

HCS HB 307 -- ELECTRIC BICYCLES

SPONSOR: Griesheimer

COMMITTEE ACTION: Voted "Do Pass with HCS" by the Standing Committee on Transportation by a vote of 14 to 0. Voted "Do Pass" by the Standing Committee on Rules- Legislative Oversight by a vote of 10 to 0.

The following is a summary of the House Committee Substitute for HB 307.

As used in Chapters 300 and 301, RSMo, the bill defines "electric bicycle" as a bicycle with fully operable pedals, a seat for the rider, and an electric motor of less than 750 watts that meets the requirements of one of three classes:

(1) "Class 1 electric bicycle", an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour;

(2) "Class 2 electric bicycle", an electric bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour; or

(3) "Class 3 electric bicycle", an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour.

Other definitions within those chapters are changed to either specifically include or exclude "electric bicycle".

As used in Chapters 302, 303, 307, 365 and 407 "electric bicycle" is defined in reference to its definition in Chapter 301, and other definitions within those chapters are changed to either specifically include or exclude "electric bicycle".

In Section 578.120, "electric bicycle" is specifically excepted from the prohibition on Sunday sales.

The bill also provides that every person riding an electric bicycle upon a street or highway shall be granted all of the rights and shall be subject to all of the duties applicable to the operator of a bicycle, or the driver of a vehicle as provided by Chapter 304, except as to special regulations in Sections 307.180 to 307.193 and except as to those provisions of Chapter 304 which by their nature

can have no application.

Operation of an electric bicycle is not subject to provisions of law that are applicable to motor vehicles, all-terrain vehicles, off-road vehicles, off-highway vehicles, motor vehicle rentals, motor vehicle dealers or franchises, or motorcycle dealers or franchises, including vehicle registration, certificates of title, drivers' licenses, and financial responsibility.

Beginning August 28, 2021, manufacturers and distributors of electric bicycles are required to apply a permanent label to each electric bicycle in a prominent location, which must contain the classification number, top assisted speed, and motor wattage of the electric bicycle. The text on the label must be Arial font and in at least nine-point type. A person is prohibited from tampering with or modifying an electric bicycle in such a way that changes the motor-powered speed capability or engagement of the electric bicycle unless he or she replaces the required label with a new label indicating the new classification.

An electric bicycle must comply with the equipment and manufacturing requirements for bicycles adopted by the United States Consumer Product Safety Commission, 16 CFR 1512. An electric bicycle must be operated so that the electric motor is disengaged or ceases to function when the rider stops pedaling or when the brakes are applied.

Electric bicycles can be ridden where bicycles are permitted, subject to certain provisions set out in the bill. The use of a class 3 electric bicycle is subject to certain provisions set out in the bill, including the operator must be 16 years old, and be equipped with a speedometer.

The following is a summary of the public testimony from the committee hearing. The testimony was based on the introduced version of the bill.

PROPONENTS: Supporters say that it helps consumers and retailers.

Testifying for the bill were Representative Griesheimer; and Kathryn Gamble, People For Bikes.

OPPONENTS: Those who oppose the bill say that the state has too many regulations already.

Testifying against the bill was Arnie Dienoff.

Written testimony has been submitted for this bill. The full

written testimony can be found under Testimony on the bill page on the House website.