

Department of Legislative Services
Maryland General Assembly
2000 Session

FISCAL NOTE

House Bill 306 (Delegate Branch. *et al.*)

Commerce and Government Matters

Vehicle Laws - All-Terrain Vehicles - Local Regulation

This bill allows the counties and Baltimore City to: (1) regulate the operation of all-terrain vehicles within their jurisdictions; (2) require all-terrain vehicles to be registered; (3) establish procedures for the registration of all-terrain vehicles; and (4) establish and collect a fee for the registration of all-terrain vehicles.

Fiscal Summary

State Effect: None. The bill would not affect State finances or operations.

Local Effect: Minimal increases in local expenditures and revenues to the extent that local jurisdictions elect to regulate all-terrain vehicles.

Small Business Effect: None.

Analysis

Bill Summary: The bill defines an all-terrain vehicle as a self-propelled vehicle that: (1) is not more than 50 inches wide; (2) has a dry weight of not more than 600 pounds; (3) travels on at least three low pressure tires; and (4) is designed to carry only the operator of the vehicle on a seat or saddle designed to be straddled by the operator. Also included as all-terrain vehicles by the bill are off-the-road motorcycles, minibikes, and mopeds. Specified farm vehicles, lawn care vehicles, and devices used by disabled individuals for mobility assistance are not all-terrain vehicles.

Current Law: There are no provisions specifically regulating the use of all-terrain vehicles in the State or in any county. However, in order to operate any type of motorized vehicle on

a roadway, it must be registered with the Motor Vehicle Administration. All-terrain vehicles are not otherwise required to be registered.

Background: According to a study conducted by the Specialty Vehicle Institute of America in 1994, there were approximately 25,000 all-terrain vehicles in Maryland at that time. It is estimated that 1,300 new vehicles are sold in Maryland annually.

Local Fiscal Effect: Any local jurisdiction that elects to regulate all-terrain vehicles may experience an increase in costs to register the vehicles and to collect the associated fees. Costs could include expenditures for personnel, registration forms, postage, and other related expenses. It is assumed, however, that a fee would be set at a level that will allow the local jurisdiction to recover any such costs.

Additional Information

Prior Introductions: None.

Cross File: None.

Information Source(s): Maryland Department of Transportation; Baltimore City; Kent, Montgomery, Prince George's, and Washington counties; Department of Legislative Services

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