

To the KS House Transportation Committee:

Thank you for taking up HB 2044 and also for the opportunity to provide testimony. My name is Joel Sheltroun and I am VP of Governmental Affairs for Elio Motors. I am from West Branch, Michigan and served the maximum allowed 6 years as state representative in Michigan's House. My company's home office is located in Phoenix, AZ. I apologize for not being present today. Prior commitments have me either in NE or on my way to CT at this time.

Elio Motors will be manufacturing a 3 wheeled motor vehicle, which is normally referred to as an autocycle, in the first part of 2016. Our autocycle has an expected retail of approximately \$6800.00, has an estimated MPG of 84 highway/49 city. It is 90% North American content and it will be manufactured in Shreveport, LA - the previous HUMMER, Colorado, and Canyon manufacturing plant. The Elio is designed to the highest safety standards, has front and side curtain airbag protection as well as a high strength roll cage, antilock brakes, stability control and traction control.

Not only will the Elio vehicle create thousands of jobs, it saves significant energy and reduces fossil fuel usage. It does so without any cost to the taxpayer in subsidies. It has the potential to remove many of the current 100 million old used vehicles with 125,000 miles or more at 17-18 MPG, off the road. It is virtually a Clunker Program on steroids.

Residents of KS who drive distances to work in an Elio will save significant amounts of money, easily 100-200 per month in fuel savings. That money then goes back into the local economy and turns approximately 5 times, providing additional economic benefit. The Elio will replace older, unreliable autos for those trying to get to work with a reliable, highly efficient, fun to drive, and for about the same price of an older used car.

The provisions of HB 2044 will provide common sense exemptions from motorcycle license and helmet requirements, 17 states running similar content of HB 2044. These 17 states, (KS would make 18), will soon join the rest which have already provided exemptions for motorcycle licenses and helmets for autocycles.

Motorcycle Endorsement:

- 1) Autocycles have automotive controls; handle like automobiles, not motorcycles
- 2) Nothing on the written or road test is of any value to autocycle operators. Suggestions like, "lean into the curve" or references to "hand clutch," "using the front hand brake" etc., have no benefit to autocycle operators. The test is just a burden to KS residents with no instructional value beyond what a regular KS driver's license already requires.
- 3) AAMVA (American Association of Motor Vehicle Administrators), in their *Best Practices* for three wheeled motor vehicles "*strongly recommends*" legislatures to put autocycle in definition and only require a regular operator's license to provide "*consistency across all jurisdictions*"

4) Our autocycle, like most, is way too wide (74 inches) and way too long (13'6") to successfully negotiate the road test, even the 3 wheeled motorcycle test.

If the endorsement issue isn't properly addressed in KS, not only will KS residents face an unnecessary burden of an endorsement test, but people traveling in and through KS from states that *don't require endorsements* would face the possibility of a citation or impoundment of their vehicle, or both. I assume Kansas probably has reciprocity agreements honoring other state's motorcycle licenses; however, those agreements would not cover states that have provided *exemptions* from motorcycle license for autocycles. *There wouldn't be a license to honor.* AL, the only state not requiring motorcycle licenses for motorcycles, is now experiencing this reciprocity problem when its residents travel to other states.

Helmet Issue:

Although KS has an "enclosed cab exception" for helmets, HB 2044 will make the exemption perfectly clear and for good reason:

- 1) Requiring a helmet inside a completely enclosed vehicle will reduce the driver's ability to hear a warning horn, siren, etc., or perhaps another motorcycle attempting to pass.
- 2) Our vehicle is completely enclosed like all automobiles on the road today. It isn't designed for helmet use and some operators may find it almost impossible to deal with the reduced headroom and vision restriction while wearing a helmet.
- 3) Airbag deployment requires very sensitive calibration to properly deploy. The calibration is based on the norm of the head weighing approximately 10 lb. Adding a 3-4 lb. helmet adds 30-40% weight to the head and interferes with this calculation. According to safety engineers, our Safety Rating would be reduced because of helmets.
- 4) But ***MOST*** importantly, requiring helmets where occupants are also using the required 3 point safety restraints presents a situation that could result in grave consequences. Three point safety restraints required by law prevent the body from moving forward, but not the head. The weight of the helmet will pull the head violently forward in a collision. It is widely accepted in the industry that this action can easily result in **severe whiplash at a minimum, paralysis or even death.**

Thank for your consideration. Kansas residents who have preordered our autocycle and those planning on ordering would certainly appreciate your support of HB 2044.

Sincerely,

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The following states have autocycle legislation introduced in the current session to exempt motorcycle and/or helmets:

ND Senator Sinner and Laffern (SB2312)

ID Representative Palmer (HB 15)

IN Senator Ron Grooms (SB421)

NM Representative Carl Trujillo (HB65) Senator Lopez (SB 185)

WV Senator Beach, Snyder and Williams (SB 259)

MS Representative Massengill (HB 111) Senator David Parker (SB2225) Senator Fillingane (SB2122)

KS Representative Travis Couture-Lovelady (HB 2044)

MO Senator Wasson (Draft – Senate version) Representative Hinson (HB 580) Representative C Davis (HB 562)

OK Senator Barrington (SB 255)

AZ Senator Burges (SB 1051) Representative Peterson (HB 2211)

NE Senator Jim Smith (LB 231)

OH Senator Seitz (ready as an amendment or bill)

CT Representative Steinberg (HB 5538 – Proposed Autocycle Bill) Representative Sayers (Hb6499 - Proposed Autocycle Bill)

NC Representative Torbett (H6)

AR Senator Jake Files (preparing draft)

NY Senator Robach (Draft ready for introduction)

HI Representatives Woodson, Aquino, Johanson, Lopresti, Nakashima, Buenaventura, and Yamashita (HB 784)

ME ME Representative Jared Golden (LR 1721 Proposed Autocycle Bill)

States already exempted motorcycle license: (22)

WA, OR, NV, CA, CO, TX, LA, AL, GA, FL, SC, TN, KY, VA, IL, MI, WI, MN, PA, NJ, MA, VT

States with introduced legislation or ready to introduce: (18)

ND, ID, IN, NM, WV, MS, KS, MO, OK, AZ, NE, OH, CT, NC, AR, NY, HI, ME.

ME Representative Jared Golden (LR 1721 Proposed Autocycle Bill)

