



Senate Fiscal Agency  
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## BILL ANALYSIS



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House Bill 5259 (Substitute H-1 as reported without amendment)

Sponsor: Representative Richard LeBlanc

House Committee: Transportation

Senate Committee: Transportation

**CONTENT**

The bill would amend the Michigan Vehicle Code to increase the maximum piston displacement, and eliminate a reference to brake horsepower, in the definition of "moped".

The Code defines "moped" as a two- or three-wheeled vehicle to which both of the following apply:

- The vehicle is equipped with a motor that does not exceed 50 cubic centimeters piston displacement, produces a maximum of 2.0 brake horsepower, and cannot propel the vehicle at a speed greater than 30 miles per hour on a level surface.
- The vehicle's power drive system does not require the operator to shift gears.

The bill would refer to a motor with a maximum of 100 cubic centimeters piston displacement, and eliminate the reference to the brake horsepower.

(The Code requires a person to procure a special restricted license to operate a moped on a highway, unless he or she has a valid driver license. A special restricted license may be issued to a person who is at least 15 years old if he or she satisfies the Secretary of State that he or she is competent to operate a moped with safety. The license may be issued for a period of up to four years. The fee for an original license is \$7.50 and the fee for a renewal license is \$6. A person who is younger than 19 years old operating a moped on a public thoroughfare must wear a crash helmet.)

MCL 257.32b

Legislative Analyst: Julie Cassidy

**FISCAL IMPACT**

The bill could result in an indeterminate loss in revenue to the State due to the classification of more motorcycles as mopeds under the bill. The loss in revenue would be due to the loss in registration fees from vehicles that instead would be classified as mopeds. The loss in revenue would depend on the number of vehicles affected. The bill would have no fiscal impact on local government.

Date Completed: 12-4-12

Fiscal Analyst: Joe Carrasco