

Fiscal Estimate Narratives

DOT 5/30/2007

LRB Number 07-2185/1	Introduction Number SB-186	Estimate Type Original
Description Neighborhood electric vehicles		

Assumptions Used in Arriving at Fiscal Estimate

This bill eliminates the authority of local governments to license neighborhood electric vehicles used within the municipality, and instead requires that a neighborhood electric vehicle be registered by the Division of Motor Vehicles under Chapter 341, for a biennial fee of \$23, which is the same as the registration fee for motorcycles and mopeds.

Under Wisconsin law, any vehicle that is required to be registered under Chapter 341 must be titled under Chapter 342; and certain title fees apply. This bill exempts neighborhood electric vehicles from the environmental impact fee and the supplemental title fee.

The bill requires that, for any neighborhood electric vehicle that is already registered by a municipality on the effective date of the bill, DOT must issue the initial biennial registration under Chapter 341, at no additional fees to the registrant.

The bill explicitly exempts neighborhood electric vehicles from motor vehicle emission inspections for air pollution control.

Finally, the bill eliminates the requirement that the local government enter into an agreement with other governing bodies that share jurisdiction over roadways within the municipality, and instead establishes specific provisions for DOT and the local government with regard to connecting highways and local highways that cross state trunk highways.

FISCAL IMPACT

It is impossible to predict how many neighborhood electric vehicles would be registered. However, the volume is anticipated to be small. Because the volume would be small, DMV could avoid making data processing programming changes and, instead, DMV staff could manually follow business rules for processing these transactions. Therefore, DMV could absorb the cost of processing within its current budget.

Like motorcycle and moped registration, neighborhood electric vehicle registration fee would be \$23 for two years (and, like motorcycle and moped registration, neighborhood electric vehicle registration would expire April 30 of even-numbered years). Revenue increase to the Transportation Fund would be minimal, and would fluctuate biennially. For example, if 1,000 neighborhood electric vehicles were registered, revenue increase would be \$23,000 every even-numbered year, and no revenue increase in odd-numbered years.

Local fiscal impact is indeterminate, but is expected to be negligible for any individual local government. Under current law, local governments may register neighborhood electric vehicles, for a fee determined by the local government. Under this bill, local governments would no longer be able to do so. While some local governments have enacted registration ordinances, the number of neighborhood electric vehicles that would be registered is likely low, because of the uncertainty of current law provisions.

Long-Range Fiscal Implications

Revenue increase to the Transportation Fund would be minimal, and would fluctuate biennially. For example, if 1,000 neighborhood electric vehicles were registered, revenue increase would be \$23,000 every even-numbered year, and no revenue increase in odd-numbered years.

Fiscal Estimate Worksheet - 2007 Session

Detailed Estimate of Annual Fiscal Effect

Original
 Updated
 Corrected
 Supplemental

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Description Neighborhood electric vehicles			
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		\$	\$
NET CHANGE IN REVENUE		\$minimal and fluctuating	\$indeterminate
Agency/Prepared By		Authorized Signature	
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		Date	
		5/29/2007	