

DAVID Y. IGE
GOVERNOR



Testimony by:
JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROY CATALANI
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:

February 1, 2018
12:45 p.m.
State Capitol, Room 225

S.B. 2099
RELATING TO AUTOCYCLES

Senate Committee on Transportation and Energy

The Department of Transportation **supports** S.B. 2099 relating to transportation.

It was the intent of the 2016 legislative session regarding Act 216 to permit individuals who possess a valid category 3 driver's license to operate an auticycle on Hawaii's public streets, roads, and highways.

Therefore, this housekeeping measure will appropriately align the legislative intent of Act 216 and the driver's licensing requirement.

Thank you for the opportunity to provide testimony.

SB-2099

Submitted on: 1/31/2018 8:21:39 AM

Testimony for TRE on 2/1/2018 12:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Mark Frohnmayer	Arcimoto, Inc.	Comments	No

Comments:

Aloha Chair Inouye, Vice Chair Espero, and Senators of the Transportation and Energy Committee,

I am submitting testimony today in strong support of the Legislature's proactive move to promote innovative and alternative forms of transportation in the form of Autocycles, many of which are fuel-efficient, space-saving, environmentally-friendly vehicles that will reduce traffic congestion, reduce reliance on imported fossil fuels, and aid in the progress towards Hawaii's Clean Energy goals.

Our mission at Arcimoto is to help catalyze the shift to a sustainable transportation system. Over the last ten years we have developed an incredibly efficient (**target 230 MPGe**) next-generation pure electric Autocycle for daily trips. The Arcimoto FUV seats two passengers with gear in an enclosable frame, has a nimble and very stable ride, and fits in about a third of the space of a full size car.

We believe Arcimoto's vehicles are well-suited for Hawaii: they will allow both residents and visitors to spend less time stuck in traffic, less time looking for parking, and obviate the need to fill up on expensive and pollutive gasoline. Combined with Hawaii's commitment to sustainable solar energy generation, the ultra-efficient Arcimoto will help fully realize the state's vision of a transportation system powered by sunshine.

The legislation that created the Autocycle vehicle type, HB1258 from the 2017 session, created a new HRS section, 286-71 Autocycles, and amended two other sections, 286-2 Definition of Motorcycles and 291C-152 Riding on Motorcycles, to allow these vehicles to come to market in Hawaii.

The bill we are addressing today, SB2099 attempts to address and amend Section 286-71 and Section 286-102.

We would also humbly suggest that language be inserted to amend Section 286-2 related to the definitions of a Motorcycle and an Autocycle in order to better accommodate all models of Autocycles currently being sold and that might potentially be manufactured in the future. Fundamentally, we believe that the Arcimoto FUV should be considered an Autocycle in Hawaii because it is easily operable by people who know

the rules of the road and does not require special motorcycle training. Under the current language, however, the Arcimoto FUV may not be allowed on Hawaii's roads at all.

Our suggested revisions are as follows:

Amend Section 286-2 and Section 291C-152 to remove any reference to an Autocycle requiring a particular seating or handlebar/steering wheel configuration.

Adjust said language to reflect that the main difference between an Autocycle and a Motorcycle is that an Autocycle does not require counter-steering and does not require the operator to lean the vehicle in a turn.

Because the current language requires that these vehicles must either "have a handlebar and a seat one straddles" or "have a steering wheel and a seat like a passenger car" it could prohibit Autocycle models like the Arcimoto FUV (with a passenger car seat and a handlebar) from entering the Hawaii market. We specifically developed the Arcimoto with a handlebar in order to improve its operating efficiency and reduce its footprint on the road versus what would have been possible with a steering wheel. Over the literally thousands of test drives we've run with regular drivers, we've found that those with no prior motorcycle experience can comfortably operate the Arcimoto without the specialized training required for vehicles that lean and counter-steer.

We are very glad to see Hawaii take a leadership role in welcoming the Autocycle class of more efficient, lighter footprint vehicles to the road, and we are hopeful that the language can be adjusted to allow the next generation of Autocycles to enter the market that otherwise meet all applicable safety, ease of operation, and quality standards.

Sincerely,

Mark Frohnmayer
Founder and President
Arcimoto



POLARIS[®]
INDUSTRIES INC.

2100 Highway 55
Medina, MN 55340-9770
763-542-0500

Mike Gentine
(763) 542-0582
fax (763) 417-2131
mike.gentine@polarisind.com

January 31, 2018

The Hon. Lorraine R. Inouye
Chair
Senate Committee on Transportation and
Energy

The Hon. Will Espero
Vice-Chair
Senate Committee on Transportation and
Energy

Chair Inouye and Vice-Chair Espero:

On behalf of Polaris, thank you for bringing SB 2099 to the Committee today and for allowing Polaris the opportunity to speak to it. SB 2099 is simply a corrections bill for a measure from last year that was ultimately enacted in law.

Last year's bill – HB 1258 – created the “autocycle” category within Hawaii’s motor vehicle code, defining autocycles as motorcycles with three wheels, non-straddle seats, and a steering wheel, and set safety standards for both riders and distributors. One of those standards was a requirement that the rider possess a valid type 3 driver’s license – an ordinary passenger car license, not a motorcycle license.

However, when the language specifying a type 3 license was added to the bill, it unfortunately cited to section 286-102(b)(2) of the code, which is the motorcycle license provision. The citation should have been to section 286-102(3). SB 2099 will correct that citation and add language regarding autocycle licensure to section 286-102, ensuring that Hawaiians with type 3 licenses can operate autocycles, as intended.

I thank you for your hard work last year and for your help this year in making sure that the code makes these innovative, exciting vehicles as accessible to Hawaiians and visitors as last year’s legislation intended them to be, and I look forward to answering any questions you may have.

Respectfully,

S. Mike Gentine
Regulatory Affairs Attorney
Polaris Industries, Inc.

SB-2099

Submitted on: 1/31/2018 11:28:23 AM

Testimony for TRE on 2/1/2018 12:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kainoa Horcajo		Support	No

Comments:

Aloha Chair Inouye, Vice Chair Espero, and Senators of the Transportation and Energy Committee,

My name is Kainoa Horcajo. I am submitting testimony today as a born and raised Hawaii resident, in strong support of the intended goal of SB2099 to create a legal pathway for Autocycles on Hawaii's roadways, provided there are some language changes that make it possible for all current Autocycle manufacturers and models to be sold and driven in Hawaii.

A strong Autocycle market can be one piece of the puzzle, for both Hawaii residents and our island's visitors that allow both to spend less time stuck in traffic, looking for parking, and filling up on expensive gas. The legislation that created this new vehicle type, HB1258 from the 2017 session, amended 3 sections of HRS to create the ability to bring these vehicles to market in Hawaii.

HB1258 created a new HRS section, *286-71 Autocycles*, and amended two other sections, *286-2 Definition of Motorcycles* and *291C-152 Riding on Motorcycles*.

The bill being addressed today, SB2099 attempts to address and amend Section 286-71 and Section 286-102.

I would also humbly suggest that language be inserted to amend Section 286-2 related to the definition of a Motorcycle in order to better accommodate all models of Autocycles currently being sold and that might potentially be manufactured in the future. A simple language change that removes the "either-or" language currently present in defining a Motorcycle/Autocycle will allow other configurations besides the "steering wheel and car seat" or "handlebar and straddle seat".

Currently, there are 4 relatively known competitors in the Autocycle market: The Polaris Slingshot, the Electra Meccanica Solo, the Elio, and the Arcimoto SRK. They all differ in many features including seating arrangement, fuel type, and price range. But they all aim to revolutionize the transportation industry by providing an alternative to the oversized, gas-guzzling vehicles our roads are filled with today. There will surely be many more entries into this Autocycle market. While Hawaii is stepping up to welcome

these new vehicles, the current language will unnecessarily restrict the entry of some that otherwise meet all applicable safety and other standards.

These simple language changes to SB2099 will allow our residents more choice in type of vehicle, reduce not only road congestion but the monthly cost of fuel, and spur further investment in electric vehicles and the alternative energy systems that will fuel them.

Thank you for your time and consideration.

Kainoa Horcajo

80 Iao Valley Road

Wailuku, HI 96793

808-283-9419

SB-2099

Submitted on: 2/1/2018 8:25:36 AM

Testimony for TRE on 2/1/2018 12:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Ray Oda		Support	No

Comments: