

SB

100

FISCAL NOTE

STATE OF ALASKA
2002 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: SS SB 100
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: Administration
 Title An Act relating to regulation and BRU Motor Vehicles
operation of electric personal Component Motor Vehicles
 Sponsor Senator Halford
 Requester S(TRA) Component No. 2348

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()	(84.1)	(84.1)	(84.1)	(84.1)	(84.1)	(84.1)
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2002) cost: 0.0

Check this box (X) if funding for this bill is included in the Governor's FY 2003 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This bill exempts construction and farm vehicles from registration if they are operated 30 days or less on the highway. This will result in a loss of revenue from registration fees. There are 35,604 vehicles registered in the 4 commercial truck registration weight categories. This estimate is based on a minimum assumption that 100 vehicles in the 4 commercial registration weight categories, and 100 farm vehicles will not pay registration fees.

Prepared by: Charles R. Hosack
 Division: Motor Vehicles
 Approved by: Jim Duncan, Commissioner
 Agency: Department of Administration

Phone 269-5559
 Date/Time April 3, 2002
 Date 4/4/2002

22-LS0595L
Ford
4/4/02

CS FOR SPONSOR SUBSTITUTE FOR SENATE BILL NO. 100()
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-SECOND LEGISLATURE - SECOND SESSION

BY

Offered:
Referred:

Sponsor(s): SENATOR HALFORD

A BILL

FOR AN ACT ENTITLED

1 **"An Act relating to regulation and operation of electric personal motor vehicles."**

2 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

3 *** Section 1. AS 28.05.011(a) is amended to read:**

4 (a) The commissioner of public safety shall, unless otherwise provided by
5 statute, adopt regulations in compliance with AS 44.62 (Administrative Procedure
6 Act) necessary to carry out the provisions of this title and other statutes whose
7 administration is vested in the Department of Public Safety. The regulations must
8 include [, BUT ARE NOT LIMITED TO:]

9 (1) rules of the road relating to the driving, stopping, standing, parking,
10 and other conduct of vehicles, to pedestrians, and to official traffic control devices;
11 regulations adopted under this paragraph may not prohibit the use of an electric
12 personal motor vehicle on a sidewalk, bike path, or vehicular way or area
13 restricted to the use of pedestrians;

14 (2) minimum equipment for vehicles, including [, BUT NOT
15 LIMITED TO,] minimum standards of compliance to be met by manufacturers and

1 vehicle sales and repairs businesses;

2 (3) inspection of vehicles other than commercial motor vehicles, and
3 the removal of vehicles from areas of public use when they are found to be in a
4 defective or unsafe condition;

5 (4) abandonment of vehicles;

6 (5) management of records of the Department of Public Safety
7 required for that department's administration of this title and its regulations adopted
8 under this title, including provisions for ensuring the accuracy of information
9 contained in automated and manual information retrieval systems;

10 (6) definitions of words and phrases used in this title and in regulations
11 adopted under this title unless otherwise provided by statute;

12 (7) certification and regulation of junk yards;

13 (8) regulations necessary to implement requirements imposed by
14 federal law or regulation that relate to commercial motor vehicles and that are needed
15 to avoid loss or withholding of federal highway money, other than requirements
16 relating to a commercial motor vehicle driver's licensing program or a commercial
17 motor vehicle safety inspection program.

18 * **Sec. 2.** AS 28.10.011 is amended to read:

19 **Sec. 28.10.011. Vehicles subject to registration.** Every vehicle driven,
20 moved, or parked upon a highway or other public parking place in the state shall be
21 registered under this chapter except when the vehicle is

22 (1) driven or moved on a highway only for the purpose of crossing the
23 highway from one private property to another, including an implement of husbandry
24 as defined by regulation;

25 (2) driven or moved on a highway under a dealer's plate or temporary
26 permit as provided for in AS 28.10.031 and 28.10.181(j);

27 (3) special mobile equipment as defined by regulation;

28 (4) owned by the United States;

29 (5) moved by human or animal power;

30 (6) exempt under 50 U.S.C. App. 501-591 (Soldiers' and Sailors' Civil
31 Relief Act);

- 1 (7) driven or parked only on private property;
- 2 (8) the vehicle of a nonresident as provided under AS 28.10.121;
- 3 (9) transported under a special permit under AS 28.10.151;
- 4 (10) being driven or moved on a highway, vehicular way, or a public
- 5 parking place in the state that is not connected by a land highway or vehicular way to
- 6 (A) the land-connected state highway system; [,] or
- 7 (B) a highway or vehicular way with an average daily traffic
- 8 volume greater than 499;
- 9 (11) an implement of husbandry operated in accordance with the
- 10 provisions of AS 19.10.065;
- 11 (12) an electric personal motor vehicle.

12 * Sec. 3. AS 28.15.021 is amended to read:

13 **Sec. 28.15.021. Persons exempt from driver licensing.** The following

14 persons are exempt from driver licensing under this chapter:

15 (1) an employee of the United States government while operating a

16 motor vehicle owned by or leased to the United States government and being operated

17 on official business, unless the employee is required by the United States government

18 or an agency of that government to have a state driver's license;

19 (2) a nonresident who is at least 16 years of age and who has a valid

20 driver's license issued by another jurisdiction; however, an Alaska driver's license

21 must be obtained by the end of a 90-day period after entry into the state;

22 (3) a member of the armed forces of the United States who has a valid

23 driver's license issued by another jurisdiction when the permanent residence of the

24 member is maintained in that jurisdiction;

25 (4) a person when driving an implement of husbandry, as defined by

26 regulation, that is only temporarily driven or moved on a highway;

27 (5) a person when operating an electric personal motor vehicle.

28 * Sec. 4. AS 28.40.100(a) is amended by adding a new paragraph to read:

29 (26) "electric personal motor vehicle" means an electric personal

30 assistive mobility device that is a self-balancing vehicle with two nontandem wheels,

31 designed to transport only one person, has an electric propulsion system, and has a

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maximum speed of not more than 15 miles an hour.



ALASKA STATE LEGISLATURE
Senator Rick Halford
President of the Senate

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SPONSOR STATEMENT
Senate Bill 100

"An act relating to regulation and operation of electric personal motor vehicles and to vehicle registration"

In the fall of 2001, a new clean fuel and quiet technological transportation device was unveiled to the nation. It is referred to as an Electric Personal Assistance Mobility Device. The intent of Senate Bill 100 is to define the regulation and operation of electric personal motor vehicles in state law and to clarify the regulation of farm and construction vehicles.

An Electric Personal Assistance Mobility Device is a self-balancing two non-tandem wheeled device that transport a single person with a no-emissions electric propulsion system. The maximum speed of this device is 15 miles or less. Its footprint is narrower than the average adult's shoulders and is no longer than a large shoe. When operated, the mobility device uses the same space as a pedestrian and takes up less space than a bicycle or other tandem-wheeled transportation. Because of its revolutionary dynamics, it can turn in place without impacting any nearby object. The device works seamlessly with the body's movements as the gyroscope and tilt sensors monitor the user's center of gravity 100 times a second. As a person leans slightly forward, the mobility device moves forward and such backwards.

As an electric wheelchair, this new personal assistance mobility device may provide increased and welcomed independence for both the elderly and the disabled, not to mention its many other uses. It was invented to act more in the capacity of a pedestrian rather than a motor vehicle and should therefore be regulated as such. In this light, the National Highway Traffic Safety Administration ruled this device is not a motor vehicle and should not be under their jurisdiction.

To date, twelve states have signed similar legislation into law, four states have bills awaiting Governor signature and the remaining thirty-four states have bills in the legislative process.

In addition, Senate Bill 100 clarifies farm and construction vehicles subject to registration. Under this legislation, farm or construction vehicles used at least 90% of their time on private land, such as a farm, are not required to be registered. This amendment makes it legal for a non-registered flatbed vehicle, used primarily to haul hay on the farm, to travel occasionally on the highway without penalty.

I appreciate the committee's favorable consideration of this legislation. Thank you.