

HB 928 - FAV - MML.pdf

Uploaded by: Bill Jorch

Position: FAV



Maryland Municipal League

The Association of Maryland's Cities and Towns

TESTIMONY

March 2, 2023

Committee: House Environment and Transportation

Bill: HB 928 - Motor Vehicles - Off-the-Road Motorcycles - Local Regulation and Enforcement

Position: Support

Reason for Position:

The Maryland Municipal League supports House Bill 928, which will significantly aid municipalities in maintaining order on their roadways by granting municipalities the authority to regulate certain off the road motorcycles.

Municipalities deal with many quality of life issues for their constituents and action on local streets is one of them. The expanded definition of “off the road motorcycles” includes many types of vehicles that are either unsafe or unlicensed to operate on public roadways. Granting municipalities the authority to regulate these types of vehicles is a matter of safety and should be a local decision.

Currently, municipalities have broad authority to regulate many aspects of usage of their roadways, however this bill grants municipalities an express new authority that is currently only available to counties and Baltimore City. Expanding authority to municipalities to regulate off the road motorcycles allows for all local governments to choose how to govern usage of their roadways.

The new authority provided in HB 928 should significantly assist municipalities deal with the problem of vehicles meant for off the road usage operating on our roadways. For this reason, the League respectfully requests that this committee provide House Bill 928 with a favorable report.

FOR MORE INFORMATION CONTACT:

Theresa Kuhns

Angelica Bailey Thupari, Esq.

Bill Jorch

Justin Fiore

Chief Executive Officer

Director, Advocacy & Public Affairs

Director, Public Policy

Deputy Director, Advocacy & Public Affairs

1212 West Street, Annapolis, Maryland 21401

410-268-5514 | 800-492-7121 | FAX: 410-268-7004 | www.mdmunicipal.org

HB_928_Thiam_FAV

Uploaded by: Brenda Thiam

Position: FAV

Written Testimony
HB928
Motor Vehicles-Off-the-Road Motorcycles-Local Regulation and Enforcement
March 2, 2023

Good afternoon, Chairman Barve and esteemed members of the Environment and Transportation Committee. I'd like to offer testimony to support HB928, which will help local municipalities address the problems of off-the-road motor vehicles. In the city of Hagerstown, these vehicles driven by negligent drivers have been more than a nuisance. I have witnessed on many occasions that drivers of these vehicles nearly cause accidents. I was involved in an incident during the summer of 2022 while driving through the city of Hagerstown where a person drove a motor vehicle/dirt bike between my car and another car in the right lane. I slammed on my brakes to avoid hitting the person on the dirt bike, as he sped away laughing and threw up a nonverbal hand gesture.

I have witnessed drivers of these off-road vehicles bob in and out of traffic; drive on sidewalks, and drive in between lanes of traffic as motorists in cars brake to avoid causing an accident. Our law enforcement has minimal tools in their toolkit to address this dangerous problem in our city. Giving Hagerstown and other municipalities lawful liberty to regulate the operation of and register off-the-road motorcycles and ATVs to be registered is a step in the right direction.

If this bill passes into law, it will not take effect until October of 2023. With summer on the horizon, I'm willing to bet drivers of these off-road vehicles will be out and about in our city streets. Prayerfully no accidents will occur, and no one will be injured.

To Delegate Wivell and Delegate Boyce, thank you for proposing this piece of legislation and understanding the seriousness of these off-road vehicles that are driven negligently and illegally. I'm hopeful your colleagues will vote in support of this bill, and it passes successfully out of the House and on to the Senate, then on to Governor Moore's desk to become law. Thank you for your time and the work you do on behalf of all Marylanders. I urge the committee to favorably support this piece of legislation.

Respectfully submitted,
Dr. Brenda J. Thiam
March 2, 2023

HB0928-ET_MACo_SUP.pdf

Uploaded by: Dominic Butchko

Position: FAV



MARYLAND
Association of
COUNTIES

House Bill 928

Motor Vehicles - Off-the-Road Motorcycles - Local Regulation and Enforcement

MACo Position: **SUPPORT**

To: Environment and Transportation
Committee

Date: March 2, 2023

From: Dominic J. Butchko

The Maryland Association of Counties (MACo) **SUPPORTS** HB 928. This bill would provide counties with additional tools to regulate off-the-road motorcycles, providing additional protections for public safety.

Counties have a duty to safeguard the health and safety of their residents, including in public spaces like roadways. Counties already have similar responsibilities as those outlined in HB 928: establishing and enforcing public health regulations, setting speed limits on county roads, and requiring certain licenses to engage in certain activities. The ability to regulate and require the registration of off-the-road motorcycles is a natural progression of already existing county powers, responding to real incidents facing Maryland neighborhoods.

At its core, HB 928 is about the safety Maryland families. By enabling counties to regulate and require the registration of off-the-road motorcycles, communities can take direct action in ensuring that these vehicles are used in a safe manner and in approved locations.

HB 928 is common sense policy that, if enacted, would serve to make Maryland's streets a safer place for families and children. For this reason, MACo **SUPPORTS** HB 928 and urges a **FAVORABLE** report.

HB 928 Support.pdf

Uploaded by: Erin Murphy

Position: FAV



BALTIMORE POLICE DEPARTMENT



Brandon M. Scott
Mayor

Michael S. Harrison
Police Commissioner

TO: The Honorable Members of the Environment & Transportation Committee

FROM: Erin C. Murphy, Esq., Director of Government Affairs, Baltimore Police Dept.

RE: House Bill 928 Off-the-Road Motorcycles- Local Regulation & Enforcement

DATE: March 1, 2023

POSITION: SUPPORT

Chair Barve, Vice-Chair Stein, and members of the Committee, please be advised that the Baltimore Police Department **supports** House Bill 928.

House Bill 928 provides that each county and Baltimore City may regulate the operation of off-the-road motorcycles (commonly known as mini-bikes) and all terrain vehicles. Such regulation includes that these vehicles be registered and impose a fee for registration. Further, the bill provides that the county and Baltimore City may enforce the motor vehicle laws for violations involving these vehicles. Finally, the bill provides that the county and Baltimore City enact legislation governing the impoundment or, if lawful, the forfeiture of the vehicles.

Baltimore City has seen an increase of off-the-road motorcycles and all terrain vehicles being operated throughout the jurisdiction and serious accidents have occurred as a result. This bill will offer a clear definition of "off the road" vehicles which will aid the courts in enforcing traffic violations. The mandatory registration will help the Baltimore Police Department identify these vehicles when being operated. Further, the lawful seizure of these vehicles will deter further violations.

Overall, the Baltimore Police Department believes that this bill would greatly assist in the prevention of crimes and contribute to our ability to provide for the public safety. Therefore, the Baltimore Police Department respectfully requests a **favorable** report on House Bill 928.

HB 928 ltr support.pdf

Uploaded by: Misty Good

Position: FAV



Troy D. Berry
Sheriff

Office of the Sheriff

Charles County, Maryland

Headquarters
6915 Crain Hwy - P.O. Box 189
La Plata, Maryland 20646-0189
301-609-6400



An Internationally
Accredited Agency

February 28, 2023

The Honorable Kumar P. Brave
Chair, Environment and Transportation Committee

Honorable Members of the Environment and Transportation Committee

RE: HB 928 – Motor Vehicles – Of-the-Road Motorcycles – Local Regulation and Enforcement

Dear Chairman Brave,

The Charles County Sheriff's Office supports HB 928 entitled, Motor Vehicles – Of-the-Road Motorcycles – Local Regulation and Enforcement.

In recent years, Charles County has seen frequent and increasing misuse of off-road vehicles such as dirt bikes and all-terrain vehicles. Our county has seen individuals engaged in reckless driving behavior on public roads – weaving in and out of traffic, “popping wheelies,” obstructing traffic, and generally placing our citizens in fear.

From 2019 through 2022, the Charles County Sheriff's Office handled **4,076** calls related to ATV's and dirt bikes, including 792 in 2022 alone. As spring returns to the area, we expect to continue to have to respond to this problem.

Apprehending the individuals involved in this behavior poses challenges. Maryland law prohibits unregistered motor vehicles, such as all-terrain vehicles, from being operated on a highway. Despite that law, the Sheriff's Office has seen a growing trend of individuals operating off-road vehicles on our public roads in reckless and dangerous manners. These individuals often elude or attempt to elude police.

When officers are able to catch the individuals in the act, the vehicle they used may be towed to a private facility. In the absence of regulations allowing for the seizure of these vehicles, the owners are able to quickly recover the vehicle and officers repeatedly encounter the same individuals on the same vehicles engaged in the same behavior.

HB 928 represents an important first step in allowing local jurisdictions to address this serious conduct.

For these reasons, the Charles County Sheriff's Office requests a favorable report on HB 928. Thank you for the attention you are providing to this important legislation.

Sincerely,

Troy D. Berry
Sheriff

MCPA-MSA_HB 928-Off Road Motorcycles_SUPPORT.pdf

Uploaded by: Natasha Mehu

Position: FAV



Maryland Chiefs of Police Association

Maryland Sheriffs' Association



MEMORANDUM

TO: The Honorable Kumar Barve, Chair and
Members of the Environment and Transportation Committee

FROM: Darren Popkin, Executive Director, MCPA-MSA Joint Legislative Committee
Andrea Mansfield, Representative, MCPA-MSA Joint Legislative Committee
Natasha Mehu, Representative, MCPA-MSA Joint Legislative Committee

DATE: March 2, 2023

RE: **HB 928 – Motor Vehicles - Off-the-Road Motorcycles - Local Regulation and Enforcement**

POSITION: **SUPPORT**

The Maryland Chiefs of Police Association (MCPA) and the Maryland Sheriffs' Association (MSA) **SUPPORT HB 928**. This bill authorizes counties and municipalities to regulate and register off-road motorcycles.

Across the state off-road motorcycles, commonly referred to as dirt bikes or minibikes, and all-terrain vehicles have wreaked havoc on local roads. Individuals with these vehicles often gather in large groups, taking over the roads and putting pedestrians and other drivers in danger. Unfortunately, law enforcement's hands are often tied in their ability to address these dangerous drivers. Under current law, counties are limited to being able to require registration and charge registration fees and municipalities have no oversight authority. Even if individuals are ticketed for violating registration laws, they can go back on the road to create chaos again.

HB 928 gives local governments a tool in the toolbox for addressing these problematic off-road motorcycle drivers. The bill grants both counties and municipalities the authority to regulate and enforce state motor vehicle laws against off-road motorcycles and to establish local laws governing the impoundment and forfeiture, if lawful, of off-road motorcycles. Under this bill, a local government can establish sensible laws that target repeat offenders via impoundment or forfeiture, if lawful, to better keep them off the roads.

Irresponsibly driven off-road motorcycles are a danger to the community. Local governments and their law enforcement agencies deserve the authority to manage them for the safety of both drivers and pedestrians. For these reasons, MCPA and MSA **SUPPORT HB 928** and urge a **FAVORABLE** report.

Support With Amendment of HB 928 - Motor Vehicles

Uploaded by: Colby Ferguson

Position: FWA



Maryland Farm Bureau, Inc.

3358 Davidsonville Road • Davidsonville, MD 21035 • (410) 922-3426

March 2, 2023

To: House Environment & Transportation Committee

From: Maryland Farm Bureau, Inc.

Re: **Support with Amendment of HB 928 - Motor Vehicles - Off-the-Road Motorcycles - Local Regulation and Enforcement**

On behalf of our member families, I submit this written testimony in support with amendment of HB 928, authorizes a municipal corporation to regulate the operation of and register off-the-road motorcycles. It also authorizes a county or municipal corporation to enforce the Maryland Vehicle Law for violations involving off-the-road motorcycles and to enact and implement legislation governing impoundment, release from impoundment, and, if lawful, forfeiture.

Even though this bill's primary intent is to crack down on off-road vehicles being driven illegally on the roads and out-running law enforcement, the bill also include farm use off-road vehicles. Requiring those vehicles to be registered with the county. Since farm-use vehicles aren't the intended vehicles for this bill, **MDFB requests an exemption for farm-use off-road vehicles from the bill.**

MDFB Policy: We recognize the use of all-terrain vehicles as necessary agricultural vehicles in the day-to-day business of agricultural operations. We support a farmer's ability to cross and travel state and county roads to get from one part of his/her farm to another.

MARYLAND FARM BUREAU SUPPORTS HB 928 WITH AN AMENDMENT

Colby Ferguson
Director of Government Relations

For more information contact Colby Ferguson at (240) 578-0396

HB928 Brittany Young .docx (1).pdf

Uploaded by: Brittany Young

Position: UNF



Position: Oppose

2/27/2023

Dear Chairman Barve and Members of the Environment and Transportation Committee:

B-360 requests that the Committee issue an unfavorable report on HB928. My name is Brittany Young and I am the founder of B-360 which exists at the unlikely intersection of three lanes; unrecognized potential, dirt bike culture, and STEM education. B-360's mission is to utilize dirt bike culture to end the cycle of poverty, disrupt the prison pipeline, and build bridges in communities. The organization works to shift street riders out of traffic into programming, safe spaces, and opportunities around their love of dirt bikes and skills. Leaders work with all stakeholders, including students, riders, communities, policymakers and elected officials, and law enforcement to create equitable solutions that work for all. In March 2022 we launched a campaign for the first ever dirt bike campus which will allow safe riding, training and education to happen in one location.

Last year we testified against HB077 which was successfully ended and appreciated the committee listening to our testimony. You recommended a working group be formed to holistically look at OHV issues for the State which I was eager to join. To my dismay, the committee was never formed and here we are again a little over a year later with another ill placed bill, and a reminder that we must stay vigilant and active in creating real solutions.

When we reference solutions, I want to make sure it is clear, B-360 advocates for those who want to ride safely and is in favor of options that allow people to have access to safe methods of riding, spaces to grow their recreation and the opportunity to excel. However, we can not simply bandaid solutions or single out groups based on riding in city streets as opposed to



riding on farm/rural roads - both are illegal. A solution has to be equitable and makes sure that enforcement will happen for either group as well as the opportunity to allow safe recreation.

I oppose this bill because of the redundancy as well as the unclear approach to a solution; counties and municipalities can already regulate their road ways to address OHV issues. As written, this bill only has consequences for riders through impoundment (without a defined process), no precedent of registration fees, and overall has too much process that is not outlined and left to the imagination. The bill says you have to register the vehicle, have it impounded or whatever other punishment will come with that. For people that do not have the means to register their bikes but also do not ride in streets what does this leave them with? Another way to be for not having access and another reminder that even though they are a constituent, they have no voice. Bills like these, no matter how well intended create inequity, do not address root causes as well as make clear definitions and incentives for doing things the right way. Furthermore, once registration fees are collected, the bill does not place fees into a fund that can help create safe riding areas which are a priority for the state.

When I look at solutions, I lean into the work we have done in Baltimore by engaging 9000+ youth and young adults to not ride in traffic and securing educational advances, diverting 57 young adults from incarceration to careers and our efforts to raise \$10.5M to have dedicated spaces to grow holistically while working to get riders out of streets. We have been prominent in advocating for safety, understanding the needs of law enforcement, of community members and making strides as an organization. I am joined in this vision with cities counties like Garrett and Allegany County and their introduction of HB114 and cities like Shamokin, PA. Solution



oriented approaches are not nuisance because the idea of undoing barriers can be a hurdle the State of Maryland can join us to overcome.

For the sake of those we advocate for, and the best interest of the state as a whole, I hope this will be my last time in opposition to a bill and that my testimony does not go unnoticed. My hope is for inclusive and just policies that allow us to be safe for now and the future and allow holistic approaches. Since 2017, we have been rewriting a narrative and on the right side of tangible outcome and working with all stakeholders to create a better Maryland. I can not stand in support of any legislation that will further incriminate Black people, poor people , and people who do not have access.

For these reasons, Brittany Young urge an unfavorable report on **HB928**.

Brittany Young

-Brittany Young



Environmental and Transportation Committee

House Office Building
6 Bladen Street, Room 251
Annapolis, MD 21401

**Testimony on HB928
Motor Vehicles - Operation of Dirt Bikes - Prohibited Acts
Criminalizing Riding Dirt Bikes**

Position: Oppose

2/27/2023

Dear Chairman Barve and Members of the Energy and Transportation Committee:

I respectfully request that the Committee issue an unfavorable report on HB928. My name is Daron Harrel and I am 16 years old and a participant of the B-360 program and a part of the Junior Instructor of youth dirt bike riders; we work with younger students to teach mechanics, STEM and rider safety throughout Baltimore City. You may have seen me on the Kelly Clarkson Show, Steve Harvey TV, or doing a press conference with Mayor Brandon Scott during B-360 Day to celebrate our work.

Maybe you heard Steve mention how “higher paying STEM jobs are becoming more and more popular, [and yet] less than 10% of the STEM workforce is black... [and B-360] aims to change all that.” I hope you heard Ms. Young explain how dirtbike riders are natural engineers, self-taught STEM professionals as many of them build and repair their dirt bikes on their own and learn how to ride their bikes so safely they can commit stunts the envy of Evel Knievel. I don’t know who that is, but I was told you would get it. I hope you also get that HB928 is not favorable to my growth and development as a young Black man in Baltimore city or the state of Maryland. As written, the bill says we must get a registration from our city but does not mention



anything other than fines and imprisonment if we do not. This will lead to more interactions with law enforcement. Also last year we testified against HB077 and thought we would see real changes in the state to make sure our rights as riders are protected and heard. I am not a criminal but the way these bills are written, it is clear how you all view me and others who are doing the right things and in need of safe spaces, access and protection. Many dirt bike riders ride on the streets because they have nowhere else to ride. Did you know that you used to be able to see families get together on the weekend in Baltimore city at parks like Druid Hill park and watch Baltimore's dirt bike riders ride? I never saw it because in the early 2000s Baltimore city made riding dirt bikes illegal in city parks. What I have seen is as a result of being forced out of these once safe spaces to ride, dirt bike riders were only left with the streets and so that's where they went. What I have seen is poorly considered laws backfire on themselves sputtering at the exhaust pipe. What I hope you see is me and my words and most of all why this committee should not let HB928 pass. I also learned that Maryland counties have passed bills allowing them to ride to safe spaces; HB928 is not needed to make the change we need.

I oppose this bill because I believe this bill will lead to the unjust incarceration of more black lives, has only consequences with no clear outline of steps to become legal and is repetitive of what counties can already do on their own. I hope one day my voice is heard so we can stop having to miss school or write these testimonies that so far have gone unheard. I am a dirt bike rider who does not ride in traffic, an inspiring mechanic and more than a criminal simply because I enjoy dirt bikes.

For these reasons, Daron Harrel urge an unfavorable report on **HB928**.



CARVING OUT A NEW LANE, ONE WHEELIE AT A TIME

Sincerely,

Daron Harrel

Daron Harrel

B360 BALTIMORE

P.O. Box 67052
Baltimore, Maryland 21215

b360balt@gmail.com

www.b360baltimore.org

  @B360Baltimore

 @B360Balt

 Be Threesixty



Environmental and Transportation Committee

House Office Building
6 Bladen Street, Room 251
Annapolis, MD 21401

**Testimony on HB928
Motor Vehicles - Prohibited Acts
Criminalizing Riding Dirt Bikes**

Position: Oppose

2/27/2023

Dear Chairman Barve and Members of the Energy and Transportation Committee:

I respectfully request that the Committee issue an unfavorable report on HB928. My name is Tristan Tremble and I am 15 years old and a participant of the B-360 program and a part of the Junior Instructors/ You may have seen me in the profile the Kelly Clarkson, The Today Show, Press Conferences with Mayor Brandon Scott and Steve Harvey TV. I believe that HB928 will young black people like me that just want to ride somewhere safe. Many dirt bike riders ride on the streets because they have nowhere else to ride. I oppose this bill because I believe this bill will lead to the unjust incarceration of more black lives simply for riding dirt bikes, a known leisure activity in the Black community that is unfairly given a violent criminal narrative when it actually has an anti-violence culture.

For these reasons, I, Tristan Tremble urge an unfavorable report on **HB928**.

Sincerely,

-Tristan Tremble

Tristan Tremble



Environmental and Transportation Committee

House Office Building
6 Bladen Street, Room 251
Annapolis, MD 21401

**Testimony on HB928
Motor Vehicles - Operation of Dirt Bikes - Prohibited Acts
Criminalizing Riding Dirt Bikes**

Position: Oppose

2/27/2023

Dear Chairman Barve and Members of the Energy and Transportation Committee:

I respectfully request that the Committee issue an unfavorable report on HB928. My name is Treasure Tremble and I am 14 years old, Tristan Tremble's twin sister and a participant of the B-360 program and a part of the "B-360 Bunch" our group of youth dirt bike riders. I oppose this bill because I believe this bill will lead to the unjust incarceration of more black lives simply for riding dirt bikes, a known leisure activity in the Black community that is unfairly given a violent criminal narrative when it actually has an anti-violence culture.

For these reasons, Treasure Tremble urge an unfavorable report on **HB928**.

Sincerely,

-Treasure Tremble

Treasure Tremble



Environmental and Transportation Committee

House Office Building
6 Bladen Street, Room 251
Annapolis, MD 21401

**Testimony on HB928
Motor Vehicles - Operation of Dirt Bikes - Prohibited Acts
Criminalizing Riding Dirt Bikes**

Position: Oppose

2/28/2023

Dear **Chairman Barve and Members of the Energy and Transportation Committee:**

I respectfully request that the Committee issue an unfavorable report on HB928. My name is Tony Saunders, Jr. and I am 16 years old and a part of the "B-360 Bunch" B-360's group of youth dirt bike riders. You may have seen me on the Kelly Clarkson show, or the Today show or most recently with Steve Harvey on his STEVE on Watch show. I believe that HB928 will imprison young black people like me that just want to ride somewhere safe. Many dirt bike riders ride on the streets because they have nowhere else to ride. I oppose this bill because I believe this bill will lead to the unjust incarceration of more black lives simply for riding dirt bikes, a known leisure activity in the Black community that is unfairly given a violent criminal narrative when it actually has an anti-violence culture.

For these reasons, I, Tony Saunders, Jr. urge an unfavorable report on **HB928**.

Sincerely,

-Tony Saunders, Jr.

Tony Saunders, Jr



CARVING OUT A NEW LANE, ONE WHEELIE AT A TIME



B360 BALTIMORE

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 Be Threesixty

Foustoukos_HB928.pdf

Uploaded by: DIONYSIOS FOUSTOUKOS

Position: UNF

Tuesday, February 28, 2023

Subject: Opposition to the HB0928 “Motor Vehicles – off-the-road motorcycles – Local Regulation and Enforcement”

This is a testimony opposing the Bill HB0928. HB928’s original intent was to curb the illegal use of Off-Highway Vehicles (OHV) on public roads. However, this Bill does not address that problem. HB928 requires OHV owners to register their OHV with county and even municipal governments with the penalty of impoundment for failing to do so. Even if we keep our OHV purely on our own property, or locked away in a garage for a year, failure to comply with this law will cause vehicle confiscation. This law would be the first of its kind as no other vehicle type is required to be registered with a county. There is no county registration for boats, kayaks, cars, trucks, or jet ski's with local governments. There is only registration on a State Level.

If implemented in its current form, this bill would create a convoluted and hard to navigate fee system where OHV owners would be required to pay a state titling fee, an annual \$10 State DNR registration fee for use of public lands, then add on a county and or even a township annual fee. These local government fees’ have no legislative constraints. Causing users to spend money on exorbitant fees to continue to possess property they already legally own.

Not only do these fees have no limit, but they also do nothing to solve the problem. The collected fee’s do not go towards providing recreational opportunities to fund legal use of these vehicles.

I do not support this overreach and abuse of my targeted user group to support the general fund.

Sincerely,

Dionysis Foustoukos

9221 Long Branch Pkwy,

Silver Spring, MD 20901

dfoustou@gmail.com

240-274-5646

HB928_Roby_UNF

Uploaded by: Greg Roby

Position: UNF

Chairman,

I am shocked once again by Maryland. It is already difficult to enjoy the legal use of an off highway vehicle for recreation in Maryland and requires us to go out of state 99% of the time. Now you are proposing more fees?

HB928's original intent was to curb the illegal use of Off-Highway Vehicles (OHV) on public roads. However, this Bill does not address that problem. HB928 requires OHV owners to register their OHV with county and even municipal governments with the penalty of impoundment for failing to do so. Even if you keep your OHV purely on your own property, or locked away in a garage for a year, failure to comply with this law will result in vehicle confiscation. This law would be the first of its kind as no other vehicle type is required to be registered with a county. There is no county registration for boats, kayaks, cars, trucks, or jet ski's with local governments. There is only registration on a State Level.

If implemented in its current form, this bill would create a convoluted and hard to navigate fee system where OHV owners would be required to pay a state titling fee, an annual \$10 State DNR registration fee for use of public lands, then add on a county and or even a township annual fee. These local government fee's have no legislative constraints. Causing user's to spend money on exorbitant fee's to continue to possess property they already legally own. Not only do these fee's have no limit, they also do nothing to solve the problem. The collected fee's do not go towards providing recreational opportunities to fund legal use of these vehicles. As such, I do not support this overreach and abuse of my targeted user group to support the general fund.

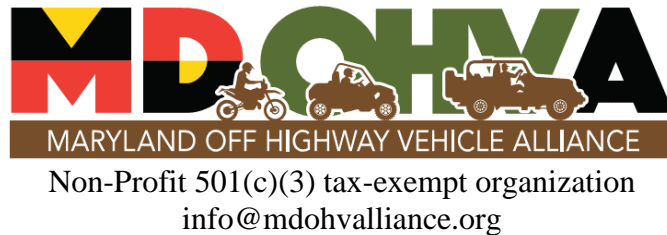
Sincerely,

Greg Roby
240-484-9578

Opposition to HB928.pdf

Uploaded by: James Ratino

Position: UNF



Opposition to HB928

HB928's original intent was to curb the illegal use of Off-Highway Vehicles (OHV) on public roads. However, this Bill does not address that problem. HB928 requires OHV owners to register their OHV with county and even municipal governments with the penalty of impoundment for failing to do so. Even if you keep your OHV purely on your own property, or locked away in a garage for a year, failure to comply with this law will result in vehicle confiscation. This law would be the first of its kind as no other vehicle type is required to be registered with a county. There is no county registration for boats, kayaks, cars, trucks, or jet skis with local governments. There is only registration on a State Level.

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Not only do these fees have no limit, they also do nothing to solve the problem. The collected fees do not go towards providing recreational opportunities to fund legal use of these vehicles.

As such, I do not support this overreach and abuse of my targeted user group to support the general fund.

MD HB 928 - AMA Opposition Letter .pdf

Uploaded by: Peter Stockus

Position: UNF



Feb. 28, 2023

Delegate. Kumar Barve
House Office Building
6 Bladen Street, Room 251
Annapolis, MD 21401

Dear Del. Barve and members of the House Committee on Environment and Transportation:

We are submitting this letter to express our strong opposition to for HB 928.

Founded in 1924, the AMA is the premier advocate for the motorcycling community. We represent the interests of millions of on- and off-highway motorcyclists, with nearly 4,800 members in Maryland. Our mission is to promote the motorcycle lifestyle and protect the future of motorcycling.

The AMA has worked with local grassroots groups such as B-360 in Baltimore to shine a light and support efforts to address dirt bike use on the streets. The intent of HB 928 gravely misses the mark and will do nothing to tackle illegal use of off-road motorcycles but will instead create onerous and unjust registration requirements. Currently All-Terrain Vehicles (ATV), Off-Road Motorcycles, and Snowmobiles purchased October 1, 2010 or later are required to be titled with the Motor Vehicle Administration and to utilize state land must purchase an annual sticker with the Department of Natural Resources.

By requiring county registration, this bill seeks to single out one user group as this requirement doesn't apply to passenger vehicles in the state. As an organization, the AMA firmly believes in a user-pay user-benefit model, and routinely supports registration efforts around the country that help fund trails and increase access, but this bill aims to punish law abiding riders with additional costs and no benefits.

These actions are discriminatory towards motorcycle riders, and community led efforts such as B-360 have already been shown to shift riders out of traffic and into safe spaces and educational opportunities. To create a safer community and riding opportunities, the AMA encourages you to work to build partnerships with existing grassroots organizations and not to craft punitive legislation which adds additional costs for off-road motorcycle ownership.

We urge an unfavorable report on HB 928.

Sincerely,

A handwritten signature in black ink that reads "Peter Stockus". The signature is written in a cursive, flowing style.

Peter W. Stockus

Government Relations Manager, Off-Highway

Community Law In Action Testimony.pdf

Uploaded by: Rashad Staton

Position: UNF



Community Law In Action, Inc. (CLIA)
4709 Harford Road
Baltimore, MD, 21214
info@cliayouth.org

Position: Unfavorable

2/27/2023

Dear Chairman Barve and Members of the Environment and Transportation:

Community Law In Action (CLIA) requests that the Committee issue an unfavorable report on HB928. My name is Rashad Staton and I am the Executive Director of CLIA which develops young leaders, ages 14-24, and facilitates effective partnerships to amplify youth priorities, impact policy, and foster positive community change. Our organization works with leaders and stakeholders, such as students, agencies, and community-based partners, i.e., B360, in civic engagement efforts that cultivates equitable spaces and practices, ultimately fostering civic duties and engagement to create equitable solutions that works for all.

Last year along with B360, we testified against HB077 which was successfully ended and appreciated the committee listening to our testimony. It was recommended that a working group be formed to holistically look at OHV issues for the State which we were eager to join. Unfortunately, due to unforeseen circumstances, it has come to our attention that such work committee was not convened, which may be the reasoning for such bill proposed including language which is not conducive to all parties in creating an inclusive and solution-oriented bill that is reflective of creating equitable solutions.



In referencing solution and considerable language, CLIA is in favor of rider safety, and designated safe spaces for motorcross activation, and educational and career centered programming.

In closing, CLIA oppose this bill because of the lack of clarity and the evident inequities that will have unintended consequences of residents across the state of Maryland, and the implication of barriers that will be imposed of youth and young adults across black and brown communities.

For these reasons, Rashad Staton urges an unfavorable report on **HB928**.

Sincerely,

Rashad Staton, Executive Director

443-475-7617

www.cliayouth.org



HB0928 - MVA - Off Road Motorcycles - LOI_FINAL.pdf

Uploaded by: Patricia Westervelt

Position: INFO

March 2, 2023

The Honorable Kumar P. Barve
Chair, House Environment and Transportation Committee
Room 251, House Office Building
Annapolis MD 21401

RE: Letter of Information – House Bill 928 – Motor Vehicles – Off-the-Road Motorcycles – Local Regulation and Enforcement

Dear Chair Barve and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 928 but offers the following information for the Committee's consideration.

House Bill 928 authorizes counties and local jurisdictions to create a registration process for certain off-the-road vehicles. The proposed legislation further allows enforcement of registration requirements and other Maryland vehicle laws related to legal operation of such off-the-road vehicles, including impoundment.

The MDOT Motor Vehicle Administration (MVA) currently requires an Off-Highway Recreational Vehicle (OHRV) to be titled by the owner and issues a sticker for the owner to display on the rear of the vehicle. Law enforcement uses information on the title sticker to identify the vehicle within MVA records. No vehicle registration is issued because the vehicles are not considered roadworthy. However, the MVA has no enforcement method by which it can compel an owner to title a newly acquired OHRV, though many dealers do provide this as a service when purchasing from them. If an OHRV is purchased via private sale or an out-of-state dealer, the required title is often not obtained by the owner.

As there is currently a process in place for these vehicles, efforts to ensure compliance of this requirement, rather than local registration requirements, could prevent potential owner confusion regarding multiple jurisdictional filings required by titling with the MVA and registering with a local jurisdiction. It would also ensure Statewide access to ownership information if an owner were to take an OHRV to another area of the State for use.

The MVA is highly supportive of efforts to ensure all roadway users, regardless of the mode of transportation, use Maryland roads and highways in a legal and safe manner.

The Maryland Department of Transportation respectfully requests that the Committee consider this information when deliberating House Bill 928.

Respectfully submitted,

Christine E. Nizer
Administrator
Maryland Motor Vehicle Administration
410-787-7830

Pilar Helm
Director of Government Affairs
Maryland Department of Transportation
410-865-1090