

**Department of Legislative Services**  
 Maryland General Assembly  
 2016 Session

**FISCAL AND POLICY NOTE**  
**Third Reader - Revised**

Senate Bill 774

(Senator Norman)

Judicial Proceedings

Environment and Transportation

**Motor Vehicles - Autocycles - Standards and Requirements**

This bill defines the term “autocycle” and establishes that an autocycle is considered to be a motorcycle for the purposes of the Maryland Vehicle Law. Thus, the bill also establishes driver’s licensing requirements for an operator of an autocycle and makes other conforming changes. The Motor Vehicle Administration (MVA) and the Department of State Police (DSP) are required to adopt regulations establishing equipment, performance, and other technical standards for autocycles, consistent with federal law.

The bill takes effect July 1, 2016.

**Fiscal Summary**

**State Effect:** Transportation Trust Fund (TTF) expenditures increase by \$34,400 in FY 2017 for MVA to contract with an outside vendor for reprogramming changes. TTF revenues increase, likely minimally, beginning in FY 2017 and in subsequent years because vehicles defined by the bill are subject to registration as well as excise tax and titling fees paid to MVA, and individuals must be licensed to drive autocycles. Any impact on general fund revenues is assumed to be negligible.

(in dollars)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
SF Revenue	-	-	-	-	-
SF Expenditure	\$34,400	\$0	\$0	\$0	\$0
Net Effect	(\$34,400)	\$0	\$0	\$0	\$0

*Note:() = decrease; GF = general funds; FF = federal funds; SF = special funds; - = indeterminate effect*

**Local Effect:** Local highway user revenues increase, likely minimally, beginning in FY 2017 and in subsequent years.

**Small Business Effect:** Minimal.

## Analysis

**Bill Summary:** The bill defines an “autocycle” as a motor vehicle that (1) has two front wheels and one rear wheel; (2) has a steering wheel; (3) has permanent seats on which the operator or a passenger is not required to sit astride; (4) has foot pedals to control acceleration, braking, and, if applicable, a clutch; and (5) is manufactured to comply with federal safety standards for motorcycles.

Any license holder with a noncommercial Class A, B, or C license is authorized to drive an autocycle under the bill. A Class M driver’s license authorizes the licensee to drive motorcycles other than autocycles. The bill also restricts the course of instruction for specified motorcycle safety courses to the use and operation of motorcycles operated under a Class M driver’s license. An applicant for a driver’s license may not use an autocycle for the driver skills examination.

The bill prohibits an autocycle from towing specified vehicles defined in the Transportation Article, including any (1) travel trailer; (2) camping trailer; (3) or boat trailer.

The bill establishes that specified provisions of law governing the operation of a motorcycle do not apply to an autocycle. The bill also establishes that autocycles are subject to the same seat belt requirements as other vehicles.

Finally, the bill requires MVA to distinguish autocycles from motorcycles on its standard accident form.

**Current Law:** A motorcycle is a motor vehicle that:

- has motive power;
- has a seat or saddle for the use of the rider;
- is designed to travel (1) on not more than three wheels in contact with the ground and (2) at speeds exceeding 35 miles per hour; and
- is of a type required to comply with all motor vehicle safety standards applicable to motorcycles under federal law.

A detachable sidecar is an accessory to and not a part of a motorcycle.

A class M driver’s license authorizes a licensee to drive a motorcycle. An individual who is issued a Class M driver’s license may not drive or attempt to drive a motor vehicle on any highway in the State unless a Class M driver’s license authorizes the individual to drive a vehicle of the class that the individual is driving or attempting to drive.

**State Fiscal Effect:** TTF expenditures increase by \$34,400 in fiscal 2017 only for MVA to contract with an outside vendor for programming changes related to MVA computer systems. An additional 296 hours of internal computer programming is also required; however, this impact can be handled with existing resources. The bill also requires MVA and DSP to develop regulations related to autocycles, which both agencies can handle with existing resources. MVA advises that it can make the required change to the accident report form with existing resources.

TTF revenues may be impacted to the extent that autocycles (as defined by the bill) are titled and registered as motorcycles. However, the exact impact on revenues depends on the number of such registrations in future years and cannot be reliably estimated at this time.

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### **Additional Information**

**Prior Introductions:** None.

**Cross File:** HB 805 (Delegate Beidle, *et al.*) – Environment and Transportation.

**Information Source(s):** Department of State Police, Maryland Department of Transportation, Department of Legislative Services

**Fiscal Note History:** First Reader - March 8, 2016  
kb/ljm Revised - Senate Third Reader - March 29, 2016

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