

Unconventional Vehicles

June 3, 2015

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Vehicle Services Manager

- 2015 Idaho Legislature
 - One of the longest sessions in history!
 - At least 1/3 of the members were new!
 - Led to many interesting debates, due to lack of understanding of how DMV works.
 - Created many new bills the department has to have in place by July 1st.

- House Bill 17 – Autocycles
 - First introduced and passed in the House.
 - Upon receipt in the Senate Transportation Committee – Many comments were received!
 - Held for amendments
 - Interested stakeholders objected to the language proposed by the House Transportation Committee

- Original Autocycle Definition:
 - Autocycle means a three wheeled motorcycle on which the driver and passengers ride in a “**completely enclosed**” tandem seating area that is “**equipped with air bag protection, a roll cage, safety belts for each occupant and antilock brakes**” and that is designed to be controlled with a steering wheel and pedals.

- Original definition written very narrowly so that only one type of autocycle could comply with the requirements.
- Proposal gained statewide attention from dealers, dealer associations, and even consumers.
- Prompted meetings on the definition to be able to include all 3 wheel type vehicles, except true 3 wheel motorcycles.

- Amendments made to the original proposal
- Definition redefined after DMV submitted AAMVA's Recommendation for 3 Wheels:
 - Autocycle means a motor vehicle designed to travel on not more than 3 wheels in contact with the ground that has a ***steering wheel*** and ***seating that does not require the operator to straddle or sit astride.***

- Other changes to Idaho law had to be made
- Although defined as autocycle, requires “motorcycle plate and registration requirements”
- Autocycle must be certified to meet FMVSS for motorcycle
- Motorcycle insurance

- Driver requirements:
 - Valid driver license
 - No motorcycle endorsement required
 - No helmet for riders/passengers under 18 if it is a **completely enclosed autocycle** (there is no helmet requirement for those over 18 currently)
 - Registration fees are the same as motorcycles

- The department was asked to provide differentiating license plates so law enforcement would know it's either a motorcycle or autocycle.
- Registrations currently the word display autocycle.
- This law was effective upon passage and approval, April 3, 2015.
- Changes to the plate numbering system will occur sometime after July 1, 2015.



- Polaris Slingshot (not enclosed)



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MODEL: 13138
 COLD INFLATION PRESSURE
 28 PSI (193 KPA)
 32 PSI (221 KPA)
 57XAAPFA7F5101470
 ASSEMBLED IN THE U.S.A.

WEIGHT (GVWR)	1321 LBS (599 KG)	TIRE	225/45 R18 91W	RIMS	18" X 7.5"
	878 LBS (398 KG)		255/35 R20 97W		20" X 9.0"

VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR
 SAFETY STANDARDS IN EFFECT ON THE DATE OF
 MANUFACTURE SHOWN ABOVE

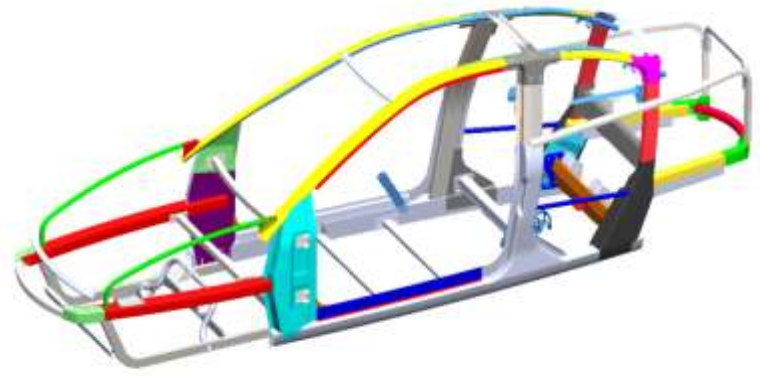
Elio 3 Wheel Autocycle



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- Lit C1 (2 wheel enclosed gyroscope front wheel, what will we do with these?)



- Unconventional Uses of Off-Highway Vehicles
- House Bill 129
 - Undoes the department's work of many years to restrict off-highway vehicles (OHVs) from operating on state highways
 - The department has long argued that OHVs should not be operated with mixed traffic

- Previous Compromise to allow local jurisdictions to determine use on their roads
- Prohibited use on state highways except at authorized crossings (approved by the department's board)
- House Bill 129 changed law to now allow OHVs on state highways, where a portion of the highway runs through the boundaries of a municipality.

- Only allowed if the speed limit is less than 45 miles per hour.
- Does give the local jurisdiction authority to close that section of highway to OHV traffic
- Does not allow non-full access-controlled (i.e. freeways)
- OHV must be registered and plated (the department issues a restricted vehicle plate)



- Registration is actually a function of Idaho's Parks and Recreation Dept., of which DMV is a vendor to allow sale with or without a restricted vehicle plate.
- This bill sailed through the legislature without one dissenting vote.

- Other interesting Idaho legislation
- House Bill 147 modifies registration requirements for rental fleet vehicles owned by a rental company.
- Give the department authority to issue plates that are not required to have registration decals (Additional \$2 fee on initial registration)

- Will still be required to register annually or biennially
- Will not be required to replace the registration cards or stickers
- Failure to register will merely update the database record as canceled, etc.
- (Goes back full circle to when rental vehicles could be easily identified by the public and law enforcement)

- House Bill 262, effective 4/6/15 without Governor's signature.
- Allows Transportation Network companies to operate in Idaho (Uber, Lyft) without requiring local jurisdiction licensing as required for taxi operations and drivers
- Uber had tried for sometime to come into Boise and operate.

- Boise City Council was adamantly against Uber (as were the taxi companies) citing that they would need to be licensed through the city, and that the city needed to adopt ordinances for this situation.
- Boise City wanted criminal background checks on each person who would be operating under Uber, refusing to accept Uber already does so.

- Uber operated in Boise for several months, not charging customers for the service (although) paying the drivers who signed up to perform the service.
- Goal was to illustrate the ease of service, and feedback from customers
- Finally went to legislature to gain support and approval.



- Requires the “transportation network company” (TNC) to do the up front work on their drivers.
- Requires TNC to show picture of driver when responding on their software to a ride request.
- TNC and TNC driver insurance requirements at the current liability levels.



- Contains procedure for complaints and the requirements for the TNC to follow.
- Boise City disappointed in legislative approval of the proposal.

- Last Item (Yeah!!!)
- Senate Bill 1108 was introduced for autonomous vehicle operation for testing on state highways
- In short, original proposal called for a \$1m policy as proof of general commercial liability and motor vehicle liability insurance.
- Amendments made to require a \$5m policy
– Failed!

- QUESTIONS????

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Scenic IDAHO

THANKS!

