Vote Record

Assembly Committee on Transportation

Date: 2/24/00
Moved by: Huebsch
Seconded by: Leibham
AB:
AB:
SB: 310
Clearinghouse Rule:
Appointment:
AJR:
SJR:
Other:
A:
SR:

A/S Amdt:
A/S Amdt: to A/S Amdt:
A/S Sub Amdt:
A/S Amdt: to A/S Sub Amdt:
A/S Amdt: to A/S Amdt: to A/S Sub Amdt:

Be recommended for:
- [ ] Passage
- [ ] Introduction
- [ ] Adoption
- [ ] Rejection
- [ ] Indefinite Postponement
- [ ] Tabling
- [x] Concurrence
- [ ] Nonconcurrence
- [ ] Confirmation

Committee Member	Aye	No	Absent	Not Voting
Rep. David Brandemuehl Chair	✓			
Rep. Jeff Stone	✓			
Rep. Eugene Hahn	✓			
Rep. Michael Huebsch	✓			
Rep. Steve Kestell			✓	
Rep. Joseph Leibham	✓			
Rep. Jerry Petrowski	✓			
Rep. Scott Suder	✓			
Rep. John Townsend	✓			
Rep. Julie Lassa	✓			
Rep. Donald Hasenohrl			✓	
Rep. Barbara Gronemus			✓	
Rep. Robert Turner	✓			
Rep. Leon Young			✓	
Rep. John Steinbrink	✓			
Rep. Larry Balow	✓			
Rep. Gary Sherman	✓			
Totals:	13		4	

- [ ] Motion Carried
- [ ] Motion Failed

History of Senate Bill 300

SENATE BILL 300
An Act to amend 70.112 (5), 194.01 (7), 218.01 (1) (n) 2., 218.01 (2) (bb) 1., 218.01 (2d) (c), 218.015 (2) (b) 2. b., 285.30 (5) (c), 340.01 (4) (a), 341.067, 341.25 (title), 341.25 (1) (b), 341.297 (1), 341.31 (1) (b) 5., 341.31 (4) (c), 342.15 (4) (a), 342.34 (1) (c), 343.08 (1) (a) and (2) (a), 346.16 (2) (a), 349.105 and 779.41 (2); and to create 218.01 (1) (km), 285.30 (5) (j), 340.01 (19d), 340.01 (27m), 343.135 (2) (a) 1m., 346.94 (18), 346.95 (8), 347.02 (8), 349.06 (4) and 349.237 of the statutes; relating to: low-speed vehicles, granting rule-making authority and providing a penalty. (FE)

1999

12-01.	S.	Introduced by Senator Breske; cosponsored by Representative Brandemuehl.	
12-01.	S.	Read first time and referred to committee on Insurance, Tourism, Transportation and Corrections	355
12-16.	S.	Fiscal estimate received.	
12-27.	S.	Fiscal estimate received.	

2000

01-05.	S.	Public hearing held.	
01-05.	S.	Executive action taken.	
01-12.	S.	Report passage recommended by committee on Insurance, Tourism, Transportation and Corrections, Ayes 7, Noes 0	379
01-12.	S.	Available for scheduling.	
02-01.	S.	Senator Zien added as a coauthor	412
02-01.	S.	Senator Drzewiecki added as a coauthor	412
02-01.	S.	Read a second time	412
02-01.	S.	Ordered to a third reading	412
02-01.	S.	Rules suspended	412
02-01.	S.	Read a third time and passed	412
02-01.	S.	Ordered immediately messaged	413
02-08.	A.	Received from Senate	645
02-08.	A.	Read first time and referred to committee on Transportation	647
02-24.	A.	Executive action taken.	
02-29.	A.	Report concurrence recommended by committee on Transportation, Ayes 13, Noes 0	688
02-29.	A.	Referred to committee on Rules	688
03-30.	A.	Placed on calendar 3-30-2000 by committee on Rules.	

Text of Senate Bill 300

Search for another history

Legislation Back to Legislation Page

Back to Legislature Home Page

Assembly Republican Majority

BILL SUMMARY

SB 300: Low-Speed Vehicle Bill

Date: March 30, 2000

BACKGROUND

In June 1998, the National Highway Traffic Safety Administration promulgated rules classifying low-speed vehicles as motor vehicles (low-speed vehicles are similar to golf carts, but are designed to operate on streets and roads rather than golf courses). Since Wisconsin law doesn't currently deal with these vehicles, the federal rules could apply in the event that someone applies to register a low-speed vehicle in this state.

SUMMARY OF SB 300

Senate Bill 300 creates a new category of motor vehicle in Wisconsin, called "low-speed vehicles." SB 300 adopts the federal definition for low-speed vehicles, which is a 4-wheel motor vehicle, with a maximum speed more than 20 mph but not more than 25 mph, and with the equipment required by federal law. In addition to federally required equipment (headlights, tail lights, parking brakes, seat belts, etc.), SB 300 authorizes WisDOT to add other equipment requirements (muffler, horn, etc.).

SB 300 also redefines golf carts to clearly distinguish between golf carts and low-speed vehicles. The basic difference between these types of vehicles is that golf carts cannot exceed 20 mph and are designed for off-road use primarily on golf courses; and low-speed vehicles are designed for highway use, are slightly faster, and have federally required equipment.

Under SB 300, low-speed vehicle manufacturers and dealers will be subject to regulation like other motor vehicle dealers and manufacturers. Low-speed vehicles will be subject to the Wisconsin lemon law. Low-speed vehicles will be registered for the same fee as motorcycles ($23). DMV will issue license plates and certificates of title. Drivers of low-speed vehicles must have the normal class D driver license needed to operate automobiles.

SB 300 prohibits low-speed vehicles from operating on state trunk highways and connecting highways, but they may cross these highways at designated crossings and intersections. Low-speed vehicles will be restricted to highways having a speed limit of 25 mph or less. Local highway authorities will have the discretion to prohibit low-speed vehicles on any highway under its jurisdiction, to designate highway crossing locations, or to allow low-speed vehicles on highways with a speed limit of 35 mph or less.

FISCAL EFFECT

A fiscal estimate prepared by the Department of Transportation indicates that not many low-speed vehicles are expected to be registered in Wisconsin since these vehicles are more suited to warm climates. Thus, any revenue increases will be minimal and the necessary workload could be handled within the current staffing level.

A fiscal estimate prepared by the Department of Revenue indicates that SB 300 is not likely to have any effect on local property taxes.

PROS

1. Since Wisconsin currently does not have a statute dealing with low-speed vehicles, WisDOT argues that the federal rules would apply in the event that someone wants to register one of these vehicles in this state.

2. The equipment required under SB 300 for low-speed vehicles goes beyond what is required under the federal rules. In addition, SB 300 restricts the operation of low-speed vehicles on certain Wisconsin highways. If only the federal rules apply, these restrictions would not be in effect.

3. SB 300 addresses a variety of issues including registration, titling, drivers licensing, equipment requirements, highway operation, and regulation of sellers of low-speed vehicles.

CONS

1. There are some concerns about the safety problems that could result from mixing low-speed vehicle traffic and conventional motor vehicle traffic on local streets and roads, even those with a speed limit of 25 mph or less.

SUPPORTERS

Sen. Roger Breske, author; Rep. David Brandemuehl, lead co-sponsor; Rep. John LaFave; Charles Kernats, WisDOT; David Meilahn; Jeff Malek, GEM Distributors; and Ed Blume, WI Motorcycle Dealers Association;

OPPOSITION

No one testified or registered in opposition to SB 300.

HISTORY

Senate Bill 300 was introduced on December 1, 1999, and referred to the Senate Committee on Insurance, Tourism, Transportation and Corrections. On January 5, 2000, the Committee voted 7-0-0 to recommend SB 300 for passage. On February 1, 2000, the Senate passed SB 300 on a voice vote. Senate action on SB 300 was messaged to the Assembly, and SB 300 was referred to the Assembly Committee on Transportation. An executive session was held on February 24, 2000 and the Committee voted 13-0-4 [Reps. Kestell, Gronemus, Hasenohrl and Young were absent] to recommend concurrence of SB 300.

CONTACT: Sheri Krause, Office of Rep. David Brandemuehl

Zietlow, Rachel

From: Wisconsin Alliance of Cities [wiscall@inxpress.net]
Sent: Thursday, March 30, 2000 9:45 AM
To: Rep. Sarah Waukau; Rep. David Hutchison; Rep. Jean Hundertmark; Rep. Michael Huebsch; Rep. Mary Hubler; Rep. Greg Huber; Rep. Antonio Riley; Rep. Barbara Gronemus; Rep. Cloyd Porter; Rep. David Brandemuehl; Rep. David Cullen; Rep. David Ward; Rep. Dean Kaufert; Rep. Donald Hasenohrl; Rep. Eugene Hahn; Rep. Frank Boyle; Rep. Glenn Grothman; Rep. Jim Kreuser; Rep. Joe Handrick; Rep. John Gard; Rep. John Steinbrink; Rep. Larry Balow; Rep. Marc Duff; Rep. Mark Gundrum; Rep. Mark Meyer; Rep. Marlin Schneider; Rep. Pedro Colon; Rep. Peggy Krusick; Rep. Peter Bock; Rep. Robert Goetsch; Rep. Scott Gunderson; Rep. Scott Jensen; Rep. Sheryl Albers; Rep. Shirley Krug; Rep. Spencer Black; Rep. Spencer Coggs; Rep. Stephen Freese; Rep. Terese Berceau; Rep. Tim Carpenter; Rep. Tim Hoven; Rep. Tom Hebl; Rep. Bonnie Ladwig; Rep. John LaFave; Rep. Frank Lasee; Rep. Julie Lassa; Rep. John Lehman; Rep. Michael Lehman; Rep. Joseph Leibham; Rep. Lee Meyerhofer; Rep. Mark Miller; Rep. Phil Montgomery; Rep. Johnnie Morris-Tatum; Rep. Terry Musser; Rep. Stephen Nass; Rep. Luther Olsen; Rep. Al Ott; Rep. Carol Owens; Rep. Jerry Petrowski; Rep. Mark Pettis; Rep. Jeff Plale; Rep. Joe Plouff; Rep. Mark Pocan; Rep. Michael Powers; Rep. Marty Reynolds; Rep. Kitty Rhoades; Rep. Jon Richards; Rep. John Ryba; Rep. Dan Schooff; Rep. Lorraine Seratti; Rep. Gary Sherman; Rep. Christine Sinicki; Rep. Rick Skindrud; Rep. Joan Spillner; Rep. Tony Staskunas; Rep. Jeff Stone; Rep. Scott Suder; Rep. Tom Sykora; Rep. John Townsend; Rep. Robert Turner; Rep. Gregg Underheim; Rep. Frank Urban; Rep. Dan Vrakas; Rep. Scott Walker; Rep. Sheldon Wasserman; Rep. Steve Wieckert; Rep. Annette Williams; Rep. Wayne Wood; Rep. Leon Young; Rep. Robert Ziegelbauer; Rep. Steven Foti; Rep. John Ainsworth; Rep. Suzanne Jeskewitz; Rep. DuWayne Johnsrud; Rep. Neal Kedzie; Rep. Carol Kelso; Rep. Steve Kestell; Rep. Judy Klusman; Rep. Rob Kreibich
Cc: Rep. David Travis
Subject: Re: Promote safety. Oppose SB 300

Date: March 30, 2000
To: Honorable Members, Wisconsin Assembly
From: Ed Huck, executive director
Re: Oppose SB 300, low-speed vehicles, for safety reasons

Members of the Wisconsin Alliance of Cities, meeting in West Bend in November, voted unanimously to oppose low-speed vehicle legislation that was since introduced as Senate Bill 300 and Assembly Bill 618.

Our mayors and city managers are very concerned about the safety problems that would result from mixing low-speed vehicle traffic and conventional motor vehicle traffic on local streets and roads, even those with a speed limit of 25 mph or less.

The fact that communities could, by ordinance, further restrict the operation of low-speed vehicles did not win any support for the legislation. Instead of an opt-out provision, city leaders asked, why not make the decision to allow the operation of such vehicles entirely a local matter?

To protect the safety of all the users of local streets and roads, please vote against SB 300. If you have any questions, please let us know.

Wisconsin Department of Transportation
www.dot.state.wi.us

Tommy G. Thompson
Governor

Charles H. Thompson
Secretary

Office of General Counsel
4802 Sheboygan Ave., Rm. 115B
P.O. Box 7910
Madison, WI 53707-7910

Telephone: 608-266-8810
FAX: 608-267-6734
E-Mail: ogc.exec@dot.state.wi.us

ASSEMBLY TRANSPORTATION COMMITTEE
JANUARY 13, 2000
A.B. 618, LOW-SPEED VEHICLES
Charles M. Kernats, Assistant General Counsel

A.B. 618 concerns a new category of motor vehicles called low-speed vehicles. Low-speed vehicles are similar to golf carts, but are designed to operate on streets and roads rather than golf courses.

The bill addresses a variety of issues including registration, titling, drivers licensing, equipment requirements, highway operation, and regulation of sellers of low-speed vehicles.

The bill adopts the federal definition for low-speed vehicles, which is a 4-wheel motor vehicle, with a maximum speed more than 20 mph but not more than 25 mph, and with the equipment required by federal law. Federally required equipment includes headlights, stoplights, turn signals, tail lights, reflectors, parking brakes, windshields, rearview mirrors, seat belts, and vehicle identification numbers. The bill authorizes DOT to add other equipment requirements, including service brakes, muffler, horn, and slow moving vehicle emblem.

The bill also defines golf carts so that there is a clear distinction between golf carts and low-speed vehicles. The basic difference between these types of vehicles is that golf carts cannot exceed 20 mph and are designed for off-road use primarily on golf courses; and low-speed vehicles are designed for highway use, are slightly faster, and have federally required equipment.

Low-speed vehicle manufacturers and dealers will be subject to regulation like other motor vehicle dealers and manufacturers.

Low-speed vehicles will be subject to the Wisconsin lemon law.

DT74 1298

Low-speed vehicles will be registered for the same fee as motorcycles ($23). DMV will issue license plates and certificates of title.

Drivers of low-speed vehicles must have the normal class D driver license needed to operate automobiles.

The bill restricts the operation of low-speed vehicles on Wisconsin highways:

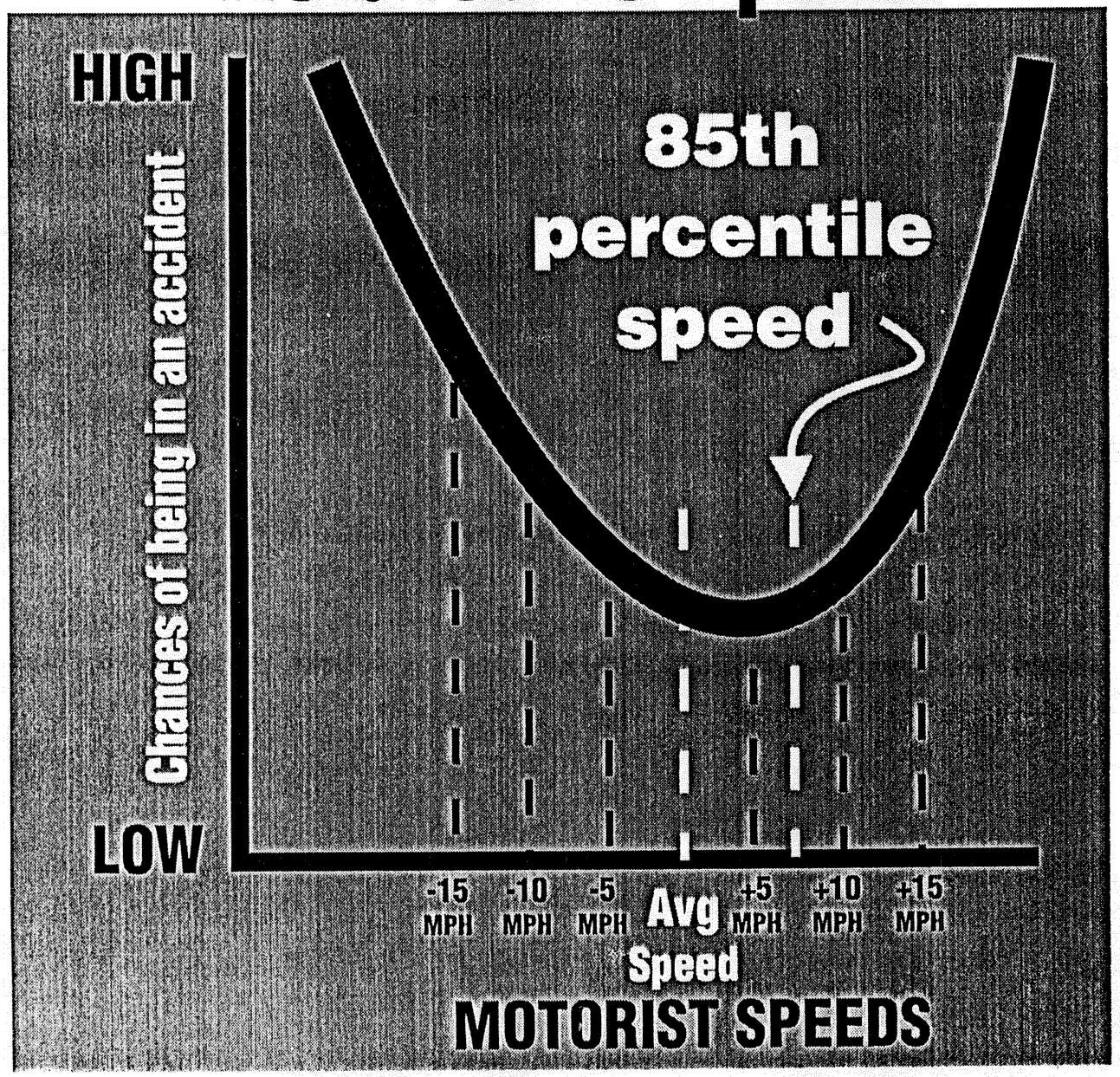
> Low-speed vehicles are prohibited from operating on state trunk highways and connecting highways, but they may cross these highways at designated crossings and intersections.
>
> Low-speed vehicles are restricted to highways having a speed limit of 25 mph or less.
>
> Local highway authorities have the discretion to prohibit low-speed vehicles on any highway under its jurisdiction, to designate highway crossing locations, or to allow low-speed vehicles on highways with a speed limit of 35 mph or less.

The Department of Transportation supports A.B. 618 because it incorporates all of DOT's recommendations, except for one.

Contrary to DOT's recommendation, the bill authorizes local highway authorities to allow low-speed vehicles to operate on highways with a speed limit of 35 mph or less.

DOT continues to recommend that low-speed vehicles be restricted to highways with a speed limit of 25 mph or less. Low-speed vehicles are not only slow, but light and vulnerable. Drivers of low-speed vehicles are likely to be elderly or disabled. Low-speed vehicles cannot travel faster than 25 mph. We know that traffic generally moves faster than the posted speed limit. For streets posted at 35 mph, some drivers will be travelling at 40 to 45 mph. We expect that low-speed vehicles travelling at 25 mph on streets and roads posted at 35 mph will annoy and frustrate other drivers and may contribute to accidents and injuries. DOT traffic engineers know that vehicles travelling at different speeds is a significant cause of crashes. I have attached information illustrating this conclusion.

Accident Frequency Related to Speed



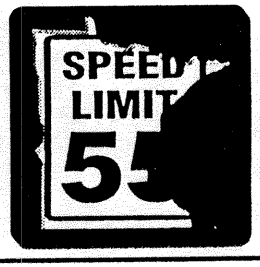


EXHIBIT 9-3
SPEED DIFFERENTIALS AND CRASH INVOLVEMENT

Speed Differential (mph)	Crash Involvement	Involvement Ratio (related to 0 speed differential)
0	247	1.00
5	481	1.95
10	913	3.70
15	2,193	8.88
20	3,825	15.49

Source: H. Douglas Robertson, David L. Harkey, and Scott E. Davis, Analysis Group, Inc., "Safety Criteria for Longer Combination Vehicles," August 1987.

cases, larger engines may be necessary to maintain grade climbing performance, experience has shown that a more easily enforced approach is to specify minimum acceptable speeds on grades and minimum acceptable times to accelerate from a stop to 50 mph or to accelerate from 30 mph to 50 mph.

Grades

The Highway Performance Monitoring System (HPMS) provided the highway grade data for the 48 contiguous States and the District of Columbia. The highway types examined were rural freeway, rural multilane, rural two-lane, urban freeway, and urban arterial. Exhibit 9-4 summarizes this information by mileage. It shows that almost half of the highway system has a grade of no more than 0.5 percent and that more than 80 percent has a grade of no more than 2.5 percent.

In addition, highway design policies place limits on the steepness of grades. Federal policy for the Interstate

HIGHWAY PERFORMANCE MONITORING SYSTEM

The Highway Performance Monitoring System database is the primary source of information for the Federal government about the Nation's highway infrastructure. This is the most comprehensive nationwide data system in use for any aspect of the Nation's infrastructure. Data collection is the responsibility of the States, and it is updated each year. The States forward the data to the Federal Highway Administration, which maintains and uses these data for a variety of strategic planning and highway investment evaluation uses. The Office of Highway Information Management is responsible for receiving, reviewing, and tabulating these data.

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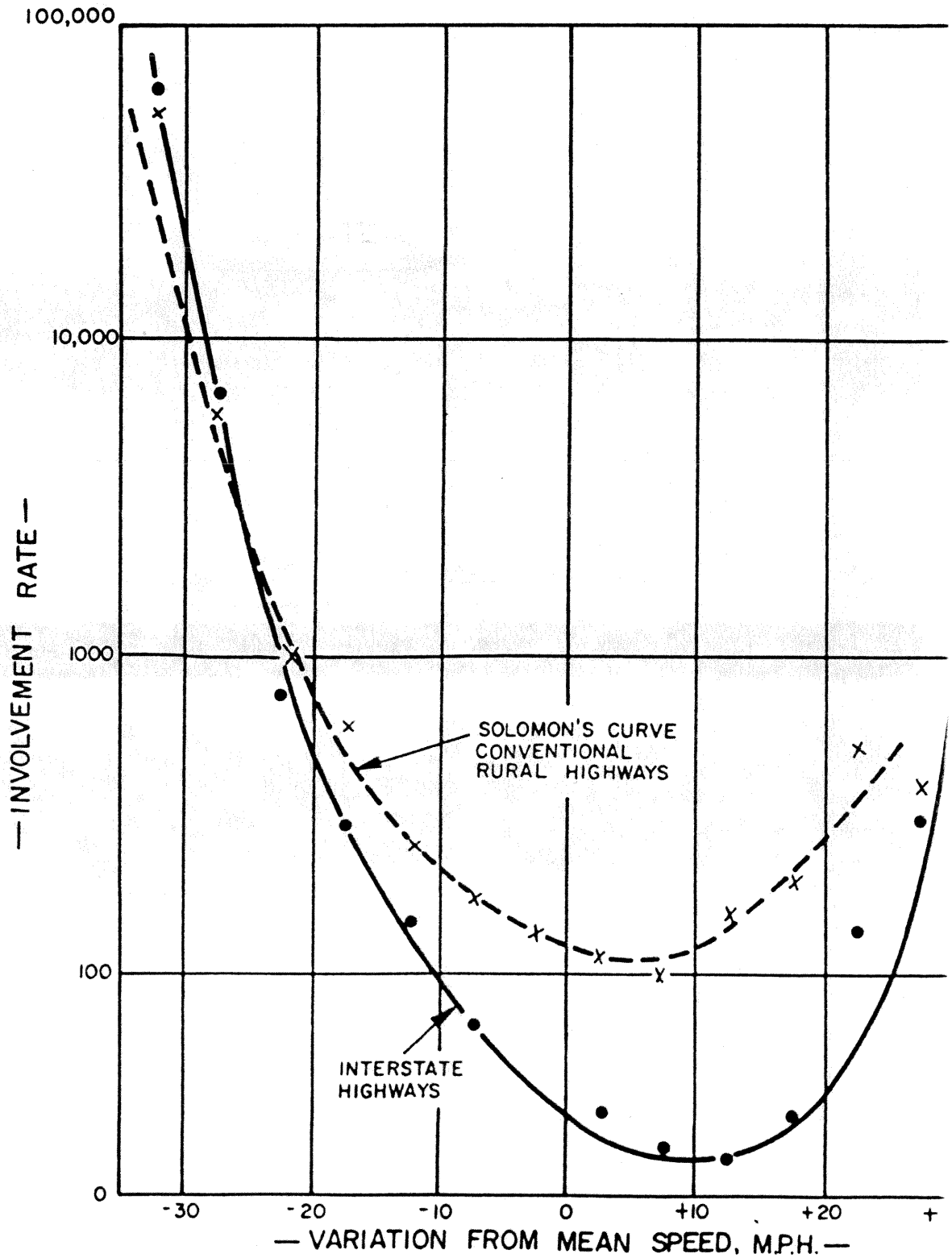
Figure 26.2. Accident involvement rate by variation from mea
speed on study units. SOURCE: *Ramifications of the 55 mph Spee*
Limit, Committee 4M-2, Institute of Transportation Engineer
Arlington, Va., March 1977.



from: Transportation and Traffic Engineering Handbook, 2nd Edition
(Institute of Transportation Engineers)

JAN 03 2000

BOMBARDIER
RECREATIONAL PRODUCTS
Bombardier Motor Corporation of America
1800 Second St. Suite 714
Sarasota, FL 34236
Telephone (941) 951-1106
Fax (941) 954-3341
rob.schuetz@recreation.bombardier.com

December 29, 1999

Delivered by Fax and U.S. Mail

Ms. Carson P. Frazier
Division of Motor Vehicles
Bureau of Vehicle Services
4802 Sheboygan Ave.
P.O. Box 7909
Madison, WI 53707-7909

Senator Roger Breske
State Capital
P.O. Box 7882
Madison, WI 53707-7882

Representative David Brandemuehl
State Capital
P.O. Box 8952
Madison, WI 53708-8952

Dear Ms. Frazier, Senator Breske, & Representative Brandemuehl:

Thank you for informing me of SB 300 and AB 618 concerning Low Speed Vehicles. After a comprehensive review of the bills, I would ask you to consider Section 24. 346.94 (18) Low-Speed Vehicles on Roadway. Specifically, the use of Low Speed Vehicles on roadways with a speed limit of 25 or less miles per hour. As discussed in previous correspondence with you, your Department, and the Sponsor, establishing the statutory restriction of 25 mph roadways and allowing local jurisdictions to raise the limit to 35 mph roadways is completely contrary to all other states and the principle of "home rule".

Presently, California, Nevada, Arizona, Florida, North Dakota, and Hawaii have Low Speed Vehicle statutes that permit LSVs on roadways of 35 mph or less and authorizing local jurisdictions to restrict travel to lower speed limit roadways for public safety. Over 20 other states throughout the United States have allowed LSVs to be registered, titled, and license plated for use on public

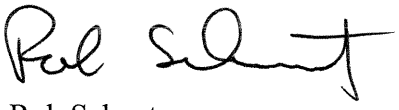
roadways by way of regulation without restrictions. The laws concerning the impeding of normal traffic flow will always prevail, no matter where the vehicle will be driven.

It is my desire that Wisconsin law makers take into consideration the safety standards that the National Highway Traffic Safety Administration has mandated for LSVs, the excellent safety record that exists for the thousands of LSVs that are currently in use throughout the U.S. on 35 mph roadways, and the common goal of all; to pass uniform legislation from state to state.

It is for these reasons that I ask you to amend both bills to allow Low Speed Vehicles to be used on Wisconsin roadways, with a speed limit of 35 miles per hour or less, and authorize each jurisdiction to determine the need to restrict that use to lower speed limit roadways, in the interest of public safety.

Please read the above into public record when considering the proposed bills.

Sincerely,



Rob Schuetz
Public Affairs/Government Relations
Bombardier Motor Corporation of America

Enclosure

WISCONSIN ALLIANCE OF CITIES

14 W. MIFFLIN STREET #206 • MADISON, WI 53703-2576
(608) 257-5881 FAX 257-5882 • EMAIL: wiscall@inxpress.net

JAN 20 2000

Appleton
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Neenah
Oshkosh
Racine
Sheboygan
Stevens Point
Superior
Two Rivers
Watertown
Waukesha
Wausau
Wauwatosa
West Allis
West Bend
Whitewater
Wisconsin Rapids

Date: January 11, 2000

To: Honorable Members, Senate Committee on Insurance, Tourism, Transportation and Corrections, and Assembly Committee on Transportation.

From: Ed Huck, executive director

Re: SB 300 and AB 618, low-speed vehicles

Members of the Wisconsin Alliance of Cities, meeting in West Bend in November, voted unanimously to oppose low-speed vehicle legislation that has since been introduced as Senate Bill 300 and Assembly Bill 618.

Our mayors and city managers are very concerned about the safety problems that would result from mixing low-speed vehicle traffic and conventional motor vehicle traffic on local streets and roads, even those with a speed limit of 25 mph or less.

The fact that communities could, by ordinance, further restrict the operation of low-speed vehicles did not win any support for the legislation. Instead of an opt-out provision, city leaders asked, why not make the decision to allow the operation of such vehicles entirely a local matter? "Why not an opt-in provision?" one mayor asked.

If you have any questions, please let us know.

Sustainable Cities for the 21st Century

FISCAL ESTIMATE FORM **1999 Session**

☒ ORIGINAL ☐ UPDATED	**LRB #** 99 LRB-0890/5
☐ CORRECTED ☐ SUPPLEMENTAL	**INTRODUCTION #** SB300
	Admin. Rule #

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.

☐ Increase Existing Appropriation ☐ Increase Existing Revenues
☐ Decrease Existing Appropriation ☐ Decrease Existing Revenues
☐ Create New Appropriation

☐ Increase Costs - May be possible to Absorb Within Agency's Budget ☐ Yes ☐ No

☐ Decrease Costs

Local: ☐ No local government costs

1. ☒ Increase Costs ☒ Permissive ☐ Mandatory
2. ☐ Decrease Costs ☐ Permissive ☐ Mandatory
3. ☐ Increase Revenues ☐ Permissive ☐ Mandatory
4. ☐ Decrease Revenues ☐ Permissive ☐ Mandatory
5. Types of Local Governmental Units Affected:
☒ Towns ☒ Villages ☒ Cities
☒ Counties ☐ Others ____
☐ School Districts ☐ WTCS Districts

Fund Sources Affected
☐ GPR ☐ FED ☐ PRO ☐ PRS ☒ SEG ☐ SEG-S

Affected Ch. 20 Appropriations
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	Authorized Signature / Telephone No.	Date
Carson P. Frazier/266-7857/Transportation	Jane A. Grabowski 266-2233	12/6/99

FISCAL ESTIMATE WORKSHEET Detailed Estimate of Annual Fiscal Effect **1999 Session**

☒ ORIGINAL ☐ UPDATED
☐ CORRECTED ☐ SUPPLEMENTAL

LRB # 99 LRB-0890/5

INTRODUCTION # 99SB300

Admin. Rule #

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	**Increased Costs**	**Decreased Costs**
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	$Minimal	$Minimal
NET CHANGE IN REVENUES	$Minimal	$None

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

FISCAL ESTIMATE FORM **1999 Session**

☒ ORIGINAL ☐ UPDATED
☐ CORRECTED ☐ SUPPLEMENTAL

LRB # 99-0890/5
INTRODUCTION # SB 300
Admin. Rule #

Subject
Property Tax Exemption for 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

☐ Increase Existing Appropriation ☐ Increase Existing Revenues
☐ Decrease Existing Appropriation ☐ Decrease Existing Revenues
☐ Create New Appropriation

☐ Increase Costs - May be Possible to Absorb Within Agency's Budget ☐ Yes ☐ No
☐ Decrease Costs

Local: ☒ No Local Government Costs **see text of fiscal note**

1. ☐ Increase Costs
   ☐ Permissive ☐ Mandatory
2. ☐ Decrease Costs
   ☐ Permissive ☐ Mandatory
3. ☐ Increase Revenues
   ☐ Permissive ☐ Mandatory
4. ☐ Decrease Revenues
   ☐ Permissive ☐ Mandatory
5. Types of Local Governmental Units Affected:
   ☐ Towns ☐ Villages ☐ Cities
   ☐ Counties ☐ Others _____
   ☐ School Districts ☐ WTCS Districts

Fund Sources Affected
☐ GPR ☐ FED ☐ PRO ☐ PRS ☐ SEG ☐ SEG-S

Affected Ch. 20 Appropriations

Assumptions Used in Arriving at Fiscal Estimate:

Under current law, motor vehicles, such as automobiles and motorcycles, are exempt from property taxes. The bill explicitly includes "low speed vehicles" among the motor vehicles that are exempt. "Low speed vehicles" (LSV) are a new class of electric cars that have a top speed of no more than 25 mph and may be used on certain public roads. Under the bill, LSVs would be subject to a $23 biennial state motor vehicle registration fee.

According to the Wisconsin Department of Transportation, no owner has applied to register an LSV. In addition, based on a survey of local and Department assessors, no LSV has been reported as assessable personal property. Since there do not appear to be any LSVs in Wisconsin, the property tax exemption under the bill is not likely to have an effect on local property taxes.

Long-Range Fiscal Implications:

Agency/Prepared by: (Name & Phone No.)	Authorized Signature/Telephone No.	Date
Wisconsin Department of Revenue Blair P. Kruger, (608) 266-1310	Yeang-Eng Braun (608) 266-2700 Yeang Eng Braun	12/7/99

FISCAL ESTIMATE WORKSHEET

☒ ORIGINAL ☐ UPDATED

☐ CORRECTED ☐ SUPPLEMENTAL

Detailed Estimate of Annual Fiscal Effect

1999 Session

LRB # 99-0890/5

INTRODUCTION # SB 300

Admin. Rule #

Subject

Property Tax Exemption for Low-Speed 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 State funds from:**	
A. State Costs by Category	**Increased Costs**	**Decreased Costs**
State Operations - Salaries and Fringe	$	$ -
(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	**Increased Costs**	**Decreased Costs**
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	$ see text of fiscal note	$ see text of fiscal note
NET CHANGE IN REVENUES	$ see text of fiscal note	$ see text of fiscal note

Agency/Prepared by: (Name & Phone No.)	**Authorized Signature/Telephone No.**	**Date**
Wisconsin Department of Revenue	**Yeang-Eng Braun** Yeang Eng Braun	12/2/99
Blair P. Kruger, (608) 266-1310	**(608) 266-2700**	

Wisconsin Department of Transportation

Tommy G. Thompson
Governor

Charles H. Thompson
Secretary

DIVISION OF MOTOR VEHICLES
4802 Sheboygan Avenue
P.O. Box 7949
Madison, WI 53707-7949

AB619

SENATE TRANSPORTATION COMMITTEE
JANUARY 5, 2000
SB 300: LOW - SPEED VEHICLES
Testimony, Carson P. Frazier

SB 300 creates a new category of motor vehicle in Wisconsin, called "low-speed vehicle." This bill is necessary because, in June 1998, the National Highway Traffic Safety Administration (NHTSA) promulgated rules that classify low-speed vehicles as motor vehicles. Wisconsin law doesn't currently deal with these vehicles.

Low-speed vehicles originally became popular in warm-climate states. LSV's have a top speed of 20 - 25 miles per hour. NHTSA equipment requirements are less stringent than for motor vehicles having top speeds above 25 miles per hour.

This bill almost completely embodies the Wisconsin Department of Transportation's policy recommendations for comprehensive treatment of low-speed vehicles. DOT has considered safety, operational, equipment, drivers' licensing, commerce and consumer protection aspects of this new type of motor vehicle. We believe our recommendation balances individual interests with state and local public interest in promoting safety of all traveling vehicles.

However, the bill contains one difference from Wisconsin DOT's policy recommendation. I'd like to talk about that for a minute.

DOT recommended that LSV operation be limited to local streets with posted speed limits of up to 25 mph – with local governments being able to restrict or prohibit LSV operation on those streets under their jurisdiction.

The reason is that LSV's cannot travel faster than 25 mph. We know that vehicles traveling at different speeds is a significant cause of crashes. Research has shown that the greater the speed differentials, the greater the chance of crashes. This is the research that we use to set speed limits at the "85th percentile" speed. I've attached a couple of graphs that illustrate this research conclusion. LSV's are very light and could be quite vulnerable in crashes.

SB 300 provides that, in addition to DOT's recommendation, local governments may by ordinance designate other local streets with posted speed limits up to 35 mph on which LSV's may operate.

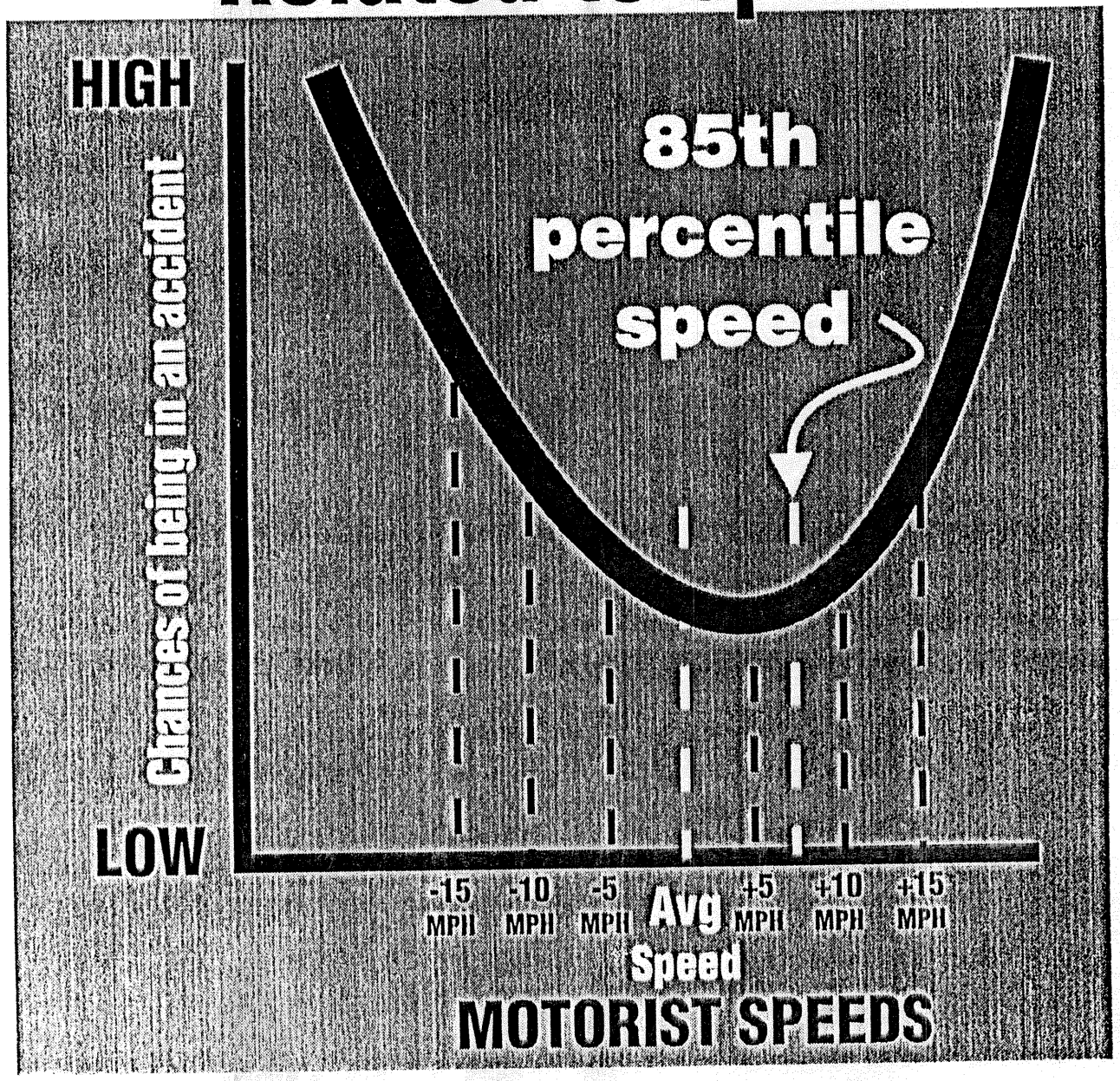
DOT strongly believes that, for safety reasons, LSV's should not be operating in traffic traveling at speeds above 25 mph. We all know that even on streets posted at 25 mph, some traffic will be going faster; and on streets posted at 35 mph, some traffic will be going 40 or 45 mph – or so. We all also know that slow-moving vehicles sometimes cause people to react with "road rage."

We certainly recognize that local governments have authority over their own streets. And, even with the added provision, SB 300 would still allow a local government to restrict or even totally prohibit LSV operation in its jurisdiction. Thus, the bill with this provision doesn't actually contradict DOT's position.

So, we won't oppose SB 300 as a result of this provision. But we do want to clearly state our concern – and the depth of our concern – about allowing LSV operation on streets posted above 25 mph. And, our concern is not arbitrary – it's based on well-established engineering research.

Thank you very much for considering SB 300.

Accident Frequency Related to Speed



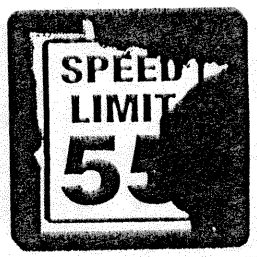


EXHIBIT 9-3
SPEED DIFFERENTIALS AND CRASH INVOLVEMENT

Speed Differential (mph)	Crash Involvement	Involvement Ratio (related to 0 speed differential)
0	247	1.00
5	481	1.95
10	913	3.70
15	2,193	8.88
20	3,825	15.49

Source: H. Douglas Robertson, David L. Harkey, and Scott E. Davis, Analysis Group, Inc., "Safety Criteria for Longer Combination Vehicles," August 1987.

cases, larger engines may be necessary to maintain grade climbing performance, experience has shown that a more easily enforced approach is to specify minimum acceptable speeds on grades and minimum acceptable times to accelerate from a stop to 50 mph or to accelerate from 30 mph to 50 mph.

Grades

The Highway Performance Monitoring System (HPMS) provided the highway grade data for the 48 contiguous States and the District of Columbia. The highway types examined were rural freeway, rural multilane, rural two-lane, urban freeway, and urban arterial. Exhibit 9-4 summarizes this information by mileage. It shows that almost half of the highway system has a grade of no more than 0.5 percent and that more than 80 percent has a grade of no more than 2.5 percent.

In addition, highway design policies place limits on the steepness of grades. Federal policy for the Interstate

HIGHWAY PERFORMANCE MONITORING SYSTEM

The Highway Performance Monitoring System database is the primary source of information for the Federal government about the Nation's highway infrastructure. This is the most comprehensive nationwide data system in use for any aspect of the Nation's infrastructure. Data collection is the responsibility of the States, and it is updated each year. The States forward the data to the Federal Highway Administration, which maintains and uses these data for a variety of strategic planning and highway investment evaluation uses. The Office of Highway Information Management is responsible for receiving, reviewing, and tabulating these data.

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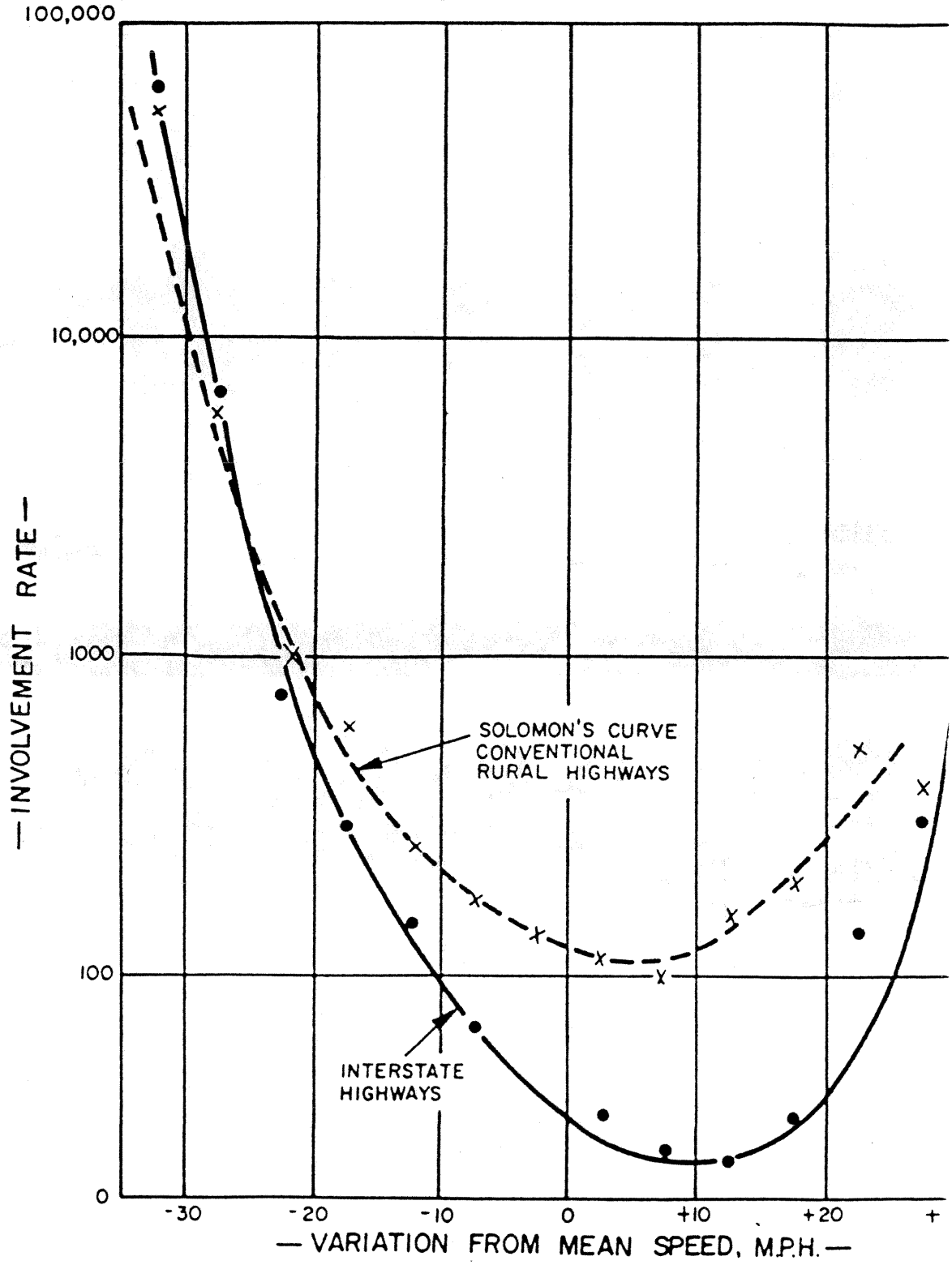
Figure 26.2. Accident involvement rate by variation from mea speed on study units. SOURCE: *Ramifications of the 55 mph Spee Limit,* Committee 4M-2, Institute of Transportation Engineer Arlington, Va., March 1977.



from: Transportation and Traffic Engineering Handbook, 2nd Edition (Institute of Transportation Engineers)

History of Senate Bill 300

SENATE BILL 300
An Act to amend 70.112 (5), 194.01 (7), 218.01 (1) (n) 2., 218.01 (2) (bb) 1., 218.01 (2d) (c), 218.015 (2) (b) 2. b., 285.30 (5) (c), 340.01 (4) (a), 341.067, 341.25 (title), 341.25 (1) (b), 341.297 (1), 341.31 (1) (b) 5., 341.31 (4) (c), 342.15 (4) (a), 342.34 (1) (c), 343.08 (1) (a) and (2) (a), 346.16 (2) (a), 349.105 and 779.41 (2); and to create 218.01 (1) (km), 285.30 (5) (j), 340.01 (19d), 340.01 (27m), 343.135 (2) (a) 1m., 346.94 (18), 346.95 (8), 347.02 (8), 349.06 (4) and 349.237 of the statutes; relating to: low-speed vehicles, granting rule-making authority and providing a penalty. (FE)

1999

12-01.	S.	Introduced by Senator Breske; cosponsored by Representative Brandemuehl.	
12-01.	S.	Read first time and referred to committee on Insurance, Tourism, Transportation and Corrections	355
12-16.	S.	Fiscal estimate received.	
12-27.	S.	Fiscal estimate received.	

2000

01-05.	S.	Public hearing held.	
01-05.	S.	Executive action taken.	
01-12.	S.	Report passage recommended by committee on Insurance, Tourism, Transportation and Corrections, Ayes 7, Noes 0	379
01-12.	S.	Available for scheduling.	
02-01.	S.	Senator Zien added as a coauthor	412
02-01.	S.	Senator Drzewiecki added as a coauthor	412
02-01.	S.	Read a second time	412
02-01.	S.	Ordered to a third reading	412
02-01.	S.	Rules suspended	412
02-01.	S.	Read a third time and passed	412
02-01.	S.	Ordered immediately messaged	413
02-08.	A.	Received from Senate	645
02-08.	A.	Read first time and referred to committee on Transportation	647
02-24.	A.	Executive action taken.	
02-29.	A.	Report concurrence recommended by committee on Transportation, Ayes 13, Noes 0	688
02-29.	A.	Referred to committee on Rules	688
03-30.	A.	Placed on calendar 3-30-2000 by committee on Rules.	

Text of Senate Bill 300

Search for another history

Legislation Back to Legislation Page

Back to Legislature Home Page

What could be better than a two passenger GEM?

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Global Electric MotorCars, LLC

Safe • Affordable
Versatile • Practical
Built-To-Last
Makes You Smile

Practical

GEM is "practical" because it goes "practically" anywhere. It's inexpensive to operate, reduces traffic congestion, and there are no exhaust emissions. GEM is quiet and quick. It's great for neighborhood residents, vacationers and professional people. GEM makes it easy to run errands. Pick up the kids. Zip to the store, to meetings, to job sites. GEM creates a new life-style of function and convenience!

Affordable

GEM keeps cost down with low-maintenance batteries and an on-board charger that plugs into any 110-volt outlet to fully charge GEM in just 8 to 12 hours. The GEM has an operating cost of about a penny per mile and delivers plenty of value because it's built to last.

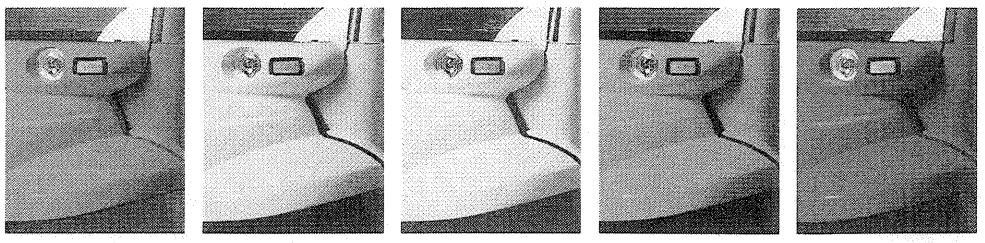
Functional

GEM seats two or four passengers comfortably. Drive at street speed up to 25 m.p.h.

- **Ask us about federal and state tax credits available to you and your company**
- **Complies to all safety standards established by the Department of Transportation for street use in most states. Check your state and local laws.**

Colors

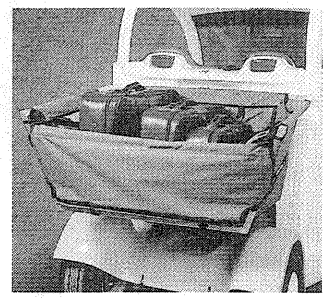
GEM is available in a varied, vivid palette of hues: green, yellow, white, blue and red. GEM – it's the NEV that's colorful and cute!



Attachments

GEM's Changeable Modular Cargo Packs let you carry just about anything – from groceries to luggage to golf gear – and these handy units install in no time at all!

Swivel Pack



Utility Pack

Golf Pack

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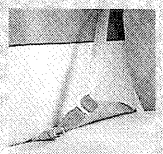
Fax: (701) 232-0600 www.gemcar.com

Standard Features

Safe – GEM is equipped with front wheel drive, four-wheel hydraulic brakes, safety glass windshield with wiper, and three-point anchored seatbelts. Standard features include headlights, high-mounted brake lights and turn signals. And GEM stands as tall as a mini-van, making it highly visible even in the busiest traffic.

Rear Brake Lights and Backup Alarm

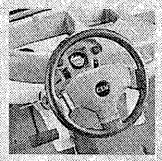
Automotive-Style Headlamps



Anchored Three-Point Seatbelts

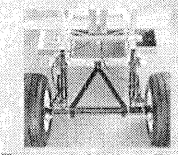
Windshield Wiper and Safety Glass Windshield

Adjustable Rear View Mirror

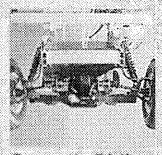


Steering Wheel and Turn Signal Control

Frame/Suspension



Rugged, Heavy-Duty Chassis



Smooth-Riding Suspension System

GEM™

Global Electric MotorCars, LLC

Fargo, North Dakota

A four passenger GEM, of course . . .

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The only 4 passenger Neighborhood Electric Vehicle (NEV) in America.

Safe • Affordable
Versatile • Practical
Built-To-Last
Makes You Smile

We put the *Fun* in functional

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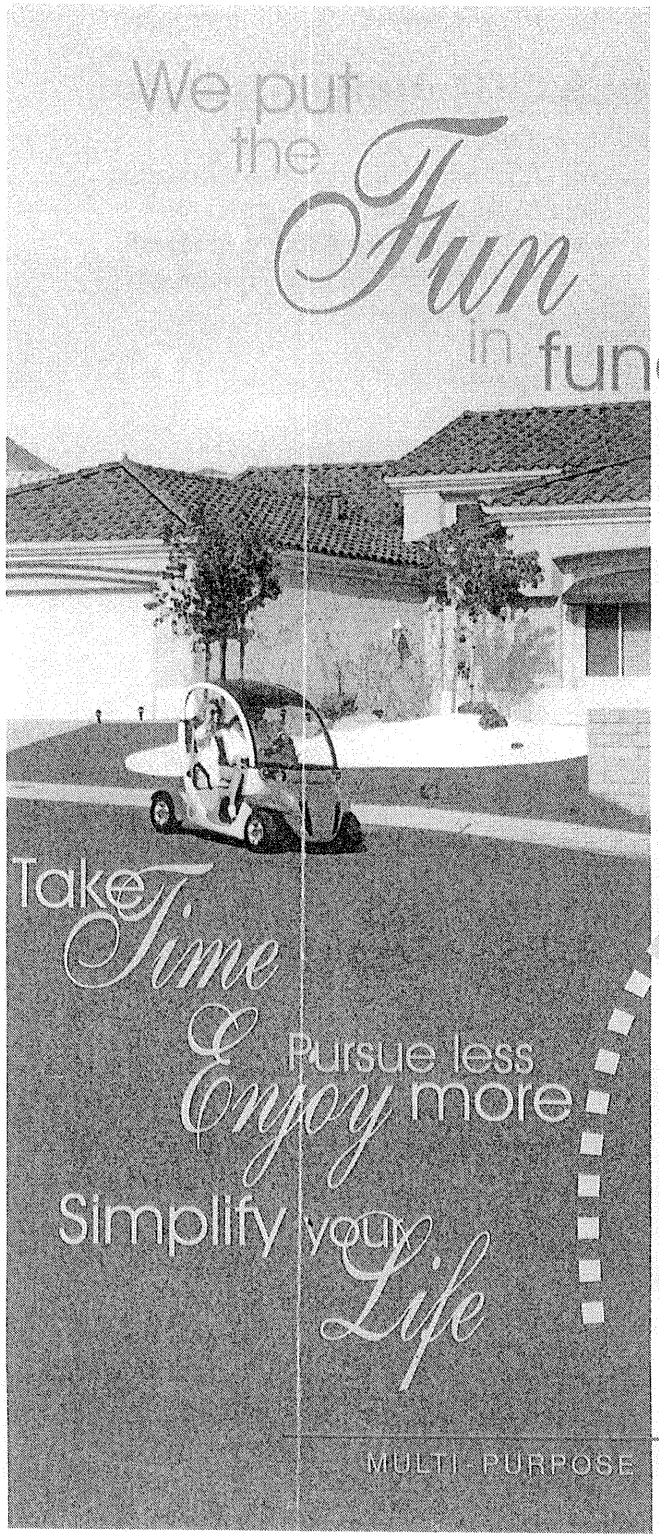
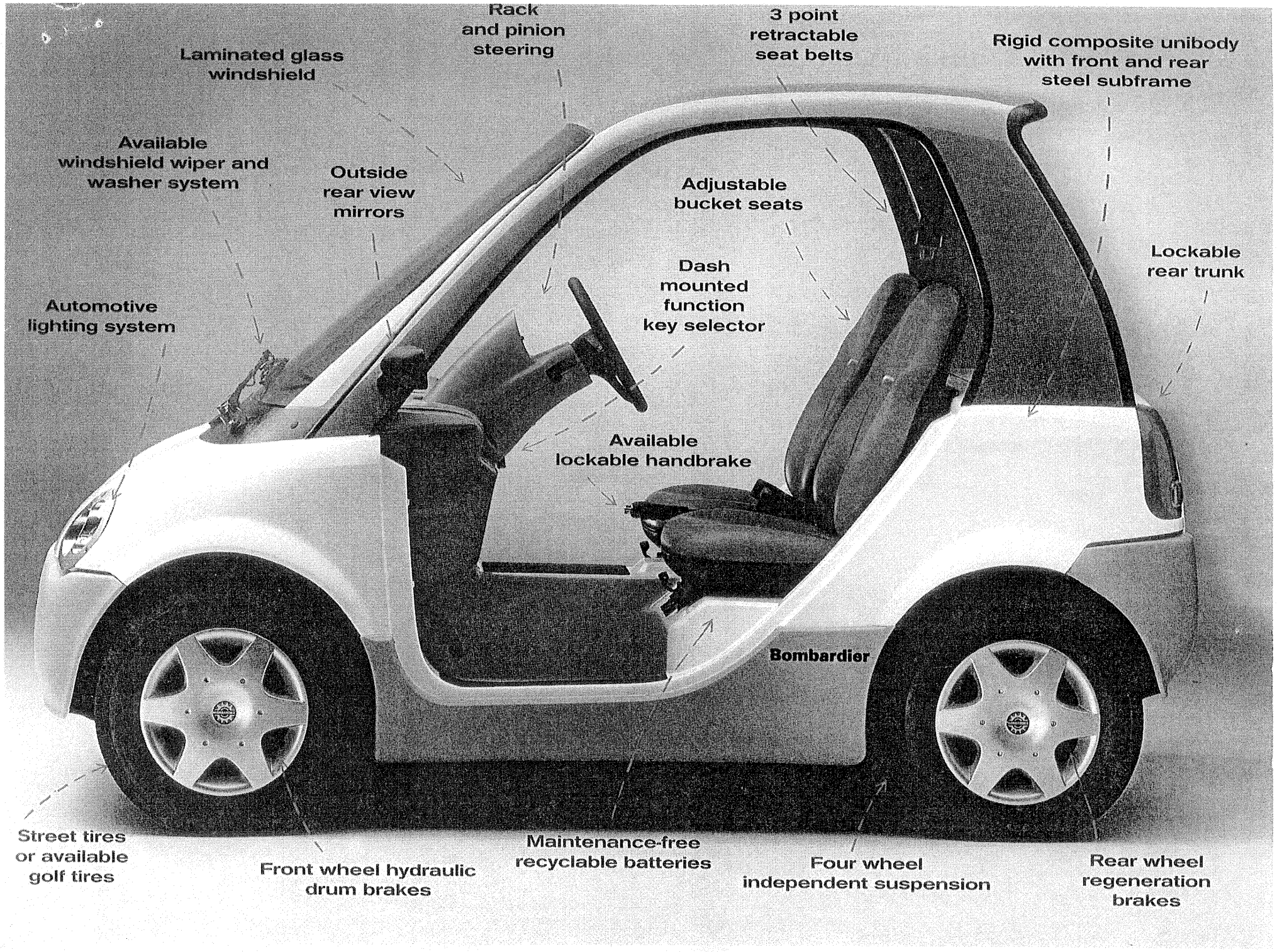


MULTI-PURPOSE NEIGHBORHOOD ELECTRIC VEHICLE

People *First*™


Rack and pinion steering
3 point retractable seat belts
Rigid composite unibody with front and rear steel subframe
Laminated glass windshield
Available windshield wiper and washer system
Outside rear view mirrors
Adjustable bucket seats
Lockable rear trunk
Dash mounted function key selector
Automotive lighting system
Available lockable handbrake
Bombardier
Street tires or available golf tires
Front wheel hydraulic drum brakes
Maintenance-free recyclable batteries
Four wheel independent suspension
Rear wheel regeneration brakes

Bombardier NV

Your friendly neighborhood vehicle™

no dear, there will never be electric vehicles.

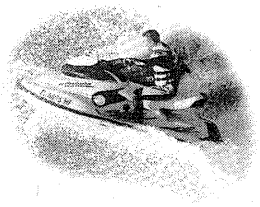
THE BOMBARDIER NV

Introducing a brand new era in personal transportation.

The Bombardier NV is recognized by the U.S. Department of Energy as a leader in improving air quality.

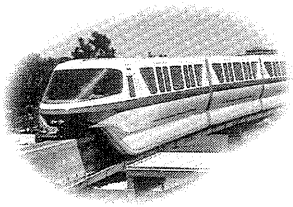
Evolution. Innovation. They're coming at you from all directions. Some you can do without. Others make you look up and say "why didn't they invent this sooner?" That's the case with the new Bombardier Neighborhood Vehicle™ (NV™ for short). It's the first mass-produced neighborhood electric vehicle on the planet, and it's as easy to charge as a cellular phone. No wonder people are paying attention. From major utility companies to automotive engineers, we've had all kinds of people showing up to see what all the fuss is about. No one leaves unimpressed. That's because the NV represents nothing less than a new era in personal transportation. That's the big picture. On a more personal scale, one trip around the block in the Bombardier NV and you'll see why we also call it **your friendly neighborhood vehicle**℠.

Where there's a wheel, there's a way.™



1997 Sea-Doo XP

1998 Ski-Doo Formula III 600



Monorail Mark VI

Learjet 45

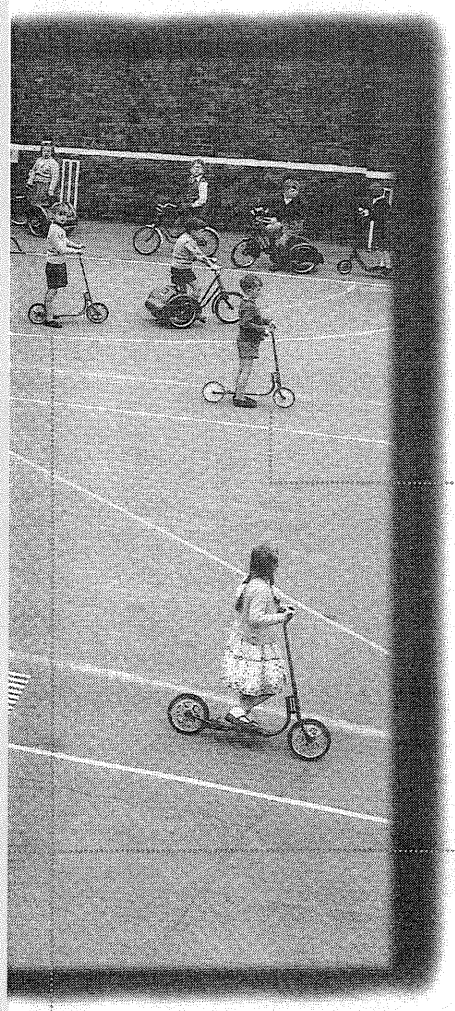
BOMBARDIER
A history of transportation innovation.

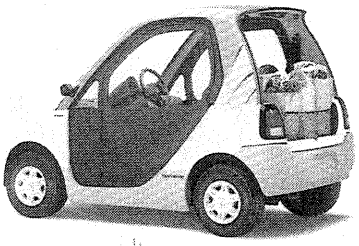
The story of this amazing company goes back to 1942, when Joseph-Armand Bombardier invented what he liked to call "the first car that rides on snow." His cherished vehicle became the forerunner of the world's first production snowmobile: Ski-Doo®. Today, more than half a century later, Bombardier is an $8 billion company with 41,000 employees on five continents. During all these years a single principle sums up **the Bombardier philosophy—transportation innovation.** For example, in aerospace we've built a worldwide reputation by changing the way people fly with the Canadair® Regional Jet, the Learjet® and the all-new Global Express® business aircraft. In marine transportation, we've become the market leader with Sea-Doo® watercraft. And in urban mass transit, we pioneered innovations like the Disneyworld monorail, the trains for the Euro Tunnel between England and France, the New York City subway cars, and we're about to introduce the first high-speed train (TGV) to North America. This impressive track record stands as proof of our commitment to transportation innovation on snow, in the air, on water, on rails and now, with the Bombardier NV, on the road.

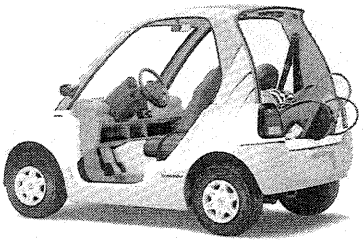
Come to think of it, we've all ridden a friendly neighborhood vehicle.

NONSTOP NEIGHBORHOOD FUN.

There's nothing like living the good life. Especially when you've earned it. Today it might be horseback riding or tap dancing, or Aquafit, band practice or golf. And that's only until the sun goes down. Then there's the theater or dinner at the Riverside. No problem, the NV can keep up. And with the kind of honest good looks that'll soon make you the, ahem, **NV of the neighborhood**℠.







Class-E™

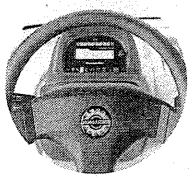
SURPRISE. THE NV HAS TWO FRIENDLY PERSONALITIES.

That's right. We make two NVs. First, there's the burgundy Class-E, which, charming as it is, leaves the two of you with decisions. Will it be the marina or the bridge club? Shakespeare in the Park or the art gallery preview? Whatever. There's one thing you'll both agree on. You're going in the NV.

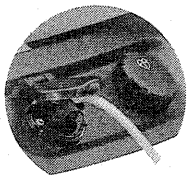
- Let's eat at my house.
- No. My house!

	CLASS-E	
	Street	Golf
Front wheel hydraulic drum brakes	●	●
Rear wheel regeneration brakes	●	●
Four-wheel independent suspension	●	●
Maintenance-free recyclable batteries	●	●
Automotive lighting system	●	●
Brake lights, horn	●	●
Low speed golf mode	●	●
Sun visor, license plate lamp	●	●
Lockable rear trunk	●	
Street tires	●	
Golf tires		●
Outside rearview mirror	2	1
Tinted laminated glass windshield	●	●
Deluxe speedometer/odometer	●	●
Golf accessories* (cardholder steering wheel, golf bag holders, golf ball support)		●

Deluxe speedometer/odometer



Quick and easy plug-in



Sport-E™

There's also the jade Sport-E. Sure it looks terrific on the fairway, but it's also a handsome way to get to the stables, the swimming pool, or even to shuttle back and forth between university classes. Of course both the Class-E and the Sport-E are low-maintenance vehicles that you **just plug into any standard household outlet.** The choice is yours. Either way, you haven't had this much fun behind the wheel since your first drive-in.

Gotta get me a longer club!

SPORT-E	
Street	**Golf**
●	●
●	●
●	●
●	●
●	●
●	●
●	●
●	
●	
	●
	●

*Some items such as golf clubs and bags are not included.

For a complete list of accessories and options, please see spec sheet.

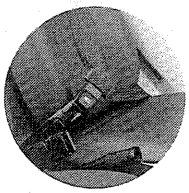
Maximum speed:	25 mph (40 km/h)
Acceleration:	0 to 20 mph (32 km/h) in 6 sec.
Range:	30 miles approx.* (50 km)
Batteries:	6 x 12V lead acid + 1 auxiliary for electric accessories (maintenance-free)
Total charge time:	8 hours
Cost:	approx. 40¢ per charge**

* May vary according to driving style and conditions.

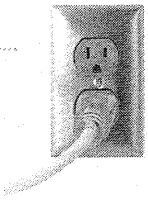
** Depending on cost of electricity in your neighborhood.

Truly simple operation

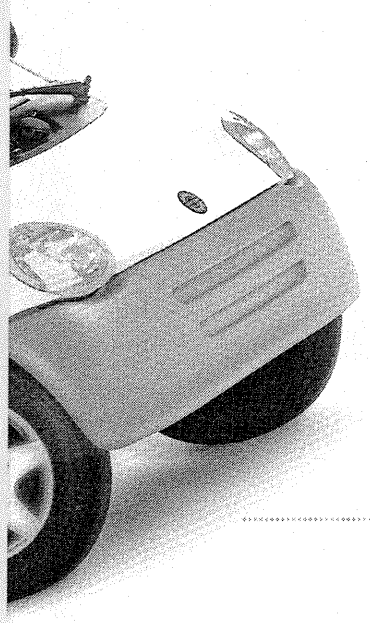
3-point retractable seatbelts

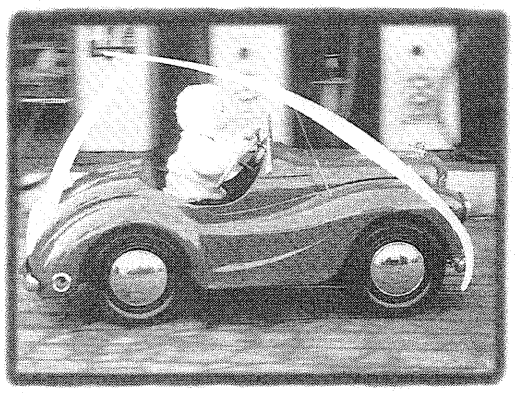


THE NEXT WAVE OF PERSONAL TRANSPORTATION.



A few years ago, we took a long, hard look at communities like yours. We realized there wasn't a vehicle on the planet specifically designed for your dozens of daily short trips. So we asked thousands of people what their dream vehicle would be. Then we built it. And perfected it through thousands of hours and miles of tests. Then we let hundreds of people test drive it, to see if it fulfilled their dream. The answer was yes. Now it's your turn. Don't miss out. Test drive an NV today, **and get a head start on the next wave of personal transportation.**





Bombardier NV

Bombardier
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730 East Strawbridge Avenue
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U.S.A.

www.BombardierNV.com

FOR MORE INFORMATION OR FOR THE ADDRESS OF YOUR NEAREST BOMBARDIER NV DEALER PLEASE CALL 1-888-638-5397

Important Notice

Drivers and passengers should be advised that the Bombardier NV has been defined as a motor vehicle or low speed vehicle by the National Highway Traffic Safety Agency. It does meet Federal Motor Vehicle Safety Standards. It is designed to be used in residential areas with low density traffic, and low speed zones. Refer to your local and state laws for specific details as to where it may be driven. The Bombardier Neighborhood Vehicle is recognized as a leader in improving air quality, strengthening the local economy, and enhancing public awareness of alternative fuels through commitment to and participation in the United States Department of Energy's Clean Cities Program. In keeping with the Bombardier commitment to product innovation, we reserve the right, at any time, to modify or discontinue specifications, design, models or equipment without obligation. NV, Sport-E, Class-E and the friendly vehicle logo are trademarks of Bombardier Inc. ®Trademarks of Bombardier Inc., and its subsidiary.