

Information Sheet: HB09-1026 “Defining Low Powered Scooter (LPS)”

This is a TLRC bill that removes unnecessary and redundant definitions regarding scooters and “motor-driven cycles and renames a “motorized bicycle” a “low-power scooter” to reflect the actual vehicle design while consolidating “mopeds” into the definition. “Motorized bicycles” have been in statute for 2 decades.

- Scooters of 50ccs or less are now the largest selling segment of the 2 wheel vehicle market, are easy to operate and obtain over 100 MPG
- Low powered scooter” will include **electric** powered scooters of 7 HP or less that have been previously excluded.
- Retains the requirement of having a valid driver’s license to operate a LPS
- Removes the unnecessary term of “motor-driven cycle” which is redundant as every motorcycle is a “motor-driven cycle”.
- Requires proof of liability insurance under the Financial Responsibility Act. Gives owners of LPSs one year to comply with this requirement.
- Limits the top operating speed to 40 MPH and provides penalties for exceeding this speed limit.
- Retains the \$5.00, 3 year registration and sticker.
- Retains all safety equipment requirements.
- Clarifies that driving under the influence, driving while ability impaired and driving under a period of revocation or suspension of a driver’s license apply to LPSs as well as Reckless and Careless driving.
- Retains surcharge for speeding.
- Retains the prohibition against operating LPSs on pedestrian or bicycle paths.

These vehicles provide inexpensive, highly fuel efficient transportation, convenience, reduce traffic congestion and depending upon the local law, easier parking. It has been decades since this type of vehicle has been reviewed and its operation revised. Their popularity requires an update of the statutes.

PLEASE VOTE YES ON HB09-1026