

effort to discourage such activities. The Superintendent has the authority to allow the use of transferred entrance passes for legitimate purposes (a trip cancelled due to illness, or some similar circumstance) through procedures established with the reservation contractor.

A minor change was made to the operating conditions in paragraph (14) for Yellowstone, (13) for the Parkway and (11) for Grand Teton. So as not to exclude Canadian or other foreign visitors, language was changed to allow for all types of motor vehicle operator's licenses, including international driver's licenses, and registration stickers on snowmobiles from the United States and Canada.

Changes were made to paragraph (15) for Yellowstone, (14) for the Parkway and (12) for Grand Teton and the conditions associated with alcohol use and operating a snowmobile or snowcoach. Paragraph (ii) proposed a maximum blood alcohol level of .02 when operating or being in physical control of a snowcoach or serving as a snowmobile guide. The maximum blood alcohol level has been changed to .04 to be consistent with most State commercial drivers' license requirements. Also, the NPS proposed to make any driving under the influence of alcohol or drug violations a disqualifier for being a snowmobile guide or driving a snowcoach. Many commenters felt this was an unreasonably strict requirement and the NPS agreed. If a person is properly and legally licensed by a state to operate a motor vehicle, they will be allowed to operate as a snowmobile guide or snowcoach driver. The requirement to be properly licensed is addressed in paragraph (14) for Yellowstone, (13) for the Parkway and (11) for Grand Teton. Finally, the term snowcoach operator was changed to snowcoach driver. Generally, the term operator refers to the business owner or contract holder, not the person actually driving the vehicle. To be clear, the prohibitions about alcohol consumption apply to the person actually driving the snowcoach, not the person(s) who operate the snowcoach business.

In paragraph (16) for Yellowstone, (15) for the Parkway and (13) for Grand Teton of the proposed regulations oversnow vehicles from the requirements of 36 CFR 2.18 and part of § 2.19. The exemption was proposed so that the existing regulations on such things as maximum operating decibels, operating hours, and operator age would be governed by the new regulations in part 7 for each park unit. However, the inadvertent result was the exclusion of

the requirements in § 2.18(c) for designating new snowmobile routes and what factors must be taken into consideration when designating such routes. As a result, only specific paragraphs in section 2.18 have been excluded from applying to the use of oversnow vehicles in the parks since those paragraphs conflict with the Winter Use Management Record of Decision. However, Yellowstone is exempt from paragraph (b) while the Parkway and Grand Teton are not. The use of oversnow vehicles in Grand Teton and the Parkway is subject to paragraph (b) due to the existing concurrent jurisdiction in both park areas. These two units are solely within the boundaries of the State of Wyoming and national park rangers work concurrently with state and county officers enforcing the laws of the State of Wyoming.

Throughout the document there are references to giving notice to the public of changes to the regulations through publication in the **Federal Register** and/or through one of the methods in § 1.7(a). Some changes, which are considered more significant, such as changes to air and sound emissions requirements, daily entry limits, or guiding requirements, will be published as both a change in the **Federal Register** and advertised through other local methods. Less significant changes, like hours of operation, group size or road closures and reopenings, will be advertised only through local methods, a less formal process. The parks will also make every effort to keep current information available on their Web sites including a list of the currently approved snowmobile makes, models, and years of manufacture and monitoring reports (www.nps.gov/yell or www.nps.gov/grte).

It is the intent of this regulation to have the Superintendents of the three park units work collaboratively when making future winter use management decisions under the adaptive management framework. Although some changes to oversnow vehicle use could be made to one park unit and not affect the other, it is expected that the Superintendents would engage in regular consultation with each other to make decisions that would be in the best interest of all three parks, the visiting public, and local businesses and communities.

Summary of Economic Analysis

The preferred alternative (Alternative 4) and two other alternatives (Alternatives 2 and 3) are analyzed to examine the effect of allowing the use of snowmobile in the Yellowstone

National Park, Grand Teton National Park, and the John D. Rockefeller, Jr., Memorial Parkway. Alternative 1b, the delay rule, represents the baseline for this analysis. Under that alternative, most snowmobile use would be prohibited in the parks by the 2004–2005 winter season, with restrictions on snowmobile use phased in during the 2003–2004 winter season. Alternatives 2, 3, and 4 allow for continued recreational snowmobile use subject to daily limits on the number of snowmobiles that can enter the parks. The daily limits on snowmobile use vary across these three alternatives, with Alternatives 2 and 4 allowing the greatest number of snowmobiles in the parks each day. Alternatives 3 and 4 also require snowmobiles to meet air and sound emission requirements and to be part of a guided tour. Alternative 4 allows for at least 20 percent of the tours to be led by non-commercial guides.

The primary beneficiaries of Alternatives 2, 3, and 4 are the park visitors who ride snowmobiles in the parks and the businesses that serve them. Alternative 2 is expected to provide the greatest benefits to snowmobile visitors and businesses, followed by Alternatives 4 and 3 in order of decreasing benefits. The primary group that would incur costs under Alternatives 2, 3, and 4 are the park visitors who do not ride snowmobiles. Alternatives 3 and 4 are expected to impose the least costs on non-snowmobile visitors.

The total present value of net benefits expected from Alternatives 2, 3, and 4 are calculated over a 10-year horizon from the 2003–2004 winter season through the 2012–2013 winter season. A range of net benefits is calculated to acknowledge uncertainty in the benefit and cost estimates. Given the uncertainties of this analysis and acknowledging the range of net benefits presented, the selection of Alternative 4 as the preferred alternative is considered reasonable because it provides increased benefits for snowmobile visitors while containing provisions that should help mitigate the costs imposed on those visitors who are negatively impacted by snowmobile use.

Table 1 presents the total present value of net benefits for Yellowstone National Park only. The amortized net benefits per year over the 10-year timeframe of the analysis for this valuation case are presented in Table 2. To calculate the net benefits to the Yellowstone National Park only, we assumed that the non-snowmobile visitors to Grand Teton are relatively unaffected by snowmobiles as compared