SOCIAL AND ECONOMICS

Public and internal comments expressed concerns about the social conflict between motorized and non-motorized recreationists, and concerns about potential economic effects. Because local economies are generally based on local social settings and social interests, the two concerns will be addressed jointly as one issue.

SOCIAL CONFLICT BETWEEN MOTORIZED AND NON-MOTORIZED RECREATIONAL INTERESTS, AND POTENTIAL ECONOMIC EFFECTS FROM TRAVEL MANAGEMENT.

1. EXISTING CONDITION

a. Social Impacts

Travel management and planning is largely a social issue. It involves a lot of consideration, and a lot of discussion. Forest Service roads and trails provide opportunities for all types of activities: motorized and non-motorized, summer uses and winter uses, etc., for local users and for visitors. People may use the roads to drive toward the source of their employment (e.g., mining, forest management, outfitters and guides, grazing). People may use the roads as access to areas where they can go beyond motorized noises and recreate in quiet places. Others use the roads and trails to drive on with their motorcycles, ATVs, and snowmobiles. In addition, many people who visit the Jefferson Division have special attachments to certain activities and to certain places. Consequently, limiting, changing and/or closing their type of access can produce strong reactions. Lewis and Clark National Forest personnel made great efforts to understand people's uses, motivations, and tolerance for change – and to consider these in travel planning and management.

People do not necessarily have to be active users of the Forest Service road system in order to hold values regarding access to the national forest, or to benefit from the existence (or non-existence) of the road and trail system. These "passive-use values" are values or benefits people receive from the existence of a specific place, condition or thing – independent of any intention or expectation of themselves participating in active use of it. For example, some people believe that forest roads should be kept to a minimum because of negative ecological impacts that are sometimes associated with roads. Others believe that it is important to maintain large tracts of unroaded land in order to protect roadless and/or wilderness values, leaving a legacy of undeveloped land for future generations to experience. And some people may not use the Forest Service roads, but believe it is important to maintain that system for things such as timber harvest, mining, fire protection and tourism.

b. Economic Impacts

The assessment of economic impacts attempts to identify potential effects that Forest Service management may have on local, county, and regional economic systems and on people using the natural resources that the Lewis and Clark National Forest provides. In particular, would changes in the use of the National Forest for recreation and the amount of change in the designation of Forest roads and trails be large enough or significant enough to cause measurable economic changes? Is the economy of the local area diverse enough and robust enough that the proposed changes will be insignificant or will they be felt in very specific segments of the local economy?

The following description of the economy that surrounds the Lewis and Clark National Forest relies on the economic assessment conducted by Stockmann and Stewart (2002). The following excerpts are based on that economic assessment. For an in-depth county by county discussion of the economy see Stockmann and Stewart (2002).

c. Definition of the Economic and Social Area

The economic area that surrounds the Lewis and Clark National Forest consists of the following 13 counties – Glacier, Toole, Pondera, Teton, Choteau, Lewis and Clark, Cascade, Judith Basin, Fergus, Meagher, Wheatland, Golden Valley, and Musselshell (Stockmann and Stewart, 2002). This economic area consists of two regional trade centers based on the population centers of Great Falls and Helena. The estimated economic impacts to be discussed in the environmental consequences section will be based on this 13 county area.

The social area corresponds to the economic area, although social issues – especially ones present in this analysis, e.g., the value of an area being open for motorized use or not – often are not limited geographic boundaries.

d. Population

The cities of Great Falls and Helena dominate the population and economy that surround the Lewis and Clark National Forest (Stockmann and Stewart 2002). The population trend for Helena can be characterized as one of constant growth during the last 30 years, while Great Falls experienced a population decline over the same time period. Many of the recreation visitors of the Lewis and Clark National Forest are residents of Great Falls and Helena. The population trend over the last 30 years of the remaining counties in the economic area is mixed. Some of the counties have experienced slight increases in population while others have experienced declines (see Stockmann and Stewart 2002 for a county by county description).

e. Economy

Total employment for the 13 county economic area rose nearly 50 percent during the period between 1969 to 1998. In 1969 the economic sector accounting for the most employment was the Government sector. By 1998 the dominant industry in the 13 county economic area in terms of total employment was the service sector (Stockmann and Stewart, 2002). Real per capita personal income varied substantially for the 13 county economic area. Workers in and around Great Falls and Helena earned the most while the personal income levels diminished as you moved away from Great Falls and Helena (*Ibid*). With respect to unemployment, lower rates are found around the urban areas and higher rates are experienced as you move away from the two population centers (*Ibid*). For a detailed county by county description of the economy see Stockmann and Stewart 2002.

f. Motorized and Non-motorized Use

One of the issues of travel planning is the economic effects (i.e., economic impacts) of motorized and non-motorized uses. Various sources of information are used to display use and trends in motorized and non-motorized use in Montana and on the Lewis and Clark National Forest. Vehicle registration from the Montana Department of Justice, Motor Vehicle Registration Bureau was used to understand the state-wide trend in snowmobiles, ATVs and Motorcycles (MT Dept. of Justice, 2005). The Forest Service National Visitor Use Monitoring survey (NVUM) was used to understand total forest-level use (visits) and visits by various motorized and non-motorized activities.

g. National Visitor Use Monitoring (NVUM)

The NVUM survey process was implemented as a response to the need to better understand recreation use occurring on National Forest system lands (Kocis, English, Zarnock, Arnold, Warren, and Ruka 2004). During October 2000 through September 2001 the Lewis and Clark National Forest participated in the NVUM survey process. A final report of the survey findings was published in August 2002 (Lewis and Clark NVUM 2002). Examples of information provided in the Lewis and Clark National Forest report include:1) total number of visits; 2) participation rates; and 3) user satisfaction. The survey also collected information regarding user spending within 50 miles of the National Forest boundary. Users reported expenditures for various spending categories, such as groceries, restaurants, gas/oil, and lodging. The specific spending profiles and expenditures are found in Stynes and White (May 2005, February 2006).

The final report indicates that 495,000 visits occurred on the Lewis and Clark National Forest during the survey period (October 2000 through September 2001). Table III-52 presents participation rates by activity for the Lewis and Clark National Forest during the NVUM survey period (Lewis and Clark NVUM 2002). The **% Participation** column of the table presents the participation rates by activity. Participation rates will exceed 100% since visitors can participate in multiple activities. The **% as Main Activity** column presents the participation rates in terms of primary activity. Table III-52 indicates that the top five most popular non-wildlife related primary activities were: 1) relaxing (12.3% percent); 2) downhill skiing (10.7%); 3) driving for pleasure (8.5%); 4) hiking / walking (7.1%); and 5) viewing natural features (4.4%).

Table III-52. Lewis and Clark NF Activity Participation and Primary Activity.

Activity	% Participation	% as Main Activity
Developed Camping	10.4	3.6
Primitive Camping	7.8	2.3
Backpacking	11.9	2.4
Resort Use	4.1	0.7
Picnicking	12.8	0.8
Viewing Natural Features	71.1	4.4
Visiting Historic Sites	2.6	.3
Nature Center Activities	0.8	0.0
Nature Study	6.8	0.9
Relaxing	54.3	12.3
Fishing	16.7	4.7
Hunting	28.6	27.3
OHV Use	7.4	1.4
Driving for Pleasure	46.7	8.5
Snowmobiling	1.6	0.5
Motorized Water Activities	0.0	0.0
Other Motorized Activities	0.0	0.0
Hiking / Walking	13.3	7.1
Horseback Riding	5.3	2.8
Bicycling	5.0	0.9
Non-motorized Water	3.3	1.2

Activity	% Participation	% as Main Activity
Downhill Skiing	11.1	10.7
Cross-country Skiing	1.3	0.9
Other Non-motorized	2.6	0.0
Gathering Forest Products	6.0	2.2
Viewing Wildlife	77.4	1.5
TOTAL	**408.9**	**97.4**

Note: The main activity column totals less than 100% because some visitors did not report a primary activity.

The primary activity participation rates (**% as Main Activity** in Table III-52) were used to estimate use by activity. For this analysis, OHV use, snowmobiling, driving for pleasure, and other motorized activities were considered motorized use, while backpacking, hiking / walking, horseback riding, bicycling, and cross-country skiing were considered non-motorized use.

Table III-53 displays the number of visits for these activities. The number of visits by activity is based on the primary purpose (**% as Main Activity**) displayed in Table III-52 and the total number of visits of 495,000 reported in the Lewis and Clark National Forest NVUM report. Users were determined to be either local or non-local based on the miles from the user's residence to the forest boundary. If the user reported living within 50 miles of the forest boundary, they are considered local; if over 50 miles, they are considered non-local. The table indicates that the most popular non-motorized activity is hiking / walking, and the most popular motorized activity is driving for pleasure. Of the non-motorized activities, non-local cross-country skiers spend the most per visit ($27.66 for locals and $59.24 for non-locals). From the standpoint of motorized activities, local and non-local snowmobilers spend the most per visit ($32.75 for locals and $70.61 for non-locals).

Table III-53. Number of Visits and Expenditures by Activity Type

Activity	Use (Visits)[1]		Expenditures ($ per Visit)[2]	
Nonmotorized	Local	Non-local	Local	Non-local
Horseback Riding[3]	8,111	5,407	$18.10	$45.22
Backpacking[3]	6,952	4,635	$18.10	$45.22
Hiking / Walking[3]	20,567	13,712	$18.10	$45.22
Bicycling[3]	2,607	1,738	$18.10	$45.22
Cross-country Skiing	2,607	1,738	$27.66	$59.24
Motorized				
OHV	4,056	2,704	$23.89	$40.94
Driving for Pleasure	24,623	16,415	$18.05	$34.63
Snowmobiling	1,448	966	$32.75	$70.61
Other Motorized	0	0	$18.05	$34.73

1.. Lewis and Clark National Forest, National Visitor Use Monitoring Results, August 2002;
2. Stynes Daniel J.; White Eric M. 2006. Spending Profiles for National Forest Recreation Visitors by Activity.
3. These activities share the same spending profile.

h. Trends in Motorized Use

Figure III-2 shows the trend in the number of registered ATVs, snowmobiles and motorcycles (street and dirt bikes) in Montana (MT Dept. of Justice 2005). This information is useful in gauging the popularity of outdoor activities that use this equipment since trend information is

difficult to obtain for these types of dispersed activities. In general, the data indicates an upward trend in ownership in Montana. The average annual growth rates for ATVs, snowmobiles and motorcycles are 9.7 percent, 5.4 percent, and 7.3 percent, respectively. This compares to an average annual population growth rate in Montana of approximately 1 percent during this time period. The growth rate in registration far exceeds the population growth rate, indicating that activities that use this equipment are gaining popularity.

The Bureau and Business and Economic Research (BBER) at the University of Montana has studied the economic contributions of snowmobiling in Montana during the years of 1988, 1994, 1998 and 2002 (BBER 2003). In their latest survey, they estimated that there were approximately 1.4 million activity days during Montana's 2001-2002 winter season. Nonresident snowmobilers (users from states other than Montana) spent over $44 million in Montana during the 2001-2002 season for daily personal expenses. BBER estimated that nonresident snowmobilers generate over $11 million per year in labor income and about 800 full and part-time jobs.

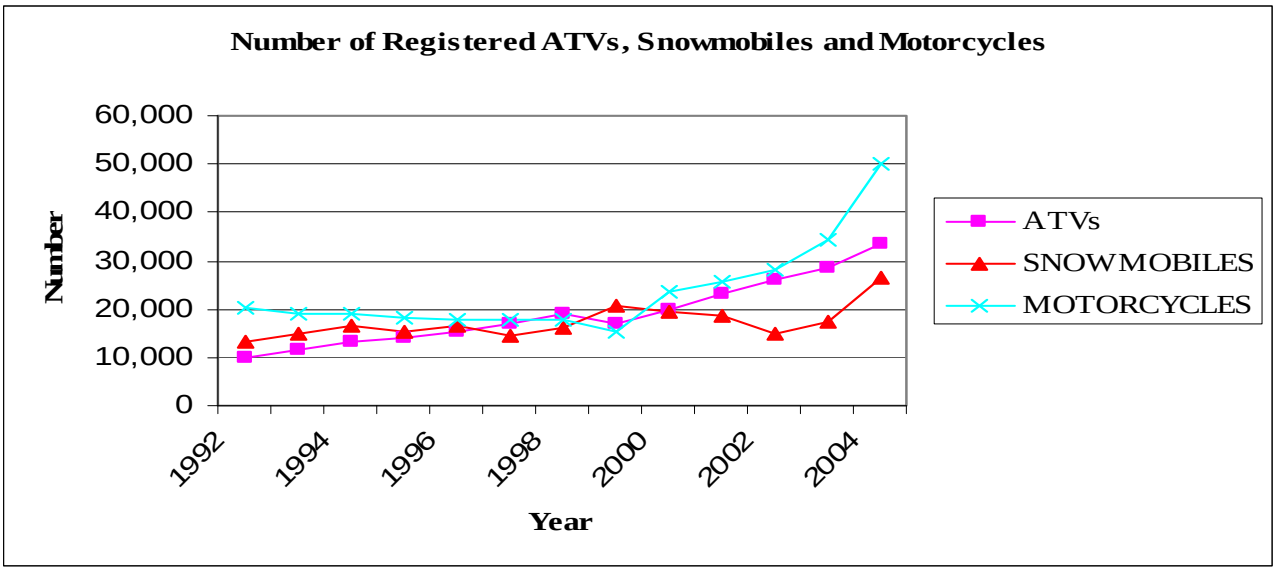

Figure III-2. Number of Registered ATVs, Snowmobiles, and Motorcycles in Montana, 1992-2004

i. Social Issues and Conflict

Social issues and impacts are often addressed according to the potential effects that Forest Service management may have on local, county, and regional social and economic systems, and also on the people using and valuing the resources and opportunities the Jefferson Division provides. A variety of people use the Jefferson Division for a variety of reasons. Visitor uses to the national forest have increased in numbers. Strong preferences for specific recreation settings are leading to competition for the recreational resources available (English et al. 1999). The combination of increased use, diversified uses and attachment to certain places – combined with the need to provide for healthy and sustainable environments along with limited road and trail maintenance budgets – makes for a challenging balancing act.

Social issues for travel planning in the Jefferson Division have much to do with the variety of uses and allocations, and the values people hold toward those uses, allocations and places – and the potential conflicts between these uses and underlying values. People are also

concerned about issues such as law enforcement, safety, and natural resource conditions (particularly in riparian areas). Some conflict does exist between different types of users – motorized versus non-motorized, hunting and fishing versus non-consumptive uses, local recreational uses versus tourism, and resource preservation versus resource extraction. For the Jefferson Division, the main issue concerns motorized and non-motorized uses.

The conflict between motorized and non-motorized use is somewhat self-explanatory: motorized users (including snowmobiles, ATVs, and motorcycles) like to travel the land on their motorized vehicles. Non-motorized users (including cross-country skiers, hikers, wildlife viewers, and stock users) value the "natural experience," one which does not include noise and the intrusion of machines. Both groups tend to value their uses for similar reasons, and often desire the same types of settings and experiences. People like to use the forest with their friends and family; they appreciate activities out-of-doors; they appreciate the beauty of the area; the challenges presented. Both groups usually seek destinations, scenery, loop trails and roads.

Motorized and non-motorized use can be further broken down into summer versus winter uses. Motorized winter use is done via snowmobiles, while motorized summer use is generally done via motorcycles and ATVs, and driving on system roads. Non-motorized winter use primarily involves cross-country skiing and some snowshoeing, and non-motorized summer use runs the gamut of recreational opportunities, especially hiking, backpacking, bicycling, horseback riding, fishing, and wildlife viewing.

A review of scoping comments, numerous conversations from meetings, presentations and discussions, two case studies conducted for a national OHV and collaboration workshop, newspaper and journal articles provided further clarification of the issues, which follows in a very generalized and brief explanation.

Motorized winter users, specifically the Montana Snowmobile Association (MSA), have pursued the designation of "blocks" of land to be allocated for snowmobiling use. MSA has been working in a collaborative process with the Montana Wilderness Association (MWA) to select areas which seem appropriate for snowmobiling and to also select blocks of land which seem appropriate for non- motorized winter use. MWA would also like to see blocks of land designated for non-motorized use to be about 50,000 acres, with hiking opportunities for 2 to 3 days. MWA believes that law enforcement would be easier if use allocations were made in the larger blocks, versus individual trails. The areas that they are first concerned with are already designated Roadless areas: Tenderfoot, Middle Fork Judith, Pilgrim and Hoover (MWA and FS meeting Great Falls, MT. 4/3/2006). MWA developed Summer Alternative 4 in response to their issues. Additionally, MWA would like the collaboratively derived agreement (Winter Alternative 2) they reached with MSA in April 2004 to remain in place.

One group of summer motorized users is the Great Falls Trail Bike Riders Association. They collaborated with other motorcycle and ATV clubs, backcountry horsemen, bicycle clubs, and backcountry pilots to develop Summer Alternative 3 in response to their issues. They see local people enjoying opportunities to use the Forest roads and trails, along with people from Billings, Bozeman, Helena and surrounding communities. They see a great need for providing education to Forest users, about the importance of remaining on designated trails and roads. They see this as a contributing factor to successful law enforcement. Their preferred season of use would be from June 15 through September 15 (MWA and FS meeting Great Falls, MT. 4/3/2006).

2. ENVIRONMENTAL CONSEQUENCES

a. Effects Common To All Alternatives

Economic Effects:
The employment and labor income effects stemming from 1) all current recreation use (i.e., wildlife and nonwildlife recreation activities) on the Lewis and Clark National Forest were estimated, and 2) current motorized and nonmotorized activities occurring on the Lewis and Clark National Forest were estimated. Economic effects tied to all recreation visitation was estimated to establish total economic effects tied to recreation activities on the Lewis and Clark National Forest. Economic effects tied to motorized and nonmotorized activities were also estimated to address the economic impact issue tied directly to travel planning. Also, the marginal economic effects (employment and labor income effects per 10,000 visits) of motorized and nonmotorized use are provided. The marginal effects (i.e., response coefficients) are useful for performing sensitivity analyses of various management alternatives.

Economic Effects Analysis Procedures
Economic effects can be categorized as direct, indirect and induced. Direct effects are changes associated with the initial spending by a recreation visitor. Indirect and induced effects are the multiplier effects resulting from subsequent rounds of spending in the local economy.

Input-output analysis was used to estimate the direct, indirect and induced employment and labor income effects stemming from motorized and nonmotorized use. Input-output analysis (Hewings 1985) is a means of examining relationships within an economy both between businesses as well as between businesses and final consumers. It captures all monetary market transactions for consumption in a given time period. The resulting mathematical representation allows one to examine the effect of a change in one or several economic activities on an entire economy. This examination is called impact analysis. Input-output analysis requires the identification of an economic impact area. The economic area that surrounds the Lewis and Clark National Forest was previously defined, and consists of 13 counties in north central Montana stretching from Glacier and Toole counties in the north to Musselshell and Golden Valley in the south.

The IMPLAN Pro input-output modeling system and 2003 IMPLAN data (the most recent data available) were used to develop the input-output model for this analysis (IMPLAN Professional 2004). IMPLAN translates changes in final demand for goods and services into resulting changes in economic effects, such as labor income and employment of the affected area's economy. For the economic impact area, employment and labor income estimates that were attributable to all current recreation use (wildlife and non-wildlife activities) and only motorized and nonmotorized activities for the Lewis and Clark National Forest were generated.

The expenditure and use information collected by the NVUM survey are crucial elements in the economic analysis. As reported earlier, the NVUM survey collects use and expenditure information for various activity types. The expenditure information is collected by eight spending categories (Stynes and White 2005; Stynes and White 2006). The reported spending for each of the spending categories is allocated to the appropriate industry within the IMPLAN model (the allocation process, also referred to as "bridging," was conducted by the USDA Forest Service, Planning Analysis Group in Fort Collins, CO). The bridged

IMPLAN files were used to estimate economic effects (e.g., employment and labor income) related to changes in spending (i.e., changes in spending – technically referred to as changes in final demand - are caused by changes in use).

Estimated Economic Effects

Estimated economic effects (full and part-time jobs and labor income) are presented. Estimated economic effects are displayed in the following ways:

1) Estimated employment and labor income based on all local and nonlocal recreation visitation occurring on the Lewis and Clark National Forest;
2) Direct, and indirect and induced employment and labor income response coefficients by activity type (jobs and labor income per 10,000 visits); and
3) Estimated employment and labor income by motorized and nonmotorized activity types.

All Local and Nonlocal Recreation Use

Table III-54 displays the estimated employment and labor income effects for all recreation visitation (i.e., wildlife and nonwildlife visitation) to the Lewis and Clark National Forest. There were a total of 470,250 visits to the Lewis and Clark National Forest during the sampling period (Note: The number of visits mentioned here is slightly less than the total visits reported in the NVUM report. Nonprimary visitation to the National Forest was eliminated from the economic effects analysis since these users were not coming primarily to recreate on the National Forest.). Approximately 60 percent of the visits to the Forest were attributable to local users. The results indicate that there were 240 total jobs (direct plus multiplier effect) and $4.9 million of total labor income (direct plus multiplier effect) attributable to nonlocal visitation. There were approximately 106 total jobs (direct plus multiplier effect) and $2.5 million of total labor income (direct plus multiplier effect) attributable to local users.

Table III-54. Estimated Employment and Labor Income Effects for All Current Recreation Use Reported by NVUM

Economic Effects Based on Local Use (282,150 visits)			
	Direct Effects	**Indirect & Induced Effects**	**Total Effects**
Jobs	80	26	106
Labor Income (M $)	$1,884.6	$685.0	$2,529.6
Economic Effects Based on Nonlocal Use (188,100 visits)			
	Direct Effects	**Indirect & Induced Effects**	**Total Effects**
Jobs	185	55	240
Labor Income (M $)	$3,424.2	$1,447.3	$4,871.5

Note: Dollars are for 2005 $

In the 13 county economic area, the total employment in the economy in 2003 was 129,274 jobs with $3.9 billion dollars in labor income (IMPLAN 2006). All employment and labor income activities attributable to recreation activities on the Lewis and Clark National Forest account for less than one-half of one percent of the total employment and total labor income in the economic area.

Response Coefficients by Activity Type

Table III-55 displays the estimated employment and labor income response coefficients (employment and labor income per 10,000 visits) by local and nonlocal activity types. The response coefficients indicate the number of full and part-time jobs and dollars of labor income per ten thousand visits by activity type. The response coefficients are useful in: 1) understanding the economic effects tied to a given use level; 2) understanding projected employment effects for various use scenarios (sensitivity analysis); and 3) understanding the differences in employment effects by activity type. The response coefficients displayed in Table III-55 along with the visits presented in Table III-53 were used to estimate the economic effects for local and nonlocal use by activity type.

Table III-55 indicates the following: First, economic effects tied to local visitation generate lower employment and labor income effects. This is a result of local visitors spending less per visit in comparison to nonlocal visitors (see Table III-53 above). Second, economic effects vary widely by motorized and nonmotorized activity types. The lowest employment effect is tied to local horseback, hike/bike, and bicycling activities (Note: the economic effects are identical for these categories since they share the same spending profile). Third, the largest economic effect is associated with nonlocal snowmobiling, but is followed fairly closely by nonlocal cross-country skiing. In general, economic effects vary by the amount of spending and by the type of activity, but it can not be generalized that motorized or nonmotorized activities contribute more or less to the local economy on a per visit basis.

Table III-55. Employment and Labor Income Response Coefficients by Activity Type

	Employment (Jobs / 10,000 Visits)		Labor Income ($ / 10,000 Visits)	
Nonmotorized Use	Direct Effects	Indirect & Induced Effects	Direct Effects	Indirect & Induced Effects
Local Horseback Riding	2.0	0.7	$53,061	$18,284
Nonlocal Horseback Riding	6.9	2.0	$123,665	$53,369
Local Backpacking	2.0	0.7	$53,061	$18,284
Nonlocal Backpacking	6.9	2.0	$123,665	$53,369
Local Hiking / Walking	2.0	0.7	$53,061	$18,284
Nonlocal Hiking / Walking	6.9	2.0	$123,665	$53,369
Local Bicycling	2.0	0.7	$53,061	$18,284
Nonlocal Bicycling	6.9	2.0	$123,665	$53,369
Local Cross-country Skiing	3.8	1.2	$91,684	$31,926
Nonlocal Cross-country Skiing	9.4	2.8	$176,239	$73,009
Motorized Use				
Local OHV	2.6	.9	$60,493	$23,738
Nonlocal OHV	4.7	1.6	$103,074	$42,778
Local Driving for Pleasure	2.1	.6	$43,074	$17,568
Nonlocal Driving for Pleasure	5.0	1.5	$89,489	$38,912
Local Snowmobiling	3.5	1.3	$89,905	$32,578
Nonlocal Snowmobiling	10.4	3.1	$191,957	$79,584
Local Other Motorized Act.	2.1	.6	$43,074	$17,568
Nonlocal Other Motorized Act.	5.0	1.5	$89,489	$38,912

Note: Dollars are for 2003 $

Motorized and Non-motorized Use

Table III-56 displays the estimated employment and labor income effects for current use levels reported by NVUM for local and nonlocal nonmotorized and motorized activities. In general, the estimated economic effects are a function of the number of visits and the dollars spent by the visitors. For example, nonlocal users typically spend more money per visit than local users. Also, activities that draw more users will be responsible for more economic activity in comparison to activities that draw fewer users, holding constant spending per visit. Given the analysis is dependent on visitation and expenditure estimates, any changes to these estimates affect the estimated jobs and labor income.

Table III-56 indicates that approximately 36 total jobs (direct, indirect and induced) and $800,000 total labor income (direct, indirect and induced) are attributable to nonmotorized visitation on the Lewis and Clark National Forest. The local and nonlocal hiking and walking activity is responsible for the largest portion of the economic effects -- approximately 18 total jobs (48% of total jobs) and $389,500 total labor income (49% of the total labor income).

Motorized activities were responsible for approximately 22 total jobs (direct, indirect and induced) and $477,650 total labor income (direct, indirect and induced) (Table III-54). Local and nonlocal driving for pleasure accounted for approximately 17 total jobs (78% of the total) and $360,100 in total labor income (75% of the total). The remaining motorized activities account for approximately 25 percent of the economic activity.

Table III-56. Employment and Labor Income Effects by Activity Type

	Employment Effects (full & part-time jobs)		Labor Income Effects	
Non-motorized Use	**Direct**	**Indirect & Induced**	**Direct**	**Indirect & Induced**
Local Horseback Riding	1.6	0.6	$43,038	$14,830
Nonlocal Horseback Riding	3.7	1.1	$66,871	$28,859
Local Backpacking	1.4	0.5	$36,890	$12,712
Nonlocal Backpacking	3.2	0.9	$57,318	$24,736
Local Hiking / Walking	4.1	1.4	$109,133	$37,605
Nonlocal Hiking / Walking	9.5	2.7	$169,565	$73,177
Local Bicycling	0.5	0.2	$13,834	$4,767
Nonlocal Bicycling	1.2	0.4	$21,494	$9,276
Local Cross-country Skiing	1.0	0.3	$23,903	$8,324
Nonlocal Cross-country Skiing	1.6	0.5	$30,632	$12,690
Total	**27.9**	**8.6**	**$572,676**	**$226,976**
Motorized Use				
Local OHV	1.1	0.4	$24,533	$9,627
Nonlocal OHV	1.3	0.4	$27,868	$11,566
Local Driving for Pleasure	5.2	1.5	$106,061	$43,258
Nonlocal Driving for Pleasure	8.2	2.5	$146,899	$63,875
Local Snowmobiling	0.5	0.2	$13,022	$4,719
Nonlocal Snowmobiling	1.0	0.3	$18,535	$7,685
Local Other Motorized Act.	0.0	0.0	$0	$0
Nonlocal Other Motorized Act.	0.0	0.0	$0	$0
Total	**17.2**	**5.2**	**$336,918**	**$140,729**

Note: Dollars are for 2003 $