

DISPELLING THE MYTHS

MYTH

ATVs have always been allowed on the trails.

FACT

In 1999 DRED began allowing ATVs on the rail trails. Prior to that DRED prohibited ATVs on the trails.

MYTH

In New Hampshire an ATV is a snowmobile.

FACT

State statutes define an ATV as having wheels. DRED's administrative rules define a snowmobile as having tracks.

MYTH

Federal statutes allow "snow traveling vehicles" not just snowmobiles.

FACT

Federal statutes make no reference to "snow traveling vehicles."

MYTH

Passage of HB1264 and SB424 would significantly reduce the lands open to recreational ATV use.

FACT

Passage of these bills would reduce the winter trails available to ATVs by only 162 miles. There would still be 3,000 miles of trails open to ATVs in the winter.



In the effort to reduce our impact on climate change, New Hampshire has invested millions of dollars on energy conservation and reducing greenhouse gas emissions.

Why would we negate that investment by promoting fossil fuel consuming and pollution emitting recreational ATV use on public lands?



ATV use on public lands in New Hampshire should be limited to lands purchased specifically for that purpose and should be contained within those lands.



*Please consider supporting
HB1264 & SB424*

Any discussion of ATV use on Public Lands is out of context without first noting that DRED receives dedicated funding from ATV registration fees.

ATV registration fees, in large part, directly fund the salaries of the employees in the Bureau of Trails, a division of DRED.

ATV USE ON PUBLIC LANDS

A Critical Decision:
Connectivity or
Dedicated Lands

*New Hampshire
Citizens
Oppose ATV use
on Rail Trails*

Public comments from
NHDOT State Trail Plan 2005



ATV Watch
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Federal Transportation Enhancement Funds (TE)
 Are Intended for Bicycle and Pedestrian Facilities.
 Federal Law Prohibits all Motorized uses with the Exception of "Snowmobiles"



**WHY IS THIS
 IMPORTANT**

When it comes to ATV use on public lands there is no greater impact on the environment, animal habitats or the peace and quiet of New Hampshire than development of a linear network of ATV trails. The historic nature of the trails brings them into close proximity to residences, businesses and community centers.

Many rail trails pass through or are close to sensitive environmental areas with critical habitats for rare and endangered species. The rail trails will become a conduit to ATV use in other off-trail areas, including conservation lands that prohibit ATV use. This will impose a significant and costly burden on law enforcement officials, land managers and landowners.

If New Hampshire successfully circumvents the federal prohibition to ATVs on the rail trails it would set a nationwide precedent that would impact thousands of miles of trails and hundreds of thousands of acres of conservation land.

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1994 NH begins purchasing abandoned rail corridors using Federal Transportation Enhancement (TE) Funds and converts them into bicycle and pedestrian trails .

1995 DRED ACKNOWLEDGES FEDERAL LAW
 "...federal guidelines dictate that "NO OHRVs," other than snowmobiles in winter, are to be operated upon the corridor."

Letter from DRED to Town of Troy

1996 DRED ACKNOWLEDGES FEDERAL LAW
 "The federal funds used to purchase the corridors specifies they cannot be used for motorized recreation with the exception of snowmobiles."

Letter from DRED to NH Fish & Game

1999 DRED "reinterprets" federal statutes and decrees that in NH an ATV is a snowmobile. DRED begins allowing ATVs on rail trails acquired with TE funds.

2007 Federal government informs DRED that ATV use on TE funded rails trails violates federal law.

2007 DRED applies to the federal government for a waiver to circumvent federal law.

2008 HB1264 & SB424 introduced in NH Legislature to make a state law prohibiting ATV use on TE funded trails and moot DRED's request for a waiver.