
Detailed Fiscal Analysis

The bill requires owners of off-highway motorcycles that are operated on public lands to obtain certificates of title. In addition, the bill establishes provisions governing such certificates of title and makes changes in the law governing the registration and operation of snowmobiles and all-purpose vehicles. Finally, the bill creates penalties for violations of its provisions.

The main portion of the bill deals with the titling of off-highway motorcycles that are operated on public lands. Currently, snowmobiles and all-purpose vehicles operated on public lands are required to be titled. The bill extends this requirement to off-highway motorcycles. The bill sets the fees to be paid for the titling of off-highway motorcycles equal to those currently paid for snowmobiles and all-purpose vehicles.

The bill further requires that off-highway motorcycles required to be titled also be registered. The bill makes certain changes in the registration requirements for snowmobiles and all-purpose vehicles and establishes the same requirements for off-highway motorcycles.

The vast majority of the bill's provisions result in no net costs to the Bureau of Motor Vehicles. The only costs incurred by the Bureau would be for the initial establishment of forms and stickers for the registration of off-highway motorcycles and for programming within the Automated Title Processing System. All of the costs associated with the processing of registrations for off-highway motorcycles would be offset by fees received. Any costs incurred by clerks of courts for the issuance of titles would likewise be offset by fees received.

The only ongoing costs incurred that would not necessarily be offset by new revenues are any enforcement, adjudication, and incarceration expenditures. These would be primarily borne by local police, courts, and jails. However, in cases where an individual attempts to procure a certificate of title for a stolen all-purpose vehicle or off-highway motorcycle or attempts to sell such a vehicle the penalty could involve between one and five years in a state penitentiary. In the last case, the state would incur the costs associated with a state prison sentence.

Although it is not known how many cases involving violations of the bill's provisions will occur, the statewide number of new cases resulting from the bill's provisions is anticipated to be very small.

□ *LBO staff: Joshua N. Slen, Budget/Policy Analyst*

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Highways, Transportation, and Motor Vehicles