SNOWMOBILING IN VERMONT

An Economic Impact Study
and
Snowmobile User Survey

December, 2001

Authorized by:

Vermont Association of Snow Travelers, Inc.
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ACKNOWLEDGEMENTS

The undertaking and successful completion of this project involved extensive work by many people. In this regard, the author would especially like to thank Laurie Thomas and the entire staff at VAST for their help in preparing the pre-survey and survey printings and mailings, the dealer survey and mailing, and the follow-up dealer mailing.

I would also like to thank Bryant Watson, the Executive Director of VAST for his guidance and insightful suggestions to help make this a better report.

Much credit is also due each VAST snowmobile member who graciously completed the survey and provided many useful and interesting comments related to the sport he/she loves. Thanks are also due to all the Snowmobile Dealers in the State who took time from their busy schedules to fill out "yet another survey." Without all their help, this project could not have been completed.

Last, I want to thank my wife, Linda McElvany, for her tireless efforts in helping me process and keep track of more than 1000 surveys.

Norman D. McElvany
December 6, 2001

ECONOMIC SUMMARY

This study, authorized by the Vermont Association of Snow Travelers, Inc., (VAST), was conducted to assess the economic impact of the sport of snowmobiling on the economy of the State of Vermont, as well as to survey the opinions of VAST members regarding several qualitative criteria with respect to snowmobiling.

The economic impact is summarized in the following table.

ACTIVITY	ECONOMIC IMPACT
Estimated Total Fuel Purchases for Snowmobiles and Grooming Equipment	$7,800,771
Estimated Total Snowmobile Purchases	$29,194,376
Estimated Purchases of Snowmobile Options, Accessories, Parts and Service in Vermont	$25,680,902
Estimated Sales of Trailers, Trailer Options, Parts, Repairs and Service	$4,425,450
Estimated Total Tow Vehicle Sales, Parts, Service, Maintenance & Repairs, and Gasoline Purchases	$42,432,533
Estimated Purchases of Lodging, Meals, Snacks and Beverages	$41,662,564
Estimated Real Estate Purchases and Annual Expenditures	$57,836,693
Registration and Membership Fees	$2,879,273
Estimated Tax Revenue Generated Per Year	$15,250,968
Other Estimated Revenue Generators	$20,426,950
Other Indirect Economic Impact Factors	$7,003,612
Economic Multiplier Factor of 2 X	$255,900,791
Total Estimated Economic Impact	**$511,801,582**

I. INTRODUCTION

This is the third[1] in a series of longitudinal studies authorized by the Vermont Association of Snow Travelers (VAST). The purpose of these studies is to measure the economic impact the sport and industry of snowmobiling has on the economy of the State of Vermont, and to assess several qualitative factors concerning the trails system, services, facilities, safety and law enforcement from the point of view of the participants in the sport.

The study was carried out from May through August, 2001, and covered the 2000 - 2001 season, specifically the period from June 1, 2000 through May 31, 2001.

The study collected data from two sources: a survey of VAST members, and a census of Vermont snowmobile dealers.

II. METHODOLOGY

A. VAST Member Survey

The survey of the VAST members was conducted using a stratified random probability sampling technique with samples drawn from the complete membership list of VAST, i.e., every member had an equal and possible chance of being chosen for this survey. Samples were drawn in proportion to their total percentages from both the Vermont resident members' list, and from the Non-Vermont resident members' list.

A preliminary letter was mailed the last week of May, 2001 to all selected members approximately two weeks prior to the mailing of the actual survey announcing it and asking the recipients to be looking for the survey in the mail. Two thousand surveys along with stamped, self-addressed return envelopes plus ball point pens for completing the survey were then mailed in early June. Nine hundred thirty eight (938) usable surveys were returned representing a 46.9% response rate. The survey has a confidence level of 95% with a margin of error of plus or minus 4 percent.

The completed surveys were edited and coded, and the data was processed using MS Office Excel and Access software. Standard statistical analyses were performed on the accumulated data.

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[1] Wayne Pelkey, Snowmobiling in Vermont: Financial Impact on the Vermont Economy, , Vermont Association of Snow Travelers, Inc., July 9, 1991, and
Norman D. McElvany, Snowmobiling in Vermont: An Economic Impact Study and Snowmobile User Survey, Department of Business & Economics, Johnson State College, Johnson, VT 05656, July, 1995

Estimates of totals were extrapolated using the total number of Trails Maintenance Agreements (TMA's) sold last season, 42,033.

Copies of the letter and a sample survey may be found in Appendices I and II respectively.

B. Vermont Snowmobile Dealer Census

A separate questionnaire including a self-addressed, stamped, return envelope along with a cover letter from the Executive Director of VAST was prepared and subsequently mailed from the VAST office the last week of June, 2001 to each of the 43 Authorized snowmobile dealers[2] in Vermont. In order to insure confidentiality, each questionnaire was anonymous and was returned to the Business & Economics Department at Johnson State College, Johnson, VT. After fewer than one half of the completed questionnaires were returned, a second mailing was completed to all dealers (since the information on the completed questionnaires was anonymous, each dealer received the questionnaire twice). A final total of 37 completed questionnaires were received representing over 86% of the total dealer activity for the period under study.

This data was processed in a manner similar to the member survey and screened to prevent duplicate entries due to double mailings.

Estimates of totals were extrapolated using the total number of Authorized Dealers compared with the number who responded to the questionnaire.

A sample of the cover letter and dealer questionnaire may be found in Appendices III and IV respectively.

III. SURVEY RESULTS FORMAT

The following analyses of the survey and census are presented according to their economic impact, and then their qualitative characteristics. The VAST members' and dealers' information was combined wherever it seemed logical to do so. The information is presented in a series of tables followed by narrative where appropriate.

A more detailed analysis may be found at the end of the report in Appendix V, Member Survey Analysis, Appendix VI, 2000 - 2001 Dealer Census, and Appendix VII, Economic Analysis 2000 - 2001 Survey.

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[2] Authorized as a dealer to sell and service snowmobiles by one or more of the four major snowmobile manufacturers: Arctic Cat, Polaris, Ski-Doo, and Yamaha.

IV. ECONOMIC ANALYSIS

A. Member Survey and Dealer Census

Table 1 **Estimated Total Fuel Purchases for Snowmobiles and Grooming Equipment**

	Average miles driven per year	Gallons of Gasoline, Fuel, and Oil Purchased	Cost per Gallon	Total Expenditures per Year
VAST Members gasoline purchases	1,084	3,796,981	$1.66	$6,302,988
Class 1 Groomers fuel (actual miles driven)*	192,000	112,941	$1.65	$186,353
VAST Members oil	1,084	109,286	$12.00	$1,311,430
Total				**$7,800,771**

*Information provided by VAST.

As **Table 1** indicates, members rode an average of 1,084 miles last season, using approximately 3,800,000 gallons of gasoline and spent over **$6,300,000** for those fuel purchases. This represents a **25%** increase from the 870 average miles reported in the 1995 study.

Likewise, to accommodate the increased use of the trails system, grooming miles driven increased from 68,240 miles to the reported 192,000 miles this season, a **280%** increase, and resulted in gasoline purchases of **$186,353.**

When Members' oil purchases of **$1,311,430** is added, the total gasoline and oil purchases equals **$7,800,771.**

Table 2 **Estimated Total Snowmobile Purchases**

	Quantity Sold	Avg. Price	Total Sales
Dealers			
New machines	3564	$5,816	$20,726,905
Deposits 2002	1743	$300	$522,900
Used machines	1,708	$3,013	$5,146,119
Non-dealer sales			
Used machines	1,066	$2,625	$2,798,453
Total	8,205		**$29,194,376**

The member survey questionnaire asked for each snowmobile owned per household and what year was it purchased. When comparing member and dealer data for new machine sales it appeared that members were reporting more than one season's purchases. For example, if a member owned a model year 2,000 snowmobile, s/he may have purchased it toward the end of the 1999 - 2000 season. This survey was trying to ascertain purchases during the 2000 - 2001 season only, so to be conservative, only those purchases of model year 2001 machines were counted as being purchased during the season under investigation.

Using those figures, 10% of members indicated that they had purchased new machines in Vermont representing 4,203 new sleds. This compares with 3,564 sleds reported as being sold by dealers. Following the approach used in the previous study, the dealer figures were considered to be more precise, and were subsequently used representing new snowmobile sales last season of **$20,726,905.** However, if deposits for new machines are included, the total number of machines sold increases to 5,307 units. When we add in used snowmobile sales, both those purchased through a dealer and those sold between individuals, the total sales equal 8,205 sleds worth **$29,194,376.** This represents a **50% increase** in dollar value from the 1995 survey results.

Table 3 **Estimated Purchases of Snowmobile Options, Accessories, Parts and Service in Vermont**

	Total purchases
Dealers	$6,413,561
Non-dealer sales	$19,267,341
Total sales	**$25,680,902**

Members indicated they spent an average of $356 on Parts and Service in Vermont and $255 on Accessories. This represents almost **$26,000,000** in total spending, just $3,000,000 less than total purchases for snowmobiles. It is interesting to note that Authorized Dealers only capture $1.00 out of each $4.00 spent on Parts, Service and Accessories. The previous study indicated that non-authorized dealers provide at least 2 times the sales of Authorized Dealers, but this still leaves a significant portion of total expenditures going to other businesses throughout the State.

Given the significance of the amount, Authorized Dealers might want to reevaluate their businesses to determine if they can improve what they have to offer to their customers thereby keeping more of the total spending within the Authorized Dealers' network.

Table 4 **Estimated Sales of Trailers, Trailer Options, Parts, Repairs, and Service**

	Quantity	Average Cost	Total Sales
Trailer Sales - Dealer	724	$1,404	$1,016,496
Non-Dealer Trailer Sales	2,326	$1,327	$3,086,413
Trailer Options			$142,406
Other Sales			$ 180,135
Total			**$4,425,450**

Similar to the inconsistencies of reported sales by Members versus Dealers in **Table 2** for Snowmobiles, Non-Dealer Trailer sales also appeared to be overstated for one season's purchases. Therefore the reported sales were reduced by 50% to be consistent and conservative.

Authorized Dealer trailer sales of slightly more than $1,000,000 represents a 260% increase over the 1995 Study. When combined with Non-Dealer private party sales of over $3,000,000 and adding in Dealer sales of Trailer Options and Other Sales, total Trailer related sales exceed **$4,400,000**, a significant category.

Table 5 **Estimated Tow Vehicle Sales, Parts, Service, Maintenance & Repairs, and Gasoline Purchases**

	Avg. miles driven to transport	Gallons Purchased	Cost per Gallon	Total Expenditures per year
Tow Vehicle Purchases				$32,760,940
Parts, Service, Maintenance, & Repairs				$8,733,585
Gasoline*	796	1,235,221	$1.52	$938,008
Total				**$42,432,533**

***Table 5** reflects actual average reported miles driven per member of 796 miles and total gallons purchased. However, since 40% of the members are Non-Vermont residents, it is assumed that only 50% of the gasoline for their tow vehicles was purchased in Vermont, therefore only $938,008 of purchases are included.

Almost 43% of Members indicated they had purchased a vehicle primarily to transport their snowmobiles, and 41% of them bought that vehicle in Vermont at an average price of $22,439. To calculate economic impact, it was assumed that only 1 in 5, or 20% purchased his/her vehicle last season. This assumes that on average, owners trade their vehicle every 5 years. Between purchases and "Parts, Service, Maintenance, and Repairs" spent in Vermont, Tow Vehicles represent **$41,500,000** worth of expenditures

In addition, another **$938,000** is spent on gasoline to fuel these vehicles for a total expenditure of **$42,432,533.**

Table 6 **Estimated Purchases of Lodging, Meals, Snacks and Beverages**

	Average Number	Average Cost	Total Expenditures per Year
Overnight Trips and Lodging	5.43 / nights	$53.74	$ 5,705,945
Meals	18.5 days	$30.62 / day	$ 23,810,434
Snacks and Beverages	18.5 days	$15.62 / day	$ 12,146,276
Total			**$41,662,564**

Over 46% of Members reported spending an average of 5.43 nights in a Vermont Lodging property, and spending an average of 18.5 days snowmobiling last season.

During these stays, they spent an average of $53.74 for a room and spent almost $31.00 a day on meals and $16.00 per day on snacks and beverages. Taken together these total expenditures exceeded **$41,600,000**, a very significant impact on the Hospitality Industry within the State. This represents an increase of over **275%** from the previous study completed in 1995.

Table 7 **Estimated Real Estate Purchases and Annual Expenditures**

	Average Cost	Total Expenditures
Property purchased in Vermont related only to Snowmobiling	$76,302	$47,785,064
Utilities / year	$1,048.78	$4,151,600
Maintenance-Upkeep / year	$1479.10	$5,900,029
Total	30350551	**$57,836,693**

Almost **9.5%** of VAST Members reported purchasing property in Vermont related exclusively to Snowmobiling, and **15.7%** of those reported buying this past season. This represents just under **4,000** properties in total and **626** bought last season. The properties range in price from $3,500 to $270,000, with **Table 7** showing the average value of these properties bought last season at **$76,302** for a total expenditure of **$47,785,064.**

Utilities add another **$4,151,600**, Maintenance - Upkeep and repairs another **$5,900,029** for a grand total of **$57,836,693.**

B. VAST and State Data

Table 8 **Registration and Membership Fees**

	Total Expenditures
Vermont Snowmobile Registrations	$688,891
VAST TMA's (Trails Maintenance Agreements)	$2,190,382
Total	**$2,879,273**

State registration costs for Vermont residents are $15.00 per snowmobile, and for Non-Vermont residents, $22.00 per snowmobile. A total of 38,682 sleds were registered last season with 23,159 being Vermonters, and 15,523 being Non-Vermonters.

TMA registration averages $42.00 per machine for Vermont residents, $72.00 for Non-Vermont residents, and costs $115.00 for a Commercial TMA. Prices vary depending upon the Club a Member joins, as individual Club fees vary statewide. Total TMA's sold last season were 42,033; 28,113 to Vermonters, 13,748 to Non-Residents and 172 Commercial ones.

TMA's at 42,033 represent a **49%** increase from 1995, the year the last survey was completed which illustrates yet again how the sport has grown substantially.

Table 9 **Estimated Tax Revenue Generated Per Year**

		Taxable Sales	Rate	Total Tax Revenue
Sales Taxes				
	Dealers			
	New Snowmobile	$20,726,905	5%	$1,036,345
	Options & Accessories	$6,413,561	5%	$320,678
	Parts & Service	$2,931,037	5%	$146,552
	2002 Deposits	$522,900	5%	$26,145
	Used SM Dealer Sales	$5,146,119	5%	$257,306
	Trailers	$1,016,496	5%	$50,825
	Trailer Options	$142,406	5%	$7,120
	Other Sales	$180,135	5%	$9,007
	VAST Survey			
	Used Snowmobile Sales	$2,798,453	5%	$139,923
	Options & Accessories	$19,267,341	5%	$963,367
	Trailer Sales	$3,086,413	5%	$154,321
	Trailer Parts, Service, Maintenance	$1,306,108	5%	$65,305
	Tow Vehicle Purchases	$32,760,940	6%	$1,965,656
	Tow Vehicle Parts, Repairs, Maintenance	$8,733,585	5%	$436,679
	Subtotal			$5,579,229

Rooms & Meals Taxes				
	Motels /Hotels	$5,705,945	9%	$513,535
	Meals Purchased	$23,810,434	9%	$2,142,939
	Subtotal			$2,656,474
Property Taxes				
	Real Estate Transfer Tax	$47,785,064	1.25%	$597,313
	Annual Property Taxes			$6,417,952
	Subtotal			$7,015,265
	Total Taxes			**$15,250,968**
Gasoline Taxes	* Memo entry only			
	Snowmobile gas		$0.20/ gal	$759,396
	Tow vehicle gas		$0.20/ gal	$247,044
	Class 1 Groomers		$0.20/ gal	$22,588
	(Total Taxes including gasoline)			$16,279,996

* The gasoline taxes are listed as a memo entry in **Table 9** because the direct economic impact of them is included in the purchase price in the estimated gasoline purchases in **Tables 1** and **5**. They are included here to help provide a complete picture of the Tax Revenues generated by this recreational industry.

Tax revenue is generated from a combination of Sales taxes, Rooms and Meals taxes, Purchase and Use Taxes, Property taxes (on a one time basis when a piece of property is bought or sold, and on a continuing basis annually through the property tax) and Gasoline taxes.[3]

[3] For a more complete list of Vermont taxes, please refer to Appendix X. Major Vermont Taxes.

Table 10 **Other Estimated Revenue Generators***

Snowmobile Racing	$700,000
Snowmobile Rentals	$14,960,000
Snowmobile Custom Builders	$350,000
Insurance	$4,216,950
Repairs on Grooming Equipment	$112,000
Charities	$88,000
Total	**$20,426,950**

* Except for Insurance, information in this table was provided by VAST.

Snowmobile racing includes Snow Cross Racing, as well as local drag racing on grass and ice.

Snowmobile rentals include at least 200 machines used approximately 55 hours per week for 16 weeks at $85.00 per hour.

Snowmobile custom builders revenue is based on an estimate gathered from a telephone survey of each builder.

Insurance revenue was calculated by estimating seventy five percent of all Vermont resident snowmobile owners who purchased a TMA (28,113) carry a Recreational Vehicle Package Insurance policy at an average annual cost of $200.00. Policy prices were provided from State Farm Insurance, a large insurer in the State. Even though liability insurance is not required of snowmobile operators in Vermont, a poll of 600 Vermont members in attendance at the annual meeting of VAST indicated that 75% of those members carried insurance.

Grooming equipment repair costs and funds raised for charities were provided by VAST.

Table 11	Other Indirect Economic Impact Factors*
VAST operations	$1,516,000
Grooming equipment purchases last season	$2,200,000
Groomers insurance	$22,500
Grooming expenses	$1,302,000
Trails construction	$532,000
Snowmobile dealers estimated employment	$1,431,112
Total	**$7,003,612**

* Information per VAST.

These items were listed as indirect economic impact items primarily because the sources of the funds for these activities have already been identified elsewhere in this report. As with all economic impact studies, it becomes difficult to separate the direct impact items from those resulting from a "multiplier" economic effect. However, the six items listed above are so directly related to this study that their identification and inclusion seemed appropriate for this study.

Table 12 **Total Estimated Economic Impact**

Identified Economic Impact Factors	
Direct	$248,897,179
Indirect	$7,003,612
Total	$255,900,791
Economic Multiplier*	
Factor of 2 X	$255,900,791
Total Estimated Economic Impact - Snowmobiling	**$511,801,582**

* The International Snowmobile Tourism Council[4] estimates that all Recreation and Tourism direct economic effects are multiplied at least 2 times throughout the economy indirectly. Various Vermont State agencies, and other economic analysts may apply a higher or lower multiplier. However, a multiplier of 2 times has been used frequently in the past and is generally agreed to be a reasonable if not conservative factor.

[4] International Snowmobile Tourism Council
4600 Winetta Ave. N.
Minneapolis, MN 55428
(612) 536-0472

V. TRAIL SYSTEM EVALUATION, SAFETY & LAW ENFORCEMENT

A.) Survey Participant Characteristics

The survey respondents had the following demographic characteristics:

Table 13 **Residence**

State of Residence	Total Number of Respondents	Percentage
Vermont	566	60.3%
Connecticut	158	16.8%
Massachusetts	101	10.8%
New York	70	7.5%
New Hampshire	31	3.3%
New Jersey	7	0.8%
Pennsylvania	5	0.5%
Subtotal Out of State	372	39.7%
Total	938	100.00%

Six out of ten respondents (60.3%) were residents of Vermont while four out of ten (39.7%) were Out-of-State residents, almost perfectly matching the split based on state snowmobile registrations of 59.9% and 40.1% respectively.

Surprisingly, the state with the highest number of members who snowmobile in Vermont is not a contiguous one, but Connecticut with 16.8%. Put another way, almost 1 out of 5 snowmobilers in Vermont lives in Connecticut. Next highest are residents of our border states of Massachusetts at 10.8% and New York at 7.5%. Our other border state, New Hampshire, is represented by only 3.3% of the participants. Residents of New Jersey and Pennsylvania make up the balance at 0.8% and 0.5% respectively.

Regarding gender and ages, the following characteristics are noted:

Table 14 **Gender and Ages**

	Gender	Total Number of Respondents	Percentage
	Male	779	83%
	Female	159	17%
Total		938	100%
	Ages		
	Under 20	35	3.7%
	20 - 29	134	14.3%
	30 - 39	272	29.0%
	40 - 49	264	28.1%
	50 - 59	143	15.3%
	60 - 69	69	7.4%
	70 or Older	21	2.2%
Total		938	100.0%

The split of respondents was approximately 8 men for each 2 women at 83% and 17% respectively.

From the breakdown by age it can be noticed that almost 6 out of 10 snowmobilers (57.1%) are between the ages of 30 and 49 years old. The next largest category at 15.3% are participants 50 - 59 years old followed closely by those 20 to 29 at 14.3%, with a statistically weighted Average participant being a male between 36 and 37 years of age.

How respondents participate in the sport can be seen from the following tables:

Table 15 **Riding Characteristics**

Number In Household Who Ride	Total Number of Respondents	Percentage
1	159	17.0%
2	326	34.8%
3	154	16.4%
4	170	18.1%
5	82	8.7%
6 or more	47	5.0%
Total	938	100.0%
Ride as a Family?		
Yes	683	90.8%
No	69	9.2%
Total	752	100.0%
Number of Sleds Owned		
1	236	25.3%
2	384	41.1%
3	182	19.5%
4	74	7.9%
5 or More	58	6.2%
Total	934	100.0%

From **Table 15** we note that snowmobiling is overwhelmingly a family sporting activity with more than 90% of all snowmobilers reporting that they ride as a family.

It can also be noted that more than 1 out of 3 snowmobilers (34.8%) rides with at least 1 other member from their household; that in more than 50% of all snowmobiling households 2 or 3 members ride together, and in almost 7 out of 10 households (69.3%), between 2 and 4 members ride together.

Not surprisingly then, 3 out of 4 snowmobiling households (74.7%) report owning <u>more</u> than 2 sleds.

Table 16 **Where Else Do You Ride?**

Ride Only in Vermont?	Total Number of Respondents	
Yes	552	60.1%
No	367	39.9%
Total	919	100.0%

Where Else Do You Ride?	Total Number of Responses	Percentage
NH	154	23.8%
ME	131	20.3%
Canada	121	18.7%
NY	106	16.4%
MA	69	10.7%
Quebec	22	3.4%
RI	17	2.7%
CT	9	1.4%
Other	17	2.6%
Total	646	100.0%

Table 16 shows that almost 2 of 3 snowmobilers (60.1%) ride only in Vermont, but for the other 40% it is interesting to note where else they ride. New Hampshire tops the list with 23.8% reporting riding there. If we combine 'Canada' and 'Quebec' as they were reported, 22.1% of respondents indicate they ride there. Maine follows close behind with 20.3%.

Two interesting observations may be made if we compare **Table 16** with **Table 13.** New Hampshire has one of the lowest number of registered members identified through our random survey process, but has the highest reported incidence of members riding in that state.

The other observation that seems logical is that Connecticut has the highest number of members riding in Vermont, and is the state with the lowest incidence of others riding there.

The question "Where else do you ride" asked for multiple responses where appropriate from each respondent. This accounts for the apparently large discrepancy between it and the total number of respondents who answered "No" to the question "Do you snowmobile in Vermont only."

B. Survey Participant Rating Responses

Next, the members were asked to rate several items concerning the snowmobile trails system in Vermont. They were to rate items on a scale from Excellent through Fair to Needs Improvement. Their responses are summarized in the following table:

Table 17 **Rate the following items concerning the snowmobile trails system in Vermont**

	Excellent	Good	Fair	Needs Improvement
	%			
Overall trail system in Vermont	36.4	54.6	6.0	3.0
Overall signing on the trail system	19.5	53.9	17.6	9.0
Trail sign placement	19.9	53.7	20.2	6.2
Trail placement – scenic, natural value	40.7	51.8	6.3	1.2
Bridge quality crossing rivers, streams and gullies	35.6	54.0	8.1	2.3
n = 908 - 913*				

*The letter " n = " followed by numbers in this and subsequent tables represents the number of people who responded to a particular question. In this table since it includes several questions, the number of respondents for each one varied from a low of 908 to a high of 913.

Nine out of ten respondents rated the Overall Trail System, Trail Placement, and Bridge Quality as either Excellent or Good.

Only slightly more than 7 out of 10 rated Overall Signing and Trail Sign Placement as either Excellent or Good, however.

Table 18 lists **Comments Rating the Trails System** that were mentioned frequently, and this is followed by individual additional comments made by Members.

Table 18	**Comments - Rate the Trails System**
More Trail Grooming	18.8%
Need Signs At All Intersections	14.1%
Place Warning Signs Before Hazard, Not Just At It; e.g. Stop Signs	7.3%
Signs With Mileage: To Town, To Gas, To Food, Lodging	6.8%
Mark All Directions at Intersections, Not Only Main Trail	6.8%
Need Larger Signs With Simple Location Map	5.1%
Signs Naming Roads That Are Being Crossed	4.7%
Need Accurate Trail Maps & Signs That Coordinate with Maps	4.7%
Signs At Closer Intervals	3.9%
More Trail Grooming on Weekends	3.9%
Need Wider Trails	3.4%
Bridges: Maintenance, Make Wider & Not So Steep	3.4%
Groom Trails After All Storms	1.7%
Need Detour Signs for Closures, Hazards, No Snow, etc.	1.3%
Other (see listed comments)	14.1%
n = 234	

The following were additional "Other Comments":

- Specific improvement needed: "Corridor 7 between Route 11 AND 30 (Winhall) and Mount Holly is NOT groomed properly. It should be groomed at least once a week from 11 and 30 to Mount Tabor and beyond."
- Bigger signs.
- More trails in St. Johnsbury area. Would like a route to/through Lyndonville.
- Vast route 36 needs improved BRIDGES. We went into the ice water.
- Signs for food/gas should give mileage to that food/gas.
- Signs are not at the intersections and intersections exist without signs - I use my GPS.
- Some bridges are too steep to climb without studs.
- Signs are bad in Bristol. Need better trails through Hinesburg/ Huntington/ Bristol. Need better connections at 30 so I do not have to go around.
- VAST 12 (Barnard) is very bad in many places.
- Whitingham trails -- narrow and need grooming. Barre trails need grooming more often. Woodford trails are wide enough but need grooming nightly because of high use. I go to NY because trails are wide and well groomed. Vermont needs places to eat and gas up.
- Groton area very good with signs.
- Without mileage/direction signs for gas, PEOPLE RUN OUT OF GAS.
- Southern parts of the state need improved signage.
- There is a sign manual everyone should use it. Focus on more bridge maintenance.
- Uniform club trail signs.
- Widen and repair/replace bridges.
- Place signs where people cannot move or destroy them. Put signs at all major intersections with gas/food with mileage to them.
- Bridges need repair work.
- Less accidents if all had studs. Blind corners with big trees are very dangerous.
- Club involvement needs improvement
- Brownville, Reading trails never got groomed once this year.
- Bakersfield to Enosburg trail needs work.
- Signs should be bigger and near corners so not confusing. Bridges need snow on them for sled protection.
- US Rte 105 - River XX Rail trail bridge ??? (2002-2004) Sheldon Jct.
- Go to Pittsburg, NH for signage ideas. Their system is excellent.
- If towns and the state would plow the roadside banks flat with the plowing (near trails) there would be less sled riding in the roads and less landowner problems.
- There should continue to be grants for local clubs to improve their trails. They cannot raise the money on their own.
- Scenic spots would have pullovers so people would not park IN THE TRAIL - to take pictures etc.
- How about a simple map on intersection signs.

- Idea: could a VAST membership be offered after so many # of hours of working on trails - which each club would be responsible for...
- Bridges on the secondary trails are falling apart.
- Corridor 5A between White River, Quechee and W. Hartford has been closed since 3/97. This is a major obstacle in trail network. All landowner permission has been granted but still no trail. We have no way around this block.
- Rt 5 south in Ludlow - couldn't find trail- it ended. Looking for Rt 5 to Rockingham. Ended up going back to Rt 12 to Chester to 10 to Grafton. Chester is great!
- Fix lack of grooming in Mt. Holly. The trail system as a whole is GREAT! People ride like idiots in Woodford.
- The trails are the best in years. Think there should be a way to improve landowner relationships - they should get a tax break or comp. This I think would help with the trails closing on private lands.
- Place signs higher - signs got buried last year. Also have "out of bounds" signs with the fine on it.
- I wish there were a few trails into Newport City where I work.
- I need help for my club to work on signs and overlay maps at all the scenic overlooks along my trail system. The USFS has said it will help in this project.
- When trails close or are impassible, there should be a sign at the previous intersection so another way can be chosen.
- Canada has a great system and signs!
- Permission from Landowners to widen trails.
- Groomers should be paid. Charge us more if need be. It would be worth it.
- Grooming in Ludlow (where we bought house) does not keep up with usage.
- Did too much road riding in some areas. Others were excellent.
- Ride in Canada for a day to see how to do trail and map markings.
- Signage to gas stations not very good. Signage should tell hours of operation for food and GAS.
- More signs - especially if the trail is now a dead-end but used to be a through -way!!!
- Run trails through areas of lodging and food not barrooms.
- Snowmobilers should get specific instructions of what is required to be able to ride on trails, register with VAST, belonging to a club. Many people are confused.
- Use Orleans County as example of how signs should be made. Sign placement is very important.
- Need detour signs with alternate route when a trail has been closed after map is printed.
- More counties should have good signage and maintained trails. Use Island Pond as a model.

Table 19 **Rate the following items concerning trailside facilities and services**

	Excellent	Good	Fair	Needs Improvement
	----------	----------	%	----------
Availability of food	18.7	60.1	17.8	3.4
Food available on or near trails	16.5	57.1	22.1	4.3
Lodging available near trails	13.6	25.6	56.7	4.1
Parking availability for machines at lodging facilities	15.1	61.6	20.3	3.0
Gas stations close to trails	18.2	52.7	23.5	5.6
Gas stations spaced close enough together	15.4	53.8	26.4	4.4
Gas station hours of operation	10.1	54.1	27.8	8.0
Ease of registering snowmobiles in Vermont	36.3	49.8	10.4	3.5
Ease of obtaining VAST membership	44.0	48.0	6.1	1.9

n = 797 - 909

Trailside facilities and Services were rated Excellent or Good from a low of 64.2% for Gas Station Hours of Operation, to a high of 78.8% for Availability of Food, with the exception of Lodging Available Near Trails which received those ratings from only 39.2% of the Members. Almost 6 out of 10 respondents thought that Lodging Available Near Trails was only Fair.

Ease of Registering Snowmobiles in Vermont was rated Excellent or Good by more than 8 out of 10 Members, and Ease of Obtaining a VAST Membership was rated Excellent or Good by more than 9 out of 10 respondents.

Table 20 lists **Comments on Rating the Trailside Facilities** in order of how often they were mentioned, and this is followed by individual "Other Comments."

Table 20	**Comments on Rate the Trailside Facilities**
Later Gas Station Hours OR Credit Cards At Pumps	23.1%
More Services Near Trails: Gas Stations & Good Food With Longer Hours	21.8%
Difficult to Register New Machines	11.1%
Need To Be Able to Register At Dealers	8.9%
Dealers, Stores, Club Members Ran Out of Stickers	2.7%
Need More Parking for Vehicles With Trailers	5.3%
Need More Outhouse/Toilet Facilities for Women	4.4%
Need Food/Drink/Warm Up Stations On the Trails	3.6%
Need More Lodging Near Trails & Advertise It	3.1%
Other Comments (see listed comments)	16.0%
n = 225	

The following were additional "Other Comments":

- VAST maps (hard to find/purchase) in Jan-Feb and later.
- There should be some notification when gas stations are OUT OF GAS! also Vast should sell food one weekend/mo out on the mountain as a money maker!

- Addison County Rte C7 9Macyntyres or Ferrisburg(???), & and !7 too difficult to get to although not too far by car, on the sled it's a long way. BUT MacIntyres is open late but no one else is.
- The beauty of Vermont sledding is that it's rural. If you want gas/food every 100 yards SNOWMOBILE IN NEW JERSEY!
- Everywhere I checked had run out of stickers soooooo I rode and got caught. $105 fine - I had my registration but no one would write me a temp. voucher. I did wrong but felt betrayed!
- Need "red hots" on trail relax, eat get out of weather etc.
- If a trail is out, need some trails next to roads so you can get to gas stations. S.VT has very few gas stations close to trails.
- Whitingham has nothing - Barre has gas but no good food and only one place in Woodford .
- Signs that tell where is gas/mileage to gas/hours gas station is open!
- Will refunds be given for poor snow years?
- Incorporate both fees into one payment and procedure.
- In an emergency there is no way to tell the closest trail to a town for help -
- Registering should be through motor vehicles dept. Eateries close to trails.
- Snack bar on trails for at least coffee/sandwiches.
- Hotdog stand on trail.
- From Woodstock VT to Massachusetts border, not many gas stations that you can drive to.
- The State forgets to send registration. I used to own property for snowmobiling but thanks to Act 60 I don't now.
- More N. VT towns need more lodging.
- Hardly any lodgings available.
- Make it more attractive for some landowners to open their lands so it is easier to get to some of these commercial facilities. It is hard to get there!
- Sign the trails like you do not live there. Place them giving time to react.
- Renewals should be easier/at more sites like DMV. Montpelier should give up this Gestapo hold on this entity.
- Increase public knowledge about locations: where to register and where to get VAST membership.
- Trailside vendors would be nice.
- Need more lodgings near trails - so often there is no vacancy or we would stay overnight.
- Need more feeder trails to facilities.
- Easier to register if you are an out-of-stater.
- Mail-in registration forms should be easily available.
- It costs more to register a sled for 3-4mo. than it does to register a car for the whole year! It costs too much now!
- Difficult to reregister if you allowed it to lapse. Why not at local town halls instead of Montpelier?
- We need more help grooming trails.
- Should come through the mail like our registration.

- Our Rochester Service trail is closed because it is too close to landowner's house.
- No food on the trail. Hard to get to facilities due to restricted areas. Could use longer hours at facilities.
- Could not find anything open - had to take a taxi back.
- Other areas have a lot more accommodations. Need more.
- Register snowmobiles at stores - get business $$$ into stores and easier for riders.
- Need more lodging near the trails.
- Need a 24 hr pump with credit card for gas when store is not open.
- More intense safety course for youngsters. Min age 13 to operate a sled. I'm seen kids who would not read the test get their certificates when parents read the questions to them.
- Very limited choices for food.
- Canada has relay stations providing gas and food service on the trails. Bennington area - gas, nothing for services.
- More moderate priced lodgings needed near trails. VAST memberships should be available near parking lots.
- Go to Quebec for a week and learn.
- You simply need more services near the trails, especially gas late at night.
- If we are to take snowmobile trips in VT we need more lodgings and good food.
- Need more small trails into towns.
- Pay at the pumps with credit cards for gas late at night
- Now only one gas station in the Wilmington/Dover area that is on the trails.

Table 21

	Are the number of miles of groomed corridor trails adequate to meet your needs?
	----- % -----
More than Enough	17.6
Just About Right	55.4
Need More	22.3
Don't Know Enough / No Opinion	4.7
n = 903	

In response to the question **Are the number of miles of groomed corridor trails adequate to meet your needs,** almost 7 out of 10 respondents indicated there are More than Enough or Just About the Right Amount. However, when 1 out of 5 people respond Need More, their comments might prove interesting.

Those comments are listed below in **Table 22,** where many people had the same responses, and well as being listed following **Table 22** as additional "Other Comments."

Table 22	**Comments to number of miles of groomed trails adequate to meet your needs.**
Need More Trails In Southern VT	24.1%
Need To Relieve Crowding on Popular Trails	24.1%
Corridor 7 Needs Trails to Connect Rutland & North	5.8%
Other Comments (see listed comments)	46.0%
n = 137	

The following were additional "Other comments":

- Need more groomed trails north of Rte. 11 (feeder trails need it).
- Need Caledonia County trails.
- Would like more and better trails around the home area of Island Pond.
- Essex County south on the Ct. River valley is good - elsewhere is marginal/ most of the time too many up/down bumps.
- There are too many tour groups for the number of trails.
- I live in Addison County where some trails have closed. Other counties may have excess traffic because of this.
- Cannot get from Granville, Vt to Warren, Vt without going 30-40 miles out of your way.
- Now there are trails that end. Need more looping trails.

- We needing more grooming in the N.E.Kingdom - Norton, Canaan, Derby
- Monkton to Starksboro, Essex to Bolton, Essex to Stowe, Warren ...More trails needed. We ride and like Quebec very much. We pay $170 CA to be members of their club. It is well worth it since the trails are smooth. They pay groomers and it shows. You can ride on Sundays without encountering a mess. Several trails were closed south of Essex, VT leaving one route from our house -Rte15.
- I believe insurance should be part of your trail fee for the year. Canada does this and it seems like a good idea.
- Windham County is lacking in groomed trails.
- My suspension broke due to rough trails in Northfield and Waitsfield.
- Need corridor trail between Lincoln and Rochester. Also need more trails toward Lake Champlain.
- Trails go from wide and well groomed to very narrow and very dangerous.
- Too many trails south of Woodford VT closed - can't get gas in the south. Too many riders didn't respect the land so these trails have been closed.
- More groomed trails will bring old more affluent drivers with $$ to spend.
- Need more groomed trails in Shelburne and Rt 116 in S. Burlington/ Hinesburg.
- We cannot add miles. There are serious issues of maintenance and landowner issues which must take precedence.
- More trails from7 south to 100 and 4 - have them connect also from 7 north to 73 and 100 have them connect.
- Better trails over Middlebury Mountain.
- Former Champion land West Mountain Wildlife Refuge needs trails.
- VAST should help small town trails. Trails to businesses needed.
- More trails in Springfield.
- Save money with less police. They ride in packs - unnecessary -without uniforms they'd look like joyriding tours.
- More Trails in Woodstock area.
- VAST needs to utilize more miles of pipelines, electrical transmission right-of-ways and railbeds etc.
- Provide clubs with more funds for grooming/grooming equipment.
- Need more access trails in Chittenden County.
- Milton trails rarely groomed. Would like to see trail to St. Albans.
- Difficult to get into Lyndonville.
- One trail Needed - reinstate North Springfield to Chester.
- I would like trails from St. Albans railtrail through Georgia and Milton instead of having to go to Cambridge to get to Essex and Williston.
- Colchester-Milton trails are narrow, rough, and congested. Hinesburg and Charlotte trails are a pleasure to ride.
- "The Old Gore Trail open" ??? (ans. to #miles trails - "just about right")
- Groom the entire trail not just a middle path and groom at night so snow can set up.
- THOSE TOURS DESTROY THE TRAILS.
- Corridor trails are overloaded - need connections between Wilmington, Dover, Wardsboro to Townshend, Grafton...A bridge is needed over West River.
- Barnet and McIndoe need more trails

- Difficult to get into Lyndonville.
- Swanton to Railtrail is the only one...15 miles out of the way and not groomed enough.
- It would be nice to have the railbed from Highgate to ST. J.
- Trails are not wide enough for the big groomers.
- In Washington there needs to be more cut off trails. When the snow melts and road is dirt we cannot access the trail.
- We do not need more trails ... we need quiet.
- Need a trail from Barnet to St. J. badly.
- Need a trail connecting Wolcott village with East Hardwick - saving 30 miles of the rough trails. (Why aren't they grooming Hardwick)?
- Southern Vermont trails are ill-kept by local clubs. Small clubs need financial/organizational help.
- Need more trails east of Groton (Ryegate), P&H Truck stop is hard to get to on secondary trails. It is open 24 hours!
- Need more grooming in the Mt. Tabor and Mt. Holly sections.
- Riding Mt. Tabor - was stopped 3 times in one day by same officer who was very rude.
- Need a loop on Rt. 121 from Townshend Rd to Rt 5 south at Rockingham warming hut.
- Need a trail between East Randolph and Brookfield along Rt 14.
- Need trail to link Berlin Airport over to Moretown and Waitsfield without having to go through Williamstown and Northfield.
- VAST pays someone in Woodstock to groom - not doing a good job.
- I would like the trails to be wider for the traffic - and smoother.
- Texas Fall crossing on corridor 100 in Hancock needs to be relocated. This is a very dangerous crossing. I need help from the county trails coordinator on this - always road blocks...THIS SAFETY ISSUE HAS BEEN ON GOING FOR MANY YEARS.
- One trail Needed - reinstate North Springfield to Chester.
- Could trail grooming schedules be posted - ex) on the internet at a website - it's easier for us retired folks. Also access to gasoline is not easy. We spend about $100 when we come to sled in VT - that figure doubles when we stay overnight!
- Need some of those Wilmington area trails that are now closed.
- I rent in Island Pond for 3 mo. The town has everything we need but lots of folks stay away from here BECAUSE it is high traffic and thus badly groomed.
- More groomed trails in Wilmington.
- Wilmington trail should be opened from Lake Whitingham to the White House.
- I would like to see more trails go to the mountain tops.
- Cause of accidents -increased traffic.
- More trails in State Forests.
- Too much land being removed from trail access in the Wilmington area ex. Wheeler Farm.

Table 23	What do you believe to be the three principal causes of snowmobile accidents?
Speeding/ Too Fast for Trail Conditions	31.6%
Alcohol / Drugs	29.1%
Inexperience/ Operating Beyond Ability	12.6%
Careless/ Reckless Operation	11.8%
Stupidity/ Lack of Common Sense/ Poor Judgment	3.0%
Trails Too Narrow	1.8%
Driving on Wrong Side of Trail	1.8%
Lack of/ Inadequate Trail Markings	1.7%
Overpowered Machines	1.7%
Rough Trails Causing Loss of Control	1.4%
Trail Weather Conditions/ Poor Visibility	0.8%
Not Paying Attention/ Operator Error	0.8%
Ignorance/ Lack of Training & Knowledge	0.7%
Thin Ice/ Open Water	0.5%
Icy Conditions	0.2%
Lack of Enforcement	0.2%
Riding Off Marked Trails	0.2%

Too Tired/ Fatigue	0.2%

n = 2542

Responding to the question **"What do you believe to be the three principal causes of snowmobile accidents,** Members identified two leading causes; Speeding / Too Fast for Trail Conditions at 31.6%, and Alcohol / Drugs at 29.1%. Substantially fewer respondents, but still more than 1 out of 10 thought Inexperience / Operating Beyond Ability, and Careless / Reckless Operation were significant contributors. Beyond these top 4 responses several other causes were identified, but not in significant numbers, and one additional "Other Comment" is reported below.
The following was an additional "Other Comment":

- Many people speak of sharp turns without warning as a cause of accidents.

Table 24	**Should there be a systemwide speed limit?**
Yes	47.3%
No	52.7%

n = 900

If 'Yes', What Speed?

<30	1.1%
30-39	26.7%
40-49	37.1%
50-59	29.1%
60-69	4.4%
70 or Greater	1.6%

n = 368

Responding to the question **"Should there be a systemwide speed limit?"** Members are almost evenly split in their opinions, but with a slight majority favoring No Speed Limit at 52.7%.

For those who do favor a speed limit, 2 out of 3 think the limit should be between 40 and 59 mph, although a little more than 1 out of 5 think the maximum speed limit should be between 30 and 39 mph.

Table 25	**Should there be a time restriction (curfew) on the operation of snowmobiles?**
Yes	25.5%
No	74.5%
n = 907	
If yes, during what hours should the curfew be in effect?	
9:00 - 9:59 p.m.	7.8%
10:00 - 10:59 p.m.	24.4%
11:00 - 11:59 p.m.	36.6%
12 midnight	26.8%
Other Comments (see listed comments)	4.4%
n = 210	

Regarding the question of a **Curfew** for hours of operation, a substantial majority of 3 out of 4 Members said No.

Of those who favored a curfew, 1 out of 3 thought is should begin between 11:00 p.m. and 11:59 p.m. However, almost equal numbers thought it should begin earlier between 10:00 p.m. and 10:59 p.m., or later, after midnight.

The following were additional "Other Comments":

- Don't curfews depend on the landowners??
- Use your head - late at night be quiet.
- Curfews in certain areas only.
- Perhaps there should be a curfew on younger drivers.
- Curfews when landowners want them.

Table 26		**Should the operator of a snowmobile be required to have:**
A Driver's License?		
	Yes	34.8%
	No	65.2%
n = 918		
A Snowmobile Operator's Certificate?		
	Yes	64.8%
	No	35.2%
n = 906		

When asked **"Should the operator of a snowmobile be required to have either a Driver's License, or a Snowmobile Operator's Certificate"** Members were almost evenly split. 2 out of 3 said No to a Driver's License, and Yes to a Snowmobile Operator's Certificate.

Table 27 records the many comments Members reported related to these two questions.

Table 27	**Comments on should the operator of a snowmobile be required to have a Driver's License of Snowmobile Operator's Certificate**
Driver's License	
Would Exclude Younger Drivers	59.0%
Many Who Ride Don't Have/Need a DL	9.8%
No More Government Controls Needed	7.4%
License Doesn't Equate With Safer Operation	6.9%
Snowmobiling and Driving are Not the Same	6.8%
But Should Take a Safety/ Certificate Course	6.8%
Other Comments (see listed comments)	3.3%
n = 459	
Snowmobile Operator's Certificate	
No, Except for Those Under 16 Years Old	37.8%
Drivers License is Enough	17.9%
Everyone Should Take, But Not Mandatory	15.2%
We Pay Enough Fees Already	14.6%
Would Limit Number of Participants	7.3%
Don't Teach Enough To Make Any Difference	2.6%
Other Comments (see listed comments)	4.6%
n = 151	

The following were additional "Other Comments":

- Too many people don't have a clue what you need to know about safety. (yes, need SOC but no to DL)
- SOC not necessary.
- My Mom never got a driver's license but snowmobiled for 20 years.
- Minors without licenses should be with an adult.
- We need youth to keep VAST going.
- Most accidents caused by speeding not alcohol.
- I believe under 16 should not drive a snowmobile.
- Older than 14 to drive a snowmobile.
- A safety course is already required.
- Not sure what a snowmobile operator's certificate entails?
- Age limit 12 and over with an operator's certificate should be for all states.
- 12-15 year olds should be able to take a test for certificate and sled - under 12 too young to drive.
- No class or license/certificate can dictate behavior - only punishment can stop some.

Table 28 If a snowmobile operator is convicted of "Snowmobiling under the influence", should s(he) lose his/her driver's license?

Yes	57.2%
No	42.8%

n = 900

By a narrow majority (57%) Members responded Yes to the question " **If a snowmobile operator is convicted of "Snowmobiling under the influence", should s(he) lose his/her driver's license?"**

Table 29 details the many comments respondents had regarding this question, followed by a few individual additional "Other Comments"

Table 29	**Comments to If a snowmobile operator is convicted of "Snowmobiling under the influence", should s(he) lose his/her driver's license?**
Snowmobiling and Driving Not the Same	40.3%
Lose Snowmobiling Privileges Instead	14.4%
Large Fine Instead	10.9%
Not Everyone Who Rides Has a Drivers License	7.5%
Not For First Time Offenders	7.1%
Give Points Instead	4.3%
Temporary Suspension of VAST	3.9%
If Injure Someone, Then Treat Like a Motorist	3.4%
Impound Snowmobile	3.2%
Other Comments (see listed comments)	5.0%
n = 439	

The following were additional "Other Comments":

- Undecided about losing license.
- Mixed feelings on this question so did not answer.
- The two issues should be handled separately.
- Make those abusing alcohol WORK on the trails - 1000 hours of maintenance.

Table 30	Should snowmobile operators be required to have liability insurance?	
	Yes	69.8%
n = 900	No	30.2%

By a strong majority, 7 out of 10 respondents indicated Yes **"Should snowmobile operators be required to have liability insurance?"**

The following were additional "Other Comments":

- I do have insurance, BUT if I only ride 200 miles/ year, why should I be required to have insurance? It all depends on the rider.
- There should be mandatory Liability insurance in Vermont; in effect when sled is registered and cannot lapse before May 1st.
- Insurance should be no-fault insurance.
- Problem: people get liability cards - do not pay for the insurance, then when you are in accident with them - you end up paying to fix their sled and you are out of luck! Should have insurance through the state - if you don't have it, then no registration!
- Mandatory insurance is added to trail pass in Canada- good idea. People do not mind paying more if it goes to trails and not office salaries.

Table 31	Should snowmobile operators be required to wear helmets while recreationally operating their snowmobiles on the trail system?	
	Yes	84.2%
n = 865	No	15.8%

An even larger majority - 84.2% - answered Yes to the question **"Should snowmobile operators be required to wear helmets while recreationally operating their snowmobiles on the trail system?"**

The following was an additional "Other Comment":

- Should be the same as for motorcycle

Table 32 **Should there be more snowmobile law enforcement on the snowmobile trails?**

	Yes	49.5%
	No	50.5%
n = 832		

In response to this question, Members were almost evenly split 50 / 50 **"Should there be more snowmobile law enforcement on the snowmobile trails?** There were no additional "Other Comments" to this specific question, but Members did voice opinions regarding this question which are listed in **Table 34 Other Comments** below, and in the individual additional "Other Comments" which follows **Table 34.**

Table 33	What is the maximum increase that you would be willing to pay for a season's pass to ride Vermont's snowmobile trails?
None	14.6%
< $10	3.9%
$10	47.8%
$20	19.9%
$30	5.0%
$40	5.8%
$50	1.2%
> $50	1.8%

n = 822

The question in **Table 33 "What is the maximum increase that you would be willing to pay for a season's pass to ride Vermont's snowmobile trails?"** was preceded in the survey questionnaire by an explanation of why fees must rise next season. Perhaps because of the explanation, or in spite of it more than 2 out of 3 respondents indicated a willingness to pay an additional $10.00 to $20.00 to ride the trails in Vermont. More than 80% indicated a willingness to pay from $10.00 to more than $50.00 additional to ride.

It should be noted however, that 15% or 15 out of 100 respondents were willing to pay nothing additional to ride next season.

Survey respondents were then asked to provide any "Other Comments" on their minds related to this survey. Those comments are listed in **Table 34** , and in the four pages of additional individual "Other Comments" that follow it.

Table 34	**List any Other Comments Regarding the Entire Survey**
Fees Are High Enough	7.7%
VAST Does a Great Job	7.5%
What Happened to All the Money From Previous 'Poor' Winters	7.1%
Need More Law Enforcement on Trails	6.1%
Higher Fees Will Reduce the Number of Families Who Can Afford to Ride	5.4%
I Will Pay More to Ride if I Have To	4.5%
Raise Fees, Will Register Elsewhere	4.5%
Keep Up the Good Work	3.7%
Non-Residents Should Pay More	3.4%
Heavier Fines for Violators	3.3%
Need More Respect for Landowners' Property	3.0%
Weekend Riding Too Dangerous Due to Speeders	2.9%
If Increase Fees, You Better Improve Riding Conditions	2.9%
Fees Should Be Based on Frequency of Riding	2.7%
Have a 10 Day or Single Day TMA Pass	1.9%
Need Fee Reciprocity With Other States	1.9%
Raise Fees, People Will Stop Buying TMA's, & Ride Anyway	1.8%

Need Declining Fee Schedule for Multiple Machine Registrations	1.8%
Need Better Trail Grooming	1.6%
Need More Trail Markers	1.5%
Increase Residents Rates to Match Out-Of-Staters	1.5%
Need Better Trail Grooming on Weekends	1.1%
Seize Equipment of Violators	1.1%
I Expect a Refund in No Snow Years	0.5%
More Financial Support To Snowmobiling by State of VT	0.4%
Trash Causes Land Closures	0.3%
Other Comments (see listed comments)	20.2%

n = 737

The following were additional "Other Comments":

- Need to increase driver "safe (driving) and slower on many trails".
- Noise will continue to be an issue".
- "15 mile strip between fire road 10 on Mt. Tabor and Rt.11 and 30 in Winhall sucks."
- Speed limit near homes should be 15 mph.
- No curfew because night riding is safer due to fewer people.
- Double VAST fees for sleds with spiked tracks since they ruin trail grooming and damage roads.
- Give a thanks to businesses, hotels, restaurants etc. who cater to snowmobilers - 14 outstanding snowmobile weeks.
- Generally need more grooming - clubs are not grooming because you (VAST) are not paying them enough... Late winter we had 5 ft of snow and you would not pay. Get qualified groomers or contract privately for good groomers. Will have happier riders.
- Check (at the entrance to trails) for people who have been drinking.
- Do not need more police activity - being stopped "routinely" more and more often - is annoying.
- Form Vast Committee to promote landowner rights. Also impress upon people the importance to snowmobiling of forestry lands and promote respect for the private and public lands.

- Registration takes way too long to be returned. We do not need State money because with it comes State control.
- I ride mostly on my own land and do not use the trails much so have few opinions.
- Enforcement: "...sometimes I find them bordering on harassment rather than helpful.
- What do you get from the state but harassment on the trails?
- Greater % of Registration should be returned to the trail system for maintenance and new trails.
- License plate numbers need to be larger for easy reporting of violations.
- A bridge broke when we went across in Cambridge - check bridges for wear and tear.
- Do not need more enforcement on trails BUT they should be at road crossings - less investment in equipment.
- I own 100acres in Norton. Am sick of cleaning up after snowmachines - RUBBISH - It could close my land!
- Would like to travel "Inn to Inn" - so far not possible. Let innkeepers know this. Put lat. and long. lines on the maps so they can be used with GPS.
- If there is no snow will we get a check for the decreased $ needed?
- I rode 3500 miles in Quebec (500 in VT) last winter. Quebec is better -- more trails, better grooming, less regulation. A speed limit will give me 0miles in VT. I am aggressive but skilled, use sense and am safety conscious.
- Willing to pay more if trails are IMPROVED.
- My farm has many acres in the trail system. Each year we pick up signs (and trash) throughout and at end of season. I would like to see a landowner's discount for fees.
- Include liability in the cost of the TMA. Grooming should not be through independent clubs. Need more consistency throughout the state in grooming. Want grooming four or more days a week.
- I ride at night after the kids go to bed. It would be a shame to lose nighttime privileges.
- Fees should relate to the cc's of the sleds. Big machines chew up the trails. There should be an incentive to switch to 4 stroke engines: less pollution and noise. Reduced fees for them.
- It is getting very expensive to snowmobile. I think we should encourage more volunteers on the trails for maintenance.
- Spread the police out - not three riding together. Give the job to me - I know the trails and will patrol for 1/2 of what they charge.
- Too much law enforcement - we were stopped all the time. How do New Hampshire and Maine groom so much for out-of-stater low fees?
- My small group sells lots of TMAs but need more support from VAST. We need help maintaining trails.
- Maybe if the trails were open in the summer for ATV's it would generate more money for trail care.
- Question 20 refers to spending money on alcohol while riding - Alcohol should not be in the questionnaire and alcohol should not be allowed while riding! Landowners should get free VAST memberships - groomers should only be out at night - If I have to pay more for my membership to VAST - VAST will have to pay me for the use of my land! A fine for riding on my own land is ridiculous!

- Snowmobiling has become very dangerous in VT due to lack of regulation and machines too fast. Vermont has narrow windy trails that is how it is. We have closed our land as a major VAST trail and did not ride last year.
- Some trails in Orange County were not kept groomed. This past season the trails were the very best in a long long time!
- Alcohol and speed cause accidents but trash left on the trails will be the major reason landowners close their lands to snowmobiling.
- What does the $15 for state license pay for? I want that money to go to the clubs.
- Between Wenlock (Wheelock?) and Maidstone the Nature Conservancy wants VAST and camp owners out. Wish the paper companies were still landowners. Support POST since you will get no sympathy from the ANR or Fish/Wildlife.
- Leasing program made improvements in grooming. Better quality and consistency. Signing and trail construction manuals also helped. I am concerned about the personal agendas of some directors and counties. Am outraged at the inappropriate removal of the trail administrator, who did so much to salvage statewide relationships. Was one of the only people who put the entire system first and did not just complain.
- Trail maintenance and construction should come from the 40cents/gallon highway taxes in gas being burned "off road". At 10mpg average - that's a lot of tax money.
- Sell hats/sweatshirts to earn money - send a letter and ask for donations - have fundraising event in the summer.
- Limit the # of sleds an officer can stop for safety check at any one time. Last year to check our five sleds he stopped 20 sleds. They were all over the trail. To get back on trail our daughter had to go over a bank and sprained her thumb.
- Does the state help fund grooming with the increase on rooms/meals taxes that snowmobiling bring into the state? Where does the registration $ go?
- State of VT should pay more to support the industry and its revenue.
- The state has called my town a "Gold Town" under Act 60. People here see the state making money off their land open to snowmobiles - and are mad, so they are closing that land to sleds to GET THE STATE!
- Pittsford is difficult to get out of. Rutland County needs better trails. The Northeast has better trails/ not fair.
- The south did not get groomed. Who checks before paying?
- I don't get to ride often but especially love the trail in the Groton Forest.
- I would pay more to better protect landowners from lawsuits. Landowners should not be held liable in any way. 1/2% of rooms and meals tax should go to VAST. The fuel for groomers should be exempt from Fuel Tax.
- I live on a trail and see lots of things - think most out-of-staters should be required to take a course to use our trails and be issued a VAST permit. They are dangerous speeders and overpowerful machines.
- Raise VT TMA to $40 and non-resident to $80. New Hampshire is about that.
- Speed, noise and trash are landowners complaints.
- Local clubs should be more active. People at end of last year would have donated money or time to groom especially after damage from heavy snow. Where you register sleds should send notices / have summer events.

- I keep stickers in my pocket when I ride since racing scrapes them off and they're lost. I register two sleds and it is expensive. Any ideas so I do not get stopped all the time?
- Snowmobiling is better for the state economically since monies get spent all over the state not just in ski towns.
- I would like to see VAST volunteers give tickets and thus VAST not VT would get the money.
- I think VT should match funds for the maintenance of the trails
- Save TMA money and DON'T hire unneeded cops and equip them with expensive sleds.
- I no longer snowmobile but responded since I was in the random sample.
- Trail system should be open all year for ATVs.
- Breathalyzer tests should be done on the trails. I see a lot of drinking.
- I rode little last year - was a club officer and hated dealing with the increase in politics involved with snowmobiling.
- Compared to skiing for a season, this is cheap. I like to see the $ go to the sport and like to see so much volunteer efforts - makes it soooooo much better than skiing. JUST DO MORE GROOMING IF FEES INCREASE.
- Since this was such a good snowmobile year - have the state kick back some fuel, lodging tax revenue to our sport.
- Some clubs bid for groomers so do not need expense of machines - maybe cheaper for many!
- Increase fee $10 if needed due to big winter - but lower it next year if less snow etc.
- The tourist industry should be interested in helping finance and maintain this recreation. Good for business.
- Thank the Canaan Border rider for keeping open a powderline this year. Great!
- If it gets too expensive folks will stop riding and close their land.
- Causes of accidents - TREES
- Dangerous spot - a trail running from Pittsfield to Goshen... It has two 8ft drops. The signs are marked DIP but very close to it. At night especially is bad. Signs should be moved back to give people notice and time to slow down enough.
- Like to see a max. of 600cc. Too fast for these trails.
- State or National forest land should be expanded into trails south of Rte 1. More trails like Island Pond or Hardwick.
- With a group of riders I have purchased Radio Communicators. We thought the groomers would have the signal beacons to warn riders near where they are grooming. I have a bad leg and am in a difficult situation if I get stuck The Collett Communicators would supply free or cheap beacons for groomers. Could this be put into a VAST issue so folks know.
- All out-of-staters should have to pay $100 fee.
- Smaller clubs need VAST help (money).
- The higher performance sleds should pay higher fees. Family riding does not tear up the trails like "Thursday night thunder kids:.
- I would volunteer to help lobby for legislative funding of our sport. It generates a lot of money.

- I now do my vacation riding in Maine and Canada. Both have great conditions: riding and lodgings. I average 1000 miles and never was hassles by law enforcement. Please look to Maine for great management. I pay $43 to register and ride throughout the US.
- Even though we all have safety and reg. stickers, we still get stopped - what good are the safety stickers? Also could VAST NEWS have articles on safety/signals/what to carry (ex rope, maps)
- Thank you for the pen - every time I use it I will think of our wonderful sport for the family and the pleasure it gives us to enjoy our winter scenery - I'm 77. I can still go out for part of a day.
- As a landowner that allows then trails on my property, I would be in favor of a grandfathered fee for 3-5 years per landowner.
- Increase fines and give a greater percent to VAST to help with expenses.
- I am surprised your survey does not include the amount paid for gas? I thought there was a speed limit????????????I thought it was 35mph.
- "WE" should not purchase sleds for law enforcement. I would pay more if sleds and ATVs were combined for usage summer and winter.
- Could VAST members help in patrolling trails - ride with police so it becomes a team effort. The VAST NEWS should publish those who broke laws or got tickets along with their club so we all would be more motivated.
- Landowners need more appreciation from the State of VT for letting the public on their land.
- Any landowner in the "current Use" program should not be allowed to post their land. We should not have to go on highways. We should be able to go on posted land. (ex) The Hudson Road area of Dale Davis'...
- Quebec has clubhouses on trails where you can warm up/get food etc - great source of income for clubs or VAST.
- I pay $130 in Canada, Vermont is cheap!
- Don't spend time patrolling the fields - they are gonna speed there anyways and it is safer than the woods. With such speed, I fear all the blind curves - patrol the woods where there should be slow speeds.
- Dangerous crossing: Highgate; Carter Hill Road- the trail crosses on the blind side of a sharp curve. THERE MUST BE A BETTER SOLUTION BEFORE SOMEONE GETS KILLED.
- Seasonally plowed roads (logging etc.) that must be traveled for long distances - should be shown on the VAST maps so alternate routes could be chosen. Imposing a speed limit (like state lands = 35mph) will increase ridership and revenues. Impose large fines on reckless drivers instead. Speed is nor bad when it is safe.
- When VAST started we had been allowing friends to ride on our land - now so many people come and abuse land - then in spring our land has 4-wheelers on it. This is not what we want. We are ready to close our land.
- I want no more trails and no more snowmobiles - I cannot take a walk now in winter... the noise is everywhere - the money only benefits a small number of people but the invasion is felt by everyone here in Island Pond. I own 200 acres - do not want my land, air and water polluted.

- It seems to be the fast riders on "souped up" machines who are rudest and most of the problems on the trails. Maybe the sled makers should be spoken to.
- Make manufacturers stop making (ban in Vermont) 600-900 cc machines. They may be ok in the west where there are miles of flatland but not here. We only sled at night now - cause you can see them coming. It is safer after dark! WE were hit two times last year.
- More Accurate trail maps would be good.
- Mirrors should be mandatory.
- Do not have open and closed dates on the trails - when there is snow...anytime...let us ride.
- Crack down on the inexperienced rider who buys a power machine and speeds all the time.
- People need to respect the landowners - polite, neat...without them there would be no VAST.
- VAST members should vote on increases.
- I think VAST should stay independent of the State of VT. As a landowner, I feel I should have the right to post speed limits and reasonable curfew for my trail.
- Do something about the overpowered sleds, boozers and speeders.
- Noise in the middle of the night is often due to "headers" - the sleds of today do not need them.
- Our area club at Mt. Holly does not spend nearly enough time grooming thus Star Lake and Feeder trails are used too much.
- Please do not "price-out" non-residents or we all will pay higher fees.
- Need help to attract more volunteers - or snowmobiling is in big trouble.
- I snowmobiled with friend from NH (in New Hampshire) and then in Vermont. Vermont is far superior we all agree.
- VAST system not broke just need to keep it polished. VAST should monitor grooming more closely.
- Visit Quebec to see the quality of snowmobile trails and trail marking.
- Having a whole group of police riding around together does not mean they're working - they're having fun. Game wardens work by themselves.
- Something should be done for the landowners for the use of their land. To increase volunteerism - how about a free TMA for working on the trail system for 20 hr, 30hr etc .
- Need to do more summer fundraising to help keep prices low.
- Patrol Thurs, Fri, Sat nights from 6-12 midnight to get those drunks.
- All snowmobile fines should go to VAST. VAST should be allowed to "Deputize" people to enforce the law.
- Landowners should pay less or get a free pass.
- Put the TMA on the person not the machine. You don't put the ski pass on the pair of skis - you put it on the skier. Why should one person who owns two sleds have two TMAs. This would help control the irresponsible rider situation.
- I think Quebec has the best system and trails. Speed alone is not the problem - in the Canada wilderness you can go 100mph in the proper places. It is the kid who has no judgment who is the problem.

- VAST is becoming another State agency looking to justify itself and budget. It should be careful with our money... becoming more of a political org. STATE OF THE ART OFFICE AND INCREASING PAYROLL -
- Here in Southern Vermont I never saw law enforcement last winter - not one time in many hours of traveling.
- All motorized vehicles should be treated as a class - waterboats and jetskis, snowmobiles, motorcycles, cars. Non-resident fees should apply to "non-resident and non-landowner". Property tax payers should be treated as residents.
- Don't make outsiders pay more for Vast - we bring in a lot of money.
- My NY Club sponsored a trip to Rutland Co. and paid for the 3 permits for my family - otherwise we would not come - too expensive.
- Statement #33 is bullshit. Never got a credit for short winter.
- Maine is great - NH is ok, NY is bad, Canada is great but too far - Vermont needs to widen trails and groom better not more. I have gotten upset at the trail system problems and I have been sledding here for 25 years.
- You have a great trail system in the Northeast Kingdom - please do not price yourselves out of business.
- Increase the residents' fees - they have all season to ride. We come up only a couple weekends a year.
- Mirrors should be mandatory for safety. Enforcement seems good where we ride in Island Pond area.
- You should sell more maps: statewide maps, day-trip maps, to help offset other costs.
- We have seen a lot of Vermont through snowmobiling. We now come at other seasons also. As a result my son is going to UVM next year.
- Editor: A lot of people have given their fuel $ or asked about it. I assume that will be calculated from miles driven, sled and car.???
- First year of riding in VT - loved it all but the "jerks*". Island Pond was beautiful, Woodford was terrible due to "jerks".(*my word not his!)
- Whole sheet of comments...thoughts.
- If you raise the price of the TMA don't make us join a club to offset the cost. Make it optional to join a club (donation) some people just cannot afford it. These trails are the best I've ever been on. GREAT! .....oh, I did not get a VAST pen!
- Law - no more than 100 studs per machine.
- In Quebec I have seen trails with a median strip or barrier between the two lanes for safety and making people slow down and to ride in single file. Cheaper than more enforcement.
- How about a family pass rather than fee/sled?
- In NH there are higher elevation trails available weather permitting.
- Have a 50/50 raffle to help raise money for grooming.
- I'd like to see more work for out-of-state volunteers - for cheaper fees.
- Rates unfair to non-residents since they cannot ride nearly as much as residents.
- Woodford-Manchester I saw police everyday - up to six officers riding always together.
- Pen was missing from a hole in this envelope.

- Less congestion on trails in VT than NY - also less alcohol. Police did seem more interested in the VAST stickers than behavior issues at the checks.
- Thanks again for the sled we won at the raffle - the kids love it!
- Are you asking for a fee increase for one year only to get in the black from this past great snowfall... or a permanent increase?????? Brighton's green VAST signs are the best - they have mileage - just like the good old days.
- Please keep the website up to date since we use it to plan trips.
- Quebec does not treat snowmobilers like dirt! Your VAST paper is a rag that you use to whine.
- Snowmobile reg. is the highest - it's more than my car or motorcycle.
- Have a weekend pass. Increase fee for no sticker high - $300!
- It is the slow riders and the family riders that cause accidents.
- I'm tired of getting lost because of poor signs. Uniform signs would be great! I'd pay more for it.
- Put signs up early.
- Regarding fees - reduction for multiple snowmobiles by one owner. Some are spares with little use. Reduced cost might be made up by a "rider fee" that would be paid to ride. This would be more proportional to use. Some "spare" snowmobiles are ridden by many different riders.(A $25 reduction could be turned into $75 very easily. All riders could be issued arm bands for visual compliance.
- Would like a New England registry with liability insurance included. The Funds could be distributed among state and clubs for maintenance.
- Changing rules is very difficult and frustrating to many very dedicated volunteers.
- Need signs - local businesses could sponsor signs with an ad for their gas etc.
- Needs to be some place the yahoos can legally burn off energy with speed. some specific areas - TO KEEP OUR TRAILS SAFE.

VI. CONCLUSIONS

The sport of snowmobiling in the State of Vermont during the 6 years between the 1994 - 1995 winter season and the 2000 - 2001 season just measured has grown significantly in its economic impact from approximately $165,000,000 to over $511,000,000, an increase of **310%.** That represents an increase of approximately **51%** per year for each of the last 6 years.

Looked at another way, the sport of snowmobiling directly and indirectly generates in excess of **$840.00 of economic activity** for **each Vermont resident** using Census data from the U.S. 2000 Census which shows our new population to be 608,827 people.[5]

Likewise, the sport generates directly and indirectly in excess of **$2,126.00 of economic activity per household** in Vermont.

From a state government perspective, **tax revenues** collected equal approximately **$16,280,000,** an amount equal to **$26.75 per capita**, and **$67.65 per household per year.**

This significant growth in activity can be attributed to a number of factors identified in this study. Individual participation by each member has increased to 1,084 miles ridden per season from an average of 870 miles ridden, an increase of approximately 25%.

Another significant factor contributing to the growth has been the increase in numbers of TMA's (Trails Maintenance Agreements) sold and therefore number of participants, climbing from 28,300 in 94-95 to 42,033 last season, an increase of almost 49%.

Higher costs for snowmobiles, fuel, real estate, tow vehicles, insurance, taxes and food certainly also contributed to the increase. Interestingly though, average nightly costs of reported lodging expenditures went down from $57.28 per night to $53.74 per night although total expenditures reported went up due to increased number of members.

Another contributing factor to the increase was the unusually long season in which snowmobiling activities took place this past year, averaging 14 weeks of riding versus the past 5 year average of 8 weeks.

In terms of qualitative factors it should be noted that while 60% of registered snowmobiles belonged to Vermont residents, 40% or 4 out of each 10 sleds registered in Vermont belonged to someone who came to Vermont to participate in this sport. This impact on the **Travel and Tourism** segment of our economy is significant.

Another noteworthy observation is that the sport is overwhelmingly a Family participation activity at 91%.

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[5] See Appendix XI, U.S. Census Bureau State and County Quick Facts

Regarding the **Trail System**, participants think both the quality of and the number of miles of groomed trails is quite good. However, many did think that trail signing overall could be improved and offered many suggestions on how to do that.

Most also thought the availability of services, both gas and food, was quite good but lodging availability near the trail system did not rate that high.

The two largest causes of accidents, in the opinion of the respondents, were speeding / going too fast for conditions, and alcohol and/or drug use. There was no similarly high consensus for other causes reported.

Members were pretty evenly split in their opinions regarding a systemwide speed limit, losing a driver's license if convicted of SUI, and more law enforcement on the trails.

Members held much stronger opinions regarding curfews and requiring a driver's license however. 3 out of 4 and 2 out of 3 respectively were against these ideas.

Regarding requiring liability insurance, and mandating the wearing of helmets, 7 out of 10 and 8 out of 10 thought these should be required.

Finally, when asked about willingness to pay increased fees to support the entire system, about half - 48% - indicated a willingness to pay an additional $10.00 per season.

VII. RECOMMENDATIONS

Information in this, the third in a series of Economic Impact studies, confirms, once again, the enormous and growing significance of the sport of snowmobiling to the overall economy of the State of Vermont.

In order to insure the health of this giant economic engine, copies of this report, or the information it contains, should be disseminated as widely as possible to all constituents, from the generous landowners who permit the trail system to cross their properties, to state agencies who can or might influence regulations related to the sport, and to each state legislator so he or she can make informed decisions regarding legislation relating to this sport and industry.

VIII. APPENDICES

Vermont Association of
Snow Travelers, Inc.

41 Granger Road/Berlin
Barre, VT 05641
(802) 229-0005 ▫ Fax: (802) 223-4316

APPENDIX I

April 24, 2001

Message

To: Select Group of VAST Members
From: Bryant M. Watson, Executive Director
Subject: Economic Impact of Snowmobiling

Dear VAST Member,

Wasn't this past winter just fantastic for snowmobiling! For the first time in years, there was snow, statewide, for an average of 14 weeks. WOW!

In 1995 VAST completed its first ever study on the impact that the sport of snowmobiling has on Vermont's economy. For several years, we have contemplated completing a new study. If there was ever a time to do one, it is now and we have elected to do so. We have again contracted with Professor Norman McElvany of the Business and Economics Department of Johnson State College and the University of Vermont to conduct our new study.

Your name has been randomly selected from more than 40,000 VAST members to participate in the collection of data that will allow Norm to create a new study on the impact of snowmobiling on Vermont's economy. Within the next three weeks you will receive a survey in the mail. Your package will also include a small token of our appreciation for your participation as well as a postage paid envelope for the return of the survey. It is our hope that you will use a few minutes out of your busy schedule to complete and return this survey. Your participation is paramount to the success of this huge task. In addition to economic questions, the survey will also ask your opinion on issues like law enforcement, trail safety, trailside services and what your opinion of the VAST Statewide Snowmobile Trail System (SSTS) is.

In addition, the collected survey information will allow us to pursue additional avenues for funding the SSTS, it will guide us in future legislation that impacts our sport as well as assisting us to help make your Vermont snowmobiling experience the best possible. Thanks for participating!

Sincerely,

Bryant M. Watson
Executive Director

Website - www.vtvast.org

E-mail - info@vtvast.org

SURVEY OF SNOWMOBILING IN VERMONT

Winter Season 2000-2001

Sponsored by The Vermont Association of Snow Travelers (VAST)

May, 2001

Dear VAST Member:

Within the last two weeks or so you should have received a letter from Bryant Watson, the Executive Director of VAST, telling you about an important survey we need your help to complete. **This is that survey**. In 1995 a faculty member of the Johnson State College Department of Business & Economics began a study of the impact Snowmobiling has on the economy of the State of Vermont. This is a follow-up survey to the one completed then.

You have been selected to participate in this survey as part of **a random sample**. **Your participation** in this survey is **very important** because only a small number of surveys have been distributed.

Your responses to this survey are very valuable because issues such as:

-- maintaining open lands and trails for snowmobile use
-- receiving state funds through gasoline sales taxes **paid by snowmobilers**, and
-- influencing state legislation to support snowmobiling are all affected by the results of this survey.

This survey should take approximately 10 minutes to complete and all responses will be **strictly confidential.** Only summary information will be included in the final report. As a small token of our appreciation, we have included a ball point pen from VAST to help you complete the survey. When you finish, please return the survey in the enclosed postage-paid, self-addressed envelope.

Thank you for participating!

Please complete and return this survey by June 15, 2001

Section 1. Profile of Your Snowmobiling Activity

1. Are you a Vermont Resident? _____Yes _____No
2. Are you? _____Male _____Female
3. How old are you?

___under 20 ___20-29 ___30-39 ___40-49 ___50-59 ___60-69 ___70 or older

4. What is your Zip Code? _____

5. How many people in your family or household participate in snowmobiling activities including yourself? (Circle the appropriate number)

1 2 3 4 5 6 or more

5a. If you circled more than one, do you snowmobile as a family? _____

6. Do you snowmobile in Vermont **only**? _____Yes _____No

6a. **If no**, where else do you snowmobile? Please list all locations.

1.)_____ 2.)_____ 3.)_____

4.)_____ 5.)_____ 6.)_____

7. How many **miles** did you snowmobile in Vermont last season? _____

8. How many total **days** did you snowmobile in Vermont last season? _____

9. How many snowmobiles does your household own? _____

9a. For each snowmobile owned, please list the year purchased, whether it was purchased new or used, purchase price, and whether it was purchased in Vermont

Year Purchased	New or Used (Circle one)	Purchase Price	Purchased in Vermont?
1.	New or Used	$	Yes or No
2.	New or Used	$	Yes or No
3.	New or Used	$	Yes or No
4.	New or Used	$	Yes or No
5.	New or Used	$	Yes or No

10. How much money did you spend for **parts, service, maintenance and repairs** for your snowmobile last season? In Vermont $_____ Elsewhere $ _____

11. How much money did you spend on **snowmobile accessories** last season? (Examples: suits, gloves, goggles, boots, covers, helmets, etc.) In Vermont $_____ Elsewhere $_____

12. Do you own a trailer to transport your snowmobile(s)? ____Yes ____No (If you answered No, Skip to Question 15)

13. Did you buy a new or used trailer in Vermont last season? _____Yes _____No

If yes, how much did you spend for the trailer? $_____

14. How much did you spend for **parts, service, maintenance and repairs** for your trailer last season?

In Vermont $_____ Elsewhere $_____

15. Have you purchased a vehicle primarily to be able to transport your snowmobile(s)? (Tow vehicle, truck, 4-WD, etc.)____Yes ____No (If you answered **No,** Skip to Question 16)

If yes,

15a. Did you buy this vehicle in Vermont? _____Yes _____No

15b. How much did this vehicle cost? $_____

16. How much did you spend for **parts, service, maintenance and repairs** for the vehicle used to transport your snowmobile last season? In Vermont $_____ Elsewhere $_____

17. How many **miles did you drive** last season in Vermont **to transport your machine(s)** to go snowmobiling? _____

18. Did you take any overnight snowmobiling trips in Vermont last season? _____Yes _____No

If yes, please answer the following questions:

18a. How many nights did you stay over last season? _____

18b. How many of those nights did you stay at a motel/hotel/inn/B&B? _____

18c. What was the average room cost per night? $_____

19. On average, how much did you spend on **meals** per day of riding? $_____

20. On average, how much did you spend on **snacks, soda, alcohol, etc.,** per day of riding? $_____

21. Do you own property in Vermont that you would not own if it were not for snowmobiling? (For example, do you own a piece of land, a camp, a second home, or a cottage that you bought specifically because of your snowmobiling activities?) _____Yes _____No (If **No**, skip to Question 22)

If yes, please answer the following questions:

21a. **When** did you purchase it? _____

21b. Approximately how much did it **cost**? $_____

21c. What are the **annual taxes** on the property? $_____

21d. What are the approximate annual **utility costs** on the property? $_____

21e. What are the approximate annual costs of **maintenance and upkeep** on the property? $_____

Section 2. Vermont Trail System Evaluation

22. Please rate the following items concerning the snowmobiling trail system in Vermont:

	Excellent	Good	Fair	Needs Improvement
Overall trail system in Vermont				
Overall signing on the trail system				
Trail sign placement				
Trail placement – scenic, natural value				
Bridge quality crossing rivers, streams and gullies				

22a. If you answered **Needs Improvement** to any of the above, please tell us how you think improvements could be made.

23. Please rate the following items concerning **trailside facilities** and **services:**

	Excellent	Good	Fair	Needs Improvement
Availability of food				
Food available on or near trails				
Lodging available near trails				
Parking availability for machines at lodging facilities				
Gas stations close to trails				
Gas stations spaced close enough together				
Gas station hours of operation				
Ease of registering snowmobiles in Vermont				
Ease of obtaining VAST membership				

23a. If you answered **Needs Improvement** to any of the above, please tell us how you think improvements could be made.

24. Are the **number of miles** of groomed corridor trails adequate to meet your needs:

	More than enough	Just About Right	Need More	Don't know enough about/ Don't have an opinion
Number of miles of groomed corridor trail				

24a. If you answered **Need More**, please explain why you feel this way, and where you would like to see additional trails added.

Section 3: Safety and Law Enforcement

25. Please tell us what you believe to be the three principal causes of snowmobile accidents?

1. _____
2. _____
3. _____

26. Should there be a system wide speed limit on snowmobile trails? _____Yes _____No

If yes, what should the limit be? _____

27. Should there be a time restriction (curfew) on the operation of snowmobiles? _____Yes _____No

If yes, during what hours should the curfew be in effect? _____

28. Should the operator of a snowmobile be required:

a. To have a driver's license? _____Yes _____No

b. To have a snowmobile operator's certificate? _____Yes ____No

If you answered **No** to 26a. or 26b., please indicate why not.

26a. _____

26b. _____

29. If a snowmobile operator is convicted of **"Snowmobiling under the influence"**, should s(he) lose his/her driver's license? _____Yes _____No

If no, why not? _____

30. Should snowmobile operators be required to have liability insurance? _____Yes _____No

31. Should snowmobile operators be required to wear helmets while recreationally operating their snowmobiles on the trail system? _____Yes _____No

32. Should there be more snowmobile law enforcement on the snowmobile trails? _____Yes _____No

Section 4: Cost

33. As you are probably aware, this past winter was an unusual one. The entire state saw an average of 14 weeks of snowmobiling. The past five year average is 8 weeks. This 6 week increase represents a 75% longer season than "normal." As a result, the cost to groom the trails nearly doubled and cost each member $31.00. The average price paid for all Trail Maintenance Assessments (TMA's) was $39.00, leaving a balance of $8.00 from each TMA to pay for equipment, trails construction, administration and many other programs, far short of the actual cost to run the program for the next year.

    Currently, Vermont residents pay $30.00 for a Resident TMA and non-residents pay $60.00 for a Non-Resident TMA. The price of both Resident and Non-Resident TMA's will increase next year by an equal dollar amount. For example, if the increase was $10.00, then a Resident TMA would cost $40.00, and a Non-Resident TMA would cost $70.00. What is the maximum **increase** that you would be willing to pay for a season's pass to ride Vermont's snowmobile trails?

    ____$10.00 ____$20.00 ____$30.00 ____$40.00 _____$ Other (Please specify amount)

34. Please use this space and/or an additional sheet to make any other comments that might help us with this survey.

Thank you very much for your time in completing this survey. Please return it in the enclosed, postage paid, self-addressed envelope to Johnson State College, Department of Business and Economics, 337 College Hill, Johnson, VT 05656. **Please return by June 15, 2001.**

Vermont Association of
Snow Travelers, Inc.

41 Granger Road/Berlin
Barre, VT 05641
(802) 229-0005 • Fax: (802) 223-4316

APPENDIX III

Memorandum

To: Vermont Snowmobile Dealers
From: Bryant M. Watson *Bryant*
Executive Director
Subject: Economic Impact Study
"Snowmobiling and Vermont's Economy"
Date: June 20, 2001

What does the sport of snowmobiling mean to Vermont's economy? It has a much greater impact than many Vermont residents think and as a matter of fact, more than many Vermont legislators believe. Six years ago you helped us complete the first ever Snowmobile Economic Impact Study for the state of Vermont. We need your help again, to show exactly how important the sport is to **you** and to **all Vermonters**.

It was a surprise, to all at that time, the extent of the impact, more than $165,000,000 annually. Since that time the number of snowmobiles, operating in Vermont, has increased by nearly 50% and all of the costs associated with our sport have also increased. It is our belief that the economic impact, of snowmobiling, has risen dramatically over the last six years and we need to find out what today's true impact is.

VAST and the Economic and Business Department of Johnson State College are feverishly working to compile this new important study. Please help us do this. Enclosed, you will find a short questionnaire that deals with your business during the time period of June 1, 2000 through May 31, 2001. Please take a few moments to fill out and return the questionnaire. For your convenience we have included a self addressed, stamped return envelope. We have also included a small token of our appreciation for helping us with this study. As you will note, the information goes directly to Johnson State College and will not be observed by anyone in the VAST office. ***Your answers will be 100% confidential!***

Please help us with this very important task. The information that we have requested is absolutely necessary to complete this study and we need 100% cooperation and participation from each of you to obtain this essential information. Please fill out and return the questionnaire by July 15. If you have questions please do not hesitate to contact me at the VAST office at 1-800-734-8278 extension #11.

APPENDIX IV

VERMONT SNOWMOBILE DEALER SURVEY
Winter Season 2000 — 2001

Sponsored by The Vermont Association of Snow Travelers (VAST)
June, 2001

1. How many new snowmobiles did you sell in the 2000-2001 season? _____

   1a. What was the average retail price? $_____

   1b. What were your approximate sales in snowmobile options (electric start, reverse gear, hand warmers, etc.?) $_____

   1c. What were your approximate sales in snowmobile accessories and over-the-counter parts. (clothing, helmets, boots, gloves, spark plugs, oil, etc.) $_____

   1d. What were your approximate service sales (parts & labor?) $_____

2. How many deposits did you take for 2002 pre-season sales of snowmobiles? (number of sleds) _____

3. How many used snowmobiles did you sell in the 2000-2001 season? _____

   3a. What was the average retail price? $_____

4. How many snowmobile trailers did you sell in the 2000-2001 season? _____

   4a. What was the average retail price? $ _____

   4b. What were your approximate sales in trailer options (salt shields, caps, etc.?) $ _____

5. Please list any other snowmobile related sales that you made during the 2000-2001 season. _____

   _____

   5a. What was the total retail value of these sales? $_____

Please complete and return this survey by July 15, 2001.

MEMBER SURVEY ANALYSIS

APPENDIX V

Q1 VT Resident	Total	%
Vermont Resident	566	60.34%
Out of State	372	39.66%
Grand Total	938	100.00%

Q2 Sex	Total	%
Male	779	83.05%
Female	159	16.95%
Grand Total	938	100.00%

Q3 Age	Total	%
<20	35	3.73%
20 - 29	134	14.29%
30 - 39	272	29.00%
40 - 49	264	28.14%
50 - 59	143	15.25%
60 - 69	69	7.36%
70 or Older	21	2.24%
Grand Total	938	100.00%

Q4 Zip Code	Total
01001	2
01007	2
01012	1
01013	1
01027	1
01028	1
01030	2
01034	1
01040	2
01057	2
01069	1
01071	1
01077	3
01080	1
01081	1
01082	2
01083	1
01085	3
01089	1
01096	1
01104	1
01106	1
01201	2
01238	1
01247	2
01267	1
01301	3
01337	4
01338	1
01342	1
01345	1
01347	1
01360	1
01364	1
01370	2
01373	3
01376	1
01431	1
01432	1
01451	2
01464	2
01468	1
01469	1
01473	1
01501	1
01507	1
01516	1
01520	1
01535	2

ZIP CODES	SURVEY COUNT	%
STATE		
MA	101	10.77%
NH	31	3.30%
VT	566	60.34%
CT	158	16.84%
NJ	7	0.75%
NY	70	7.46%
PA	5	0.53%
TOTAL	938	100.00%

MEMBER SURVEY ANALYSIS

APPENDIX V

Q5 Number Who Ride	Total	%
1	159	16.95%
2	326	34.75%
3	154	16.42%
4	170	18.12%
5	82	8.74%
6 or More	47	5.01%
Grand Total	938	100.00%

Q5a Ride As Family	Total	%
Yes	683	90.82%
No	69	9.18%
Grand Total	752	100.00%

Q6 Ride Only VT	Total	%
Yes	552	60.07%
No	367	39.93%
Grand Total	919	100.00%

MEMBER SURVEY ANALYSIS

APPENDIX V

Q6a Where Else Ride	Total
NH	154 23.84%
ME	131 20.28%
NY	106 16.41%
QUEBEC	22 3.41%
CT	9 1.39%
RI	17 2.63%
MA	69 10.68%
CANADA	121 18.73%
othr	17 2.63%
Total Count of Q6a Where Else Ride	646
Total %	100.00%

Q7 Miles Ridden VT	Total
Total Count of Q7 Miles Ridden VT	918
Total %	100.00%
Total Average of Q7 Miles Ridden VT2	1084.44444

Q8 Days Ridden VT	Total
Total Count of Q8 Days Ridden VT	874
Total %	100.00%
Total Average of Q8 Days Ridden VT2	18.4977117

Q9 # Sleds Owned Househld	Total
1	236 25.27% 1
2	384 41.11% 2
3	182 19.49% 3
4	74 7.92% 4
5	37 3.96% 5
6	12 1.28% 6
7	5 0.54% 7
9	1 0.11% 9
11	3 0.32% 11
Total Count of Q9 # Sleds Owned Ho	934
Total %	100.00%
Total Average of Q9 # Sleds Owned	2.334047109

Q9a4 Bought in VT	Vermont

Count of Q9a1 Year Purchasd	Q9a2 New / Used		
Q9a1 Year Purchasd	New	Used	Grand Total
1968		1	1
1970	1		1
1971		2	2
1972	1		1
1973		2	2
1974		2	2
1975		1	1
1976	2		2
1978		3	3
1979	1	1	2
1980	1	3	4
1983		2	2
1984	1	3	4
1985	1		1
1986	2	2	4
1987	4	10	14
1988	11	7	18
1989	11	8	19
1990	5	11	16
1991	7	10	17
1992	3	9	12
1993	5	6	11
1994	13	17	30
1995	23	35	58
1996	38	31	69
1997	53	49	102
1998	71	80	151
1999	110	83	193
2000	158	122	280
2001	95	62	157
Grand Total	617	562	1179

Q9a4 Bought in VT	Out of State

Count of Q9a1 Year Purchasd	Q9a2 New / Used		
Q9a1 Year Purchasd	New	Used	Grand Total
1972	3		3
1973	1	1	2
1974	2	1	3
1975	1	1	2
1978		1	1
1979	1		1
1980	2	3	5
1981		2	2
1983		2	2
1985	1	4	5
1986		1	1
1987	4	3	7
1988	4	6	10
1989	6	12	18
1990	6	6	12
1991	7	10	17
1992	3	9	12
1993	3	12	15
1994	9	15	24
1995	12	14	26
1996	37	24	61
1997	55	39	94
1998	49	45	94
1999	80	50	130
2000	123	57	180
2001	83	29	112
Grand Total	492	347	839

NEW SNOWMOBILES PURCHASED IN VERMONT 2000/2001

	Q9a1Year Purchased		
Q9a2 New or Used	2000	2001	Grand Total
New	157 5538.535032 59.93%	94 6185.265957 40.07%	251 5780.737052 100.00%
Total Count of Q9a3 Cost	157	94	251
Total Average of Q9a3 Cost	5538.535032	6185.265957	5780.737052
Total %	59.93%	40.07%	100.00%

USED SNOBMOBILES PURCHASED IN VERMONT 2000/2001

	Q9a1Year Purchased		
Q9a2 New or Used	2000	2001	Grand Total
Used	121 2638.92562 66.47%	62 2598.387097 33.53%	183 2625.191257 100.00%
Total Count of Q9a3 Cost	121	62	183
Total Average of Q9a3 Cost	2638.92562	2598.387097	2625.191257
Total %	66.47%	33.53%	100.00%

Q 10a Spent Parts, Service VT	Total
Total Count of Q 10a Spent Parts, Serv VT	841
Total %	100.00%
Total Average of Q 10a Spent Parts, Serv VT2	355.725327

Q10b Spent Parts Elsewhere	Total
Total Count of Q10b Spent Parts Elsewher	500
Total %	100.00%
Total Average of Q10b Spent Parts Elsewher2	301.63

Q11a Spent Acces VT	Total
Total Count of Q11a Spent Acces VT	799
Total %	100.00%
Total Average of Q11a Spent Acces VT2	255.2403

Q11b Spent Acc Elsewhere	Total
Total Count of Q11b Spent Acc Elsewhere	479
Total %	100.00%
Total Average of Q11b Spent Acc Elsewhere2	226.655532

Q12 Own Trailer	Total
Yes	664 73.78%
No	236 26.22%
Total Count of Q12 Own Trailer	900
Total %	100.00%

Q13 Bought in VT	Total
Yes	136 19.94%
No	546 80.06%
Total Count of Q13 Bought in VT	682
Total %	100.00%

Q13a Trailer Cost	Total
Total Count of Q13a Trailer Cost	155
Total %	100.00%
Total Average of Q13a Trailer Cost2	1326.99

Q14a Spent parts, etc trailer	Total
Total Count of Q14a Spent parts, etc trailer	387
Total %	100.00%
Total Average of Q14a Spent parts, etc trailer2	42.1163

Q14b Spent elsewhere Trl Parts	Total
Total Count of Q14b Spent elsewhere Trl Parts	307
Total %	100.00%
Total Average of Q14b Spent elsewhere Trl Parts2	58.8111

Q15 Purch Tow Vehicle	Total
Yes	263 42.69%
No	353 57.31%
Total Count of Q15 Purch Tow Vehicle	616
Total %	100.00%

Q15a Bought in VT	Total
Yes	107 40.68%
No	156 59.32%
Total Count of Q15a Bought in VT	263
Total %	100.00%

Q15b Vehicle Cost	Total
Total Count of Q15b Vehicle Cost	254
Total Average of Q15b Vehicle Cost2	22438.8

Q16a Spent parts, etc vehicle	Total
Total Count of Q16a Spent parts, etc vehicle	365
Total Average of Q16a Spent parts, etc vehicle2	281.619

Q16b Spent elsewhere	Total
Total Count of Q16b Spent elsewhere	268
Total Average of Q16b Spent elsewhere2	283.899

Q17 Miles Driven VT to transprt	Total
Total Count of Q17 Miles Driven VT to	728
Total Average of Q17 Miles Driven VT	796.6098901
Total %	100.00%

Q18 Overnight in VT	Total
Yes	354 46.52%
No	407 53.48%
(blank)	0.00%
Total Count of Q18 Overnight in VT	761
Total % of Total	100.00%

	Q18 Overnight in VT
Q18a How many nights	Yes
Total Count of Q18a How many nights	349
Total Average of Q18a How many nigh	8.103151862
Total %	100.00%

	Q18 Overnight in VT	
Q18b How many nights motel, hotel	Yes	Grand Total
Total Count of Q18b How many nights	336	336
Total Average of Q18b How many nigh	5.428571429	5.428571429

	Q18 Overnight in VT
Q18c Avg Room Cost / Night	Yes
Total Count of Q18c Avg Room Cost /	299
Total Average of Q18c Avg Room Cost	$53.74
Total %	100.00%

Q19 Spent on Meals / Day Avg	Total
Total Count of Q19 Spent on Meals / Day Avg	810
Total Average of Q19 Spent on Meals / Day Avg2	30.62469136
Total %	100.00%

Q20 Spent snacks, drinks / day	Total
Total Count of Q20 Spent snacks, drinks / day	828
Total Average of Q20 Spent snacks, drinks / day2	15.62198068
Total %	100.00%

Q21 Own property VT due Snowmob	Total	%
Yes	89	9.49%
No	849	90.51%
Grand Total	938	100.00%

	Q21 Own property VT due Snowmob	
Q21b Cost	Yes	Grand Total
Total Count of Q21b Cost	89	89
Total Average of Q21b Cost2	76302.02247	76302.02
Total %	100.00%	100.00%

	Q21 Own property VT due Snowmob	
Q21c Annual Taxes	Yes	Grand Total
Total Count of Q21c Annual Taxes	89	89
Total Average of Q21c Annual Taxes2	1608.94382	1608.94
Total %	100.00%	100.00%

	Q21 Own property VT due Snowmob	
Q21d Annual Utility Costs	Yes	Grand Total
Total Count of Q21d Annual Utility Co	89	89
Total Average of Q21d Annual Utility	1040.775281	1040.78
Total %	100.00%	100.00%

	Q21 Own property VT due Snowmob	
Q21e Annual Maint and Upkeep Cost	Yes	Grand Total
Total Count of Q21e Annual Maint an	89	89
Total Average of Q21e Annual Maint	1479.101124	1479.10
Total %	100.00%	100.00%

	Q21 Own property VT due SM	
Q21a When Purchase	Yes	Grand Total
1955	1	1
1967	1	1
1969	1	1
1974	1	1
1975	4	4
1979	2	2
1980	1	1
1981	1	1
1982	1	1
1983	1	1
1984	1	1
1985	2	2
1986	2	2
1987	1	1
1988	1	1
1989	5	5
1990	4	4
1991	5	5
1992	4	4
1993	4	4
1994	3	3
1995	3	3
1996	9	9
1997	7	7
1998	7	7
1999	3	3
2000	10	10
2001	4	4
Grand Total	89	89

Q22a Rate Overall Trail System	Total
Excellent	331 36.37%
Good	497 54.62%
Fair	55 6.04%
NI	27 2.97%
Total Count of Q22a Rate Overall Trail	910
Total %	100.00%

Q22b Rate Overall Signing on Trails	Total
Excellent	178 19.50%
Good	492 53.89%
Fair	161 17.63%
NI	82 8.98%
Total Count of Q22b Rate Overall Signi	913
Total %	100.00%

Q22c Rate Trail Sign Placemnt	Total
Excellent	181 19.93%
Good	488 53.74%
Fair	183 20.15%
NI	56 6.17%
Total Count of Q22c Rate Trail Sign Pla	908
Total %	100.00%

Q22d Rate Trail Placemnt	Total
Excellent	370 40.75%
Good	470 51.76%
Fair	57 6.28%
NI	11 1.21%
Total Count of Q22d Rate Trail Placem	908
Total %	100.00%

Q22e Rate Bridge Quality	Total
Excellent	325 35.64%
Good	492 53.95%
Fair	74 8.11%
NI	21 2.30%
Total Count of Q22e Rate Bridge Quali	912
Total %	100.00%

Q22f Com'nts Rate Trail, Signs,Bridges	Total
More Trail Grooming	44 18.80%
More Trail Grooming on Weekends	9 3.85%
Groom Trails After All Storms	4 1.71%
Need Wider Trails	8 3.42%
Need Signs At All Intersections	33 14.10%
Mark All Directions at Intersections, Not Only Main Trail	16 6.84%
Place Warning Signs Before Hazard, Not Just At It; e.g. Stop Signs	17 7.26%

Need Larger Signs With Simple Location Map	12 5.13%
Signs With Mileage: To Town, To Gas, To Food, Lodging	16 6.84%
Signs Naming Roads That Are Being Crossed	11 4.70%
Signs At Closer Intervals	9 3.85%
Need Accurate Trail Maps & Signs That Coordinate with Maps	11 4.70%
Bridges: Maintenance, Make Wider & Not So Steep	8 3.42%
Need Detour Signs for Closures, Hazards, No Snow, etc.	3 1.28%
Other (see listed comments)	33 14.10%
Total Count of Q22f Com'nts Rate Trail, Sig	234
Total Count of Q22f Com'nts Rate Trail, Sig	100.00%

Q23a Avail of Food	Total
Excellent	167 18.66%
Good	538 60.11%
Fair	159 17.77%
NI	31 3.46%
Total Count of Q23a Avail of Food	895
Total %	100.00%

Q23b Food Avail On/Near Trails	Total
Excellent	148 16.46%
Good	513 57.06%
Fair	199 22.14%
NI	39 4.34%
Total Count of Q23b Food Avail On/Near T	899
Total %	100.00%

Q23c Lodging Avail Near Trails	Total
Excellent	110 13.60%
Good	207 25.59%
Fair	459 56.74%
NI	33 4.08%
Total Count of Q23c Lodging Avail Near Tr	809
Total %	100.00%

Q23d Parking Avail at Lodging Fac	Total
Excellent	120 15.06%
Good	491 61.61%
Fair	162 20.33%
NI	24 3.01%
Total Count of Q23d Parking Avail at Lodgi	797
Total %	100.00%

Q23e Gas Stns Close to Trails	Total
Excellent	165 18.21%
Good	477 52.65%
Fair	213 23.51%
NI	51 5.63%
Total Count of Q23e Gas Stns Close to Tra	906
Total %	100.00%

Q23f Gas Stns Spaced Close Enough	Total
Excellent	137 15.38%
Good	479 53.76%
Fair	235 26.37%
NI	40 4.49%
Total Count of Q23f Gas Stns Spaced Clos	891
Total %	100.00%

Q23g Gas Stns Hours of Ops	Total
Excellent	89 10.09%
Good	477 54.08%
Fair	245 27.78%
NI	71 8.05%
Total Count of Q23g Gas Stns Hours of Op	882
Total %	100.00%

Q23h Ease of Register Sleds in VT	Total
Excellent	330 36.34%
Good	452 49.78%
Fair	94 10.35%
NI	32 3.52%
Total Count of Q23h Ease of Register Sled	908
Total %	100.00%

Q23i Ease Obtain VAST Membership	Total
Excellent	400 44.00%
Good	436 47.96%
Fair	55 6.05%
NI	18 1.98%
Total Count of Q23i Ease Obtain VAST Mb	909
Total %	100.00%

Q23j Com'nts Rate Food, Lodging, Parking, Gas	Total
Later Gas Station Hours OR Credit Cards At Pumps	52 23.11%
More Services Near Trails: Gas Stations & Good Food With Longer Hours	49 21.78%
Difficult to Register New Machines	25 11.11%
Need To Be Able to Register At Dealers	20 8.89%
Dealers, Stores, Club Members Ran Out of Stickers	6 2.67%
Need More Parking for Vehicles With Trailers	12 5.33%
Need More Outhouse/Toilet Facilities for Women	10 4.44%
Need Food/Drink/Warm Up Stations On the Trails	8 3.56%
Need More Lodging Near Trails & Advertise It	7 3.11%
Other Comments (see listed comments)	36 16.00%
Total Count of Q23j Com'nts Rate Food, Lodging	225
Total %	100.00%

Q24 Number Miles Groomed Trails	Total
More Than Enough	159 17.61%
Just About Right	500 55.37%
Need More	201 22.26%
Don't Know Enough/ No Opinion	43 4.76%
Total Count of Q24 Number Miles Groome	903
Total %	100.00%

Q24a Comments to Need More	Total
Need More Trails In Southern VT	33 24.09%
Need To Relieve Crowding on Popular Trails	33 24.09%
Corridor 7 Needs Trails to Connect Rutland & North	8 5.84%
Other Comments (see listed comments)	63 45.99%
Total Count of Q24a Com'nts to Need Mor	137
Total %	100.00%

Q25a Three Principle Causes Accidents	Total
Alcohol / Drugs	739 29.07%
Speeding/ Too Fast for Trail Conditions	803 31.59%
Careless/ Reckless Operation	299 11.76%
Inexperience/ Operating Beyond Ability	321 12.63%
Stupidity/ Lack of Common Sense/ Poor Judgment	77 3.03%
Ignorance/ Lack of Training & Knowledge	17 0.67%
Not Paying Attention/ Operator Error	19 0.75%
Lack of/ Inadequate Trail Markings	42 1.65%
Trails Too Narrow	46 1.81%
Rough Trails Causing Loss of Control	35 1.38%
Trail Weather Conditions/ Poor Visibility	21 0.83%
Driving on Wrong Side of Trail	46 1.81%
Thin Ice/ Open Water	12 0.47%
Icy Conditions	5 0.20%
Lack of Enforcement	6 0.24%
Riding Off Marked Trails	5 0.20%
Too Tired/ Fatigue	4 0.16%
Overpowered Machines	45 1.77%
Total Count of Q25a Three Principle Caus	2542
Total %	100.00%

Q26 System Wide Speed Limit	Total
Yes	426 47.33%
No	474 52.67%
Total Count of Q26 System Wide Speed Limit	900
Total %	100.00%

Q26a What Speed	Total
Answered "No" to Q26	2 0.54%
<30	4 1.09%
30-39	98 26.63%
40-49	136 36.96%
50-59	107 29.08%
60-69	16 4.35%
70 or Greater	5 1.36%
Total Count of Q26a What Speed	368
Total %	100.00%

Q27 Curfew on Hours of Operating	Total
Yes	231 25.47%
No	676 74.53%
Total Count of Q27 Curfew on Hours of Operating	907
Total %	100.00%

Q27a What Hours	Total
Answered "No" to Q27	5 2.38%
9:00 - 9:59	16 7.62%
10:00 - 10:59	50 23.81%
11:00 - 11:59	75 35.71%
12 midnight	55 26.19%
Other Comments (see listed comments)	9 4.29%
Total Count of Q27a What Hours	210
Total %	100.00%

Q28a Require a Driver's License	Total
Yes	319 34.75%
No	599 65.25%
Total Count of Q28a Require a Driver's License	918
Total %	100.00%

Q28b Require a Snowmobile Operators Certificate	Total
Yes	587 64.79%
No	319 35.21%
Total Count of Q28b Require a Snowmobile Operators Ce	906
Total %	100.00%

Q28c Comm'nts D.L.	Total
Would Exclude Younger Drivers	271 59.04%
Many Who Ride Don't Have/Need a DL	45 9.80%
Snowmobiling and Driving are Not the Same	31 6.75%
No More Government Controls Needed	34 7.41%
But Should Take a Safety/ Certificate Course	31 6.75%
License Doesn't Equate With Safer Operation	32 6.97%
Other Comments (see listed comments)	15 3.27%
Total Count of Q28c Comm'nts D.L.	459
Total %	100.00%

Q28d Comm'nts Snowmobile Operators Certificate	Total
Drivers License is Enough	27 17.88%
No Except for Those Under 16 Years Old	57 37.75%
Would Limit Number of Participants	11 7.28%
Everyone Should Take, But Not Mandatory	23 15.23%
We Pay Enough Fees Already	22 14.57%
Don't Teach Enough To Make Any Difference	4 2.65%
Other Comments (see listed comments)	7 4.64%
Total Count of Q28d Comm'nts SOC	151
Total %	100.00%

Q29 If Convicted SUI Lose Drivers License	Total
Yes	515 57.22%
No	385 42.78%
Total Count of Q29 If Convicted SUI Lose Drivers License	900
Total %	100.00%

Q29a Com'nts Lose D.L.	Total
Snowmobiling and Driving Not the Same	177 40.32%
Not Everyone Who Rides Has a Drivers License	33 7.52%
Large Fine Instead	48 10.93%
Not For First Time Offenders	31 7.06%
Give Points Instead	19 4.33%
Lose Snowmobiling Privileges Instead	63 14.35%
Temporary Suspension of VAST	17 3.87%
Impound Snowmobile	14 3.19%
If Injure Someone, Then Treat Like a Motorist	15 3.42%
Other Comments (see listed comments)	22 5.01%
Total Count of Q29a Com'nts Lose D.L.	439
Total %	100.00%

Q30 Require Liability Insurance	Total
Yes	628 69.78%
No	272 30.22%
Total Count of Q30 Require Liability Insuran	900
Total %	100.00%

Q31 Required Wear Helmets	Total
Yes	728 84.16%
No	137 15.84%
Total Count of Q31 Required Wear Helmets	865
Total %	100.00%

Q32 More Snowmobile Law Enforcmnt	Total
Yes	412 49.52%
No	420 50.48%
Total Count of Q22 More Snowmb Law Enforcmnt	832
Total %	100.00%

Q33 Max Increase Willing to Pay Season's Pass	Total
None	120 1 14.60%
< $10	32 2 3.89%
$10	393 3 47.81%
$20	163 4 19.83%
$30	41 5 4.99%
$40	48 6 5.84%
$50	10 7 1.22%
> $50	15 8 1.82%
Total Count of Q33 Max Inc Willing to Pay Season's Pass	822
Total Average of Q33 Max Inc Willing to Pay Season's Pa	3.28224
Total %	100.00%

Q34a Other Comm'nts	Total
Need More Law Enforcement on Trails	45 6.11%
Heavier Fines for Violators	24 3.26%
Seize Equipment of Violators	8 1.09%
Weekend Riding Too Dangerous Due to Speeders	21 2.85%
Need More Respect for Landowners' Property	22 2.99%
Need More Trail Markers	11 1.49%
Need Better Trail Grooming	12 1.63%
Need Better Trail Grooming on Weekends	8 1.09%
Fees Are High Enough	57 7.73%
Higher Fees Will Reduce the Number of Families Who Can Afford to Ride	40 5.43%
Raise Fees, People Will Stop Buying TMA's, & Ride Anyway	13 1.76%
Raise Fees, Will Register Elsewhere	33 4.48%
Need Declining Fee Schedule for Multiple Machine Registrations	13 1.76%
Have a 10 Day or Single Day TMA Pass	14 1.90%
Fees Should Be Based on Frequency of Riding	20 2.71%
If Increase Fees, You Better Improve Riding Conditions	21 2.85%
What Happened to All the Money From Previous 'Poor' Winters	52 7.06%
I Will Pay More to Ride if I Have To	33 4.48%
Non-Residents Should Pay More	25 3.39%
Increase Residents Rates to Match Out-Of-Staters	11 1.49%

VAST Does a Great Job	55 7.46%
Keep Up the Good Work	27 3.66%
Need Fee Reciprocity With Other States	14 1.90%
More Financial Support To Snowmobiling by State of VT	3 0.41%
Trash Causes Land Closures	2 0.27%
I Expect a Refund in No Snow Years	4 0.54%
Other Comments (see listed comments)	149 20.22%
Total Count of Q34a Other Comm'nts	737
Total %	100.00%

APPENDIX VI

2000/2001 Dealer Census 12/1/01

Question -->	1	1a		1b	1c	1d	2		3	3a		4	4a		4b	5	
Survey Number	New Sleds Sold	New Avg Price	Extended New Sales	Options Sold	Accessories Sold	Service Sales	Deposits for 2002 Sleds	Deposit Sales @ $300	Used Sled Sales	Used Avg Price	Extended Used Sales	Trailer Sales Units	Trailer Avg Price	Extended Trailer Sales	Trailer Options Sales	Other Related Sales	Total Sales
Totals	3,067		$17,835,352	$993,480	$4,525,165	$2,522,055	1,500	$450,000	1,470		$4,428,768	623		$874,850	$122,535	$155,000	$31,457,205
Weighted Avg Price	>	$5,815								$3,013			$1,404				
Estimated Total Sales All Dealers (37/43 reporting)			$20,727,571	$1,154,585	$5,258,976	$2,931,037		$522,973			$5,146,947			$1,016,718	$142,406	$180,135	$37,081,346
Total units	3,564						1,743		1,708			724					

APPENDIX VI

ECONOMIC ANALYSIS 2000 - 2001 SURVEY

MEMBER SURVEY AND DEALER CENSUS									
					VAST	SURVEY RESULTS		DEALER	CENSUS
Q7	Avg Miles Ridden / SM / yr				1,084				
			Average 12 mpg / SM						
	Gas		= gal / yr / member		90.333				
			x 42033 members = gallons		3,796,981				
			x $1.66 / gal avg =						
		Gasoline expenditure / yr				**$6,302,988**			
	Oil		@ 90.33 gals gas = 2.6 gals / SM						
			avg cost $12 / gal			**$1,311,430**			
Q9a	Purchase a SM in Vermont (new or used)								
		new	10.0% bought New SM in VT						
			.100 x 42033 members					3564 new sales	
			= 4,203 units sold					avg price $5815.63	
			x avg price $5,780.74		$24,296,450			= new sales	**$20,726,905**
		deposits 2002 model machines						1743 deposits	
								model 2002 SM	
								@ $300 / machine	**$522,900**
		used	6.6% bought Used SM in VT						
			.066 x 42033 members					1708 used sales	
			= 2,774 units sold					avg cost $3,012.95	
			x avg price $2,625.19		$7,282,277			= used sales	**$5,146,119**
				subtotal	$31,578,727				$26,395,924
		using dealer census data:							
			3564 new @ $5815.63		$20,726,905				
			1743 deposits on 2002 models		$522,900				
			1708 used @ $3012.95		$5,146,119				
				subtotal		**$26,395,924**			

APPENDIX VII

ECONOMIC ANALYSIS 2000 - 2001 SURVEY

					VAST	SURVEY RESULTS		DEALER	CENSUS
		other private sales:							
			(2774 - 1708) =						
			1066 x $2625.19			**$2,798,453**			
			Estimated Snowmobile Total Sales			**$29,194,376**			
Q10a	Spent on Parts & Service in VT		Avg $355.73 / member		$14,952,399			Service Sales	$2,931,037
			x 42033 =						
Q11a	Spent on Accessories in VT		Avg $255.24 / member					Options &	$1,154,585
			x 42033 =		$10,728,503			Accessories	$5,258,976
				subtotal	$25,680,902				$6,413,561
	*note: dealer census included 'parts' sales with 'accessories'								
			Dealer Service, Options & Accessories Sales			**$6,413,561**			
			Other Non-Dealer Sales	$25,680,902 - $6,413,561 =		**$19,267,341**			
			subtotal Parts, Service, Accessories			**$25,680,902**			$9,344,598
Q12-14	Trailer Informaton								
			Avg 73.78% of members own a trailer and 19.94% bought it in VT @ Avg price $1326.99 x 50% (reflect one year's sales)						
			.7378 x .1994 x $1326.99 x 42033 x .50		$4,102,909			724 units @ avg $1404 =	$1,016,496
			Dealer Sales			**$1,016,496**			
			Other Private Sales	$4,102,909 - $1,016,496 =		**$3,086,413**			
				subtotal Trailer Sales		**$4,102,909**			
		Spent Parts, Service, Maintenance Trailers in VT	Avg $42.12 / trl x .7378 members who own trl x 42033 =		$1,306,108	**$1,306,108**			

ECONOMIC ANALYSIS 2000 - 2001 SURVEY

					VAST	SURVEY RESULTS		DEALER	CENSUS
			Dealer:						
			Trailer Option Sales			**$142,406**		Trailer option sales	$142,406
			Other SM Related Sales			**$180,135**		Other SM related Sales	$180,135
Q15	Purchased a Vehicle Primarily to Transport SM								
			42.69% purchased vehicle						
			& 40.68% bought in VT:						
			.4269 x .4068 x 42033 =	7300 vehicles					
			Avg price paid =	$22,439					
		economic impact:	Assume 1 in 5 (20%) purchased last season						
			(trade vehicle every 5 years,) then:						
			7300 vehicles x $22,439 Avg Cost x 20% =			**$32,760,940**			
Q16	Spent on Tow Vehicle Parts, Service, Maintenance, Repairs in VT								
			Avg $281.62 / vehicle / year x						
			42033 x 73.78% who own Trailer =			**$8,733,585**			
Q17	Miles Driven to Transport SM in VT								
			Avg 796.61 mi / vehicle x						
			42033 x 73.78% who own Trailer =		24,704,427 mi.				
		Gasoline purchases - gallons	24,704,427 mi / Avg 20 mpg / vehicle =		1,235,221				
		Gasoline purchases - $	1,235,221 gals x $1.52 / gal Regular unleaded=		$1,876,016				
			Assume only 1/2 (50%) of Gas was purchased						
			in VT: $1,8,76,016 x 50% =			**$938,008**			
Q18	Overnight SM trips in VT								
		Motels, Hotels, Inns	46.52% spent Avg 5.43 nights in motels/						
			hotels / inns, @ Avg $53.74 / night/ room						
			x 42033 =			**$5,705,945**			
Q19	Spent on Meals / Day of Riding								
			Avg $30.62 / day x Avg of 18.50 days						
			riding x 42033 =			**$23,810,434**			

ECONOMIC ANALYSIS 2000 - 2001 SURVEY

					VAST	SURVEY RESULTS		DEALER	CENSUS
Q20	Spent on Snacks, Beverages, etc. / Day of Riding								
			Avg $15.62 / day x Avg of 18.50 days						
			riding x 42033 =			**$12,146,276**			
Q21	Own Property in VT due to SM								
		Purchased in 2000, 2001	9.49% own x 15.7% (14/89) who bought this season						
			x $76302 Avg cost x 42033 =			**$47,785,064**			
		Property Taxes	9.49% x 42033 x $1608.94 =	$6,417,952		(see Taxes below)			
		Utilities	9.49% x 42033 x $1040.78 =			**$4,151,600**			
		Maintenance & Upkeep	9.49% x 42033 x $1479.10 =			**$5,900,029**			
VAST AND STATE DATA									
	SM Registrations per Vermont DMV		VT Resident @ $15 / machine	23159	$347,385				
	records		Non Resident @ $22 / machine	15523	$341,506				
				38682		**$688,891**			
	VAST TMA's		VT Resident Avg $42 / machine	28113	$1,180,746				
			Non Resident Avg $72 / machine	13748	$989,856				
			Commercial @$115 / TMA	172	$19,780				
				42033		**$2,190,382**			
	Class 1 Groomers fuel purchases		192,000 miles, Avg 1.7 mpg =						
			112,941 gals @ $1.65 / gal (Reg Gas						
			& Diesel combined) =			**$186,353**			
TAXES GENERATED									
	Sales Tax		Sales	Tax Rate	Tax Revenue				
		Dealers							
		New SM Sales	$20,726,905	5%	$1,036,345				
		Options & Accessories	$6,413,561	5%	$320,678				
		Parts & Service	$2,931,037	5%	$146,552				

APPENDIX VII

ECONOMIC ANALYSIS 2000 - 2001 SURVEY

					VAST	SURVEY RESULTS		DEALER	CENSUS
		2002 Deposits	$522,900	5%	$26,145				
		Used SM Dealer Sales	$5,146,119	5%	$257,306				
		Trailer Sales	$1,016,496	5%	$50,825				
		Trailer Options Sales	$142,406	5%	$7,120				
		Other Related Sales	$180,135	5%	$9,007				
			$37,079,559			$1,853,978			
		VAST Survey							
		Used SM Sales	$2,798,453	5%	$139,923				
		Options & Accessories	$19,267,341	5%	$963,367				
		Trailer Sales	$3,086,413	5%	$154,321				
		Trailer Parts, Service, Maintenance	$1,306,108	5%	$65,305				
			$26,458,315			$1,322,916			
		Tow Vehicle Sales	$32,760,940	6%		$1,965,656			
		Tow Vehicle; Parts, Repairs, Maint	$8,733,585	5%		$436,679			
	Rooms and Meals Tax								
			Q18 Rooms $5,705,945	9%	$513,535				
			Q19 Meals $23,810,434	9%	$2,142,939				
						$2,656,474			
	Property Taxes								
		Real Estate Transfer Tax = 1.25%	$47,785,064	1.25%	$597,313				
		Annual Property Tax	(see Q21) Avg $1608.94/yr x 9.49% x						
			42033 =		$6,417,952				
						$7,015,265			
			Total Taxes			**$15,250,968**			
	Gasoline Taxes								
		Snowmobile gas purchases	Q7 3,796,981 gals	$0.20 / gal	$759,396			<-identified, but not counted here.	
								is included in gas purchases above	
		Tow vehicle gas purchases	Q17 1,235,221 gals	$0.20 / gal	$247,044			<- ditto	
		Class 1 Groomers	112,941 gals	$0.20 / gal	$22,588			<- ditto	
					$1,029,029				

ECONOMIC ANALYSIS 2000 - 2001 SURVEY

					VAST	SURVEY RESULTS		DEALER	CENSUS
OTHER REVENUE GENERATORS									
	Snowmobile Racing		* data provided by VAST						
		Snow Cross Racing			$560,000				
		Local drag racing			$140,000				
						$700,000			
	Snowmobile Rentals		SM tours or rental services:						
			200 machines, Avg 55 hrs / week x						
			16 weeks x $85 / hr			**$14,960,000**			
	Racing SM Custom Builders		* estimate from VAST phone survey			**$350,000**			
			with each builder						
	Insurance								
		Liability insurance is not mandatory in VT. However, a VAST poll							
		of over 600 Vermont members indicated that 75% of them carry							
		insurance. A "Rec-Vehicle Package" policy at an Avg							
		cost of $200* per policy:	28113 x $200 x 75% =			**$4,216,950**			
		*data provided by State Farm Insurance							
	Charities								
		Money raised by VAST and Local Clubs				**$88,000**			
	Repairs on Grooming Equipment								
		75 pieces Avg annual repair cost of $1,500 / yr				**$112,500**			
TOTAL DIRECT ECONOMIC IMPACT						**$248,897,179**			
OTHER INDIRECT ECONOMIC IMPACT									
	VAST operations		Full time employment, Rent,		$1,516,000				
			newspaper, overhead, etc						
	Grooming equipment-new purchases		* per VAST data		$2,200,000				
	Groomers insurance		75 units est @ $300 / yr		$22,500				
	Grooming expense		* thru contracts and VAST data		$1,302,000				

ECONOMIC ANALYSIS 2000 - 2001 SURVEY

					VAST	SURVEY RESULTS		DEALER	CENSUS
	Trails construction		* per.VAST data		$532,000				
	SM dealer employment		43 dealers, Avg 2 employees						
			x 2080 hrs / year x $12.00 / hr						
			x 66% time SM		$1,431,112				
TOTAL OTHER INDIRECT ECONOMIC IMPACT						**$7,003,612**			
GRAND TOTAL DIRECT and IDENTIFIED INDIRECT ECONOMIC IMPACT						**$255,900,791**			

APPENDIX VIII SNOWMOBILE DEALER LIST

	Dealership Name	City	State
1	All Around Power Equipment	St. Johnsbury	VT
2	Al's Snowmobile Parts	Newport	VT
3	Andy Bonneau Machines	Enosburg Falls	VT
4	Benny's Power	Chester	VT
5	Brault's Arctic Cat	Swanton	VT
6	Brown Enterprises	S. Londonderry	VT
7	Central Vermont Motorcycles	Rutland	VT
8	Champlain Valley Motorsports	Cornwall	VT
9	Cherry Creek Sales	Jacksonville	VT
10	Crosby's Sales & Service	Brandon	VT
11	Dan Turco & Sons	No. Clarendon	VT
12	D & D Motorsports, Inc.	St. Albans	VT
13	Derby Equipment, Inc.	Derby	VT
14	Desmarais Equipment, Inc.	Orleans	VT
15	Devine Sales & Service	Ferrisburg	VT
16	Fine Line Power Equipment	Cambridge	VT
17	Frank's Motorcycles	Essex	VT
18	Hillside Motorsports	White River Junction	VT
19	Honda Unlimited	Montpelier	VT
20	Jarvis Speed & Sport	Windsor	VT
21	Kelly's Northeast Equipment	Wilmington	VT
22	Kingdom Cat Corp.	Island Pond	VT
23	L. W. Greenwood & Sons, Inc.	E. Randolph	VT
24	Land Air	Essex Junction	VT
25	Lanphear Sales & Service	Hardwick	VT
26	Laquerres	E. Montpelier	VT
27	Ming's Sales & Service	Island Pond	VT
28	M's RV Sales & Service	Montpelier	VT
29	Newton Enterprises, Inc.	Fairlee	VT
30	Northeast Agricultural Sales	Lyndonville	VT
31	Pearl Street Motors	Montpelier	VT
32	R.L. Ruprecht Assoc.	Dover	VT
33	RCS of Benningtonl, Inc.	Bennington	VT
34	Roadside Marine	Williston	VT
35	S & S Sales Performance	Morrisville	VT
36	Senesac Yamaha, Inc.	St. Albans	VT
37	Tool Time, Inc.	Rutland	VT
38	Top Cat Yamaha	Sheldon	VT
39	Trailside Enterprises	Groton	VT
40	Valley Equipment Sales	Bethel	VT
41	Vermont Home & Marine	Williston	VT
42	Walt's Sales & Service	Derby	VT
43	Waters Sales & Service	Fairlee	VT

APPENDIX IX

Motor Fuel Retail Prices October, 2000 - May, 2001

		Regular	Mid	Super	Diesel
Oct-00	Maximum	$1.709	$1.739	$1.849	$1.819
	Minimum	$1.519	$1.619	$1.659	$1.699
	Average Prices	$1.595	$1.670	$1.748	$1.780
Nov-00	Maximum	$1.709	$1.769	$1.949	$1.839
	Minimum	$1.519	$1.599	$1.659	$1.719
	Average Prices	$1.599	$1.675	$1.757	$1.793
Dec-00	Maximum	$1.709	$1.769	$1.849	$1.879
	Minimum	$1.519	$1.579	$1.659	$1.789
	Average Prices	$1.582	$1.662	$1.750	$1.825
Jan-01	Maximum	$1.659	$1.719	$1.899	$1.879
	Minimum	$1.379	$1.499	$1.599	$1.749
	Average Prices	$1.510	$1.603	$1.699	$1.788
Feb-01	Maximum	$1.599	$1.719	$1.769	$1.879
	Minimum	$1.399	$1.460	$1.599	$1.689
	Average Prices	$1.500	$1.584	$1.684	$1.784
Mar-01	Maximum	$1.619	$1.719	$1.769	$1.879
	Minimum	$1.399	$1.499	$1.599	$1.569
	Average Prices	$1.486	$1.577	$1.670	$1.707
Apr-01	Maximum	$1.539	$1.619	$1.729	$1.829
	Minimum	$1.379	$1.459	$1.539	$1.529
	Average Prices	$1.456	$1.542	$1.643	$1.663
May-01	Maximum	$1.759	$1.769	$1.919	$1.829
	Minimum	$1.539	$1.639	$1.719	$1.529
	Average Prices	$1.624	$1.695	$1.787	$1.652

NOTE: Prices collected during first week of the month by the DPS.

Source: Vermont Department of Public Service, Montpelier, VT

Oct 2000 - Apr 2001

Mid & Super Avg Price	$1.66 / gal
Reg Avg Price	$1.53 / gal
Diesel Avg Price	$1.76 / gal
Reg & Diesel Avg Price	$1.65 / gal

APPENDIX X

MAJOR VERMONT TAXES

1. Personal Income Tax. Vermont's personal income tax for 2000 is 24% of an individual's Federal income tax liability. S corporation, partnership and limited liability company income attributable to Vermont passes through to the shareholder, partner and member respectively and is taxed at the individual level. Email Personal Income Tax Section

2. Corporate Income Tax. Vermont has a corporate net income tax. The rates are shown below. They apply to taxable income allocated or apportioned to Vermont.
Email Corporate Income Tax Section

$0 to 10,000 7.00%

$10,001 to 25,000 $700 plus 8.10% of the excess over $10,000

$25,001 to 250,000 $1,915 plus 9.2% of the excess over $25,000

$250,001 and over $22,615 plus 9.75% of the excess over $250,000

Corporations, S corporations, partnerships and limited liability companies are subject to a minimum tax of $250. Small farm corporations are subject to a $75 minimum tax.

3. General Sales Tax. Vermont's general sales tax rate is 5%. The tax is imposed on sales of tangible personal property, certain public utility services, fabrication services, amusement charges, telephone calling cards, and certain service contracts. There are 44 exemptions, including food, clothing with purchase price of $110 or less, medicines, machinery and equipment used in manufacturing, fuel and electricity used in residences and fuels used at manufacturing sites of tangible personal property for sale. Tax is also imposed at rate of 4.36% on telecommunication services (but not those provided with respect to calling cards) with an exemption for first $20 of residential local exchange service.
Email Sales Tax Section

4. Meals and Rooms Tax. The meals and rooms tax rate is 9%; the tax on sale of alcoholic beverages is 10%. Email Meals and Rooms Tax Section

5. Motor Vehicle Taxes- Email Motor Vehicle Tax Section

Gasoline Tax - 19¢ per gallon plus 1¢ per gallon license fee (for petroleum clean-up fund)

Diesel Fuel Tax - 16¢ per gallon plus 1¢ per gallon (for petroleum clean-up fund)

For diesel vehicles 10,000 lbs. and over, .25¢ per gallon plus 1¢ per gallon (for petroleum clean-up fund)

Purchase and Use Tax - 6% of net taxable cost

Short-Term Rental of Automobile - 5% of rental charge for use

6. Estate and Gift Taxes. Vermont, like Florida, and several other states, is an estate tax "haven." That is, Vermont's estate tax is equal to the maximum Federal credit for state death taxes paid. Thus, there is effectively no Vermont estate tax - Vermont receives a portion of the Federal estate tax. There is no Vermont gift tax. Email Estate and Gift Tax Section

7. Property Taxes. Property taxes are imposed for the support of education and municipal services. A statewide education property tax is imposed on all nonresidential and homestead property at the rate of $1.10 per $100.00 of equalized education property value. The State determines the municipalities' education property tax liability by multiplying $1.10 by the municipalities' equalized education grand list for the previous year. If a municipality votes a budget with local education spending in excess of the general state support grant amount, a local share tax is imposed. The local share tax is equalized so that a penny on the tax rate raises the same amount of money in every town that has a local share tax. Municipal taxes are raised on the municipal grand list. All three taxes are assessed by and paid to the municipality in which the property is located.Email Property Tax Section

8. Property Transfer Tax. There is a tax of one and one-quarter percent (.0125) of the value of real property which is to be paid by the purchaser of the property. However, on the first $100,000 of the value of property purchased as a principal residence, the rate is one half of one percent (.005). This lower rate may also apply to transfers of certain farm and forest lands enrolled in the State's use value appraisal programs. Email Property Transfer Tax Section

9. Land Gains Tax. There is a land gains tax on the gain from sale or exchanges of land (not buildings or structures) if the land has been held by the seller for less than six years and the land is not part of the first ten acres beneath or contiguous to the seller's principal residence. Land purchased to build a principal residence may be exempt if certain conditions are met. "Land" includes timber rights which are purchased and sold within six years provided that the underlying land is also sold within six years. Email Land Gains Tax Section

10. Cigarette and Tobacco Products Tax. Tax is imposed at the rate of 44¢ per pack of cigarettes held in the State for sale. A 2.3% discount makes the effective rate 42.98¢. There is a tax on tobacco products at the rate of 41 percent of the wholesale price. A 2% discount is allowed if the tax is paid by the 15th of the month. Email Cigarette and Tobacco Products Tax Section

Vermont Department of Taxes
January 2000

Return to Main Menu

APPENDIX XI

U.S. Census Bureau

State and County QuickFacts

QuickFacts Main | FAQs | What's New

Vermont

Vermont counties - view map

Select a county

Locate a county by place name

Select a state
USA QuickFacts

Follow the ? link for definition and source information.

Browse more data sets for Vermont

	People QuickFacts	Vermont	USA
?	Population, 2000	608,827	281,421,906
?	Population, percent change, 1990 to 2000	8.2%	13.1%
?	Persons under 5 years old, percent, 2000	5.6%	6.8%
?	Persons under 18 years old, percent, 2000	24.2%	25.7%
?	Persons 65 years old and over, percent, 2000	12.7%	12.4%
?	White persons, percent, 2000 (a)	96.8%	75.1%
?	Black or African American persons, percent, 2000 (a)	0.5%	12.3%
?	American Indian and Alaska Native persons, percent, 2000 (a)	0.4%	0.9%
?	Asian persons, percent, 2000 (a)	0.9%	3.6%
?	Native Hawaiian and Other Pacific Islander, percent, 2000 (a)	Z	0.1%
?	Persons reporting some other race, percent, 2000 (a)	0.2%	5.5%
?	Persons reporting two or more races, percent, 2000	1.2%	2.4%
?	Female persons, percent, 2000	51.0%	50.9%
?	Persons of Hispanic or Latino origin, percent, 2000 (b)	0.9%	12.5%
?	White persons, not of Hispanic/Latino origin, percent, 2000	96.2%	69.1%
?	High school graduates, persons 25 years and over, 1990	288,608	119,524,718
?	College graduates, persons 25 years and over, 1990	86,854	32,310,253
?	Housing units, 2000	294,382	115,904,641
?	Homeownership rate, 2000	70.6%	66.2%
?	Households, 2000	240,634	105,480,101
?	Persons per household, 2000	2.44	2.59
?	Households with persons under 18, percent, 2000	33.6%	36.0%
?	Median household money income, 1997 model-based estimate	$35,210	$37,005
?	Persons below poverty, percent, 1997 model-based estimate	9.7%	13.3%
?	Children below poverty, percent, 1997 model-based estimate	12.7%	19.9%

	Business QuickFacts	Vermont	USA
?	Private nonfarm establishments, 1999	21,598	7,008,444
?	Private nonfarm employment, 1999	246,320	110,705,661
?	Private nonfarm employment, percent change 1990-1999	14.4%	18.4%
?	Nonemployer establishments, 1998	49,835	15,708,727
?	Manufacturers shipments, 1997 ($1000)	7,803,041	3,842,061,405
?	Retail sales, 1997 ($1000)	5,898,646	2,460,886,012
?	Retail sales per capita, 1997	$10,020	$9,190
?	Minority-owned firms, percent of total, 1997	3.1%	14.6%
?	Women-owned firms, percent of total, 1997	25.2%	26.0%
?	Housing units authorized by building permits, 2000	2,506	1,592,267
?	Federal funds and grants, 2000 ($1000)	3,362,418	1,623,475,453
?	Local government employment - full-time equivalent, 1997	17,841	10,227,429

	Geography QuickFacts	Vermont	USA
?	Land area, 2000 (square miles)	9,250	3,537,441
?	Persons per square mile, 2000	65.8	79.6

(a) Includes persons reporting only one race.
(b) Hispanics may be of any race, so also are included in applicable race categories.

FN: Footnote on this item for this area in place of data
NA: Not available
D: Suppressed to avoid disclosure of confidential information
X: Not applicable
S: Suppressed; does not meet publication standards
Z: Value greater than zero but less than half unit of measure shown
F: Fewer than 100 firms

Data Quality Statement

What do you think of our new QuickFacts? Send comments to quickfacts@lists.census.gov

Source U.S. Census Bureau: State and County QuickFacts. Data derived from Population Estimates, 2000 Census of Population and Housing, 1990 Census of Population and Housing, Small Area Income and Poverty Estimates, County Business Patterns, 1997 Economic Census, Minority- and Women-Owned Business, Building Permits, Consolidated Federal Funds Report, 1997 Census of Governments

Last Revised: Wednesday, 21-Nov-2001 12:51:00 EST

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