

GENERAL ASSEMBLY OF NORTH CAROLINA

Session 2015

Legislative Fiscal Note

BILL NUMBER: House Bill 6 (Second Edition)

SHORT TITLE: Autocycle Definition and Regulation.

SPONSOR(S): Representative Torbett

FISCAL IMPACT					
(\$ in thousands)					
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> No Estimate Available					
State Impact	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20
Highway Fund Revenues:	No estimate available. See Assumptions & Methodology section.				
Highway Fund Expenditures:	\$90.0	\$9.0	\$9.0	\$9.0	\$9.0
Highway Trust Fund Revenues:	No estimate available. See Assumptions & Methodology section.				
Highway Trust Fund Expenditures:	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
State Positions:	0.0	0.0	0.0	0.0	0.0
NET STATE IMPACT	(\$90.0)	(\$9.0)	(\$9.0)	(\$9.0)	(\$9.0)
PRINCIPAL DEPARTMENT(S) & PROGRAM(S) AFFECTED:					
Division of Motor Vehicles; Department of Transportation, Information Technology Section					
EFFECTIVE DATE: 10/1/2015					
TECHNICAL CONSIDERATIONS:					
Yes - See Technical Considerations Section					

BILL SUMMARY:

Section 1 amends G.S. 20-4.01(27) to add an autocycle as a type of passenger vehicle, amending the definition for motorcycles to include autocycles. An autocycle is defines as "a three-wheeled motorcycle with a steering wheel, pedals, seat safety belts for each occupant, anti-lock brakes, air bag protection, completely enclosed seating that does not require the operator to straddle or sit astride, and is otherwise manufactured to comply with federal safety requirements for motorcycles."

Section 2 requires a regular drivers license for autocycle operation in lieu of the permitting requirements for motorcycle operation. Additionally, use of an autocycle to complete a road test for license issuance is prohibited.

Section 3 exempts autocycles from motorcycle endorsement requirements, treating them instead as motor vehicles.

Sections 4 – 10 distinguish autocycles from motorcycles, subjecting them to applicable equipment standards for motor vehicles, including brakes, lamps, and safety belts, and requiring belt anchorage units for rear seats.

Section 11 prohibits the operation of a motorcycle or moped if the number of persons within the vehicle exceeds design capacity, and exempts autocycle operators from helmet requirements.

Section 12 prohibits the operation of multiple autocycles abreast in a single lane.

Section 13 makes a conforming change to G.S. 20-127(c)(1).

Section 14 provides that the act is effective October 1, 2015.

ASSUMPTIONS AND METHODOLOGY:

Division of Motor Vehicles

The proposed classification of autocycles subjects this vehicle type to the same titling, registration, safety inspection, Highway Use Tax, and property tax assessments as for motorcycles. Prospective transactions are therefore expected to yield additional revenues for the Highway Fund and the Highway Trust Fund, as well as compensatory transactions for license plate agents and licensed inspection stations. However, Fiscal Research cannot reliably estimate the existing fleet of autocycles or annual sales, therefore estimates cannot be provided at this time. Additionally, Fiscal Research cannot estimate the costs of resultant administrative hearings or civil penalty collections.

DMV IT Systems

Addition of the autocycle vehicle style necessitates modifications to the State Titling and Registration System (STARS), Crash Reporting System (CRS), North Carolina Traffic and Criminal Software (NC TraCS), Electronic Crash Reporting System (E CRS), and interfacing systems. The Department of Transportation, IT Section (DOT-IT) estimates that approximately 222 labor hours could be accommodated with existing resources, equaling an estimated \$19,971 in non-recurring development costs and \$1,997 in recurring system maintenance costs. However, DOT-IT projects that an additional 1,000 hours of development would be required for STARS modifications at an assumed contractual rate of \$90/hr., with estimated system maintenance at \$9,000 recurring.

SOURCES OF DATA: Division of Motor Vehicles; Department of Transportation, IT Section

TECHNICAL CONSIDERATIONS: DOT-IT recommends an effective date of December 1, 2016 to accommodate the required system modifications.

FISCAL RESEARCH DIVISION: (919) 733-4910

PREPARED BY: Bryce Ball

APPROVED BY:
Mark Trogdon, Director
Fiscal Research Division

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