

Fiscal Estimate Narratives

DOT 4/22/2009

LRB Number	09-2304/1	Introduction Number	AB-0197	Estimate Type	Original
Description The definitions of motor bicycle and moped					

Assumptions Used in Arriving at Fiscal Estimate

PROVISIONS OF THE BILL

This bill defines as a "motor bicycle" in Wisconsin law, a vehicle that meets the definition in federal law of "low-speed electric bicycle." The bill also clarifies that a "moped" does not include a "motor bicycle."

Recent federal law (PL 107-319) establishes that a "low-speed electric bicycle" is a consumer product under Consumer Products Safety Commission regulations, and is not a motor vehicle for purposes of National Highway Traffic Safety Administration (NHTSA) motor vehicle safety standards.

Under current state law, a motor bicycle is a bicycle to which a motor that is NOT an integral part of the vehicle has been added. A low-speed electric bicycle as defined in federal law is similar in character to a motor bicycle under state law -- except for the fact that the low-speed electric bicycle's motor IS an integral part of the vehicle (i.e., the vehicle is manufactured with the motor, rather than the motor being added later).

Therefore, while the "low-speed electric bicycle" cannot currently be classified under state law as a motor bicycle, it does not meet NHTSA safety standards for operation on a public highway. On the other hand, operation of a motor bicycle, which is not registered under chapter 341, is restricted. The "low-speed electric bicycle" as defined in federal law is appropriately classified as a motor bicycle under state law.

FISCAL EFFECT

No fiscal impact on the Department of Transportation or the Transportation Fund.

Motor bicycles are subject to local government regulation similar to bicycles. Local governments may also require registration of motor bicycles. Thus, a local government may have some increased cost of regulating low-speed electric bicycles in its jurisdiction, and may obtain increased revenue from any low-speed electric bicycles that it registers. The Department of Transportation does not know how many low-speed electric bicycles might be registered, but it is likely small for any individual local government. Thus, there is a possibility of increased local cost and revenue, but the amount is indeterminate, and is likely small for any individual local government.

Long-Range Fiscal Implications

Fiscal Estimate Worksheet - 2009 Session

Detailed Estimate of Annual Fiscal Effect

Original
 Updated
 Corrected
 Supplemental

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Description The definitions of motor bicycle and moped			
I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):			
II. Annualized Costs:		Annualized Fiscal Impact on funds from:	
		Increased Costs	Decreased Costs
A. State Costs by Category			
State Operations - Salaries and Fringes	\$		\$
(FTE Position Changes)			
State Operations - Other Costs			
Local Assistance			
Aids to Individuals or Organizations			
TOTAL State Costs by Category	\$		\$
B. State Costs by Source of Funds			
GPR			
FED			
PRO/PRS			
SEG/SEG-S			
III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)			
	Increased Rev		Decreased Rev
GPR Taxes	\$		\$
GPR Earned			
FED			
PRO/PRS			
SEG/SEG-S			
TOTAL State Revenues	\$		\$
NET ANNUALIZED FISCAL IMPACT			
	State		Local
NET CHANGE IN COSTS	\$		\$Indeterminate
NET CHANGE IN REVENUE	\$		\$Indeterminate
Agency/Prepared By			
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Date			4/22/2009