. Railroad Ave.
Wasilla, Ak. 99654
(907) 376-2679
Fax: (907) 376-6180

Memorandum

Date: April 28, 1997

To: Rep. Joe Green, Chair, House Judiciary

From: Rep. Beverly Masek

Re: HB 231 "Snowmobile Registration"

After looking over the public input I have received to date on HB 231, I would appreciate it very much if the House Judiciary Committee would entertain a couple of amendments to this legislation.

Thank you for your time and consideration of my request.

Date: April 28, 1997

Rep. Masek - Proposed Amendments to HB 231.

- 1) On Page 1, line 1, change the title to read: "An Act relating to registration [REGULATION] of snowmobiles."
- 2) On page 4, lines 18 - 21, delete.
- 3) On Page 4, line 22, Delete this section, Section 6. AS 0530.070 and renumber the subsequent sections accordingly.
- 4) On Page 5, lines 21 - 22, rewrite to read: (2) "division" means the Division of Motor Vehicles in the Department of Administration.

Committees

Military & Veteran Affairs
Chair

House Resources
Vice-Chair

House Transportation
Vice-Chair

Legislative Council



Representative Beverly Masek

During Session (Jan - May)
State Capitol
Juneau, AK 99801-1182
(907) 465-2679
Fax (907) 465-4822
(800) 505-2679

During Interim (June - Dec)
600 E. Railroad Ave
Wasilla, AK 99654
(907) 376-2679
Fax (907) 376-0160

Sponsor Statement HB 231

2
HB 231 was the result of work done by the Alaska State Snowmobile Association and the Division of Parks. I view this legislation as an important tool in promoting a genuinely Alaskan activity, as well as creating greater opportunities for winter recreation in many areas of the State.

There has been a statutory requirement for registering snowmobiles since 1968; however few Alaskans participated in registration of their snowmobiles. This is primarily due to the problems that exist in the registration process. Currently when somebody purchase a new snowmobile they have to take the title to the Division of Motor Vehicles and wait in line to get the five dollar registration. Also, since the Division has not been able to implement a mail in system for registration renewal, individuals have to repeat that performance every year.

By allowing dealers to handle registrations at time of purchase, HB 231 will create a better process for people to comply with current statutes. This legislation will also allow dealers and other agents to handle renewal of registrations.

It is important to snowmobile enthusiasts to have a good system in place for the purpose of providing a good accounting of the number of machines in Alaska. This information is an integral part of the formula for acquiring trail moneys that are available from the National Trails Fund. The National Trails Fund was established to provid needed funding for trail construction, trail heads, trail signing, and grooming equipment. The importance of being able to acquire funds through this system cannot be stressed enough. The establishment and maintenance of good trail systems throughout Alaska will provide Alaskans a place to ride, and more importantly provide us with an opportunity to expand winter recreation and tourism.

I believe HB 231 is a good first step toward developing an important facet of winter tourism. It will quite likely need input and work from the public and the Legislature. I look forward to developing a good system to provide for snowmobile registration and the resultant benefits to the state's economy and am hopeful HB 231 will receive the timely support of this Legislature.

0-LS0501VH

Ford

2/4/98

CS FOR HOUSE BILL NO. 231(JUD)**IN THE LEGISLATURE OF THE STATE OF ALASKA****TWENTIETH LEGISLATURE - SECOND SESSION****BY THE HOUSE JUDICIARY COMMITTEE****Offered:****Referred:****Sponsor(s): REPRESENTATIVE MASEK****A BILL****FOR AN ACT ENTITLED****1 "An Act relating to regulation of snowmobiles."****2 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:****3 * Section 1. AS 28 is amended by adding a new chapter to read:****4 Chapter 39. Snowmobiles.**

5 Sec. 28.39.010. Snowmobile registration. Except as provided in this section,
6 a person may not operate a snowmobile within the state unless the snowmobile has
7 been registered and numbered as required by this chapter. Registration under this
8 section is not required for a snowmobile owned by the United States.

9 Sec. 28.39.020. Authority of department; registration agents; registration
10 applications. (a) The department is authorized to assign identification numbers and
11 register snowmobiles.

12 (b) The department shall authorize agents, including snowmobile dealers, to
13 register snowmobiles. The department may authorize a snowmobile dealer authorized
14 as an agent for snowmobile registration to issue temporary and permanent registrations,
15 and to renew registrations.

1 (c) A snowmobile dealer shall require a purchaser of a new or used
2 snowmobile sold at retail to complete a registration application and pay the registration
3 fee before the snowmobile leaves the dealer's premises unless the snowmobile is
4 exempt from registration or a registration fee under this chapter.

5 (d) In a manner set out in this chapter and as may be prescribed by the
6 department, an authorized agent shall accept a registration application and registration
7 fee, issue a registration, and forward the application and registration fee to the
8 department.

9 (e) The original and each renewal registration fee for a snowmobile is as
10 provided under AS 28.10.421.

11 **Sec. 28.39.030. Proof of ownership for registration purposes.** The
12 department shall require proof of ownership of the snowmobile before registering a
13 snowmobile under this chapter.

14 **Sec. 28.39.040. Issuance of a certificate of registration and decals;
15 inspection of registration; expiration of registration.** (a) Upon receipt of a
16 completed application for registration of a snowmobile, the department shall record the
17 registration of the snowmobile under a number assigned to the snowmobile by the
18 department. A number assigned to a snowmobile at the time of the original
19 registration must remain with the snowmobile until the snowmobile is destroyed,
20 abandoned, or permanently removed from the state or until the registration number is
21 changed or terminated by the department.

22 (b) The department shall issue a registration without the payment of a fee if
23 the snowmobile is owned by a state agency, a political subdivision of the state, or
24 another state. The department may, upon request, issue a registration without the
25 payment of a fee if the snowmobile is owned by the United States.

26 (c) The department shall, upon assignment of a registration number, issue and
27 deliver to the owner a certificate of registration in a form prescribed by the
28 department. A certificate of registration is not valid unless it is signed by the person
29 who signed the application for registration.

30 (d) At the issuance of the original certificate of registration and upon biennial
31 renewal, the department shall issue to the registrant a validation decal indicating the

1 validity of the current registration and the expiration date. A validation decal must be
2 affixed to the snowmobile in the manner prescribed by the department. A snowmobile
3 is not validly registered under this chapter unless a validation decal and current
4 registration have been issued as required by this section.

5 (e) The department may refuse to register a snowmobile if the snowmobile
6 does not comply with the equipment requirements under AS 28.39.070.

7 (f) A snowmobile shall display the registration number assigned to it at all
8 times in the manner prescribed by the department.

9 (g) While operating a snowmobile that is required to be registered under this
10 chapter, a person shall have in possession or carry in the snowmobile a valid
11 registration. Upon demand by a peace officer authorized to enforce this chapter, a
12 person operating a snowmobile shall produce for inspection the certificate of
13 registration for the snowmobile and furnish to the peace officer any information
14 necessary for the identification of the snowmobile and its owner.

15 (h) A snowmobile owner holding a certificate of registration shall notify the
16 department in writing of a change of residence within 15 days after the change occurs.

17 (i) A snowmobile registration expires at the end of the second season for
18 which it is issued. An application for renewal of registration for the succeeding years
19 must be made at a time and in a form prescribed by the department.

20 (j) The department may issue a replacement certificate of registration if the
21 owner demonstrates to the department that the original certificate has been lost,
22 mutilated, or destroyed.

23 **Sec. 28.39.050. Termination of ownership; used snowmobiles held for**
24 **resale; termination of use.** (a) If there is a change of ownership of a snowmobile,
25 the seller and buyer shall fill out the transfer of ownership section of the registration,
26 and the seller shall sign over the registration to the new owner. The seller shall
27 promptly submit the transfer of ownership section to the department, and the
28 department shall issue a new certificate of registration to the new owner.

29 (b) This chapter does not require a snowmobile dealer to renew the registration
30 of a used snowmobile held solely for purposes of resale until the snowmobile is resold.

31 (c) An owner of a snowmobile registered under this chapter shall notify the

1 department in writing of the termination of use, destruction, or permanent removal of
2 the snowmobile from the state within 15 days after the termination of use, destruction,
3 or removal.

4 **Sec. 28.39.060. Regulations authorized.** The commissioner shall adopt
5 regulations governing the registration of snowmobiles and display of registration
6 numbers on snowmobiles as may be necessary to carry out this chapter.

7 **Sec. 28.39.070. Equipment required.** (a) A snowmobile must contain the
8 following equipment:

9 (1) brakes adequate to control the movement of and to stop and to hold
10 the vehicle under normal conditions of operation;

11 (2) at least one automatically illuminating head lamp that is aimed and
12 is of sufficient intensity to reveal persons and objects at a distance of at least 100 feet
13 ahead during hours of darkness under normal atmospheric conditions and one
14 automatically illuminated tail light;

15 (3) a throttle that, when released by the hand, will return the engine
16 speed to idle;

17 (4) an exhaust muffler that emits a noise level not higher than the
18 maximum decibel level prescribed by the manufacturer for the snowmobile.

19 (b) The provisions of (a)(4) of this section do not apply to a snowmobile while
20 the snowmobile is operated in a racing event permitted under AS 05.90.001.

21 **Sec. 28.39.080. Reporting of accidents.** The operator of a snowmobile
22 involved in an accident resulting in injury to or death of a person, or property damage
23 other than to the operator's snowmobile, the estimated amount of which is \$500 or
24 more, shall immediately, by the quickest means of communication, give notice of the
25 accident to the nearest state trooper or municipal police officer.

26 **Sec. 28.39.250. Definitions.** In this chapter,

27 (1) "commissioner" means the commissioner of administration;

28 (2) "dealer" means a person engaged in the business of selling
29 snowmobiles predominantly for purposes other than resale;

30 (3) "department" means the Department of Administration;

31 (4) "operate" means to ride in or on and control the operation of a

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snowmobile;

(5) "operator" means a person who operates or is in actual physical control of a snowmobile;

(6) "owner" means a person, other than a lienholder, having title to a snowmobile and who is entitled to the use or possession of the snowmobile;

(7) "possession" means physical custody of a snowmobile by an owner of a snowmobile or by an owner of a motor vehicle or trailer on or in which a snowmobile is placed for the purpose of transport;

(8) "retail" means the sale of a snowmobile for any purpose other than resale;

(9) "season" means one calendar year beginning October 1 and ending September 30;

(10) "snowmobile" means a self-propelled vehicle primarily designed or altered for travel on snow or ice when supported in part by skis, belts, or cleats; "snowmobile" does not include machinery used strictly for the grooming of snowmobile trails or ski slopes.

* Sec. 2. AS 05.30 is repealed.

Proposed amendment to HR 231

Jodie Coma

It is the intent of the legislature that the state should actively engage in the development and maintenance of a state-wide snowmobile trail system to be supported, at least in part, by funds received through a snowmobile registration system and disbursed through a community grant program to be established and administered by the Commissioner of the Department of Natural Resources. ~~This level of support should be at least equal to the net receipts of the snowmobile registration program.~~

We are Expecting
✓ Kevin Hite to
Join us from
Prudhoe Bay
for HB 231

*Pres
Anch
Snowmobile
Club*

02/02/98
13:05:12

LEGISLATIVE TELECONFERENCE NETWORK SYSTEM
PARTICIPANT LIST (ALL PARTICIPANTS)
TCN:80206 SCHEDULED FOR:02/02/98 13:00 TO 15:00
PUBLIC HEARING HOUSE JUDICIARY

LTN1150
BY:ANC
FOR:ANC

LOCATION: ANCHORAGE

✓ HB 231	MAX	LOWE	A.S.R.A.	TESTIFY
✓ HB 231	JAMES	DAY	ARCTIC CAT	TESTIFY
✓ HB 231	TIM	BORGSTROM	A.E.D.C.	TESTIFY
✓ HB 231	JIM	STRATTON	ST PARK-ANS ?S	TESTIFY

under committee chair

02/02/98
13:05:23

LEGISLATIVE TELECONFERENCE NETWORK SYSTEM
PARTICIPANT LIST (ALL PARTICIPANTS)
TCN:80206 SCHEDULED FOR:02/02/98 13:00 TO 15:00
PUBLIC HEARING HOUSE JUDICIARY

LTN1150
BY:HOM
FOR:HOM

LOCATION: HOMER

✓ HB 231	MR	MICHAEL	EASTHAM	SNOMADS	TESTIFY
✓ HB 231	MR	GORDON	BERG	SNOMADS	TESTIFY

retired police officer (Snow Mads also)

02/02/98
13:10:21

LEGISLATIVE TELECONFERENCE NETWORK SYSTEM
PARTICIPANT LIST (ALL PARTICIPANTS)
TCN:80206 SCHEDULED FOR:02/02/98 13:00 TO 15:00
PUBLIC HEARING HOUSE JUDICIARY

LTN1150
BY:FBX
FOR:FBX

LOCATION: FAIRBANKS

✓ HB 231	MR.	LEE	JOHNSON	TESTIFY
✓ HB 231	MR.	SCOTT	HEIDORN	TESTIFY

Flr Snow travelers Gov. Mack board

02/02/98 13:54:21

MESSAGE FROM: LIOCCHR IN FAIRBANKS

LTN1120
JNU

RE TCN: 80206 SCHEDULED FOR:02/02/98 13:00 TO 15:00
SPONSOR: HOUSE JUDICIARY PURPOSE: PUBLIC HEARING

MESSAGE TEXT: LEE JOHNSON WOULD LIKE TO SPEAK AGAIN
I AM GOING TO TRY REDIALING

FAIRBANKS WAS CAUSE OF EXTRA NOISE

0-LS0501\F
Ford
5/5/97

CS FOR HOUSE BILL NO. 231()

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTIETH LEGISLATURE - FIRST SESSION

BY

Offered:
Referred:

Sponsor(s): REPRESENTATIVE MASEK

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to ^{registration} ~~regulation~~ of snowmobiles."

2 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

3 * Section 1. AS 28 is amended by adding a new chapter to read:

4 Chapter 39. Snowmobiles.

5 Sec. 28.39.010. Snowmobile registration. (a) Except as provided in (b) of
6 this section, a person may not operate a snowmobile within the state unless the
7 snowmobile has been registered and numbered as required by this chapter.

8 (b) Registration ^a ~~under~~ ^{fee} this section is not required for a snowmobile

9 (1) owned by ~~an agency of the state, the United States, or another state,~~

10 ~~or~~
11 (2) exempt from motor vehicle registration under AS 28.10.011.

12 Sec. 28.39.020. Authority of department; registration agents; registration
13 applications. (a) The department is authorized to assign identification numbers and
14 register snowmobiles.

15 (b) The department shall authorize agents, including snowmobile dealers, to

1 register snowmobiles. The department may authorize a snowmobile dealer authorized
2 as an agent for snowmobile registration to issue temporary and permanent registrations,
3 and to renew registrations.

4 (c) A snowmobile dealer shall require a purchaser of a new or used
5 snowmobile sold at retail to complete a registration application and pay the registration
6 fee before the snowmobile leaves the dealer's premises unless the snowmobile is
7 exempt from registration under this chapter.

8 (d) In a manner set out in this chapter and as may be prescribed by the
9 department, an authorized agent shall accept a registration application and registration
10 fee, issue a registration, and forward the application and registration fee to the
11 department.

12 (e) The original and each renewal registration fee for a snowmobile is as
13 provided under AS 28.10.421.

14 **Sec. 28.39.030. Proof of ownership for registration purposes.** The
15 department shall require proof of ownership of the snowmobile before registering a
16 snowmobile under this chapter.

17 **Sec. 28.39.040. Issuance of a certificate of registration and decals;
18 inspection of registration; expiration of registration.** (a) Upon receipt of a
19 completed application for registration of a snowmobile, the department shall record the
20 registration of the snowmobile under a number assigned to the snowmobile by the
21 department. A number assigned to a snowmobile at the time of the original
22 registration must remain with the snowmobile until the snowmobile is destroyed,
23 abandoned, or permanently removed from the state or until the registration number is
24 changed or terminated by the department.

25 (b) The department ^{shall} ~~may~~ issue a registration without the payment of a fee if
26 the snowmobile is owned by a ^{state agency} ~~political subdivision~~ of the state. ~~on 7/1/11~~

27 (c) The department shall, upon assignment of a registration number, issue and
28 deliver to the owner a certificate of registration in a form prescribed by the
29 department. A certificate of registration is not valid unless it is signed by the person
30 who signed the application for registration.

31 (d) At the issuance of the original certificate of registration and upon biennial

1 renewal, the department shall issue to the registrant a validation decal indicating the
2 validity of the current registration and the expiration date. A validation decal must be
3 affixed to the snowmobile in the manner prescribed by the department. A snowmobile
4 is not validly registered under this chapter unless a validation decal and current
5 registration have been issued as required by this section.

6 (e) The department may refuse to register a snowmobile if the snowmobile
7 does not comply with the equipment requirements under AS 28.39.070.

8 (f) A snowmobile shall display the registration number assigned to it at all
9 times in the manner prescribed by the department.

10 (g) While operating a snowmobile that is required to be registered under this
11 chapter, a person shall have in possession or carry in the snowmobile a valid
12 registration. Upon demand by a peace officer authorized to enforce this chapter, a
13 person operating a snowmobile shall produce for inspection the certificate of
14 registration for the snowmobile and furnish to the peace officer any information
15 necessary for the identification of the snowmobile and its owner.

16 (h) A snowmobile owner holding a certificate of registration shall notify the
17 department in writing of a change of residence within 15 days after the change occurs.

18 (i) A snowmobile registration expires at the end of the second season for
19 which it is issued. An application for renewal of registration for the succeeding years
20 must be made at a time and in a form prescribed by the department.

21 (j) The department may issue a replacement certificate of registration if the
22 owner demonstrates to the department that the original certificate has been lost,
23 mutilated, or destroyed.

24 **Sec. 28.39.050. Termination of ownership; used snowmobiles held for**
25 **resale; termination of use.** (a) If there is a change of ownership of a snowmobile,
26 the seller and buyer shall fill out the transfer of ownership section of the registration,
27 and the seller shall sign over the registration to the new owner. The seller shall
28 promptly submit the transfer of ownership section to the department, and the
29 department shall issue a new certificate of registration to the new owner.

30 (b) This chapter does not require a snowmobile dealer to renew the registration
31 of a used snowmobile held solely for purposes of resale until the snowmobile is resold.

1 (c) An owner of a snowmobile registered under this chapter shall notify the
2 department in writing of the termination of use, destruction, or permanent removal of
3 the snowmobile from the state within 15 days after the termination of use, destruction,
4 or removal.

5 **Sec. 28.39.060. Regulations authorized.** The commissioner shall adopt
6 regulations governing the registration of snowmobiles and display of registration
7 numbers on snowmobiles as may be necessary to carry out this chapter.

8 **Sec. 28.39.070. Equipment required.** (a) A snowmobile must contain the
9 following equipment:

10 (1) brakes adequate to control the movement of and to stop and to hold
11 the vehicle under normal conditions of operation;

12 (2) at least one automatically illuminating head lamp that is aimed and
13 is of sufficient intensity to reveal persons and objects at a distance of at least 100 feet
14 ahead during hours of darkness under normal atmospheric conditions and one
15 automatically illuminated tail light;

16 (3) a throttle that, when released by the hand, will return the engine
17 speed to idle;

18 (4) an exhaust muffler that emits a noise level not higher than the
19 maximum decibel level prescribed by the manufacturer for the snowmobile.

20 (b) The provisions of (a)(4) of this section do not apply to a snowmobile while
21 the snowmobile is operated in a racing event permitted under AS 05.90.001.

22 **Sec. 28.39.080. Reporting of accidents.** The operator of a snowmobile
23 involved in an accident resulting in injury to or death of a person, or property damage
24 other than to the operator's snowmobile, the estimated amount of which is \$500 or
25 more, shall immediately, by the quickest means of communication, give notice of the
26 accident to the nearest state trooper or municipal police officer.

27 **Sec. 28.39.250. Definitions.** In this chapter,

28 (1) "commissioner" means the commissioner of administration;

29 (2) "dealer" means a person engaged in the business of selling
30 snowmobiles predominantly for purposes other than resale;

31 (3) "department" means the Department of Administration;

1 (4) "operate" means to ride in or on and control the operation of a
2 snowmobile;

3 (5) "operator" means a person who operates or is in actual physical
4 control of a snowmobile;

5 (6) "owner" means a person, other than a lienholder, having title to a
6 snowmobile and who is entitled to the use or possession of the snowmobile;

7 (7) "possession" means physical custody of a snowmobile by an owner
8 of a snowmobile or by an owner of a motor vehicle or trailer on or in which a
9 snowmobile is placed for the purpose of transport;

10 (8) "retail" means the sale of a snowmobile for any purpose other than
11 resale;

12 (9) "season" means one calendar year beginning October 1 and ending
13 September 30;

14 (10) "snowmobile" means a self-propelled vehicle primarily designed
15 or altered for travel on snow or ice when supported in part by skis, belts, or cleats;
16 "snowmobile" does not include machinery used strictly for the grooming of
17 snowmobile trails or ski slopes.

18 * Sec. 2. AS 05.30 is repealed.

Alaska State Legislature

Committees:

Military & Veteran Affairs,
Chair

House Resources,
Vice-Chair

House Transportation,
Vice-Chair

Legislative Council



Representative Beverly Masek

During Session: Jan - May
State Capitol
Juneau, Ak. 99801-1182
(907) 465-2679
Fax: (907) 465-1822
(800) 505-2678

During Interim: June - Dec.
600 E. Railroad Ave.
Wasilla, Ak. 99654
(907) 376-2679
Fax: (907) 376-6180

Sponsor Statement HB 231

HB 231 was the result of work done by the Alaska State Snowmobile Association and the Division of Parks. I view this legislation as an important tool in promoting a genuinely Alaskan activity, as well as creating greater opportunities for winter recreation in many areas of the State.

There has been a statutory requirement for registering snowmobiles since 1968; however few Alaskans participated in registration of their snowmobiles. This is primarily due to the problems that exist in the registration process. Currently when somebody purchase a new snowmobile they have to take the title to the Division of Motor Vehicles and wait in line to get the five dollar registration. Also, since the Division has not been able to implement a mail in system for registration renewal, individuals have to repeat that performance every year.

By allowing dealers to handle registrations at time of purchase, HB 231 will create a better process for people to comply with current statutes. This legislation will also allow dealers and other agents to handle renewal of registrations.

It is important to snowmobile enthusiasts to have a good system in place for the purpose of providing a good accounting of the number of machines in Alaska. This information is an integral part of the formula for acquiring trail moneys that are available from the National Trails Fund. The National Trails Fund was established to provid needed funding for trail construction, trail heads, trail signing, and grooming equipment. The importance of being able to acquire funds through this system cannot be stressed enough. The establishment and maintenance of good trail systems throughout Alaska will provide Alaskans a place to ride, and more importantly provide us with an opportunity to expand winter recreation and tourism.

I believe HB 231 is a good first step toward developing an important facet of winter tourism. It will quite likely need input and work from the public and the Legislature. I look forward to developing a good system to provide for snowmobile registration and the resultant benefits to the state's economy and am hopeful HB 231 will receive the timely support of this Legislature.



ALASKA OUTDOOR COUNCIL

P.O. BOX 2193

PALMER, AK. 99645

(907) 745-3772

Jan. 26, 1996

The Honorable Joseph Green
Rm. 24, Ak. St. Capitol
Juneau, Ak. 99801

Dear Representative Green:

Please find enclosed some information which we feel is pertinent to the amendment of the current statutes regarding snowmobile registration. As you can see from the information, the snowmachine industry could have a significant impact on Alaska's winter tourism market. However, an easier method for obtaining registrations and renewals needs to be put in place.

The Alaska State Snowmachine Association and the many members it represents is not asking for a new law which would include a new tax. They merely wish to be able to set up a registration process in which dealers can handle registrations and renewals. This service is already extended to the auto industry and in fact this past year, IM testing sites were allowed to handle car registrations. This would take a fairly simple and straightforward amendment to current statute I believe.

If there is any questions you would like answered on this, you may contact myself or Glenda Smith at (907) 373-0452. The snowmachine clubs and industry would benefit greatly from this move and I am positive they would be very thankful for your assistance in this endeavor.

Thank you for your time and consideration of this important issue.

Sincerely,


Eddie Grasser

American Council of Snowmobile Associations

Christine Jourdain
Executive Director
271 Woodland Pass, Suite 214
East Lansing, MI 48823 USA

Telephone (517) 351-4362
Fax (517) 351-1363

November 29, 1995

TO: ACSA Board of Directors
PRESIDENTS, State Snowmobile Associations

FROM: Christine Jourdain

RE: RECREATIONAL TRAILS FUNDING

We have just been notified that President Clinton signed the National Highway System Designation Act into law yesterday, November 28, 1995. This legislation allocates \$15 Million in 1996 and \$15 Million in 1997 to all 50 states. The fund is designed to develop and maintain trails used by *motorized recreational enthusiasts* and other recreational groups.

This funding will be distributed in a predetermined manner. Of the \$15 Million, \$7.5 Million will be distributed equally between all fifty states. The remaining \$7.5 will be distributed based on the number of registered motorized recreational trail users.

As you know, trail users from all walks of life will be competing for this money.

I encourage you to **immediately** contact your state agency and your state trails coordinator to advise them of this funding and to recommend a meeting to discuss snowmobile trail expansion and improvement. This funding is very positive for the snowmobile community. Our priority must be to have this money allocated to the snowmobile trails.

Please keep me advised as to your progress with your state agency and trail advisory board. For your convenience, I have attached the individuals responsible in your state agency and trails program.

If you have any questions, please contact me. I look forward to working with on this exciting development.



AMERICAN COUNCIL OF SNOWMOBILE ASSOCIATIONS, INC.

National Office:

271 Woodland Pass (Suite 216) ♦ East Lansing, MI 48823
517/351-4362 ♦ 517/351-1363 (fax)

Kay Lloyd
President
(206) 821-4756
(phone/fax)
13208 - 136th Ave. N.E.
Kirkland, WA 98034

December 1, 1995

Dear ACSA Board of Directors and Interested Parties,

HOT NEWS!!!

The National Highway System Bill was signed by the President on 11/28/95 which included language that allocates \$15 Million in FY96 and \$15 Million in FY97 for funding of trails (see enclosures from Christine (ACSA) and the American Recreation Coalition (ARC).

NEWS OF YELLOWSTONE!!!

The yellow packet is enclosed.

UPDATE OF ACTIVITIES:

The 1996 Congress Planning Meeting in Edmonton, Alberta went very well. I have included a copy of Don Lumley's 'program format'. As you will notice we have allowed 2 hours for the YOUTH IN SNOWMOBILING to meet, as well as 2 hours for the Antique Snowmobile Clubs of America.

I have included a report from Jack Welch about a subject discussed at the Western Chapter Meeting in Salt Lake City, UT

I enjoyed meeting snowmobilers on Nov. 10 & 11 at the Illinois Convention

A very productive meeting was conducted by the ACSA Executive Board on Sunday

On Nov. 14 & 15, Christine and I attended the American Trails Board Meeting. It was a full agenda of business items, with the main one - the planning of the National Trails Symposium in Washington, D.C. in March, 1996 (more on that in January)

I attended one day of the Rails-To-Trails Meeting, and left determined to have a strong showing of Snowmobile Rail Trails usage at their next meeting in two years (more to come on that!) If you want to know what is upsetting . . . call Don Stineman in Ohio.

On Nov. 17-19 we attended the big trade show in Minneapolis to begin promoting ACSA with the "after market" people, and found a very warm reception.

I have most of the "Youth Involvement Workshop" videos copied and mailed. I applied for and received a generous grant from Polaris to help us get this project organized and up and running. Send me any info you have on past or present activities involving young people in snowmobiling. Christine will be working with me as we get this going.

ENCLOSURES:

- √ Letter re: NRTFA from Christine and the ARC backup info
- √ Report from Jack Welch
- √ 1996 Congress format
- √ 1996 Calendar to "Wish you a Prosperous and Busy New Year"

Call me between 5:00-7:30 A.M. Pacific Time at (206) 821-4756 [FAX is same number].

Sincerely,

CORRECTION

THE FOLLOWING DOCUMENT(S)
HAVE BEEN REFILMED TO
ASSURE LEGIBILITY OR PAGINATION



Rev. 6/98

Central Microfilm Services
Department of Education
State of Alaska

American Council of Snowmobile Associations

Christine Jourdain
Executive Director
271 Woodland Pass, Suite 214
East Lansing, MI 48823 USA

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NEWS

American Recreation Coalition

1331 Pennsylvania Avenue, NW, Suite 726
Washington, D.C. 20004
(202) 662-7420 Fax: (202) 662-7424

Contact: Drew Kramer

TRAILS FUNDING AWAITS PRESIDENT'S SIGNATURE

Washington, D.C. (November 22) – As the rest of Washington focused on a partial shut-down of federal agencies and programs during the week of November 13, House and Senate conferees approved legislation to designate a new National Highway System and fine-tune certain provisions of ISTEA, the Intermodal Surface Transportation Efficiency Act of 1991. Happily, one of the ISTEA revisions will clear the way for a portion of federal gasoline excise taxes paid by motorized recreational trail users to be used to enhance America's increasingly popular recreational trail network.

The National Highway System Designation Act of 1995 contains a favorable mix of provisions from bills passed separately by the House and the Senate. In the Senate, obstacles to the flow of money to trails were overcome by directing the expenditure of \$15 million for trails under contract spending authority in each of the next two fiscal years. The House, on the other hand, removed a requirement that states earmark state fuel excise taxes attributable to recreational trail activities, substituting a new matching requirement to qualify for the federal trail funding. The House also included new guidance to the states on environmental mitigation and added a twelfth member to the National Trails Advisory Committee, which represents individuals with disabilities.

According to American Recreation Coalition President Derrick Crandall, "Passage of the trails fund amendments comes in time to document the effectiveness of this program in advance of the next highway bill. It is a credit to America's trails community leadership, which worked hard and in harmony to gain Congressional attention to a problem that had zeroed out the fund for three of the past four years. And it is a real testimony to the efforts of Congressional friends of trails like Senator Dirk Kempthorne, Representatives Thomas Petri and Nick Joe Rahall and others. They just kept plugging away, fighting hard for America's hikers and snowmobilers, equestrians and bicyclists, motorcyclists and cross-country skiers."

(more)



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Call me between 5:00-7:30 A.M. Pacific Time at (206) 821-4756 [FAX is same number].

Sincerely,

**TRAILS FUNDING AWAITS PRESIDENT'S SIGNATURE
ADD ONE**

Moneys will be allocated to the states based upon population and estimates of the fuel tax generated by trail use. The largest allocations are expected to go to Michigan (nearly \$800,000), Minnesota (more than \$600,000) and California (approximately \$600,000), with most states receiving \$150,000 to \$300,000. Funds can be used for trail development and maintenance, as well as for various educational and administrative expenses.

The National Highway System Designation Act of 1995 is expected to be signed into law shortly by President Clinton. For additional information on this legislation and the National Recreational Trails Fund, contact ARC at 202-662-7420.

Western U.S. and Canadian trail systems and grooming programs compared at Western Chapter meeting in Salt Lake City, Utah
Emission testing of snowmobiles also discussed

By Jack Welch

Blue Ribbon- President Elect

Western Chapter of the International Snowmobile Council held their fall meeting, October 27 and 28. The main issues reviewed by both the State Associations and Canadian Provinces were related to trails. Joining the grassroots leaders were several snowmobile program administrators from the western states. Also present were Ed Klim, President for the newly formed International Snowmobile Manufacturers Association, Christine Jourdain, Executive Director from the newly formed American Council of Snowmobile Associations (ACSA), and Kay Lloyd, President of ACSA. Kay is also Co-Chair of the International Snowmobile Council (ISC).

Some of the information shared about trails systems and grooming was quite interesting. First, trail systems ranged from a few miles in Arizona to hundreds of kilometers in Alberta, Canada. Trail grooming budgets ranged from no actual guaranteed dollars in Arizona and British Columbia to over \$740,000 in the State of Idaho. The method of generating these grooming funds ranged from just snowmobile registrations and volunteer efforts, including fund raising in states like Colorado, to registration, gas tax refunds, and general fund dollars or a combination of all three in several other states. All U.S. and Canadians present at the meeting agreed that more money is needed to fund trail grooming as the sport of snowmobiling continues to grow. Some states reported increases of over 400% in snowmobile use days over the last ten years. It was decided at the Western Chapter meeting that more detailed information on western trail systems will be developed, with a report presented at the International Snowmobile Congress to be held in Edmonton, Alberta next June.

In addition to the trails discussion, presentations were made by Conoco Oil Company on a new product, Conoco Bio Synthetic 2 Cycle Oil. Conoco will be testing this oil in snowmobiles this winter in Yellowstone. We all know the National Park's concerns on emissions. We, in the snowmobile community, are also concerned and await the testing results. Ed Klim of ISMA also reported on efforts to develop standards for testing snowmobile emissions and the manufacturer's plans to deal with the problems. Next, Christine Jourdain and Kay Lloyd reported on the new ASCA organization and how it is moving forward. Other items covered at the business meeting related to adopting a new budget for the Western Chapter, plans for fund raising to meet the budget, various award programs. In general, the meeting was a big success.

1993-95 Wyoming Snowmobile Assessment

Final Report to:

Wyoming Department of Commerce,
Division of State Parks and Historic Sites

Prepared by:

David T. Taylor, Professor
Robert R. Fletcher, Professor
G. Jean Skidgel, Former Information Specialist

Department of Agricultural Economics
College of Agriculture
University of Wyoming
Laramie, Wyoming

July 1995

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1993-94 WYOMING SNOWMOBILE ASSESSMENT

Introduction

Snowmobiling is an important part of the tourism and recreation industry in Wyoming. Based on information from the 1990 Wyoming State Comprehensive Outdoor Recreation Plan (SCORP) (Buchanan and Kamby, 1990) it is estimated that resident snowmobiling accounted for 286,587 trips in 1993. According to the SCORP, snowmobiling ranks as the third most popular winter recreation activity for State residents, after downhill and cross-country skiing. It is also an important part of the winter tourism industry in Wyoming, attracting thousands of visitors each year.

In Wyoming, the State Snowmobile Trails Program is administered by the Department of Commerce through the Division of State Parks and Historic Sites. The program is primarily self-supporting through funding from snowmobile registration fees and gasoline tax revenues. Most of the State-sponsored trail system is located on federal land, so State/Federal interagency cooperation is required for development and maintenance of the system. Operation and maintenance is provided through local contractors and part-time seasonal employees. State Park employees are responsible for administration and quality control.

This study has been developed at the request of the Wyoming Department of Commerce, Division of State Parks and Historic Sites. The purpose of the study is to provide the Wyoming Department of Commerce with accurate and up-to-date information on the snowmobiling industry in Wyoming. It includes a discussion of the demographic, trip, and economic characteristics of both resident and nonresident snowmobilers in the State. This study is an update of an earlier study conducted in 1985-86 (Buchanan, 1986).

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Procedures

Study data was collected during the 1993-94 and 1994-95 snowmobiling seasons. A sample of resident snowmobilers was randomly selected from the 1993 list of snowmobilers purchasing Wyoming snowmobile registrations. During the 1993-94 season, information was collected through a mail survey questionnaire (See Appendix 1) following Dillman's Total Design Method (1978). A total of 1,000 questionnaires were sent to resident snowmobilers. Four hundred and thirty four resident snowmobilers responded representing a 43.4 percent response rate. The results from the resident snowmobiler survey are presented in the next section of the report.

Nonresident snowmobilers were sampled during both the 1993-94 and 1994-95 winter seasons. Wyoming snowmobile club members and State Park's personnel contacted nonresident snowmobilers at trailheads and lodges throughout the State during the two winter seasons. Information from a total of 158 nonresident snowmobilers was collected during the study. Estimates of the economic impact of nonresident snowmobilers, based on the results from the nonresident surveys, are presented in the third section of this report. The information on the economic impact of nonresident snowmobiling was developed using expenditure estimates from the nonresident survey and an input-output model of the State of Wyoming developed by the authors. Regional economic impacts from resident snowmobiler expenditures were not considered in the analysis since they often represent a redistribution of current income rather than a net gain in sales by the State's economy.

In addition to collecting nonresident snowmobiler names and addresses at the trailheads, snowmobile club members and State Parks personnel also conducted parking lot counts during the 1993-94 winter season. A total of 3,100 vehicles

were surveyed. This information was used to develop estimates of the percentage of resident and nonresident snowmobile use in Wyoming.

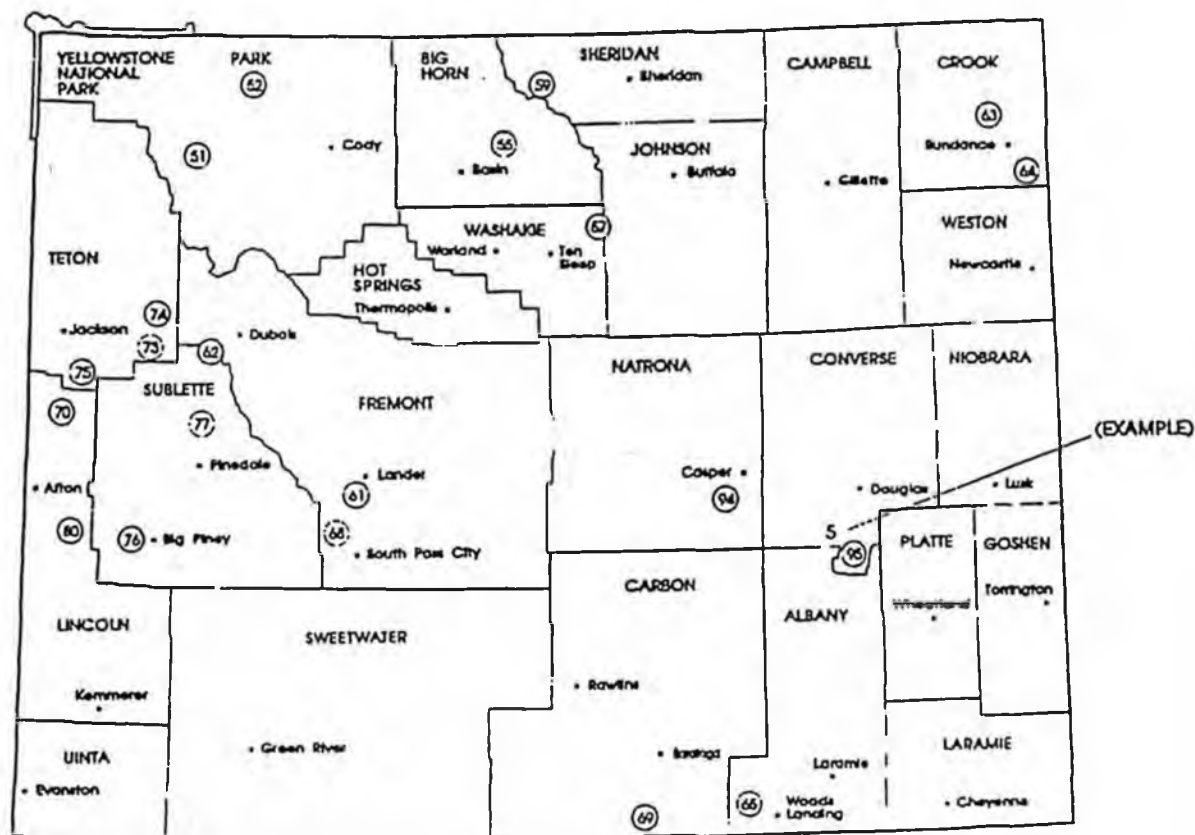
In the fourth section of this report, the revenues and costs of the snowmobile program to Wyoming State Government are considered. Revenues include estimated sales tax revenues directly or indirectly associated with annual and trip expenditures by nonresident snowmobilers. Also included are estimated gas tax revenues associated with gasoline purchases by nonresident snowmobilers and nonresident snowmobile registration fees. Estimates of sales tax revenue are from the State input-output model. Estimates of gas tax revenues are based on average fuel expenditures by nonresident snowmobilers. Nonresident snowmobile registrations were obtained from the Division of State Parks and Historic Sites. Revenues from resident snowmobilers are not considered in the analysis since they often represent a redistribution of existing revenues from other sources rather than a net gain to State Government.

Results from Resident Snowmobiler Survey

Table 1 indicates the distribution of snowmobile use days on the State Trails System reported by respondents to the resident snowmobiler survey. This distribution may have been affected by a lack of snow in certain areas during the 1993-94 season. The most frequently used areas tended to be near or adjacent to larger population concentrations in Wyoming (i.e. Snowy Range - Cheyenne/Laramie, Casper Mountain - Casper, and Dubois - Riverton/Lander).

WYOMING SNOWMOBILE PROGRAM LOCATIONS

- | | |
|--|--------------------------------------|
| 51 - Pahaska Teepee | 68 - Continental Divide Trail |
| 52 - Bear Tooth | 69 - Encampment |
| 55 - Antelope Butte | 70 - Alpine - Greys River |
| 57 - Tensleep - Buffalo | 73 - Goosewing |
| 59 - Northern Big Horns
(Lovell & Burgess Junction) | 74 - Togwotee |
| 61 - Lander-South Pass | 75 - Granite Hot Springs |
| 62 - Dubois | 76 - Big Piney |
| 63 - Sundance | 77 - Upper Green River
(Pinedale) |
| 64 - Moskee | 80 - Smith Fork & Hams Fork |
| 65 - Snowy Range
(Laramie, Ryan Park & Saratoga) | 94 - Casper |
| | 95 - Esterbrook |



1994 WYOMING SNOWMOBILE ASSESSMENT

Q1. First, we would like to find out how many times you snowmobiled at each of the State sponsored areas in Wyoming during the LAST 12 MONTHS. On the map on the preceding page, please write the NUMBER OF DAYS you snowmobiled AT EACH AREA beside the circled number for that area. (The example on the map shows that you snowmobiled five days at Esterbrook - Area 95).

Q2. In addition to the State sponsored areas in Q1, please indicate how many times you snowmobiled at the following areas during the LAST 12 MONTHS.

Yellowstone National Park..... _____ NUMBER OF DAYS
 Grand Teton National Park..... _____ NUMBER OF DAYS
 Outside the State of Wyoming..... _____ NUMBER OF DAYS

Q3. During the last 12 months what was the MAXIMUM distance (one-way) you traveled from your home to go snowmobiling? (Circle your answer)

1. LESS THAN 50 MILES
2. 50 TO 100 MILES
3. 101 TO 150 MILES
4. 151 TO 200 MILES
5. 201 TO 250 MILES
6. 251 TO 300 MILES
6. OVER 300 MILES

Q4. Approximately what percentage of your snowmobiling IN WYOMING occurs on weekends (Saturday and Sunday) and what percentage occurs on weekdays?

_____ % WEEKENDS
 _____ % WEEKDAYS
 100 % TOTAL

Q5. If funding were available, which of the following items do you feel are most important for improving snowmobiling in Wyoming?

(Put appropriate number from list on each line)

- | | |
|-----------------------------|-------------------------------------|
| _____ MOST IMPORTANT | 1. FUEL AT MORE TRAILHEADS |
| _____ SECOND MOST IMPORTANT | 2. BETTER INFO ON TRAIL CONDITIONS |
| _____ THIRD MOST IMPORTANT | 3. BETTER TRAIL MAINTENANCE |
| | 4. ADDITIONAL NEW TRAIL DEVELOPMENT |
| | 5. BETTER TRAIL MAPS |
| | 6. MORE OPEN AREAS |
| | 7. IMPROVED LAW ENFORCEMENT |
| | 8. BETTER SANITATION FACILITIES |
| | 9. BETTER TRAILHEADS AND PARKING |
| | 10. BETTER TRAIL SIGNING |
| | 11. OTHER _____ |

Q6. Please list the total amounts that you or your family spent on the following snowmobiling items during the LAST 12 MONTHS. Also, please estimate how much of these expenditures were made IN WYOMING.

	<u>TOTAL</u>	<u>IN WYOMING</u>
SNOWMOBILE.....	\$ _____	\$ _____
SNOWMOBILE TRAILER.....	\$ _____	\$ _____
SAFETY EQUIPMENT (helmet, tools, first aid, etc)....	\$ _____	\$ _____
SNOWMOBILE CLOTHING (suit, gloves, etc).....	\$ _____	\$ _____
SNOWMOBILE REPAIRS/PARTS (belts, sparkplugs, etc)....	\$ _____	\$ _____
SNOWMOBILE REGISTRATIONS/LICENSES/TAXES.....	\$ _____	\$ _____
SNOWMOBILE CLUB DUES/EXPENSES.....	\$ _____	\$ _____
OTHER PURCHASES/EXPENSES (Please specify):		
_____	\$ _____	\$ _____
_____	\$ _____	\$ _____
_____	\$ _____	\$ _____
_____	\$ _____	\$ _____

THESE EXPENDITURES ARE FOR HOW MANY PEOPLE..... _____ NUMBER OF PEOPLE

Now we would like some information on YOUR MOST RECENT SNOWMOBILE TRIP IN WYOMING.

Q7. In reference to your last snowmobile outing IN WYOMING, how many people were in your traveling party, how many passenger vehicles, and how many snowmobiles were taken on the trip?

NUMBER OF PEOPLE _____
 NUMBER OF PASSENGER VEHICLES _____
 NUMBER OF SNOWMOBILES _____

Q8. What was your PRIMARY destination on this trip?

AREA/TOWN _____

Q9. Was snowmobiling the PRIMARY purpose of the trip?

1. YES
2. NO

Q10. How many NIGHTS did you spend away from home during this trip and how many DAYS were spent snowmobiling IN WYOMING?

NUMBER OF NIGHTS AWAY FROM HOME _____
 NUMBER OF DAYS SNOWMOBILING IN WYOMING _____

Q11. Next, we would like some information on how much you or your family spent IN WYOMING on your last snowmobiling trip.

	<u>AMOUNT IN WYOMING</u>
LODGING (motels, RV parks, campgrounds, etc.).....	\$ _____
EATING/DRINKING PLACES (restaurants, bars, etc.).....	\$ _____
GROCERY/CONVENIENCE/LIQUOR STORES.....	\$ _____
GASOLINE/OIL.....	\$ _____
REPAIRS/MAINTENANCE.....	\$ _____
RETAIL ITEMS (gifts, souvenirs, clothing etc.).....	\$ _____
SNOWMOBILE RENTAL.....	\$ _____
GUIDED SNOWMOBILE TOUR PACKAGES.....	\$ _____
OTHER RECREATION ACTIVITIES (movies, ski areas, etc.).....	\$ _____
OTHER PURCHASE/EXPENSES (Please specify):	
_____	\$ _____
_____	\$ _____
_____	\$ _____
_____	\$ _____
_____	\$ _____

NUMBER OF PERSONS COVERED BY THESE EXPENDITURES?..... _____ NUMBER OF PEOPLE

Q12. Finally, we would like to know what your home zip code number is.

ZIP CODE _ _ _ _ _

Is there anything else you would like to tell us about snowmobiling in Wyoming? If so, please use this space for that purpose.

Table 1. Distribution of Snowmobile Use by Trail Area

Trail Area	Number of Days	Percent
65 - Snowy Range	1,438	18.6%
94 - Casper	905	11.7%
62 - Dubois	781	10.1%
77 - Upper Green River	651	8.4%
59 - Northern Big Horns	564	7.3%
61 - Lander/South Pass	501	6.5%
57 - Tensleep/Buffalo	492	6.4%
69 - Encampment	469	6.1%
74 - Togwotee	376	4.9%
51 - Pahaska Teepee	290	3.7%
52 - Bear Tooth	278	3.6%
80 - Smith & Hams Fork	197	2.5%
64 - Moskee	187	2.4%
68 - Continental Divide	168	2.2%
73 - Goosewing	132	1.7%
75 - Granite Hot Springs	87	1.1%
70 - Alpine/Greys River	70	0.9%
63 - Sundance	67	0.9%
76 - Big Piney	59	0.8%
95 - Esterbrook	32	0.4%
Total	7,744	100.0%

Table 2 presents the total number of use days on the State Trails System for resident snowmobilers. About 8 percent of the respondents reported no snowmobile use on the State Trails System during the last 12 months. At the other extreme, nearly 10 percent reported more than 40 days. The average for residents was about 18 days during the last year.

Table 2. Snowmobiling Use Days on State Trails System

Number of Days	Percent
10 or less	44.8%
11 to 20	22.9%
21 to 30	12.8%
31 to 40	10.5%
More than 40	9.0%
Median	12.0 days
Mean	17.9 days
Standard Error	0.868 days

Table 3 indicates the number of total snowmobile use days on all trail systems for resident snowmobilers during the last 12 months. On average, a resident snowmobiler spent about 18 days on the State Trails System, 2 days in Yellowstone and Grand Teton National Parks, and 1.5 days outside Wyoming during the last year. Seventy percent of the respondents indicated they snowmobiled exclusively in Wyoming last year.

Table 3. Total Snowmobiling Use Days

Area	Days	Percent
State Trails System	17.9	83.6%
Yellowstone National Park	1.7	7.9%
Grand Teton National Park	0.3	1.4%
Outside Wyoming	1.5	7.0%
Total	21.4	100.0%

Table 4 presents the maximum one-way distance residents traveled from home during the last year to snowmobile. The table indicates 42 percent of residents tended to snowmobile fairly close to home (100 miles or less). Another 26 percent sometimes visited neighboring areas to snowmobile (101 miles to 200 miles). Finally, 32 percent were willing to travel longer distances to snowmobile (more than 200 miles).

Table 4. Maximum One-way Distance Traveled to Snowmobile

Distance	Percent
Less than 50 miles	21.1%
50 to 100 miles	21.3%
101 to 150 miles	12.3%
151 to 200 miles	13.7%
201 to 250 miles	10.4%
251 to 300 miles	8.4%
Over 300 miles	12.8%

Table 5 compares the proportion of resident snowmobiling occurring on weekends with that occurring on weekdays. The results indicate that while most snowmobiling is on weekends, there is also a substantial amount that occurs

during the week. Nearly 80 percent of the respondents indicated they had snowmobiled at least once during the week last year.

Table 5. Comparison of Weekend and Weekday Snowmobiling

Weekend	Percent
Median	90.0%
Mean	77.0%
Standard Error	1.3%
Weekdays	Percent
Mean	23.0%
Median	10.0%
Standard Error	1.3%

Table 6 indicates what resident snowmobilers felt were the most important requirements to improve snowmobiling in Wyoming, if additional funding was available. The most important requirement was "better trail maintenance". The second most important requirement was "additional new trail development". The third most important requirement was "better trail signing". "Better sanitation facilities" and "more open areas" were also frequently indicated as important.

Table 6. Most Important for Improving Snowmobiling in Wyoming

Item	Most Important	Second Most Important	Third Most Important
Better trail maintenance	37.9%	18.6%	11.0%
Additional new trail development	15.5%	19.5%	15.5%
More open areas	8.5%	12.5%	7.5%
Better trail signing	7.5%	12.3%	17.8%
Better trailheads and parking	6.6%	5.5%	7.8%
Fuel at more trailheads	6.4%	4.6%	7.3%
Better info on trail conditions	5.4%	8.4%	7.0%
Better sanitation facilities	4.0%	8.2%	13.0%
Better trail maps	3.5%	6.3%	7.3%
Improve law enforcement	2.6%	3.6%	4.0%
Other	2.1%	0.5%	1.8%

Table 7 shows the average resident household annual expenditures for equipment and other fixed cost items such as registration and club dues. The average per household was \$4,230 per year. Nearly 80 percent of these expenditures were for snowmobiles. The expenditure figures represent averages

for both households who purchased equipment last year as well as those who did not. For example, the average expenditure for snowmobiles by residents who actually purchased snowmobiles last year was \$5,500. However, when individuals who did not purchase snowmobiles last year are included, the average declines to \$3,280 for all snowmobilers. Over 90 percent of annual resident expenditures for snowmobiling are made in Wyoming. The survey results indicate these expenditures represent the annual expenditures for 2.4 people.

Table 7. Average Resident Household Annual Expenditures for Snowmobiling

	Total Spent	Spent in Wyoming
Snowmobile	\$3,280	\$3,036
Trailer	\$272	\$246
Safety Equipment	\$117	\$103
Clothing	\$166	\$155
Repairs/Parts	\$323	\$296
Reg/Lic/Tax	\$56	\$56
Club Dues	\$10	\$10
Other	\$5	\$5
Total	\$4,230	\$3,909
Standard Error	\$231	\$221

Table 8 summarizes trip characteristics for a typical snowmobile trip by Wyoming residents. Respondents were asked to report trip information for their most recent snowmobile outing in Wyoming. Based on the mean estimates, the results indicate that, on average, there were 2.2 people per vehicle and slightly over 1 person per snowmobile. In almost all cases, the primary purpose of the trip was to snowmobile. About 50 percent of the trips were day trips and 50 percent were overnight trips of various lengths.

Table 8. Snowmobile Trip Characteristics

Size of Traveling Party	Median	Mean	Standard Error
Number of People	4.0	6.6	.425
Number of Passenger Vehicles	2.0	3.0	.239
Number of Snowmobiles	4.0	6.3	.442

Primary Purpose of the Trip	Percent
Snowmobiling	92.4%
Other	7.6%

Length of Trip	Median	Mean	Standard Error
Number of Nights Away From Home	1.0	1.4	.104
Number of Days Snowmobiling	2.0	2.4	.192

Table 9 shows the average daily trip expenditures for resident snowmobilers based on the respondents' last snowmobile trip in Wyoming. The average was \$54.80 per person for all trips. As would be expected, the average for day trips was lower at \$33.90 and the average for overnight trips was higher at \$62.43. Overall, nearly 80 percent of the trip expenditures were for Eating/Drinking, Gas/Oil, and Lodging. Lodging expenditures are the lowest of the three because two-thirds of the respondents did not have a lodging expense for the trip. The \$54.80 per person amount is very comparable to estimated resident expenditures of \$53.95 in Montana (Sylvester and Nesary, 1994).

Table 9. Average Resident Per Person Daily Trip Expenditures

	All Trips	Day Trips	Overnight Trips
Lodging	\$11.46	\$0.00	\$15.78
Eating/Drinking	\$16.67	\$11.57	\$19.01
Grocery/Liquor	\$6.20	\$5.38	\$6.70
Gas/Oil	\$15.22	\$14.43	\$15.21
Retail Items	\$3.77	\$0.94	\$4.46
Snowmobile Rental	\$0.84	\$1.39	\$0.68
Snowmobile Tours	\$0.00	\$0.00	\$0.00
Other	\$0.64	\$0.19	\$0.60
Total	\$54.80	\$33.90	\$62.43
Standard Error	\$5.44	\$3.74	\$5.32

Table 10 presents an estimate of the total yearly resident expenditures on snowmobiling including both annual and trip expenditures. This estimate is based on information from a number of sources including: State snowmobile registration records, the resident snowmobile survey, 1993 population estimates from the U.S. Bureau of Census, and the 1990 Wyoming State Comprehensive Outdoor Recreation Plan. Of the \$66.1 million in expenditures, about 60 percent were trip-related expenditures and 40 percent were equipment or other fixed cost items. Estimated annual expenditure for fixed cost items is conservative since it only considers registered snowmobile ownership. A recent study in Montana found that 66 percent of that state's snowmobiles were not registered (Sylvester and Nesary, 1994). There is anecdotal evidence that a substantial number of snowmobiles in Wyoming are also not registered. Many of these snowmobiles may not be actively used, used only on private lands, or simply may not be in compliance with registration requirements. The exact number of unregistered snowmobiles in Wyoming and the annual expenditures associated with these snowmobiles is unknown.

Table 10. Estimated Annual Total Resident Expenditures on Snowmobiling

Item	Amount	Source
Registered Snowmobile Households	6,722	(Snowmobile Registration)
Fixed Expenditures	X \$4,230	(Snowmobile Survey)
Total Fixed Cost Expenditures	\$28,434,060	(1)
Wyoming Population - 1993	470,000	(U.S. Census)
Snowmobile Participation Rate	X 10.3%	(SCORP)
Resident Snowmobile Riders	48,410	
Number of Trips Per Year	X 5.92	(SCORP)
Total Trips	286,587	
Days Per Trip	X 2.4	(Snowmobile Survey)
Resident Snowmobiling Days	687,809	
Expenditures Per Trip	X \$54.80	(Snowmobile Survey)
Total Trip Expenditures	\$37,691,933	(2)
Total Snowmobile Expenditures	\$66,125,993	(1+2)

Economic Impact of Nonresident Snowmobilers

Nonresident snowmobilers are an important part of the winter tourism industry in Wyoming attracting thousands of visitors each year. Survey results indicate that the average nonresident snowmobiler spends a total of 8.7 days snowmobiling in Wyoming annually. The results also indicate that the 8.7 days in Wyoming were 44 percent of their total days snowmobiling for the year.

Table 11 shows the average annual nonresident expenditures for equipment and other fixed cost items. The average per household was \$6,375 per year. Approximately 15 percent (\$956) of these expenditures were made in Wyoming. On a per person basis, this amounts to \$443 annually for nonresidents or \$50.92 per use day. As indicated by the standard error, there was substantial variation in average annual expenditures by nonresidents in Wyoming. This variation occurs because 16 percent of nonresidents indicated that they purchased a snowmobile in Wyoming. For these individuals, the average annual expenditure in Wyoming was \$4,876. For the other 84 percent who didn't purchase a snowmobile in Wyoming, the average annual expenditure in Wyoming was only \$143.

Table 11. Average Annual Nonresident Expenditures for Snowmobiling

	Total Spent	Spent in Wyoming
Snowmobile	\$4,876	\$736
Trailer	\$627	\$31
Safety Equipment	\$173	\$23
Clothing	\$274	\$37
Repairs/Parts	\$271	\$84
Reg/Lic/Tax	\$83	\$9
Club Dues	\$14	\$1
Other	\$58	\$35
Total Per Household	\$6,375	\$956
Standard Error	\$466	\$222
Per Person in WY		\$443
Per Use Day in WY		\$50.92

Table 12 presents the average daily trip expenditure by nonresident snowmobilers in Wyoming. The average nonresident expenditures per use day is

\$91.48. Over 95 percent of the snowmobile trips to Wyoming reported by nonresidents involved an overnight stay. Per person daily expenditures for nonresidents were nearly 1.5 times higher than overnight trips for residents (\$91.48 vs \$62.43).

Table 12. Average Nonresident Per Person Daily Trip Expenditures

	Amount
Lodging	\$25.39
Eating/Drinking	\$22.57
Grocery/Liquor	\$4.86
Gas/Oil	\$14.27
Retail Items	\$6.28
Snowmobile Rental	\$4.50
Snowmobile Tours	\$12.01
Other	\$1.60
Total	\$91.48
Standard Error	\$5.25

Table 13 presents an estimate of the total expenditures by nonresident snowmobilers in Wyoming. Based on the parking lot survey conducted by the snowmobile clubs and State Park personnel, it is estimated that nonresident snowmobilers accounted for 766,332 use days in Wyoming during the 1993-94 season. This represents over 50 percent of all snowmobile use in the State. This may be a conservative estimate since State Parks personnel report the percentage of use by nonresidents may actually be closer to 60 percent. Combining the estimate of total nonresident snowmobile use with the estimated per day nonresident expenditure indicates that nonresident snowmobilers spend in excess of \$70.1 million on trip expenses in Wyoming annually.

Dividing total nonresident snowmobiling days by the average snowmobiling days per visitor indicates that Wyoming had 88,084 nonresident snowmobile visitors during the 1993-94 season. Combining the estimate of nonresident visitors with estimated nonresident annual expenditures indicates that nonresidents spent \$39.0 million on equipment and other fixed expenditures in

Wyoming. The combined total for trip and annual expenditures is \$109.1 million or \$142.40 per nonresident snowmobiling day. The \$142.40 figure is very comparable to the \$140.60 estimate for nonresidents snowmobiling in Montana (Sylvester and Nesary, 1994).

Table 13. Estimated Total Nonresident Expenditures

Item	Amount	Source
Total Resident Trips	286,587	(SCORP)
Days/Trip	<u>X 2.4</u>	(Snowmobile Survey)
Resident Snowmobiling Days	687,809	
Resident Vehicles/Total Vehicles	<u>/ 47.3%</u>	(Parking Lot Survey)
Total Snowmobiling Days	1,454,141	
Nonresident Vehicle Parking Count	<u>X 52.7%</u>	(Parking Lot Survey)
Nonresident Snowmobiling Days	766,332	
Expenditures Per Day in WY	<u>X \$91.48</u>	(Snowmobile Survey)
Total Trip Expenditures	\$70,104,051	(1)
Nonresident Snowmobiling Days	766,332	
Average Days Per Nonresident	<u>/ 8.7</u>	(Snowmobile Survey)
Nonresident Snowmobile Visitors	88,084	
Fixed Expenditures in WY	<u>X \$443</u>	
Total Fixed Cost Expenditures	\$39,021,212	(2)
Total Snowmobile Expenditures	\$109,125,263	(1+2)
Total Per Use Day	\$142.40	

Table 14 presents an estimate of the total economic impact of nonresident trip expenditures on the Wyoming economy. This table considers the multiplier effect of nonresident expenditures resulting from the economic linkages between sectors of the Wyoming economy on both a per day and total basis. As shown in Table 14, the \$142.40 of daily expenditure by nonresidents generates an additional \$101.23 in economic activity in the State for a total per day economic impact of \$243.63. Of this total, \$52.04 represents earned income for Wyoming

residents. This earned income supports the equivalent of .003996 full-time jobs in the State or the equivalent of one full-time job for every 250 nonresident snowmobiler days. Finally, this economic activity generates \$6.16 of sales tax collections in Wyoming. Table 14 also indicates the distribution of this economic activity among the various sectors of Wyoming's economy.

Table 14. Economic Impact of Nonresident Snowmobilers, Per Day and Total

Sectors	Total Direct	Indirect Induced	Total Impact	Employment Total FTE's	Personal Income	Sales Tax
Agriculture	0.00	0.65	0.65	0.000012	0.17	0.00
Ag Services	0.00	0.15	0.15	0.000004	0.05	0.00
Timber	0.00	0.05	0.05	0.000001	0.01	0.00
O&G Services	0.00	0.33	0.33	0.000003	0.09	0.00
Oil & Gas	0.00	3.19	3.19	0.000004	0.15	0.02
Coal	0.00	1.41	1.41	0.000004	0.20	0.01
Mining	0.00	0.37	0.37	0.000002	0.06	0.00
Construction	0.00	1.53	1.53	0.000016	0.34	0.01
Manufacturing	0.00	5.81	5.81	0.000018	0.42	0.03
Transport\Comm	0.00	4.48	4.48	0.000070	1.97	0.07
Utilities	0.00	5.31	5.31	0.000021	0.70	0.08
Trade	17.71	10.66	28.37	0.001034	12.42	3.46
Eat/Drk/Lodg	43.88	1.70	45.58	0.001724	15.21	1.82
F.I.R.E.	0.00	7.30	7.30	0.000058	3.54	0.01
Services	24.47	4.17	28.64	0.000893	9.59	0.54
Health	0.00	2.39	2.39	0.000044	1.01	0.04
Local Gvt	0.00	3.77	3.77	0.000090	1.53	0.07
Households	4.08	47.96	52.04	0.000000	4.58	0.00
Other F.P.	.53	0.00	0.53	0.000000	0.00	0.00
Imports	51.73	0.00	51.73	0.000000	0.00	0.00
Totals	142.40	101.23	243.63	0.003996	52.04	6.16

Estimated impacts from 766,332 snowmobiler days

Estimated total direct sales	(dollars)	109,125,677
Estimated total economic activity	(dollars)	189,418,859
Estimated total personal income	(dollars)	39,876,501
Estimated total employment	(FTE)	3,063
Estimated total sales tax	(dollars)	4,720,385

Multiplying the per day estimates of economic impact by the estimated total nonresident snowmobiling days indicates nonresident snowmobilers spend a total of \$109 million in Wyoming which generates \$189 million of economic activity in the State. This economic activity results in \$40 million in personal income and supports the equivalent of 3,063 full-time jobs for residents. In addition, this

economic activity generates a total of \$4.7 million in sales tax revenues in Wyoming.

Revenues and Costs to State Government

In Wyoming, the State Snowmobile Trails Program is administered by the Department of Commerce through the Division of State Parks and Historic Sites. The program is primarily self-supporting through funding from snowmobile registration fees and gasoline tax revenues. Operation and maintenance is provided through local contractors and part-time employees. State Park employees are responsible for administration and quality control. The biennium budget for the snowmobile program is \$852,000 or \$426,000 per year. This expenditure is used to support snowmobiling in Wyoming by both residents and nonresidents.

As shown in Table 15, three types of Wyoming State Government revenues were considered in the analysis including: 1) gas tax revenues associated with nonresident snowmobiler gas purchases, 2) nonresident snowmobile registration fees and 3) sales tax revenues associated with nonresident snowmobiler expenditures. Only revenues associated with nonresident snowmobilers were considered in the analysis since these revenue are clearly new income for State Government. Revenues associated with resident snowmobiling would represent a net gain only to the extent that these expenditures would be made outside the state without the snowmobiling program.

Appendix Table 1 summarizes the assumptions and calculations used to estimate State gas tax revenues. Based on these assumptions, it is estimated that nonresident snowmobiling generated \$274,000 of gas tax revenues for the State. Information from snowmobile registrations indicates that 1,078 nonresident snowmobiles were registered in Wyoming in 1993-94. While nonresident snowmobilers are not legally required to register their snowmobiles in Wyoming,

some do in order to support the State Trails Program. Since one dollar of the registration fee (\$15.00 per snowmobile) is returned to the establishment where the registration is purchased, the net revenue to State Government is \$14.00. Based on this information, the estimated total revenues from nonresident snowmobile registrations was \$15,000.

In Table 14, expenditures by nonresident snowmobilers generated an estimated \$4.7 million of total sales tax revenues annually in Wyoming. Since State Government retains 72.0 percent of total sales tax revenues, the net revenue to the State is \$3.4 million. Total State Government revenue from nonresident snowmobilers is an estimated \$3.7 million.

Comparison of revenues to costs indicates a revenue-cost ratio of 8.66 for the State Snowmobile Trails Program. This indicates that the snowmobiling program generates over \$8.60 of State revenues from nonresident snowmobilers for each \$1.00 of State expenditures on the snowmobile program. In addition to revenue generation, the snowmobile program provides considerable benefits to state residents who snowmobile.

Table 15. Estimated Revenues and Costs of Snowmobile Trails Program

Revenues:

Nonresident Gas Tax Revenue	\$274,494	(Appendix Table 1)
Nonresident Snowmobile Registration (1,078 snowmobiles @ \$14.00)	\$15,092	(Snowmobile Parks)
Nonresident Sales Tax Revenue (\$4,720,385 X 72.0%)	<u>\$3,398,677</u>	(Table 14)
Total Revenue	\$3,688,263	

Costs:

Annual Program Costs	\$426,000
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<u>Revenue-Cost Ratio:</u>	8.66
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Summary and Conclusions

The results of this study indicate that resident snowmobilers spend, on average, about 18 days annually on the State Trails System. This represents over 80 percent of their total annual snowmobile use days for the year. Total snowmobiling by residents is estimated to have been 687,809 days in 1993. Resident snowmobilers felt that, if funding were available, the greatest needs for the improvement of snowmobiling in Wyoming were: 1) Better Trail Maintenance, 2) Additional New Trail Development, and 3) Better Trail Signing.

The average annual fixed cost expenditures by resident snowmobilers was \$4,230 per household. Over 90 percent of these expenditures were made in Wyoming. The average resident daily trip expenditure was \$54.80 per snowmobiler. The average expenditure for day trips was \$33.90 per day and the average for overnight trips was \$62.43 per day. The estimated annual total resident expenditure on snowmobiling was \$66.1 million. This total includes both total annual fixed cost expenditures and total trip expenditures.

Total nonresident snowmobiling is estimated to have been 766,332 days during the 1993-94 winter season. This represents over 50 percent of total snowmobile use in Wyoming. The average expenditure for nonresidents was \$142.40 per use day. Total annual expenditures by nonresidents are estimated to have been \$109.1 million. This total includes both total annual fixed expenditures and total trip expenditures. With the multiplier effect, the expenditures by nonresident snowmobilers generated 189.4 million of economic activity in the State, created \$39.9 million in earned income for State residents, and supported the equivalent of 3,063 full-time jobs. This economic activity also generated a total of \$4.7 million in sales tax revenue in Wyoming.

From a State Government perspective, the Snowmobile Trails Program generate a total of \$3.7 million in State revenues at an annual cost of \$426,000. Comparing revenues to costs indicates that the snowmobile program generates over \$8.60 of State revenues from nonresidents for every \$1.00 of State expenditures for the program. In addition to revenue generation, the snowmobile program provides considerable benefit to State residents who snowmobile.

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Appendix Table 1. Calculation of Nonresident Gas Tax Revenue

Assumptions:

* Price Per Gallon of Gas	= \$1.50
* Price Per Quart of Oil	= \$3.00
* Ratio of Oil to Gas	= 3 Quarts of Oil/30 Gallons of Gas
* Gas Tax Per Gallon of Gas	= \$0.08
* State's Share of Gas Tax Revenue	= 56.5%

Calculations:

Nonresident Snowmobiling Days	766,332
Gas & Oil Expenditure Per Day	X <u>\$14.27</u>
Total Gas & Oil Expenditure	\$10,935,558
Percent Gas Expenditure	X <u>83.3%</u>
Total Gas Expenditure	\$9,109,320
Price Per Gallon of Gas	/ <u>\$1.50</u>
Gallons of Gas	6,072,880
Gas Tax Per Gallon	X <u>\$0.08</u>
Total Gas Tax Revenue	\$485,830
State's Share of Revenue	X <u>56.5%</u>
State Gas Tax Revenue	\$274,494

APPENDIX 1
Snowmobile Survey
Form