

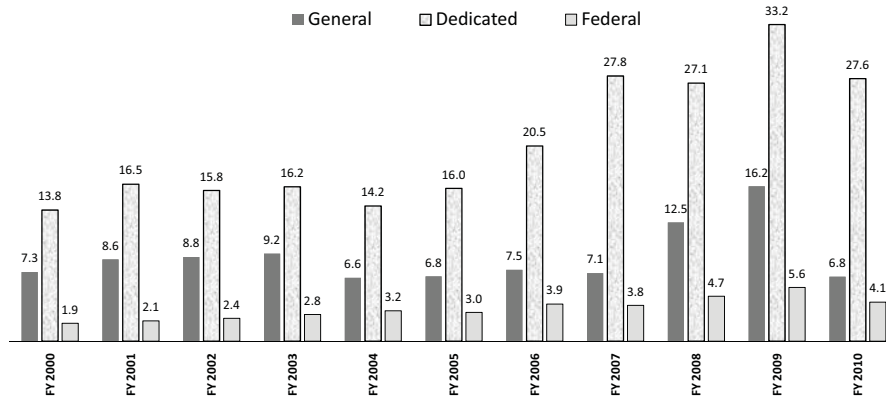
Idaho Dept of Parks and Recreation Funding Overview

By Ray Houston
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June 30, 2009

Ten Year Comparison

	FY 2000	FY 2010	% Change	
Budget (\$ Millions)	\$ 22.9	\$ 38.4	68%	
Full-Time Positions	151.25	164.5	9%	(+300 seasonal)
CPI-U	166.2	213.2	28%	
Population (Millions)	1.29	1.52	17%	
# State Parks/Trailways	24	30	25%	IC §67-4212
Acquisitions:	Castle Rocks, Trail of the Coeur d'Alenes			
	Coeur d'Alene Lake Parkway, Bayhorse (LYF)			
	Glade Creek State Park, Ashton-Tetonia Trail			
	1000 Springs: Ritter Island, Billingsley Creek			

Idaho Department of Parks and Recreation Ten-Year Funding History (\$ millions)



General Fund

- Sources:
 - 54% Inc. Tax, 40% sales tax, 6% etc
- Uses:
 - Mgt Services, Park Operations, Capital Development
 - range \$6.6 million 2004 to \$16.2 million in FY 2009
 - range 33% of budget in FY 2003 to 18% of budget in FY 2010
 - Large OT approp in FY 08 of \$8.2 M of which \$2.1 M returned park land purchase, and FY09 \$10.2 M, \$2.5 M returned by rescission
 - Trend is toward lower % of budget from GF

Economic Recovery Reserve Fund

- Sources:
 - Cigarette Tax, Mostly General Fund
- Uses:
 - ~200k FY2006 for 27th payroll
 - FY 2007 \$11.5M Experience Idaho, \$1.9M replacement items, \$1M park staff housing; total \$14.5 million appropriation
 - Spent \$8 million in FY 07, Reverted \$1M for undeveloped Rising River State Park
 - Spent \$4.7M in FY 08 with \$.8 million carried over into FY09

Federal Grant Fund

- Sources:
 - Grants from federal agencies. US Dept of Interior, National Park Service, US Dept Transportation, Coast Guard
- Uses:
 - Range \$1.9M in FY2000 to \$4.7M in FY 2008. FY 2010 approp is \$4.1 million or 10.7% all funds.
 - Land and Water Conservation Fund Grants \$100k to \$200k, Recreational Trails Program \$1.3 million, Boat Safety, Castle Rocks Interpretation
 - Upward trend.

Indirect Cost Recovery Fund

- Sources:
 - Allowable indirect costs charged to Federal Agencies for administering federal grants and programs.
- Uses:
 - Administrative overhead, office machines, space charges, costs that cannot be charged directly to the grant.
 - Range FY 2000 \$100k to FY 2009 estimate of \$400k directly related to federal program activities.
 - Less than 1% of IDPR budget.

Parks and Recreation Fund

- Sources:
 - Day use fees, campground fees, leases, concessions, 15% registration fees, non-motorized boating plate, revenues were \$4.4 million in FY 2008
- Uses:
 - Used for administration and park operations and administrative transfers to other agencies;
 - Range \$2.6 M in FY00 to \$7.5 M in FY 10. SNRA pass-through, Invasive Species Sticker pass-through \$1.5M, OHV pass-through \$264k, 20% of budget

Parks and Recreation Registration Fund

- Sources:
 - Registration fees (separate fund detail for each): boat, cross country ski, snowmobile, motorbike, and recreational vehicle
 - revenues were \$9.3 million in FY 2008
- Uses:
 - Distributions to counties, snow removal, trail maint, recreational vehicle grants for campground development
 - Expenditures range from \$5 million in FY 00 to \$10.0 million in FY 08. FY 2010 appropriation is \$10.5 M or 27% of all funds appropriation

Miscellaneous Revenue Fund

- Sources:
 - Contracts and memorandums of understanding with non-federal agencies.
- Uses:
 - Expenditures range from \$12,300 in FY 2008 to an estimated \$1 M in FY 2009.
 - The FY 2010 appropriation is \$667,300 with \$100k base. JFAC approved a \$500k one-time appropriation from this fund to repair and pave the East Shore Road from Canoe to Lionhead as non-federal match to a \$100k grant from Road and Bridge Fund

Public Recreation Enterprise Fund

- Sources:
 - Moorage fees, cottage sites, gasoline sales, and concession sales at parks statewide; Hells Gate, Spring Shores, Indian Creek Store, etc.
 - FY 2008 revenues were \$1.1 million.
- Uses:
 - Expenses of providing those services and replacing those items that were sold. Expenses ranged from .6M in FY 2000 to \$1.5 M in FY 2006.
 - FY 2008 appropriation is \$1.3 million.

Petroleum Price Violation

- Sources:
 - Moneys were redistributed during the 1980's to the states after a US DOE settlement with petroleum companies regarding overcharges during the 1970's.
 - The last distribution was in 2006.
- Uses:
 - Expenditures trailed off from \$161,000 in FY 2000 to \$33,400 in FY 2006.
 - Moneys were used for non-motorized trail projects throughout Idaho. No appropriation since FY 2006.

Parks and Recreation Expendable Trust Fund

- Sources:
 - Includes specific and general purpose donations, timber sales, gravel sales, leases, and expendable interest from: the Harriman Trust, the Park Land Trust (including McCrosky), Ritter Island Trust, and the Trail of the Coeur d'Alenes Trust (UPRR mitigation).
- Uses:
 - Park improvements and maintenance and other purposes as allowed by the trusts.
 - Expenses range from \$230k in FY00 to \$2.1M in FY 2008. The FY 2010 approp is \$1.9 million or 5% total.

Recreational Fuels Fund

- Sources: Three % of the Gas Tax and 3% of the Transfer fee FY 2008 Distribution = \$4.8 million
 - Waterways Improvement Fund \$1.36 million
 - Off-Road Motor Vehicle Account \$1.36 million
 - Park and Recreation Capital Improvement Account \$1.36 million
 - Search and Rescue Fund (Transfer to State Police) \$.041 M
 - Park and Recreation Capital Improvement Account for Roads and Bridges \$.7 million
- Uses: See IDPR presentation
 - FY 2008 Appropriation of \$5.3 million or 13.8% of budget

Historical Highlights of Gas Tax Use for Recreational Purposes

- See Handouts
 - Highlight years
1963, 1972, 1973, 1988, 1991, 1993, 1997
 - FY 1998 and 2008 Distribution by Fund-detail
 - 2003 study, 1.5% to 2.1% of gasoline used for off-road recreational purposes

Summary IDPR Funding Overview (FY 2010 Appropriation)

- General Fund \$6.8 million or 17.6% of total
- Dedicated Funds \$27.6 million or 71.7% of total.
- Federal Funds \$4.1 million or 10.7% of total.
- FY 2008 Original Appropriation \$38.4 million

- Recreational Fuels Fund \$5.3 million (\$2.1 One-time) which is 13.8% of total approp. On revenues of \$4.8 million of which \$240,000 is from transfer fee.

The End

Historical Highlights of Gas Tax Use for Recreational Purposes

1963	1972	1973	1988	1991	1993 to Present
1% to Waterways Improvement Fund	1% to Waterways Improvement Fund	1% to Waterways Improvement Fund capped at \$300,000 Amount over \$300,000 to Capital Improvement Account	1.5% as follows: Up to 20% for Administrative Costs 66% to Waterways Improvement Fund 33% to Capital Improvement Account 1% to Search and Rescue Fund	1.28% as follows: Up to 20% for Administrative Costs 66% to Waterways Improvement Fund 33% to Capital Improvement Account 1% to Search and Rescue Fund	1.28% as follows: Up to 20% for Administrative Costs 66% to Waterways Improvement Fund 33% to Capital Improvement Account 1% to Search and Rescue Fund
	1% to Parks and Recreation and Recreation Fund	1% to Off-Road Vehicle Account capped at \$300,000 Amount over \$300,000 to Capital Improvement Account	1.5% as follows: Up to 20% for Administrative Costs 66% to Off-Road Vehicle Account 33% to Capital Improvement Account 1% to Search and Rescue Fund	1.28% as follows: Up to 20% for Administrative Costs 66% to Off-Road Vehicle Account 33% to Capital Improvement Account 1% to Search and Rescue Fund	1.28% as follows: Up to 20% for Administrative Costs 66% to Off-Road Vehicle Account 33% to Capital Improvement Account 1% to Search and Rescue Fund
					0.44%: For Roads and Bridges in and to rec areas

Year	Bill #	Chapter	Section	Page	Section
1963	S256	174	1	500	49-1241
Created Waterways Improvement Fund, Diverted 1% of gas & special fuel tax					
1971	H266	187	5	865	49-1210A
Codified 1963 legislation distribution to Waterways Improvement Fund					
1972	H565	281	2	699	49-1210A
Added 1% to Parks and Rec Fund for park operations, limited to gas tax					
Eliminated gas tax refunds on non-highway use by recreational vehicles					
1973	H255	297	3	625	63-2432
Recodified 49-1210A to 63-2432					
Replaced Parks and Rec Fund with Off-Road Vehicle Account					
Capped Waterways Improvement \$300,000 rest to Capital Improvement Acct					
1983	H281a	158	4	436	63-2412
Recodified tax laws, changed 63-2432 to 63-2412					

Year	Bill #	Chapter	Section	Page	Section
1984	H586a	195	35	445	63-2412
Changed distribution to new Highway Distribution Account					
1988	H492	253	1	487	63-2412
Additional 1%, split also added search and rescue fund					
Removed \$300,000 Cap on Waterways Improvement Fund					
1991	H295aS	120	2	259	63-2412
Increased Gas Tax from 18 cents to 21 cents/gallon April 1, 1991					
IDPR distribution reduced to 2.56%, July 1, 1991					
1993	H185	301	1	1116	63-2412
.44% added for Roads and Bridges to Parks, restored to 3%					
1997	H289aS	398	1	1260	41-4909
Included 3% distribution to IDPR from Transfer fees					

**Off-Road Gas Tax and Transfer Fee Distribution
Current Law until June 30, 2010 and Tax Commission Distribution**

	§63-2412(1)(e)1	§63-2412(1)(e)2	§63-2412(1)(e)3	As % of Gas Tax	As % of 3%	Agency *	Fund detail	FY 1998 Distribution	FY 2008 Distribution
From Balance of Gas Revenues & Transfer Fee	1.28	1.28	0.44						
Waterways improvement fund §57-1501	0.66			0.8448	28.2%	340	0247-02	\$ 1,273,151.15	\$ 1,360,846.60
Off-road motor vehicle account §57-1901		0.66		0.8448	28.2%	340	0247-03	\$ 1,273,151.15	\$ 1,360,846.60
Park and recreation capital improvement account §57-1801	0.33	0.33		0.8448	28.2%	340	0247-01	\$ 1,273,151.15	\$ 1,360,846.60
Search & rescue fund §67-2913	0.01	0.01		0.0256	0.9%	330	0266-00	\$ 37,786.76	\$ 41,234.79
Park and recreation capital improvement account §57-1801 for roads and bridges			1.00	0.4400	14.7%	340	0247-04	\$ 663,064.66	\$ 708,774.25
				3.0000	100.0%			\$ 4,520,304.87	\$ 4,832,548.84

* Administrating agency 340 is Parks and Recreation, agency 330 is Law Enforcement

Department of Parks and Recreation 10 Year Actual Expenditures

DIVISION SUMMARY:	FY 2000 Actuals	FY 2001 Actuals	FY 2002 Actuals	FY 2003 Actuals	FY 2004 Actuals	FY 2005 Actuals	FY 2006 Actuals	FY 2007 Actuals	FY 2008 Actuals	FY 2009 Total App	FY 2010 Approp
BY PROGRAM											
Management Services	2,852,800	2,771,200	3,082,300	12,626,900	10,737,500	10,126,200	12,623,200	11,346,400	12,650,500	18,354,100	18,564,700
Park Operations	8,261,000	9,100,800	9,011,500	10,244,300	10,854,200	11,795,400	12,711,000	13,852,100	14,777,000	17,751,500	17,386,200
Capital Development	2,250,200	5,731,700	5,444,100	5,315,700	2,439,400	3,937,100	6,517,300	13,538,300	16,829,300	19,017,300	2,465,000
Recreation Resources	9,537,700	9,575,800	9,509,900	0	0	0	0	0	0	0	0
Total:	22,901,700	27,179,500	27,047,800	28,186,900	24,031,100	25,858,700	31,851,500	38,736,800	44,256,800	55,122,900	38,415,900
BY FUND SOURCE											
0001-00 General	7,251,300	8,576,200	8,833,700	9,172,800	6,639,800	6,793,700	7,474,700	7,136,800	12,457,100	16,243,000	6,762,000
0125-00 Indirect Cost Recovery	119,800	82,300	74,900	165,400	164,900	235,600	245,500	328,300	280,300	415,700	379,200
0150-01 Economic Recovery Res	0	0	0	0	0	0	189,300	8,040,100	4,681,600	789,100	0
0243-00 Parks and Recreation	2,606,200	2,864,400	2,849,300	3,058,800	3,082,100	3,726,600	4,210,000	3,977,500	4,632,300	7,570,100	7,467,200
0247-00 Recreational Fuels	4,874,700	4,523,900	5,187,800	4,242,200	4,159,000	4,246,900	5,401,100	4,940,100	4,423,100	7,376,700	5,300,000
0250-00 Parks and Recreation R	5,041,400	5,499,600	6,566,900	7,514,000	5,283,900	6,347,500	8,189,900	8,235,800	10,013,900	11,801,700	10,487,000
0349-00 Miscellaneous Revenue	150,600	85,000	67,100	101,500	59,800	24,500	19,600	40,500	12,300	972,100	667,300
0410-00 Public Recreation Enterp	579,000	831,100	600,300	670,700	1,041,800	858,100	1,518,700	1,056,000	936,100	1,822,300	1,323,600
0494-00 Petroleum Price Violatio	161,000	140,000	15,600	60,000	17,800	10,000	33,400	0	0	0	0
0496-00 Parks and Recreation Ex	230,700	2,447,700	453,400	394,100	385,800	593,300	680,800	1,217,400	2,111,000	2,491,600	1,929,900
0348-00 Federal Grant	1,887,000	2,129,300	2,398,800	2,807,400	3,196,200	3,022,500	3,888,500	3,764,300	4,709,100	5,640,600	4,099,700
Total:	22,901,700	27,179,500	27,047,800	28,186,900	24,031,100	25,858,700	31,851,500	38,736,800	44,256,800	55,122,900	38,415,900
BY EXPENDITURE CLASSIFICATION											
Personnel Costs	7,985,800	8,339,800	8,941,500	8,880,900	8,895,500	9,552,600	10,278,300	9,845,600	10,648,100	12,627,300	12,173,900
Operating Expenditures	4,091,700	4,258,900	4,484,100	4,084,400	4,062,800	4,084,900	4,821,100	5,521,800	6,638,400	7,151,500	7,126,000
Capital Outlay	3,488,600	6,181,200	5,418,800	5,489,900	4,137,300	6,005,400	8,286,200	15,671,100	18,233,400	20,991,300	4,185,200
Trustee/Benefit	7,335,600	8,399,600	8,203,400	9,731,700	6,935,500	6,215,800	8,465,900	7,698,300	8,736,900	14,287,800	14,865,800
Lump Sum	0	0	0	0	0	0	0	0	0	65,000	65,000
Total:	22,901,700	27,179,500	27,047,800	28,186,900	24,031,100	25,858,700	31,851,500	38,736,800	44,256,800	55,122,900	38,415,900
Full-Time Positions (FTP)	151.25	153.75	158.25	158.25	158.25	158.25	159.25	160.25	160.25	162.25	164.50
Percent Change General Funds:		18.3%	3.0%	3.8%	(27.6%)	2.3%	10.0%	(4.5%)	74.5%	30.4%	(58.4%)
Percent Change All Funds:		18.7%	(0.5%)	4.2%	(14.7%)	7.6%	23.2%	21.6%	14.3%	24.6%	(30.3%)

Department of Parks and Recreation

FY 2010 Original Appropriation

Program	OT	Fund #	Cat	FTP	PC	OE	CO	T/B	LS	Total
Management Services		0001-00	Gen	26.24	1,622,400	362,200	0	0	0	1,984,600
Park Operations		0001-00	Gen	81.65	4,275,400	502,000	0	0	0	4,777,400
0001-00 Total General				107.89	5,897,800	864,200	0	0	0	6,762,000
Management Services		0125-00	Ded	3.20	221,800	37,400	0	0	0	259,200
Management Services	OT	0125-00	Ded	0.00	4,700	72,500	0	0	0	77,200
Park Operations		0125-00	Ded	1.00	39,600	2,400	0	0	0	42,000
Park Operations	OT	0125-00	Ded	0.00	800	0	0	0	0	800
0125-00 Total Indirect Cost Recovery				4.20	266,900	112,300	0	0	0	379,200
Management Services		0243-00	Ded	12.49	727,000	924,300	0	1,884,000	65,000	3,600,300
Management Services	OT	0243-00	Ded	0.00	15,200	0	0	0	0	15,200
Park Operations		0243-00	Ded	5.00	1,943,500	1,867,400	0	0	0	3,810,900
Park Operations	OT	0243-00	Ded	0.00	40,800	0	0	0	0	40,800
0243-00 Total Parks and Recreation				17.49	2,726,500	2,791,700	0	1,884,000	65,000	7,467,200
Management Services		0247-00	Ded	6.79	464,600	103,900	0	2,118,700	0	2,687,200
Management Services	OT	0247-00	Ded	0.00	8,400	67,500	4,000	0	0	79,900
Park Operations		0247-00	Ded	3.40	288,000	211,400	0	0	0	499,400
Park Operations	OT	0247-00	Ded	0.00	6,000	0	1,182,500	0	0	1,188,500
Capital Development	OT	0247-00	Ded	0.00	0	0	845,000	0	0	845,000
0247-00 Total Recreational Fuels				10.19	767,000	382,800	2,031,500	2,118,700	0	5,300,000
Management Services		0250-00	Ded	3.28	153,800	154,900	0	7,905,200	0	8,213,900
Management Services	OT	0250-00	Ded	0.00	3,200	0	0	0	0	3,200
Park Operations		0250-00	Ded	3.05	579,200	675,900	0	529,000	0	1,784,100
Park Operations	OT	0250-00	Ded	0.00	12,200	25,200	448,400	0	0	485,800
0250-00 Total Parks and Recreation Registration				6.33	748,400	856,000	448,400	8,434,200	0	10,487,000
Management Services		0349-00	Ded	0.00	0	17,600	0	0	0	17,600
Park Operations		0349-00	Ded	0.00	7,000	77,500	0	0	0	84,500
Park Operations	OT	0349-00	Ded	0.00	200	25,000	0	0	0	25,200
Capital Development	OT	0349-00	Ded	0.00	0	0	540,000	0	0	540,000
0349-00 Total Miscellaneous Revenue				0.00	7200	120,100	540,000	0	0	667,300
Management Services	OT	0410-00	Ded	0.00	0	25,000	0	0	0	25,000
Park Operations		0410-00	Ded	1.00	282,000	942,500	0	0	0	1,224,500
Park Operations	OT	0410-00	Ded	0.00	5,200	0	68,900	0	0	74,100
0410-00 Total Public Recreation Enterprise				1.00	287,200	967,500	68,900	0	0	1,323,600
Management Services	OT	0496-00	Ded	0.00	0	35,000	0	0	0	35,000
Park Operations		0496-00	Ded	5.83	466,400	405,100	0	0	0	871,500
Park Operations	OT	0496-00	Ded	0.00	8,400	15,000	0	0	0	23,400
Capital Development	OT	0496-00	Ded	0.00	0	0	1,000,000	0	0	1,000,000
0496-00 Total Parks and Recreation Expendable Trust				5.83	474,800	455,100	1,000,000	0	0	1,929,900
Management Services		0348-00	Fed	0.00	4,800	7,600	0	1,553,900	0	1,566,300
Management Services	OT	0348-00	Fed	0.00	100	0	0	0	0	100
Park Operations		0348-00	Fed	11.57	972,700	568,700	0	875,000	0	2,416,400
Park Operations	OT	0348-00	Fed	0.00	20,500	0	16,400	0	0	36,900
Capital Development	OT	0348-00	Fed	0.00	0	0	80,000	0	0	80,000
0348-00 Total Federal Grant				11.57	998,100	576,300	96,400	2,428,900	0	4,099,700
Management Services		Total:		52.00	3,226,000	1,807,900	4,000	13,461,800	65,000	18,564,700
Park Operations		Total:		112.50	8,947,900	5,318,100	1,716,200	1,404,000	0	17,386,200
Capital Development		Total:		0.00	0	0	2,465,000	0	0	2,465,000
Grand Total				164.50	12,173,900	7,126,000	4,185,200	14,865,800	65,000	38,415,900
	OT			0.00	125,700	265,200	4,185,200	0	0	4,576,100

Final Research Report

Idaho Recreational Vehicle Use in 2003: Snowmobiles, ATVs, and Motorized Watercraft

FOR

Idaho Department of Parks and Recreation

AND

Idaho Transportation Department

PREPARED BY

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FY 2003 613.3m

Gallons Gasoline

Friday, March 26, 2004

Recreational Vehicles

	Snow	ATV	Boat	Total	
p8 table 5	1.9	2.4	6.8	= 11.1	= 1.8%
±	12%	13%	18%		± 3%
-	.23	.31	1.22	1.7	1.5 to 2.1%

Contents

Contents	ii
Figures.....	ii
Tables	ii
Technical Note on Statistical Significance	iii
Executive Summary	1
Introduction	3
Method	4
Vehicle Use Study Data Collection Procedures	4
Data Collection Periods	5
Mailed Postcard Alert & Introduction	5
Mailed Letter of Introduction and Instruction	5
Telephone and Email Contacts Initiated Data Collection.....	6
Study Response Rates.....	6
Respondent Demographics.....	7
Findings.....	8
Recreational Vehicle Fuel Consumption.....	8
Recreational Vehicle Seasonal Use	8
Satisfaction with Services to Recreational Vehicle Users.....	9
Satisfaction with Services by IDPR Planning District	10
Minimum Age Requirements for Recreational Vehicle Operators	11
Household Recreational Vehicles.....	12
Media Preferences for Communications from IDPR.....	13
Recommendations for Further Recreational Vehicle Use Research.....	14

Figures

Figure 1: Recreational Vehicle User Overall Satisfaction with IDPR Services.....	9
Figure 2: Overall Satisfaction with Services by Planning District	10

Tables

Table 1: Participation and Outcomes of Survey Mailings.....	6
Table 2: Outcomes of Survey Mailings	7
Table 3: Gender of Respondents	7
Table 4: Gender of Respondents	7
Table 5: Annual Fuel Use per Vehicle.....	8
Table 6: Frequency of Recreational Vehicle Use.....	8
Table 7: Support for Minimum Age Requirements for Operators	11
Table 8: Support for Minimum Age Requirements for Operators	11
Table 9: Mean Number of Recreational Vehicles in Household.....	12
Table 10: Types of Recreational Vehicles in Household	12
Table 11: Preferred Communications Medium	13

Technical Note on Statistical Significance

Statistical significance (inference) tests. The findings in this report may be analyzed using tests for statistical significance. The most commonly applied statistical tests of significance are the Chi-square (χ^2), the t-test, and the analysis of variance (ANOVA) or F-test.

Testing relationships – testing differences. Generally, a test of statistical significance tells whether there is a reliable relationship between two or more variables. For example, a test of the correlation between children’s age and their shoe size is likely to be *positive and significant*, because *as children age, their shoe size increases*. Often, a relationship is described in terms of a difference between two groups. For example, *the average shoe size of children is significantly smaller than that of adults*.

The *p*-value – smaller is better. When a significance test is reported, its significance level is also reported as a *p*-value, for example, $p < .05$ (read as “*p* less than point-oh-five”). This *p*-value is the probability that you could be wrong in concluding that there is a significant relationship. In the case of $p < .05$, you could be wrong 5 times in 100, or 1 time in 20 by concluding that there is a real relationship (or difference), based in the specific, observed findings. If the *p*-value is very small, for example, $p < .001$, then the test is considered “highly significant” because it means that only 1 time in 1000 would you be wrong in concluding that there is a real relationship, based on the specific, observed findings.

The *p*-value – .05 is the “standard maximum” but .10 may be informative. In biological and social scientific disciplines, the largest *p*-value considered “statistically significant” is $p < .05$. However, this is a somewhat arbitrary cut-off. In many practical applications, a *p*-value of .10 or even greater may be sufficient to guide important decisions, especially if the costs of ignoring a good opportunity are very high.

Three factors affect *p*-values. In all cases, the factors that affect whether a test shows statistical significance are three:

- The size of the relationship between two variables (or the size of the difference). The bigger the difference, the smaller the *p*-value, and the greater the statistical significance.
- The amount that people differ from one another, normally, on the particular dimension. The more people vary naturally, the larger the *p*-value, and the lower the statistical significance.
- The number of respondents. The more respondents there are, the smaller the *p*-value, and the greater the statistical significance.

Executive Summary

This report summarizes the findings from three season-long assessments of the recreational use of Idaho registered owners. The study, conducted on behalf of the Idaho Department of Parks and Recreation (IDPR) and the Idaho Transportation Department (ITD), examined the recreational use of snowmobiles, ATVs, and motorized watercraft in the state of Idaho.

Participating in the studies were 660 registered snowmobile owners, 994 registered ATV owners, and 1,442 registered watercraft owners. The ATV study was done in seven, 4-week segments, from May through November, 2003, with a two-week hiatus in late September. The snowmobile study was conducted in five, 4-week segments mid-November, 2002 through mid-April, 2003. The watercraft study was done in six, 4-week segments, beginning in January, 2003, and then continuing from May through September, 2003. In each study segment, participants reported on vehicle use during the 4-week segment, and about their off-season use.

Each aspect of the research was designed to gain high levels of participation from owners, and to gather highly reliable use statistics. Owners, randomly selected for the study, were contacted at least twice, first by postcard and then by first-class mail, to introduce them to the study and to stress the importance of participation. As a matter of convenience to them, they were offered a choice of telephone or Internet survey participation. All eligible owners were later contacted by phone or by email to encourage participation. Finally, we provided the selected owners in each of the 4-week study segments with brief diaries to record details of their recreational vehicle use.

Together, the studies reached the following conclusions about these three groups of recreational vehicles:

Snowmobiles

- Of all recreational vehicle owners, these are the youngest; 49.2% are between ages 35-49
- Least number of vehicle registrations (33,114)
- Mid-level fuel consumption per vehicle (56.5 gallons per year)
- Lowest annual fuel consumption per recreational vehicle user group (1.9 million gallons)
- Highest overall satisfaction with IDPR services to users, averaging “somewhat satisfied.” Equal in satisfaction with watercraft owners
- Least support (57.3%) for a minimum age requirement for target recreational vehicle operation (snowmobiles)
- Among minimum age supporters, youngest minimum age favored; 47.7% supported ages between 8 and 13 years
- Highest average number of recreational vehicles in household (combined 5.8 snowmobiles, ATVs, and motorized watercraft)
- Most owners (84.3%) have other types of motorized recreational vehicles in household

ATVs

- Mid-level number of vehicle registrations (69,765)
- Lowest fuel consumption per vehicle (33.7 gallons per year)
- Second lowest (after snowmobiles) annual fuel consumption per recreational vehicle user group (2.4 million gallons)
- Owners least satisfied overall with IDPR services to users; overall satisfaction averages between “somewhat satisfied” and “neither satisfied nor dissatisfied”
- Mid-level support (72.7%) for a minimum age requirement for target recreational vehicle operation (ATVs)
- Among minimum age supports, 57.7% favor minimum ages between 14 and 17 years
- Mid-level average number of recreational vehicles in household (combined 3.7 snowmobiles, ATVs, and motorized watercraft)

Motorized Watercraft

- Of all recreational vehicle owners, these are the oldest; 41.8% are between ages 50-64
- Most vehicle registrations (78,593)
- Highest fuel consumption per registration (86.6 gallons per year)
- Highest annual fuel consumption per recreational vehicle user group (6.8 million gallons)
- Highest overall satisfaction with IDPR services to users, averaging “somewhat satisfied.” Equal in satisfaction with snowmobile owners
- Most support (92.4%) for a minimum age requirement for target recreational vehicle operation (motorized watercraft)
- Among minimum age supporters, oldest minimum age favored; 75.1% supported ages between 14 and 17 years
- Lowest average number of recreational vehicles in household (combined 2.7 snowmobiles, ATVs, and motorized watercraft)
- A majority (53.5%) have no other types of motorized recreational vehicles in household

Additional Findings and Conclusions

- Over 90% of respondents in studies were male
- Frequency of use during the study was similar across vehicles- an average 0.8 to 0.9 weeks of use during the 4-week diary period
- Frequency of use during the study by those who rode or boated was similar across vehicle types – an average 2.1 – 2.3 weeks of use during the 4-week diary period
- Registrants who can be considered “enthusiasts” (used their recreational vehicle in at least 2 weeks of the 4-week diary period) was similar across vehicle types, representing 24.4% to 25.3% of registrants
- Highest overall satisfaction with IDPR services to users was found among registrants in the North Central IDPR Planning District, and among Washington State residents who own watercraft registered in the Idaho
- The Internet was the most preferred medium by which IDPR could communicate information about trails and boat ramp conditions. Newspaper was the second most preferred medium for communication.

Introduction

Three studies assessed Idaho recreational vehicle use, including fuel use, user preferences and certain tourism-related beliefs of vehicle users served by the Idaho Department of Parks and Recreation. The three types of motorized recreational vehicles use were tracked were (1) snowmobiles, (2) motorized watercraft, and (3) off-road land vehicles including all-terrain-vehicles (3-wheelers and 4-wheelers) and off-road motorcycles, jointly referred to as ATVs.

Complete descriptions of the research background, methodology, and findings from each of these studies can be found in the individual recreational vehicle reports:

- *Idaho Recreational Snowmobile Use and Fuel Consumption in the 2003 Season*
- *Idaho Recreational ATV Use and Fuel Consumption in the 2003 Season*
- *Idaho Recreational Watercraft Use and Fuel Consumption in the 2003 Season.*

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Method

The three studies used a modified telephone-plus-online method to gauge fuel use, user preferences, and certain tourism-related beliefs of Idaho's recreational vehicle users served by the Idaho Department of Parks and Recreation (IDPR). The design combined the most effective features of mail-out methods with the control, efficiency, and cooperation-enhancing features of telephone and online surveying. The basic methodology was similar across the three concurrent IDPR studies of snowmobiles, motorized watercraft, and ATVs to enhance comparisons across vehicle types, and assess cross-vehicle-type relationships.

Complete methodologies can be found in each of the individual recreational vehicle reports, *Idaho Recreational Snowmobile Use and Fuel Consumption in the 2003 Season*; *Idaho Recreational ATV Use and Fuel Consumption in the 2003 Season*; and *Idaho Recreational Watercraft Use and Fuel Consumption in the 2003 Season*.

Vehicle Use Study Data Collection Procedures

For each of the three separate studies, Strategic Intelligence randomly selected a sample of privately owned recreational vehicles (snowmobile, ATV, or motorized watercraft) from the Idaho Department of Parks and Recreation vehicle registration database. We then contacted most sampled vehicle owners at least three times, unless they indicated via return postcard that they were not qualified or did not wish to participate. In that case, we made no further contacts after the second one, which provided them the reply postcard.

1. In the first contact, we sent a postcard to the owner, notifying her or him of the upcoming study, and requesting participation.
2. Two to four days later, we sent survey materials via first-class mail to the owners, explaining the study and asking them to keep a log of their recreational vehicle use for the coming **four weeks**, using the paper trip log provided on the back of the introduction/ instruction letter. We also included a stamped, return-addressed post-card, which allowed owners to indicate whether and how they wished to participate in the study, or whether they were no longer qualified for the study because they no longer owned the machine, or for other reasons (explained later in detail).
3. Four weeks later, at the end of a group's trip-logging period, we began data collection¹. For respondents who wanted to complete the survey online, we sent them an email reminder of the survey's Web address. For those who preferred to participate by phone, or who did not express a preference, we² made phone calls to conduct the survey with them by phone. Data collection for each 4-week, trip-log cycle typically lasted two to three weeks. For several of the samples, we sent reminder postcards during the data collection phase to encourage respondents to participate either online or by phone.

¹ Respondents who reported their answers using the online survey were encouraged to log on weekly, as they completed each week's riding. They were also contacted at the end of the trip-log period by email with a reminder to complete the final trip log and the remaining part of the survey.

² Our telephone data collection partner, Itracks, conducted the telephone surveys on our behalf.

Data Collection Periods

Snowmobile Data Collection. There were five, 4-week trip-log periods during which snowmobilers kept track of their riding, and reported their snowmobile use and other data. The twenty-weeks spanned from mid-November, 2002 through mid-April 2003.

ATV Data Collection. There were seven, 4-week trip-log periods during which ATV owners kept track of their riding, and reported their ATV use and other data. The twenty-eight weeks spanned from May through November, 2003 (The study span included a two-week hiatus in late September-early October).

Watercraft Data Collection. There were six, 4-week trip-log periods during which watercraft owners kept track of their boating, and reported their watercraft use and other data. The 28 weeks included four weeks in January, 2003 and the twenty-week span from May to September, 2003.

Mailed Postcard Alert & Introduction

About one week before the beginning of each trip-log period, we mailed a postcard to all registrants selected for participation in that period. The postcard briefly explained the study, and alerted recipients to look for the full explanation that would follow a few days later by mail.

Mailed Letter of Introduction and Instruction

An introductory letter was mailed to all registrants selected for participation in the survey. The letter was mailed in the week prior to the first Saturday of the 4-week trip-log period. The letter:

- Explained the survey, indicated when and by whom respondents would be phoned for the survey, or how they could participate online. The mailing contained a postcard for immediate return mail, and a simple trip log sheet for recording their recreational vehicle use for the 4-week trip-log period that would begin that Saturday.
- Asked respondents to return the enclosed postcard immediately. The return postcard, in part, allowed recipients to indicate status that would disqualify them from participation in the survey. Recipients were excluded from further contact and participation in the survey if (1) they no longer owned the recreational vehicle in question, (2) the ATV was used exclusively for commercial purposes, (3) the respondent was under age 18, or (4) the respondent was currently participating in the study. In addition, recipients could indicate that they had no wish to participate in the study. They could also indicate that they would not be riding during the survey period, although recipients were encouraged to participate in the full survey even if they were not going to use their vehicle during the survey period.
- Asked respondents to use the enclosed, simple log sheet for the following 4-week period to keep track of their recreational vehicle use.
- Asked respondents to update their telephone contact information, and to provide email contact information (see Appendix A for an example of the mailed ATV materials).
- Asked respondents to respond to the phone survey when they would be contacted about four weeks from then.
- Informed respondents that they could complete the survey online instead of by phone, and gave them a Web address for more information.
- Identified the client agency, Idaho Department of Parks and Recreation.

- Referred recipients to the IDPR Web page for further information and facts.
- Identified the specific ATV they would report on (to avoid respondents reporting only on their most-used, or most recently purchased, or least-used machine).
- Explained the benefits of participating in the survey.

Telephone and Email Contacts Initiated Data Collection

At the end of the 4-week trip-log period, eligible registrants who returned postcards and indicated a preference for participating in a telephone interview were contacted by phone. Those who indicated a preference for the online survey were sent emails reminding them that they could log on to the survey Website. In addition, those who had not returned a postcard were also contacted by phone and asked to participate in the survey. A minimum of ten telephone contact attempts were made to each potential participant before abandoning the record.

Study Response Rates

The participation rates were very good across the three studies. In the snowmobile, ATV, and watercraft studies, 59.5%, 71.7%, and 68.1% of selected registrants that were not specifically disqualified (no commercial use, does not own the vehicle, post office unable to deliver survey, etc.) completed the study by reporting on their recreational vehicle use. Of selected registrants who received the initial surveys and who were later successfully contacted by phone or email, 89.6%, 93.3%, and 89.1 reported on their vehicle use.

Table 1: Participation and Outcomes of Survey Mailings

Outcomes of Survey Mailings	Snowmobile	ATV	Watercraft
Complete Survey	660	994	1,442
Incomplete survey	6	7	11
Refusal	71	64	165
DQ-Under Age 18	3	12	0
DQ-Does not own vehicle	80	54	113
DQ-No recreational use	16	54	7
DQ-Participant in another study	8	10	7
Deceased	0	1	4
DQ-No reason stated	2	31	35
NIS/Wrong number	148	144	288
NA/Busy	192	125	151
No Telephone Contact Attempt	33	52	49
Total Survey Recipients	1,219	1,548	2,272
Undeliverable by Post Office	52	52	78
Surveys Mailed	1,271	1,600	2,350

Survey participants were given a choice between a telephone survey and an online survey. In all three studies, a strong majority chose to complete their survey by telephone³.

Table 2: Outcomes of Survey Mailings

Type of Complete	Snowmobile	ATV	Watercraft
Telephone Survey Completed	75.2%	81.9%	77.7%
Online Survey Completed	14.2%	6.8%	9.4%
Postcard (no vehicle use)	10.6%	11.3%	12.9%
Number of completes	660	994	1,442

Respondent Demographics

In the three studies, the survey respondents were overwhelmingly male (See Table 3).

Table 3: Gender of Respondents

Type of Complete	Snowmobile	ATV	Watercraft
Men	92.1%	91.3%	91.3%
Women	7.9%	8.7%	8.7%
Number of respondents	582	881	1,246

A plurality of snowmobile and ATV owners was between the ages of 35 to 49. In contrast, a plurality of watercraft owners was between the ages of 50 to 64.

Table 4: Gender of Respondents

Type of Complete	Snowmobile	ATV	Watercraft
18 to 34 years	15.3%	14.9%	7.2%
35 to 49	49.2%	41.8%	35.7%
50 to 64	29.5%	31.1%	41.8%
65 to 79	5.6%	11.4%	13.7%
80+ years	0.3%	0.7%	1.6%
Number of Respondents	589	851	1,179

³ In contrast, as seen later in this report, a plurality of respondents in all three studies preferred the Internet as a source of information about trailhead and boat ramp conditions.

Findings

Complete findings can be found in each of the individual recreational vehicle reports, *Idaho Recreational Snowmobile Use and Fuel Consumption in the 2003 Season*; *Idaho Recreational ATV Use and Fuel Consumption in the 2003 Season*; and *Idaho Recreational Watercraft Use and Fuel Consumption in the 2003 Season*.

Recreational Vehicle Fuel Consumption

The three studies recreational vehicle studies found overall annual fuel consumption for snowmobiles, ATVs, and motorized watercraft of 1.6 million, 1.9 million, and 6.8 million gallons, respectively. Motorized watercraft had both the highest annual fuel consumption per vehicle, and the highest number of registrants. See Table 5 below.

Table 5: Annual Fuel Use per Vehicle

	Snowmobile	ATV	Watercraft
Annual gallons per vehicle	56.5	33.7	86.6
Confidence level among users	± 12%	± 13%	± 18%
Number of registrants	33,114	69,765	78,593
Total annual gallons	1,871,855	2,352,032	6,804,120

Recreational Vehicle Seasonal Use

The study periods for each of the three recreational vehicle studies were selected to capture the times of year when users would be most likely to use their vehicles (snowmobiles during the winter months, ATVs during warmer months and hunting season, and watercraft during a January fishing season and during the warmer months). During these study periods, there was a very strong similarity in the patterns of use among the three vehicle types. One fourth of all owners used their vehicles in at least two weeks of their 4-week study periods. Across all registered owners, the average number of vehicle use was 0.8 to 0.9. See Table 6 below.

Table 6: Frequency of Recreational Vehicle Use

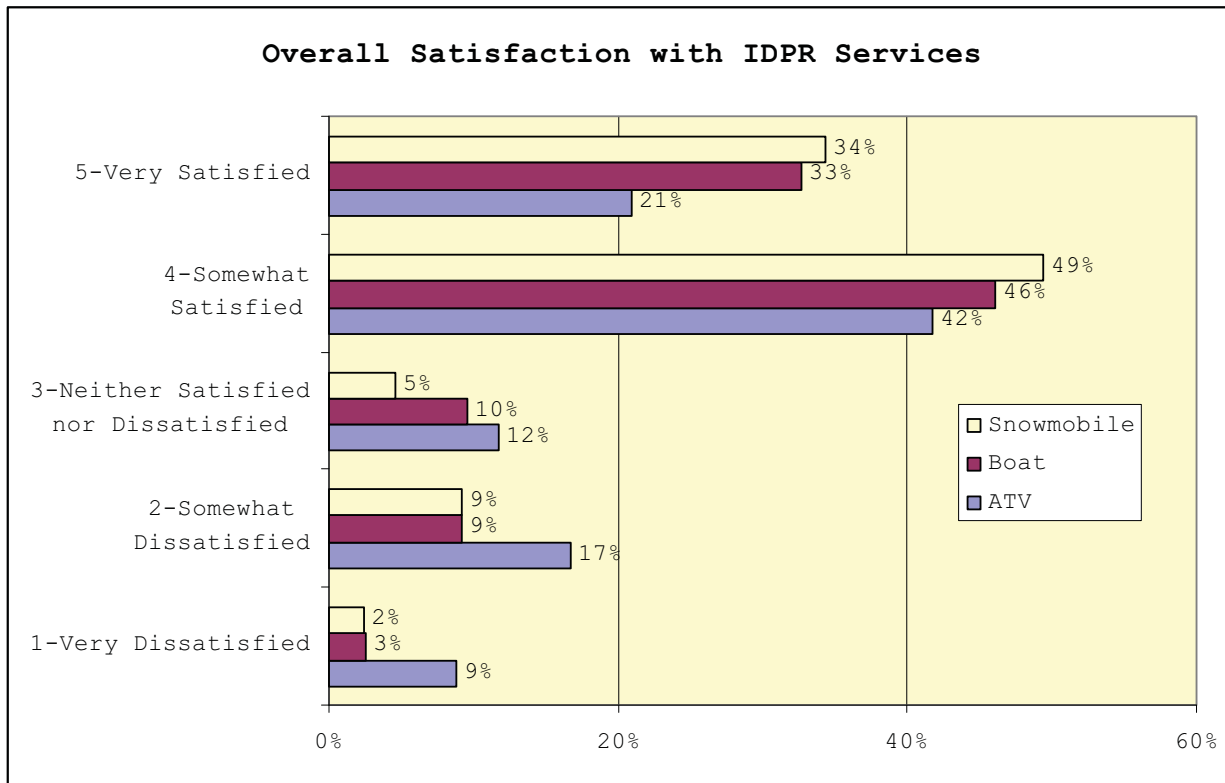
	Snowmobile	ATV	Watercraft
Mean number of weeks during 4-week study period – all owners	0.9	0.8	0.8
Mean number of weeks during 4-week study period – users only	2.1	2.1	2.3
Percent of all owners who use vehicles 2 or more weeks during 4-week period	25.3%	24.4%	24.6%

Satisfaction with Services to Recreational Vehicle Users

Respondents in each of the three studies rated their overall satisfaction with Idaho Department of Parks and Recreation public services to recreational users in Idaho⁴. Satisfaction was reported on a five-point scale, with 5=Very Satisfied, 4=Somewhat Satisfied, 3=Neither Satisfied nor Dissatisfied, 2=Somewhat Dissatisfied, and 1=Very Dissatisfied.

Snowmobile and watercraft owners were equally satisfied with IDPR services (mean ratings of 4.04 and 3.97, respectively, on the 5-point satisfaction rating scale). ATV owners were significantly less satisfied with overall services⁵ (mean rating of 3.49 on the 5-point rating scale). ATV owners are less likely to be satisfied and more likely to be dissatisfied with IDPR services (see Figure 1 below).

Figure 1: Recreational Vehicle User Overall Satisfaction with IDPR Services



⁴ Snowmobile owners rated overall satisfaction with IDPR services to snowmobile users, ATV owners rated overall satisfaction with IDPR services to ATV users, and watercraft owners rated overall satisfaction with IDPR services to watercraft users.

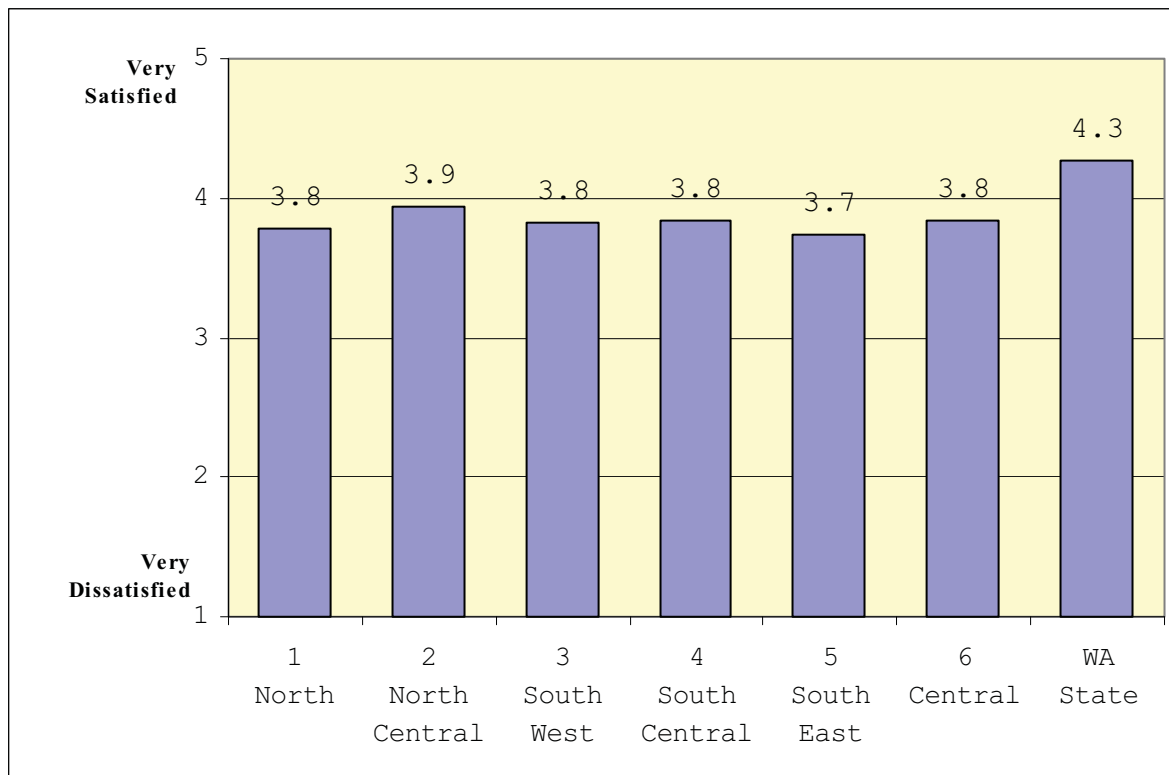
⁵ $F(2, 1970)=44.19, p<.001$. Snowmobile n=455; watercraft n=886; ATV n=579.

User overall satisfaction with IDPR services was examined with respect to a number of respondent characteristics, including age, support for minimum recreational vehicle operating age, number of recreational vehicles owned, gender, and frequency of recreational vehicle use. None of these characteristics, either alone or in combination, provided further information about those more or less satisfied with user services⁶. Satisfaction did vary significantly by IDPR Planning District (see following section, *Satisfaction with Services by IDPR Planning District*).

Satisfaction with Services by IDPR Planning District

Recreational vehicle owners' overall satisfaction with IDPR services to users varied significantly by IDPR planning district⁷. Satisfaction was highest among users in the North Central Planning District and among Washington State residents who own watercraft registered in the state of Idaho.

Figure 2: Overall Satisfaction with Services by Planning District



⁶ The most satisfied respondents were Washington State residents who own watercraft registered in the state of Idaho. Each of the tests of overall satisfaction with respect to respondent characteristics was conducted with and without the Washington State residents.

⁷ $F(6,1913)=3.127, p=.005$.

Minimum Age Requirements for Recreational Vehicle Operators

Survey participants in the three studies indicated whether there should be a minimum age required to operate a recreational vehicle, and if so, what that age should be⁸. Snowmobile owners were the least likely to support a minimum age, while watercraft owners were the most likely to support a minimum age. Similarly, snowmobile owners who favored a minimum age supported the youngest minimum age (mean age 13.1 years), while watercraft owners supported the highest minimum age (mean age 15.4 years)⁹. See Tables 7 and 8.

Table 7: Support for Minimum Age Requirements for Operators

	Snowmobile	ATV	Watercraft
Percent who support a minimum age requirement	57.3%	72.7%	92.4%
Total number of respondents	464	587	902

Table 8: Support for Minimum Age Requirements for Operators

Appropriate Minimum Age	Snowmobile	ATV	Watercraft
7 years and below	2.3%	2.0%	0.0%
8-13 years	47.7%	32.4%	11.6%
14-17 years	45.4%	57.7%	75.1%
18-20 years	4.6%	7.1%	11.9%
21 years and over	0.0%	0.7%	1.4%

⁸ Snowmobile owners responded to questions about a minimum age for the operation of a snowmobile, ATV owners responded with respect to an ATV minimum age, and watercraft owners responded with respect to a motorized watercraft minimum age.

⁹ $F(2,1476)=96.49, p<.001$.

Household Recreational Vehicles

The three studies revealed a substantial overlap in the ownership of recreational vehicles in Idaho. For example, the average snowmobile owner reported 2.8 snowmobiles in their household, and also 3.0 other recreational vehicles (2.4 ATVs and 0.6 motorized watercraft). See Table 9.

Table 9: Mean Number of Recreational Vehicles in Household

	Snowmobile Owners	ATV Owners	Watercraft Owners
Number of Snowmobiles for Recreation	2.8	0.6	0.4
Number of ATVs for Recreation	2.4	2.5	0.9
Number of Watercraft for Recreation	0.6	0.6	1.5
Total by owner type	5.8	3.7	2.7

Only 15.7% of snowmobile registrants report having no other types of recreational vehicles in the household. As seen in Table 10 below, 75.5% (40.3% + 35.2%) of snowmobile owners have household ATV's, and 44.1% (8.9% + 35.2%) have household watercraft.

Motorized watercraft owners are the least likely to report other types of recreational vehicles. Only 15.6% of watercraft owners have household snowmobiles.

ATV and watercraft owners show similar rates of cross ownership. Forty-three percent of ATV owners have household watercraft, and forty-one percent of watercraft owners have household ATVs.

Table 10: Types of Recreational Vehicles in Household

Recreational vehicles found in household	Snowmobile Owners	ATV Owners	Watercraft Owners
Snowmobile	15.7%	--	--
Snowmobile, ATV	40.3%	15.7%	--
Snowmobile, Watercraft	8.9%	--	5.1%
Snowmobile, ATV, Watercraft	35.2%	10.5%	10.5%
ATV	--	41.2%	--
ATV, Watercraft	--	32.6%	30.9%
Watercraft	--	--	53.5%

Media Preferences for Communications from IDPR

Survey respondents identified the best method for informing them of snowmobile trailhead, ATV trail, or boat launch conditions. For each of the three vehicle owner groups, a plurality nominated the Internet as the best means of communication. The newspaper was the second most nominated medium among snowmobile and watercraft owners, while a newsletter was the second most nominated by ATV owners. See Table 11.

Table 11: Preferred Communications Medium

Recreational vehicles found in household	Snowmobile Owners	ATV Owners	Watercraft Owners
Internet	31.4%	29.4%	30.1%
Newspaper	17.9%	16.0%	22.1%
Newsletter	5.1%	22.7%	11.8%
Signs at Trailheads/Launch Areas	8.8%	12.9%	14.8%
Toll-Free, 800 Number	14.6%	6.0%	8.8%
Other	5.8%	7.9%	6.5%
TV	9.3%	2.6%	4.1%
Radio	7.1%	2.6%	1.9%

Recommendations for Further Recreational Vehicle Use Research

We conducted three research studies of recreational vehicle use in a time period spanning November, 2002 through November, 2003. These studies were:

- *Idaho Recreational Snowmobile Use and Fuel Consumption in the 2003 Season*
- *Idaho Recreational ATV Use and Fuel Consumption in the 2003 Season*
- *Idaho Recreational Watercraft Use and Fuel Consumption in the 2003 Season.*

Overall, these research efforts were highly successful. These studies enjoyed a higher cooperation rate among the registrants who were randomly selected to participate than some statewide recreational vehicle use surveys [see prior section, “Study Response Rates”]. In part, this high cooperation was attributable to the modified telephone-plus-one methodology used to conduct the studies. The high participation boosts confidence in the reliability and generalizability of the study findings.

As a follow-on to this project, and to bolster long-term usefulness of the findings, the IDPR may wish to conduct future recreational vehicle use studies. Recreational use varies from year to year. Recreational activities are influenced by a variety of variable factors, e.g., snow depths, seasonal climate conditions, wildlife abundance, general economic conditions, etc. As a result, multi-year assessments of recreational vehicle use can provide better historical use data and better assist in the development of forecasts by recreational service planners than a single year study.

A few considerations for continuing recreational vehicle use studies:

- The IDPR could choose to re-survey one user group each year, e.g., snowmobilers in 2005, boaters in 2006, and so on. They would allow the department to track changes in user satisfaction with services. Repeated studies would also allow the department to develop more stable estimates of use for activities that are highly condition-dependent.
- Further studies can capture the extent of off-road use by light trucks and SUVs.
- Future studies can assess recreational vehicle use by out-of-state visitors.
- Future studies may probe for greater detail and depth about the nature and causes of customer satisfaction and expectations.