

Fiscal Estimate Narratives
DOT 2/14/2005

LRB Number 05-0047/1	Introduction Number AB-95	Estimate Type Original
Subject Low speed electric bicycles		

Assumptions Used in Arriving at Fiscal Estimate

This bill creates a definition of "low-speed electric bicycle," consistent with federal law, and treats it as a "motor 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 the recent 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, the "low-speed electric bicycle" meets the definition under state law of a moped. Mopeds have few restrictions on where they may operate. On the other hand, motor bicycle operation is restricted, and a motor bicycle may be operated without being registered.

This bill defines low-speed electric bicycles clearly as motor bicycles under Wisconsin law.

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 - 2005 Session

Detailed Estimate of Annual Fiscal Effect

Original
 Updated
 Corrected
 Supplemental

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Subject			
Low speed electric bicycles			
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 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			
		<u>State</u>	<u>Local</u>
	NET CHANGE IN COSTS	\$	\$indeterminate
	NET CHANGE IN REVENUE	\$	\$indeterminate
Agency/Prepared By		Authorized Signature	Date
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