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FISCAL IMPACT REPORT

SPONSOR <u>Terrazas/Dow/Lara/Lundstrom/Henry</u>	LAST UPDATED <u>02/26/2025</u>
	ORIGINAL DATE <u>02/17/2025</u>
SHORT TITLE <u>Off-Highway Motor Vehicle Act Changes</u>	BILL NUMBER <u>House Bill 372/aHTPWC</u>
	ANALYST <u>Montano</u>

REVENUE* (dollars in thousands)

Type	FY25	FY26	FY27	FY28	FY29	Recurring or Nonrecurring	Fund Affected
Fee	Indeterminate but minimal gain	Recurring	Trail Safety Fund				

Parentheses () indicate revenue decreases.
 *Amounts reflect most recent analysis of this legislation.

Sources of Information

LFC Files

Agency Analysis Received From
 Department of Public Safety (DPS)

Agency Analysis was Solicited but Not Received From
 Department of Transportation
 Taxation and Revenue Department
 Department of Game and Fish

SUMMARY

Synopsis of HTPWC Amendment for House Bill 372

The House Transportation, Public Works & Capital Improvements Committee amendment to House Bill 372 changes the term “low pressure” to “non-highway” when describing the tires on an “all-terrain vehicle.” The amendment also replaces the word “under” with “of no greater than” when describing the weight limit for a recreational off-highway vehicle.

Synopsis of Original Bill

House Bill 372 (HB372) proposes a series of amendments to the Off-Highway Motor Vehicle Act to increase the weight limit for a recreational off-highway vehicle (OHV) from no greater than 1,750 pounds to less than 3,500 pounds, remove the current engine displacement limit of 1,000 cubic centimeters, remove a permit exemption for certain nonresident-owned OHVs registered in another state, and allow individuals under the age of 18 to carry a passenger if they are properly licensed and supervised.

The bill would also modify language related to what impacts of OHV use the Department of Game and Fish can study by adding the impact of OHVs on state and local economies and public safety in addition to the currently allowed impact on natural resources.

This bill does not contain an effective date and, as a result, would go into effect 90 days after the Legislature adjourns if enacted, or June 20, 2025.

FISCAL IMPLICATIONS

HB372 would expand the current OHV definition to include heavier machines. This may increase fee revenue from new vehicle registrations; however, this analysis assumes that any increase would be minimal.

SIGNIFICANT ISSUES

HB372 aims to improve OHV safety by increasing the number of vehicles that may qualify as OHVs. The bill also changes requirements for drivers under 18-year-olds and allows them to now carry a passenger if they are fully licensed to operate a motor vehicle and have adult supervision; this may reduce overall safety by allowing minors to travel with passengers.

DGF will now be able to contract with government or quasi-government agencies to analyze the impact OHVs have on state and local economies instead of only natural resources. This expansion may allow DGF to provide a more holistic view of the impacts of OHVs. However, expanding the focus of DGF's allowable impact studies may dilute the agency's ability to study any particular area in depth.

NM/hj/SR