

2011-2012 Regular Sessions

I N S E N A T E

(PREFILED)

January 5, 2011

Introduced by Sen. MAZIARZ -- read twice and ordered printed, and when printed to be committed to the Committee on Cultural Affairs, Tourism, Parks and Recreation

AN ACT to amend the economic development law, in relation to preparing a report on the economic impact of ATV-related tourism in the state of New York

THE PEOPLE OF THE STATE OF NEW YORK, REPRESENTED IN SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

1 Section 1. The economic development law is amended by adding a new  
2 section 167 to read as follows:  
3 S 167. REPORT ON THE ECONOMIC IMPACT OF ATV-RELATED TOURISM. 1.  
4 LEGISLATIVE INTENT. THE LEGISLATURE HEREBY FINDS AND DECLARES THAT  
5 RIDING ALL TERRAIN VEHICLES (ATVS) HAS BECOME A POPULAR OUTDOOR RECRE-  
6 ATIONAL ACTIVITY IN NEW YORK STATE. HOWEVER, THE LACK OF LEGAL RIDING  
7 OPPORTUNITIES AND NEARLY NON-EXISTENT STATE FUNDING ASSISTANCE FOR ATV-  
8 RELATED ISSUES MAY LIMIT THE ECONOMIC AND TOURISM POTENTIAL OF ATVS IN  
9 NEW YORK STATE. THEREFORE, IT IS IMPERATIVE THAT THE STATE IMPLEMENT AN  
10 ATV ECONOMIC IMPACT STUDY SO THAT STATE AND LOCAL OFFICIALS HAVE ALL  
11 PERTINENT INFORMATION WHEN MAKING ATV-RELATED DECISIONS. A COMPREHENSIVE  
12 STATEWIDE STUDY REGARDING THE TOURISM, ECONOMIC AND ENVIRONMENTAL  
13 IMPACTS OF ATV-RELATED RECREATION WOULD BE A VALUABLE TOOL FOR PUBLIC  
14 POLICY MAKERS AND DEPARTMENT ADMINISTRATORS IN NEW YORK STATE. ADDI-  
15 TIONALLY, ANY STUDY OF ATV USE MUST ALSO EXAMINE THE ENVIRONMENTAL  
16 IMPACTS OF ATVS, INCLUDING ENFORCEMENT ISSUES, REPAIR AND REMEDIATION,  
17 AS WELL AS POSSIBLE CONFLICTS WITH OTHER USER GROUPS.  
18 THE LEGISLATURE ALSO FINDS THAT NON-ATV, NON-MOTORIZED RECREATIONAL  
19 ACTIVITIES HAVE A POSITIVE IMPACT ON THE STATE'S TOURISM AND ECONOMY,  
20 AND THEREFORE, THIS STUDY WILL ALSO SEEK TO EXAMINE THE ECONOMIC IMPACT  
21 OF POTENTIAL DECREASE IN NON-MOTORIZED TOURISM DUE TO CONFLICTS BETWEEN  
22 NON-MOTORIZED USER GROUPS AND ATV USERS.

EXPLANATION--Matter in ITALICS (underscored) is new; matter in brackets [ ] is old law to be omitted.

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1 2. REPORT ON ECONOMIC AND ENVIRONMENTAL IMPACTS OF ATV USE AND MOTOR-  
2 IZED RECREATION. THE TASK FORCE ON ATV IMPACTS, AS CREATED IN SUBDIVI-  
3 SION THREE OF THIS SECTION, SHALL CAUSE TO BE PREPARED BY CONTRACT WITH  
4 A QUALIFIED, INDEPENDENT ENTITY A REPORT ON THE ECONOMIC AND ENVIRON-  
5 MENTAL IMPACTS OF ATV AND OFF-HIGHWAY RECREATIONAL VEHICLE RELATED  
6 RECREATION AND ASSOCIATED RECREATION IN NEW YORK STATE. SUCH REPORT  
7 SHALL INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING:

8 (A) THE NUMBER OF ATVS REGISTERED IN THE STATE OF NEW YORK, AND TO THE  
9 EXTENT FEASIBLE THE NUMBER OF UNREGISTERED ATVS IN THE STATE; AND THE  
10 NUMBER OF ATV AND OFF-HIGHWAY RECREATIONAL VEHICLE PARTICIPANTS IN NEW  
11 YORK STATE, INCLUDING A BREAKDOWN OF RESIDENT AND NON-RESIDENT ATV AND  
12 OFF-HIGHWAY RECREATIONAL VEHICLE PARTICIPANTS, COUNTY OF RESIDENCE FOR  
13 RESIDENT PARTICIPANTS, AND THE COUNTY OR COUNTIES VISITED BY NON-RESI-  
14 DENTIAL ATV PARTICIPANTS;

15 (B) TO THE EXTENT FEASIBLE, THE FREQUENCY OF CURRENT PARTICIPATION OF  
16 ATV AND OFF-HIGHWAY RECREATIONAL VEHICLE PARTICIPANTS AND HOW MUCH MONEY  
17 THEY SPEND ON THEIR ACTIVITIES INCLUDING, BUT NOT LIMITED TO, EXPENDI-  
18 TURES ON FUEL, EQUIPMENT AND MAINTENANCE, LODGING, FOOD AND GUIDE  
19 SERVICES;

20 (C) TO THE EXTENT FEASIBLE, THE COSTS ASSOCIATED WITH ATV USAGE,  
21 INCLUDING BUT NOT LIMITED TO, STATE AND LOCAL ENFORCEMENT OF LEGAL AND  
22 ILLEGAL ATV USE ON PUBLICLY AND PRIVATELY OWNED LANDS AND ROADS; THE  
23 COSTS AND EXPENSES OF REPAIRING OR REMEDIATING THE ENVIRONMENTAL AND  
24 NATURAL RESOURCE IMPACTS AND DAMAGES CAUSED BY LEGAL OR ILLEGAL ATV USE  
25 ON PUBLIC AND PRIVATELY OWNED LANDS, INCLUDING AN EXAMINATION OF HOW  
26 THESE COSTS MAY OR MAY NOT BE OFFSET BY A PROPERLY MAINTAINED AND OPER-  
27 ATED SYSTEM OF ATV TRAILS; THE COSTS AND POTENTIAL LOST REVENUES AND  
28 EXPENDITURES ASSOCIATED WITH INCREASING OR DECREASING THE NUMBER OF  
29 NON-MOTORIZED VISITORS TO PUBLIC LANDS AND PARKS WHERE ATV USE IS PREVA-  
30 LENT OR PROPOSED DUE TO USER CONFLICTS AND RESOURCE DEGRADATION; AND  
31 HEALTHCARE COSTS ASSOCIATED WITH THE TREATMENT OF ATV-RELATED INJURIES,  
32 INCLUDING POLICE AND AMBULANCE SERVICES;

33 (D) THE PLACE OF RESIDENCE OF NON-ATV, NON-MOTORIZED USERS OF STATE  
34 LANDS, INCOME, DURATION OF VISIT, SPENDING PATTERNS, DEMOGRAPHIC AND  
35 ECONOMIC PROFILE, REASONS THEY CHOSE TO RECREATE IN THE STATE, COUNTIES,  
36 AND REGIONS IN WHICH THEY RECREATE AND INFORMATION ON OTHER ACTIVITIES  
37 IN WHICH THEY PARTICIPATE BEFORE AND AFTER THEIR PARTICULAR RECREATIONAL  
38 ACTIVITY. FOR PURPOSES OF THIS SECTION, NON-MOTORIZED USERS SHALL  
39 INCLUDE: HIKING, CAMPING, MOUNTAIN BIKING, PADDLING, FISHING, BIRDWATCH-  
40 ING, HUNTING, HORSEBACK RIDING, NATURE STUDY, AND CROSS-COUNTRY SKIING;

41 (E) THE PLACE OF RESIDENCE OF NON-RESIDENT ATV PARTICIPANTS, INCOME,  
42 DURATION OF VISIT, SPENDING PATTERNS, DEMOGRAPHIC AND ECONOMIC PROFILE,  
43 REASONS THEY CHOSE TO RECREATE IN THE STATE, COUNTIES AND REGIONS IN  
44 WHICH THEY RECREATE AND INFORMATION ON OTHER ACTIVITIES IN WHICH THEY  
45 PARTICIPATE BEFORE, DURING AND AFTER ATV USE;

46 (F) AN ESTIMATE OF THE NUMBER OF JOBS THAT ARE SUPPORTED BY ATV AND  
47 OFF-HIGHWAY RECREATIONAL VEHICLE PARTICIPANTS AS WELL AS THE AMOUNT OF  
48 SALES TAX AND INCOME TAX GENERATED BY RESIDENT AND NON-RESIDENT ATV AND  
49 OFF-HIGHWAY RECREATIONAL VEHICLE PARTICIPANTS; AS WELL AS POTENTIAL  
50 FUTURE INCREASES IN REVENUE BY PROMOTING A LEGAL ATV RIDING SYSTEM IN  
51 NEW YORK STATE AND SUBSEQUENT LOSS OF REVENUE BY NOT HAVING A TRAIL  
52 SYSTEM;

53 (G) AN ESTIMATE OF THE VALUE OF TOURISM DOLLARS GENERATED IN NEW YORK  
54 STATE FROM NON-ATV RELATED, NON-MOTORIZED RECREATIONAL ACTIVITIES AND  
55 HOW SUCH NON-ATV RELATED TOURISM MAY BE AFFECTED BY ATV-RELATED RESOURCE  
56 DEGRADATION, AND USER CONFLICTS BETWEEN ATV AND NON-ATV USERS;

1 (H) A SUMMARY OF THE PERCEPTIONS OF ATV PARTICIPANTS REGARDING AMEN-  
2 ITIES IN THE STATE, POSITIVE/NEGATIVE ASPECTS OF THEIR EXPERIENCES AND  
3 IMPROVEMENTS THAT COULD BE MADE TO ENCOURAGE THEM TO RETURN AND/OR  
4 INCREASE VISIT DURATION;

5 (I) A SUMMARY OF THE PERCEPTIONS OF NON-MOTORIZED RECREATIONISTS AND  
6 PRIVATE PROPERTY OWNERS REGARDING ATV AND MOTORIZED RECREATION AND HOW  
7 ATV USE AND ATV-RELATED RESOURCE DEGRADATION MAY OR MAY NOT LIMIT THEIR  
8 DURATION OF VISITS AND IMPACT THE MONEY THAT THEY SPEND ON EQUIPMENT,  
9 LODGING, FOOD AND GUIDE SERVICES;

10 (J) THE COST OF ADMINISTERING A STATE-FUNDED ATV RIDING SYSTEM,  
11 INCLUDING BUT NOT LIMITED TO, ADDITIONAL STATE AGENCY STAFF NEEDS TO  
12 ADMINISTER SAID ATV RIDING SYSTEM AND PROPOSED STATEWIDE ATV SAFETY AND  
13 ENVIRONMENTAL STEWARDSHIP COURSE, INCREASED ENFORCEMENT COSTS OF STATE  
14 AND LOCAL LAW ENFORCEMENT AGENCIES, THE COSTS AND EXPENSES OF REPAIRING  
15 AND REMEDIATING THE ENVIRONMENTAL AND NATURAL RESOURCE IMPACTS AND  
16 DAMAGES CAUSED BY ATV USE ASSOCIATED WITH CREATING OPPORTUNITIES FOR ATV  
17 RIDING; AND INSURANCE COSTS;

18 (K) A QUALITATIVE ANALYSIS OF THE IMPACTS OF ATV-RELATED RECREATION,  
19 INCLUDING, BUT NOT LIMITED TO, THOSE CONCERNING ENFORCEMENT AND SAFETY  
20 ISSUES; PERCEPTIONS OF CHANGES TO THE RURAL CHARACTER OF THE REGIONS IN  
21 WHICH LEGAL ATV RECREATION IS PREVALENT; DAMAGE BY LEGAL AND ILLEGAL USE  
22 TO PUBLIC AND PRIVATE PROPERTY AND THE ENVIRONMENT, INCLUDING AN EXAM-  
23 INATION OF HOW SUCH DAMAGE MAY OR MAY NOT BE OFFSET IF THERE WAS A STATE  
24 POLICY THAT PROMOTED PROPERLY MAINTAINED AND OPERATED SYSTEM OF ATV  
25 TRAILS; USER CONFLICTS BETWEEN ATV RIDERS AND NON-MOTORIZED OUTDOOR  
26 ENTHUSIASTS UTILIZING PUBLIC LANDS, INCLUDING AN EXAMINATION OF HOW  
27 THESE CONFLICTS MAY OR MAY NOT BE OFFSET IF THERE WAS A STATE POLICY  
28 THAT PROMOTED A PROPERLY MAINTAINED AND OPERATED SYSTEM OF ATV TRAILS;  
29 DISPLACEMENT OF NON-MOTORIZED OUTDOOR ENTHUSIASTS USING PUBLIC LANDS,  
30 INCLUDING AN EXAMINATION OF HOW SUCH DISPLACEMENT MAY OR MAY NOT BE  
31 OFFSET IF THERE WAS A STATE PLAN THAT ALLOWED FOR A SEGREGATED AND PROP-  
32 ERLY MAINTAINED AND OPERATED SYSTEM OF ATV TRAILS; THE AIR POLLUTION,  
33 SMOG AND CARBON EMISSION INCREASES ASSOCIATED WITH CREATING OPPORTU-  
34 NITIES FOR ATV RIDING; IMPACTS ON VEHICULAR TRAFFIC FLOWS AND OTHER  
35 POSITIVE/NEGATIVE QUALITATIVE IMPACTS;

36 (L) RECOMMENDATIONS REGARDING THE POSSIBILITY OF PLANNING AND MANAGE-  
37 MENT OF FUTURE ATV USE ON PUBLIC AND PRIVATE LAND EXCLUDING THE STATE  
38 FOREST PRESERVE, INCLUDING THE EXPERIENCE, SUCCESSES AND FAILURES OF  
39 OTHER STATES AND REGIONS. SUCH RECOMMENDATIONS SHALL INCLUDE THE BEST  
40 PRACTICES OF OTHER STATES, REGIONS AND COMMUNITIES TO DETERMINE HOW THEY  
41 HAVE EFFECTIVELY DEALT WITH ATV USE IN A WAY TO MAXIMIZE THE ECONOMIC  
42 BENEFIT WHILE MITIGATING AND MINIMIZING NEGATIVE IMPACTS; PROBLEMS THAT  
43 OTHER STATES HAVE ENCOUNTERED IN RELATION TO ADMINISTERING AN ATV TRAIL  
44 SYSTEM; AN ANALYSIS AND RECOMMENDATION IN REGARDS TO THE POTENTIAL OF  
45 INCREASING ATV REGISTRATION FEES AND DEDICATING A PORTION OF SUCH FEES  
46 TO A PROPERLY MAINTAINED AND OPERATED SYSTEM OF ATV TRAILS, AND A  
47 PORTION OF SUCH FEES TO ENFORCEMENT AND REMEDIATION INCLUDING IDENTIFY-  
48 ING THE VALUE OF COSTS OFFSET BY VOLUNTEER LABOR FROM GROUPS THAT  
49 UTILIZE ATV TRAILS;

50 (M) AN ANALYSIS OF THE ATV-RELATED PROGRAMS BEING UTILIZED BY OTHER  
51 ATV GROUPS THROUGHOUT THE COUNTRY TO ADDRESS IDENTIFIED ISSUES OF LEGAL,  
52 ENVIRONMENTAL, EDUCATIONAL AND SAFETY RELATED CONCERNS TO ATV RECRE-  
53 ATION; AND

54 (N) RECOMMENDATIONS EXAMINING THE FEASIBILITY OF IMPLEMENTING A MANDA-  
55 TORY STATEWIDE ATV SAFETY AND ENVIRONMENTAL STEWARDSHIP COURSE FOR ALL

1 NEWLY REGISTERED ATVS SOLD IN NEW YORK STATE, EXCEPT FOR ATVS THAT ARE  
2 EXEMPT FROM REGISTRATION.

3 3. ATV IMPACT TASK FORCE. (A) WITHIN EIGHTEEN MONTHS, UPON REVIEW BY  
4 THE ATV IMPACT TASK FORCE, THE REPORT SHALL BE SUBMITTED TO THE GOVERNOR  
5 AND TO THE LEGISLATURE, INCLUDING THE CHAIRS OF THE ASSEMBLY WAYS AND  
6 MEANS COMMITTEE, ENVIRONMENTAL CONSERVATION COMMITTEE, TOURISM, ARTS AND  
7 SPORTS DEVELOPMENT COMMITTEE, AND THE ECONOMIC DEVELOPMENT COMMITTEE, AS  
8 WELL AS THE CHAIRS OF THE SENATE FINANCE COMMITTEE, ENVIRONMENTAL  
9 CONSERVATION COMMITTEE, TOURISM, RECREATION AND SPORTS DEVELOPMENT  
10 COMMITTEE, AND COMMERCE, ECONOMIC DEVELOPMENT AND SMALL BUSINESS COMMIT-  
11 TEE. A COPY OF THE RESULTS OF THIS REPORT SHALL BE MADE AVAILABLE TO THE  
12 PUBLIC AND POSTED ON THE OFFICIAL WEBSITES OF THE AGENCIES CHARGED WITH  
13 CONDUCTING THE REPORT.

14 (B) THE ATV IMPACT TASK FORCE SHALL CONSIST OF FOURTEEN MEMBERS AND  
15 SHALL INCLUDE: THE COMMISSIONER OR HIS OR HER DESIGNEE; THE COMMISSIONER  
16 OF THE DEPARTMENT OF ENVIRONMENTAL CONSERVATION OR HIS OR HER DESIGNEE;  
17 THE COMMISSIONER OF THE DEPARTMENT OF MOTOR VEHICLES OR HIS OR HER  
18 DESIGNEE; THE COMMISSIONER OF THE DEPARTMENT OF TRANSPORTATION OR HIS OR  
19 HER DESIGNEE; THE EXECUTIVE DIRECTOR OF THE ADIRONDACK PARK AGENCY OR  
20 HIS OR HER DESIGNEE; THE COMMISSIONER AND THE COMMISSIONER OF ENVIRON-  
21 MENTAL CONSERVATION SHALL SELECT THE TASK FORCE'S NINE AT LARGE MEMBERS  
22 FROM EACH OF THE FOLLOWING: THE NEW YORK STATE OFF-HIGHWAY RECREATIONAL  
23 VEHICLE ASSOCIATION, AN ATV OR MOTORIZED RECREATIONAL VEHICLE MANUFAC-  
24 Turer, AN ATV OR MOTORIZED RECREATIONAL VEHICLE DEALER, A LOCAL ATV  
25 CLUB, THE ASSOCIATION OF TOWNS, THE ADIRONDACK MOUNTAIN CLUB, THE  
26 ADIRONDACK COUNCIL, THE SIERRA CLUB, AND THE FARM BUREAU OR AMERICAN  
27 FARMLAND TRUST.

28 (C) THE TASK FORCE'S DUTIES SHALL INCLUDE BUT NOT BE LIMITED TO:  
29 DISCUSS EXPECTATIONS FOR THE REPORT ON THE ECONOMIC AND ENVIRONMENTAL  
30 IMPACTS OF ATV USE AND MOTORIZED RECREATION; DETERMINE THE PREFERRED  
31 INDEPENDENT CONTRACTOR TO CONDUCT SAID REPORT; REVIEW AND DETERMINE IF  
32 THE FINAL REPORT IS COMPLETE AND ACCEPTABLE TO THE MEMBERS OF THE TASK  
33 FORCE BEFORE IT IS DISTRIBUTED AS SET FORTH IN THIS SECTION.

34 (D) THE COMMISSIONER AND THE COMMISSIONER OF ENVIRONMENTAL CONSERVA-  
35 TION OR THEIR RESPECTIVE DESIGNEES WILL SERVE AS CO-CHAIRS OF THE TASK  
36 FORCE.

37 S 2. This act shall take effect on the ninetieth day after it shall  
38 have become a law; provided, however, effective immediately the depart-  
39 ment of economic development is authorized to promulgate any and all  
40 rules and regulations and take any other measures necessary to implement  
41 this act on its effective date.