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FISCAL IMPACT REPORT

LAST UPDATED _____

SPONSOR Ramos/Dow **ORIGINAL DATE** 02/24/2025

BILL

SHORT TITLE Off-Highway Motor Vehicle Act Changes **NUMBER** Senate Bill 462

ANALYST Montano

REVENUE* (dollars in thousands)

Type	FY25	FY26	FY27	FY28	FY29	Recurring or Nonrecurring	Fund Affected
Fee	Indeterminate but minimal gain	Indeterminate but minimal gain	Indeterminate but minimal gain	Indeterminate but minimal gain	Indeterminate but minimal gain	Recurring	Trail Safety Fund 108400

Parentheses () indicate revenue decreases.

*Amounts reflect most recent analysis of this legislation.

ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT* (dollars in thousands)

Agency/Program	FY25	FY26	FY27	3 Year Total Cost	Recurring or Nonrecurring	Fund Affected
TRD/MVD	No fiscal impact	\$8.0	No fiscal impact	\$8.0	Nonrecurring	MVD Suspense Fund

Parentheses () indicate expenditure decreases.

*Amounts reflect most recent analysis of this legislation.

Duplicates House Bill 372

Sources of Information

LFC Files

Agency Analysis Received From
Department of Public Safety (DPS)
Taxation and Revenue Department

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

SUMMARY

Synopsis of Senate Bill 462

Senate Bill 462 (SB462) 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

SB462 would expand the current OHV definition to include heavier machines. This in theory will increase the revenue generated from registration fees, however, the increase in revenue may not be substantial.

TRD projects an estimated \$8 thousand non-recurring cost to implement the required changes to implement SB462 in its online Tapestry registry system.

SIGNIFICANT ISSUES

SB462 aims to improve OHV safety by allowing more OHV's to be included in the Off-Highway Motor Vehicle Act. 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. These changes allow drivers under eighteen to start driving passengers, which in turn may reduce the overall safety of the Off-Highway Motor Vehicle Act 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/SL2