



GOVERNOR'S OFFICE OF
BUDGET AND PROGRAM PLANNING

Fiscal Note 2015 Biennium

Bill #	HB0257	Title:	Revise laws related to bicycles
Primary Sponsor:	Wilson, Nancy	Status:	As Introduced

- | | | |
|---|--|--|
| <input type="checkbox"/> Significant Local Gov Impact | <input type="checkbox"/> Needs to be included in HB 2 | <input type="checkbox"/> Technical Concerns |
| <input type="checkbox"/> Included in the Executive Budget | <input type="checkbox"/> Significant Long-Term Impacts | <input type="checkbox"/> Dedicated Revenue Form Attached |

FISCAL SUMMARY

	<u>FY 2014 Difference</u>	<u>FY 2015 Difference</u>	<u>FY 2016 Difference</u>	<u>FY 2017 Difference</u>
Expenditures:				
General Fund	\$0	\$0	\$0	\$0
Revenue:				
General Fund	unknown	unknown	unknown	unknown
Net Impact-General Fund Balance:	<u>unknown</u>	<u>unknown</u>	<u>unknown</u>	<u>unknown</u>

Description of fiscal impact: HB 257 redefines the word “bicycle” within the laws to exclude any moped or vessel that combines hand or foot power with motorized equipment that may propel the vehicle. This change in definition requires that any bicycle that is equipped to be propelled by anything other than foot or hand power be considered a motor-driven cycle by definition. Motor-driven cycles are required to be street legal, licensed and registered, as well as, any driver of a motor-driven cycle to be licensed to drive such vehicle. Mopeds would be required to follow the same rules, regulations, and laws as a motor vehicle and/or motorcycle and would be required to be used on public roads.

FISCAL ANALYSIS

Assumptions:

Department of Justice

1. Under current law, motor-driven cycle is defined as a motorcycle or motor scooter that produces 5 horsepower or less, and is not defined as a bicycle.
2. Under current law, a motor-driven cycle is considered a motorcycle for the purposes of driver licensing, titling, registration, and all other applicable rules, regulations, and laws regarding the use of public roadways.
3. A motorcycle is required to be equipped with headlamps, tail lamps, stop lamps, reflectors, signal lamps or signal devices, brakes, mirrors, and a horn.
4. A motorcycle is required to be titled and licensed to operate on the roadways.

5. It is estimated that there are currently 750 electric bicycles and 1,000 gas power motorized bicycles being driven in Montana.
6. It is unknown how many of the vehicles in assumption # 5 will become street legal and be titled and registered in Montana.
7. To title a motorcycle in Montana, the applicant is required to pay a \$12.00 fee. Of this fee \$5.00 is deposited into a state special revenue fund as outlined in 61-3-550, MCA, and the remaining \$7.00 is deposited into the state general fund.
8. A motorcycle, under current law, must have a single license plate displayed on the rear of said vehicle. The cost to purchase a license plate is \$10. Of this fee, \$2.00 is deposited into the state general fund and \$8.00 into a state special revenue fund as outlined in 17-2-102, MCA.
9. A motorcycle must be registered and pay the following one time registration fees: \$53.25 registration fee, to be deposited into the state general fund and \$16.00 safety fee, to be deposited into a state special revenue fund as outlined in 20-25-1002, MCA.
10. An individual who operates a motorcycle or motor-driven cycle must be licensed to drive such vehicle. The cost of the endorsement for a motorcycle is \$0.50 per year. 36.54% of each motorcycle endorsement fee is to be deposited into the state general fund and the remaining 63.46% is to be deposited into the state motorcycle safety account in the state special revenue fund.
11. Under current law, there is no classification or separation of vehicle type for motorcycle endorsement. Anyone issued a motorcycle endorsement is eligible or licensed to drive any type of motorcycle regardless of the size or type of the vehicle.
12. It is unknown how many drivers would apply for this motorcycle endorsement.

Sponsor's Initials

Date

Budget Director's Initials

Date