

LRB # 99 LRB-0890/5
INTRODUCTION # SB300
Admin. Rule #

- ORIGINAL UPDATED
 CORRECTED SUPPLEMENTAL

Subject
 Low speed vehicles

Fiscal Effect
 State: No State Fiscal Effect
 Check columns below only if bill makes a direct appropriation or affects a sum sufficient appropriation.

<input type="checkbox"/> Increase Existing Appropriation	<input type="checkbox"/> Increase Existing Revenues	<input type="checkbox"/> Increase Costs - May be possible to Absorb Within Agency's Budget <input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/> Decrease Existing Appropriation	<input type="checkbox"/> Decrease Existing Revenues	
<input type="checkbox"/> Create New Appropriation	<input type="checkbox"/> Decrease Costs	

Local: No local government costs

1. <input checked="" type="checkbox"/> Increase Costs <input checked="" type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	3. <input type="checkbox"/> Increase Revenues <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	5. Types of Local Governmental Units Affected: <input checked="" type="checkbox"/> Towns <input checked="" type="checkbox"/> Villages <input checked="" type="checkbox"/> Cities <input checked="" type="checkbox"/> Counties <input type="checkbox"/> Others _____ <input type="checkbox"/> School Districts <input type="checkbox"/> WTCS Districts
2. <input type="checkbox"/> Decrease Costs <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	4. <input type="checkbox"/> Decrease Revenues <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	

Fund Sources Affected **Affected Ch. 20 Appropriations**
 GPR FED PRO PRS SEG SEG-S 20.395(5)(cq), 20.395(5)(dq), 20.395(4)(aq)

Assumptions Used in Arriving at Fiscal Estimate:

This bill makes several changes to vehicle titling/registration, equipment, dealer licensing, state and local motor vehicle powers, and vehicle emission statutes, to accommodate a "low-speed vehicle" (LSV), which is a newly authorized type of motor vehicle under National Highway Traffic Safety Administration (NHTSA) regulations—a 4-wheeled vehicle (other than a truck) whose top speed is between 20 and 25 mph. LSVs are very small electric vehicles used principally in golf or retirement communities, for very short trips. While we cannot estimate how many of these vehicles might be registered in Wisconsin, we anticipate that very few will be registered here, since these vehicles are more suited to warm climates.

Under this bill, LSVs will be titled and registered by DMV. The registration fee would be the same as motorcycles (\$23 biennially). We may absorb the workload of titling/registering, and dealer and salesperson licensing, within our current staffing level. One-time start-up data processing work will be minimal and may be absorbed. No change to driver licensing procedures results from this bill. Revenue increase from fees will be minimal.

DOT is authorized to promulgate rules for vehicle equipment standards, with certain limitations. Work may be absorbed within current staffing level. This bill allows municipalities or counties to enact and enforce an ordinance regulating LSV equipment if the ordinance strictly conforms to DOT's equipment rules. Any cost that a municipality or county would incur for enforcement would depend on the number of LSVs in the community and the degree of enforcement which the local government would take.

This bill allows LSV operation on local streets which have speed limits 25 mph or less. But municipalities or counties may, by ordinance, restrict operation of LSVs on their streets which have speed limits of 25 mph or less, and also may authorize LSV operation on any local street with speed limit of up to 35 mph. LSVs may not operate on State Trunk Highways but may cross STHs at locations designated by municipalities or counties. The local authority may mark or sign the crossing only as directed by DOT. It is estimated that each sign would cost the local authority \$300, including sign, post, and installation. Total cost to each local government would depend on how many crossings the government designates and is directed to sign.

Long-Range Fiscal Implications:

Prepared By: / Phone # / Agency Name Carson P. Frazier/266-7857/Transportation	Authorized Signature / Telephone No. 266-2233	Date 12/6/99
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FISCAL ESTIMATE WORKSHEET

Detailed Estimate of Annual Fiscal Effect

1999 Session

- ORIGINAL UPDATED
 CORRECTED SUPPLEMENTAL

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INTRODUCTION # 99SB300

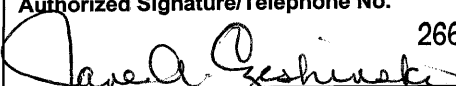
Subject
Low speed vehicles

I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):
None

II. Annualized Costs:	Annualized Fiscal impact on State funds from:	
	Increased Costs	Decreased Costs
A. State Costs by Category		
State Operations - Salaries and Fringes	\$	\$ -
(FTE Position Changes)	(FTE)	(- FTE)
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.)		
GPR Taxes	\$	\$ -
GPR Earned		-
FED		-
PRO/PRS		-
SEG/SEG-S		-
TOTAL State Revenues	\$	\$ -

NET ANNUALIZED FISCAL IMPACT

	<u>STATE</u>	<u>LOCAL</u>
NET CHANGE IN COSTS	\$Minimal _____	\$Minimal _____
NET CHANGE IN REVENUES	\$Minimal _____	\$None _____

Prepared By: / Phone # / Agency Name Carson P. Frazier/266-7857/Transportation	Authorized Signature/Telephone No.  266-2233	Date 12/6/99
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