

HB

403

HFIN

FILE




Alaska State Legislature

HOUSE OF REPRESENTATIVES

Committee on Finance

Official Business

State Capitol
Juneau, Alaska 99801-1182

Date: April 27, 2006
To: Representative Bill Thomas
From: Louanne Christian,
HFC Committee Assistant
Re: CSHB 403 (FIN) 
Correct version

On April 7, 2006, the House Finance Committee adopted committee substitute for HB 403, work draft LS1229\L. Unfortunately, a previous version (LS-1229\I) was inadvertently sent to the Chief Clerk's office. I apologize for the inconvenience this has caused you and your staff.

24-LS1229L
Luckhaupt
4/4/06

CS FOR HOUSE BILL NO. 403()
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-FOURTH LEGISLATURE - SECOND SESSION

BY

Offered:
Referred:

Sponsor(s): REPRESENTATIVES THOMAS, Croft

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to registration and operation of low-speed vehicles."

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

3 * Section 1. AS 28.10.421(b) is amended to read:

4 (b) The biennial registration fees under this subsection are imposed within the
5 following classifications for:

6 (1) a passenger vehicle, a low-speed vehicle, or motor home not used
7 or maintained for the transportation of persons or property for hire or for other
8 commercial use \$100;

9 (2) a pick-up truck or a van not exceeding 10,000 pounds unladen
10 weight and not registered in the name of a company or business\$100;

11 (3) a taxicab \$160;

12 (4) a motor bus with a seating capacity for 20 or more persons and
13 used exclusively for commercial purposes in the transporting of visitors or tourists
14\$300;

15 (5) a motorcycle or a motor-driven cycle \$60;

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(6) a trailer not used or maintained for the transportation of persons or property for hire or for other commercial use, including, but not limited to, a boat trailer, baggage trailer, box trailer, utility trailer, house trailer, travel trailer, or a trailer rented or offered for rent \$30.

* Sec. 2. AS 28.10.421(c) is amended to read:

(c) The biennial registration fees under this subsection are imposed and are based upon the actual unladen weight as established by the manufacturer's advertised weight or upon the actual weight, which the owner shall furnish, subject to the approval of the commissioner or the commissioner's representative, for a vehicle, including a low-speed vehicle and a motor vehicle pulling a trailer or semi-trailer, that is registered in the name of a company or business, or is used or maintained for the transportation of passengers for hire, excepting taxicabs and buses under (b) of this section, or for the transportation of property for hire or for other commercial purposes, including a low-speed vehicle, truck, wrecker, tow car, hearse, ambulance, and tractor, as follows:

- (1) up to and including 5,000 pounds \$180;
- (2) more than 5,000 pounds to and including 12,000 pounds \$268;
- (3) more than 12,000 pounds to and including 18,000 pounds .. \$516;
- (4) more than 18,000 pounds \$662.

* Sec. 3. AS 28.10.421(h) is amended to read:

(h) The annual registration fees under this subsection for vehicles, including low-speed vehicles, used for commercial purposes are imposed and are based upon the actual unladen weight as established by the manufacturer's advertised weight or upon the actual weight, which the owner shall furnish, subject to the approval of the commissioner or the commissioner's representative, as follows:

- (1) up to and including 5,000 pounds \$90;
- (2) more than 5,000 pounds to and including 12,000 pounds \$134;
- (3) more than 12,000 pounds to and including 18,000 pounds .. \$258;
- (4) more than 18,000 pounds \$331.

* Sec. 4. AS 28.35 is amended by adding a new section to article 5 to read:

Sec. 28.35.261. Operation of low-speed vehicles. (a) The operator of a low-

1 speed vehicle is subject to all the traffic and other laws applicable to operators of
2 passenger vehicles.

3 (b) The operator of a low-speed vehicle may not operate that vehicle on a
4 highway that has a maximum speed of more than 35 miles an hour. Notwithstanding
5 this subsection, the operator of a low-speed vehicle may cross a highway that has a
6 maximum speed limit of more than 35 miles an hour if the crossing is made at the
7 intersection with a highway that is authorized for low-speed vehicles.

8 (c) Notwithstanding AS 28.01.010,

9 (1) a person may not operate a low-speed vehicle within a municipality
10 unless that municipality has adopted an ordinance allowing the use of low-speed
11 vehicles within its jurisdiction;

12 (2) a municipality may, by ordinance, further restrict the operation of
13 low-speed vehicles within its jurisdiction.

14 * **Sec. 5.** AS 28.40.100(a) is amended by adding a new paragraph to read:

15 (27) "low-speed vehicle" means a motor vehicle that has four wheels
16 and an unladen weight of 2,500 pounds or less, that was manufactured to be capable of
17 propelling itself and achieving a minimum speed of 20 miles an hour and a maximum
18 speed of 25 miles an hour, and that has not been modified to have a maximum speed
19 greater than 25 miles an hour.

FISCAL NOTE

STATE OF ALASKA
2006 LEGISLATIVE SESSION

Fiscal Note Number: 1
Bill Version: CSHB 403(STA)
(H) Publish Date: 2/24/06

Revision Date/Time (Note if correction): _____ Dept. Affected: Public Safety
Title: "An Act relating to registration and operation of RDU Alaska State Troopers
neighborhood electric vehicles." Component: AST Detachments
Sponsor: Representative Thomas
Requester: House State Affairs Committee Component No.: 2325

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
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 ()						
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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 (FY2006) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2006 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: *(Attach a separate page if necessary)*

Passage of this legislation would allow smaller electric vehicles to be registered by the Department of Motor Vehicles and to co-mingle these vehicles with full-size motor vehicles on the roadways as long as the posted speed limit is not above 35 miles per hour.

Since the operators of these electric vehicles would have to comply with all other traffic laws applicable to the operation of passenger vehicles, any enforcement of traffic laws would be absorbed by the existing resources within the Department of Public Safety.

Prepared by: Lieutenant James Helgoe
Division: Alaska State Troopers
Approved by: Commissioner William Tandeske
Agency: Department of Public Safety

Phone: 907-269-4532
Date/Time: 2/22/06 9:26 AM
Date: 2/22/2006

FISCAL NOTE

STATE OF ALASKA
2006 LEGISLATIVE SESSION

Fiscal Note Number: 2
Bill Version: CSHB 403(STA)
(H) Publish Date: 2/24/06

Revision Date/Time (Note if correction): 2/21/2006 11:00 a.m. Dept. Affected: Administration
Title: "An Act relating to registration and operation of neighborhood electric vehicles." RDU: Division of Motor Vehicles
Component: Motor Vehicles
Sponsor: Rep. Thomas
Requester: (H) State Affairs Component No.: 2348

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Personal Services						
Travel						
Contractual	5.0					
Supplies	5.5					
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	10.5	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
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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						
1156 Receipt Supported Svcs	10.5					
TOTAL	10.5	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2006) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2007 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This bill will allow a very specific type of vehicle, as defined by federal regulations as a 'Low Speed Vehicle' to receive Alaska Title and Registration for use on certain roadways.

There will be an increase in revenue as a result, yet we are unable to determine that amount as the estimated numbers of these LSV's requesting title & registration remains unknown. The DMV database, the Alaska Licensing and Vehicle Information Network (ALVIN), will require minimal modification to allow this process.

We intend to purchase 500 sets of these new, distinctive LSV plates in anticipation of registration; any unused plates will be carried as inventory. Titles, registration forms and tabs will be used from existing supplies.

Prepared by: Duane Bannock, Director
Division: Motor Vehicles
Approved by: Mike Tibbles, Deputy Commissioner
Agency: Department of Administration

Phone: 269 5008
Date/Time: 2/21/06 11:00am
Date: 2/21/2006

FISCAL NOTE

STATE OF ALASKA
2006 LEGISLATIVE SESSION

Fiscal Note Number: 1
Bill Version: CSHB 403(STA)
(H) Publish Date: 2/24/06

Revision Date/Time (Note if correction): _____ Dept. Affected: Public Safety
Title: "An Act relating to registration and operation of neighborhood electric vehicles." RDU: Alaska State Troopers
Sponsor: Representative Thomas Component: AST Detachments
Requester: House State Affairs Committee Component No.: 2325

Expenditures/Revenues (Thousands of Dollars)

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OPERATING EXPENDITURES	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
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 ()						
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Passage of this legislation would allow smaller electric vehicles to be registered by the Department of Motor Vehicles and to co-mingle these vehicles with full-size motor vehicles on the roadways as long as the posted speed limit is not above 35 miles per hour.

Since the operators of these electric vehicles would have to comply with all other traffic laws applicable to the operation of passenger vehicles, any enforcement of traffic laws would be absorbed by the existing resources within the Department of Public Safety.

Prepared by: Lieutenant James Helgou Phone: 907-269-4532
Division: Alaska State Troopers Date/Time: 2/22/06 9:26 AM
Approved by: Commissioner William Tandesko Date: 2/22/2006
Agency: Department of Public Safety

FISCAL NOTE

STATE OF ALASKA
2006 LEGISLATIVE SESSION

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(H) Publish Date: 2/24/06

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Component: Motor Vehicles
Sponsor: Rep. Thomas
Requester: (H) State Affairs Component No.: 2348

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Personal Services						
Travel						
Contractual	5.0					
Supplies	5.5					
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	10.5	0.0	0.0	0.0	0.0	0.0

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

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ANALYSIS: (Attach a separate page if necessary)

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There will be an increase in revenue as a result, yet we are unable to determine that amount as the estimated numbers of these LSV's requesting title & registration remains unknown. The DMV database, the Alaska Licensing and Vehicle Information Network (ALVIN), will require minimal modification to allow this process.

We intend to purchase 500 sets of these new, distinctive LSV plates in anticipation of registration; any unused plates will be carried as inventory. Titles, registration forms and tabs will be used from existing supplies.

Prepared by: Duane Bannock, Director
Division: Motor Vehicles
Approved by: Mike Tibbles, Deputy Commissioner
Agency: Department of Administration

Phone: 269 5008
Date/Time: 2/21/06 11:00am
Date: 2/21/2006

adopted 4/7/06

24-LS1229V
Mischel/Luckhaupt
3/31/06

CS FOR HOUSE BILL NO. 403()

IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-FOURTH LEGISLATURE - SECOND SESSION

BY

Offered:

Referred:

Sponsor(s): REPRESENTATIVES THOMAS, Craft

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to registration and operation of low-speed vehicles."

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

3 * Section 1. AS 28.10.041 is amended by adding a new subsection to read:

4 (e) The department may not refuse to register a low-speed vehicle as a
5 passenger vehicle if that vehicle meets the safety and equipment requirements set for
6 passenger vehicles by this state or meets federal motor vehicle safety standards for
7 low-speed vehicles.

8 * Sec. 2. AS 28.10.421(b) is amended to read:

9 (b) The biennial registration fees under this subsection are imposed within the
10 following classifications for:

11 (1) a passenger vehicle, a low-speed vehicle, or motor home not used
12 or maintained for the transportation of persons or property for hire or for other
13 commercial use \$100;

14 (2) a pick-up truck or a van not exceeding 10,000 pounds laden
15 weight and not registered in the name of a company or business\$100;

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- (3) a taxicab \$160;
- (4) a motor bus with a seating capacity for 20 or more persons and used exclusively for commercial purposes in the transporting of visitors or tourists\$300;
- (5) a motorcycle or a motor-driven cycle..... \$60;
- (6) a trailer not used or maintained for the transportation of persons or property for hire or for other commercial use, including, but not limited to, a boat trailer, baggage trailer, box trailer, utility trailer, house trailer, travel trailer, or a trailer rented or offered for rent \$30.

* Sec. 3. AS 28.10.421(c) is amended to read:

(c) The biennial registration fees under this subsection are imposed and are based upon the actual unladen weight as established by the manufacturer's advertised weight or upon the actual weight, which the owner shall furnish, subject to the approval of the commissioner or the commissioner's representative, for a vehicle, including a low-speed vehicle and a motor vehicle pulling a trailer or semi-trailer, that is registered in the name of a company or business, or is used or maintained for the transportation of passengers for hire, excepting taxicabs and buses under (b) of this section, or for the transportation of property for hire or for other commercial purposes, including a low-speed vehicle, truck, wrecker, tow car, hearse, ambulance, and tractor, as follows.

- (1) up to and including 5,000 pounds \$180;
- (2) more than 5,000 pounds to and including 12,000 pounds \$268;
- (3) more than 12,000 pounds to and including 18,000 pounds .. \$516;
- (4) more than 18,000 pounds \$662.

* Sec. 4. AS 28.10.421(h) is amended to read:

(h) The annual registration fees under this subsection for vehicles, including low-speed vehicles, used for commercial purposes are imposed and are based upon the actual unladen weight as established by the manufacturer's advertised weight or upon the actual weight, which the owner shall furnish, subject to the approval of the commissioner or the commissioner's representative, as follows:

- (1) up to and including 5,000 pounds \$90;

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(2) more than 5,000 pounds to and including 12,000 pounds \$134;

(3) more than 12,000 pounds to and including 18,000 pounds .. \$258;

(4) more than 18,000 pounds \$331.

* Sec. 5. AS 28.35 is amended by adding a new section to article 5 to read:

Sec. 28.35.261. Operation of low-speed vehicles. (a) The operator of a low-speed vehicle is subject to all the traffic and other laws applicable to operators of passenger vehicles.

(b) The operator of a low-speed vehicle may not operate that vehicle on a highway that has a maximum speed of more than 35 miles an hour. Notwithstanding this subsection, the operator of a low-speed vehicle may cross a highway that has a maximum speed limit of more than 35 miles an hour if the crossing is made at the intersection with a highway that is authorized for low-speed vehicles.

(c) Notwithstanding AS 28.01.010, a municipality may, by ordinance, further restrict the operation of low-speed vehicles within its jurisdiction.

* Sec. 6. AS 28.40.100(a) is amended by adding a new paragraph to read:

(27) "low-speed vehicle" means a motor vehicle that has four wheels and an unladen weight of 2,500 pounds or less, that was manufactured to be capable of propelling itself and achieving a minimum speed of 20 miles an hour and a maximum speed of 25 miles an hour, and that has not been modified to have a maximum speed greater than 25 miles an hour.



REPRESENTATIVE BILL THOMAS

ALASKA STATE LEGISLATURE DISTRICT 5

e-mail: Representative.Bill.Thomas@legis.state.ak.us webpage: www.akrebublicans.org/thomas/

State Capitol

Juneau AK, 99801-1182

907-465-3732

888-461-3732

FAX 907-465-2652

SPONSOR STATEMENT

HB 403

“An act relating to registration and operation of neighborhood electric vehicles”

As new motor vehicle technologies are developed, our legal structure must sometimes be modified to account for these changes. In recent years a number of manufacturers have designed and produced several models of small low-speed electrical vehicles that have come to be known collectively as Neighborhood Electric Vehicles (NEV). NEVs have become popular in Europe and increasingly in North America. 36 states have already enacted legislation to permit and encourage their use.

These vehicles typically are limited by design to a top speed of 25 miles per hour and have a range of depending on usage. They are powered by a bank of traditional lead-acid or sealed gel cell batteries. NEVs offer numerous advantages over gas powered vehicles, such as vastly improved energy usage, zero emissions, no necessity of anti-freeze for cooling, space efficiency in parking, and significant potential cost savings for private, commercial and government applications.

Unfortunately, under current law, the State of Alaska cannot license NEVs and as a result Alaska has yet to realize any of the benefits these new vehicles offer. Therefore HB 403 has been introduced to rectify this situation and encourage private citizens and municipalities to utilize NEVs. This legislation has been modeled after federal requirements and laws instituted by other states to govern the registration and use of NEVs in a safe and effective manner.

February 7, 2006

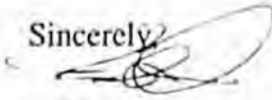
Rep. Bill Thomas
Alaska State Legislature
Juneau, AK 99801

I would like to propose that the motor vehicle statutes be amended to allow the use of Neighborhood Electric Vehicles on roads with speed limits of 35 MPH or less. I feel that these vehicles may be of use to many people who only use their cars for short trips to the grocery store, post office, church etc. With the high cost of vehicle ownership, gas, oil, tune ups, and insurance, these electric cars provide an affordable alternative mode of transportation. I realize that they will not work for all people in all areas, however for towns like Skagway and short local trips in larger cities like Anchorage these are ideal. There may be additional benefits to cities for use in parking enforcement, parks departments, airport security and so forth. These vehicles are legal in approximately 38 other states including, California, Washington and Florida. NEVs are approved by the National Transportation Highway Safety Administration as long as they meet the federal standards.

I do not know how large a demand there will be for these types of cars, but I do know that at least 5 people here in Skagway have expressed an interest in them, and this is without any promotion or advertising.

Considering that due to the fact they are non-polluting, have no oil or anti freeze to dispose of and operate very economically (it will cost approx. \$1.10 to travel 35 miles for power here in Skagway at 18 cents a KW hour. I think Juneau's rate is 8 cents) If gas is close to \$3.00 a gallon, this means about the equivalent of 100 miles to a gallon. The purchase price delivered to Skagway of a fully loaded car, stereo, chrome wheels, high efficiency motors, zero maintenance batteries, heater, etc would be about \$17,000. With more and more talk of energy efficient, zero emissions type vehicles, perhaps these NEVs are just a start in that direction. Thank you for your time in the consideration of this matter.

Sincerely,



Ed Ibbotson
Skagway resident

THE
FOLLOWING
DOCUMENT(S)
ARE
POOR
ORIGINAL
COPIES

Neighborhood Electric Vehicles (NEVs)



The National Highway Transportation Safety Administration has defined a new category "low-speed vehicles" or "Neighborhood Electric Vehicles." These are small, 4-wheeled motor vehicles with top speeds of 20 to 25 miles per hour. NEVs must comply with safety standards that require them to have automotive grade headlights, seatbelts, windshields, brakes and other safety equipment. These vehicles can only be used on streets with a posted speed limit of 35 mph or less.

These vehicles are intended for short commutes on city streets, trips generally of 2 to 3 miles or less, going shopping, taking the kids to school, running errands, etc. They are also used by law enforcement for parking patrol, Parks and zoos for grounds maintenance etc.

The costs run from \$7,000 to over \$15,000. As you can see they are not toys. They do require a valid drivers license and are restricted to a top speed of 25 MPH. They MAY NOT be operated on any road with a posted speed limit over 35 MPH.

I have included in this package several pictures from different manufacturers to show what is available, I have also included copies of the statutes from several different states, also included is the complete Federal Code from the National Traffic Highway Safety Administration, this document includes all of information that the agency used to formulate the final rule.

When you look at some of the state laws you will notice that some have added their own additional rules allowing each county or city to place further limits on the operation of these vehicles. I would suggest that this approach be avoided as it will only lead to a hodge podge of differing laws scattered across the state.

If a person is interested in purchasing one of these cars they would first have to check with the local city and borough to find out what if any restrictions may apply in that area, then if you moved to another town you might find the laws different there.

The federal guidelines are well thought out and simple.

I feel that with the high cost of fuel and the concern over air pollution, that the time for a efficient, low maintenance, zero emission vehicle that is safe and easy to operate time has come, and its time for Alaska to join the 36 plus States that already allow their use.

In closing and on a personal note, as I stated I am trying to start a small rental and sales business. While nothing can be done this season, would it be possible to expedite this legislation so that perhaps by early spring this could become a reality.

I thank you for your time and your consideration.

Ed Ibbotson





SDC Skagway
 Development Corporation
 ECONOMIC AND COMMUNITY DEVELOPMENT

P.O. Box 1236 • Skagway, Alaska 99840 • Phone/Fax: (907) 983-3414 • skagdev@aptalaska.net

February 17, 2006

The Honorable Paul Seaton, Chairman
 House State Affairs Committee
 Alaska State Capitol
 Juneau, Alaska 99801-1182

Re: An Act relating to regulation and operation of neighborhood electric vehicles
 HB403

Dear Representative Seaton:

The Skagway Development Corporation (SDC) is a private non-profit economic and community development organization working towards diversifying and enhancing Skagway's year round economy, and increasing the quality of life for its residents. The request for the introduction of Bill 403 pertaining to changes in Alaska code that would allow the use of Neighborhood Electric Vehicles (NEV) was made by me on behalf of a Skagway resident.

With the significant increases in fuel costs and the expectation that these costs will not be returning to previous levels there is national concern regarding the effects that this is having on the consumer and small business owner. This is nowhere more apparent than in Alaska, and especially in rural communities, where gasoline and diesel prices are well above the national average. As hybrid and electric vehicle technologies mature their efficiencies also provide increased cost benefits to the user. This increased effectiveness will translate to significant financial savings for users and lessen our nation's reliance on foreign oil reserves.

Statistics suggest that 65 percent of U.S. families own a second car; over 50 percent of urban trips last less than ten minutes; and 80 percent of all trips are within 10 miles or less. The results are cold running motors that translate into excessive engine wear, increased pollutants, and higher costs for the operator.

NEVs are designated as low-speed vehicles by the National Highway Traffic Safety Administration and are capable of up to 25 mph. As low-speed vehicles, these 20 to 25 mile-per-hour vehicles are subject to Federal Motor Vehicle Safety Standard No. 500 (49 CFR 571.500). This standard requires low-speed vehicles be equipped with headlamps, stop lamps, turn signal lamps, tail lamps, reflex reflectors, parking brakes, rearview mirrors, windshields, seat belts, and vehicle

identification numbers. The National Highway Traffic Safety Administration believes that these requirements appropriately address the safety of low-speed vehicle occupants and other roadway users, given the sub-25 mph speed capability of these vehicles and the controlled environments in which they operate.¹

NEVs are designed to be used in residential areas and rural communities with low density traffic and low speed zones. With a top speed of 25 mph, low-speed vehicles can be used on streets with a posted 35 mph speed limit or less. It would appear that NEVs are an appropriate vehicle for most of our transportation needs. These passenger-carrying vehicles, although low-speed, offer a variety of advantages, including comparatively low-cost and energy-efficient mobility², zero emissions, and up to 90 percent reduction in noise.

Unfortunately, at present NEVs are not allowable forms of transport in the state of Alaska, although being legal in 37 states. I believe that the time has come for Alaska to seriously explore the synergies that these vehicles can bring to the state's citizenry and economy. Alaska businesses are often at a competitive disadvantage with Lower 48 firms because of the cost differential in operating expenses. Many local businesses, especially microenterprises, should see a noticeable decrease in their operating costs if given the opportunity to use an efficient NEV over a regular gas or diesel powered vehicle.

I would ask that the committee look favorably upon this bill and allow Alaskans the opportunity to engage in an inexpensive, safe, efficient, and pollution free form of transportation. The benefits that ensue will trickle down and out across our communities and the state as a whole.

Thank you for your consideration, and should you require additional information please do not hesitate to contact me.

Regards,



Michael Catsi
Executive Director

¹ <http://www.electric-bikes.com/legalnev.htm>

² <http://www.electric-bikes.com/nev.htm>



Specifications

Dimensions

Length:	140 in	3556 mm
Width:	60 in	1524 mm
Height:	63 in	1600 mm
Wheelbase:	90 in	2286 mm
Curb Weight:	1410 lbs	653 kg

Wheels & Ride

Wheel Size:	13 in	330 mm
Brake Type:	Front Disc/Rear Drum	
Suspension:	4 Wheel Independent McPherson Struts (front) Coil/Over Shocks (rear)	
Road Speed:	Up to 25 mph	40 kph
Off-road Speed:	Up to 12 mph	20 kph
Range:	Up to 30 miles	50 km

Safety Features

- 3-Point Anchored Seat Belts
- High Visibility Brake and Tail Lights
- Side Indicators and Reflectors
- Back Up Light & Alarm
- Halogen Headlights with Hi/Lo Beams
- Self-Canceling Turn Signals with 4-way Flashers
- Windshield De-mist
- Battery Level Indicator
- Rearview and Side Mirrors

Construction Materials

Frame:	Aluminum
Body:	Infusion Molded Fiberglass
Bumper Material:	Rotationally Molded Plastic
Windshield/Rear Glass:	Laminated Safety Glass

Power System

Traction Batteries:	6 x 12V Trojan 30 XHS
Accessory Battery:	1 x 12V Trojan 24 XHS
DC-DC Converter:	SPS Electronics
Motor Controller:	Curtis
Electric Motor:	72V, 5HP Advanced DC (Re-Generative)
Charger:	ZIVAN 110 VAC

DYNASTY MOTORCAR CORPORATION
Toll Free 888.818.1688

Local Dealer

800 McCurdy Road Kelowna, BC Canada V1X2P7 250.765.4528 Fax 250.765.4187

www.ityelectric.com

Photo: Linda Egan



SEDAN

What is IT™?

IT is Innovative Transportation. A smart choice for university or college campuses, resorts, airports, industrial parks, planned and gated communities ... anywhere quiet, agile, versatile, reliable, clean-running, electric Low Speed Vehicles make sense - even indoors. IT is the way of the future! Fossil fuel engines pollute the environment and are expensive to operate and maintain. Not so with IT. This zero-emission electric vehicle has low operating and maintenance expenses!

IT is a Low Speed Vehicle (LSV) - a motor vehicle classification that complies with U.S. National Highway Traffic Safety Administration (NHTSA) and Transport Canada Motor Vehicle Safety Regulations. IT electric vehicles can operate on roads with posted speed limits of up to 35 mph (60 kph), at a speed not to exceed 25 mph (40 kph).

Who Makes IT™?

IT is a product of Dynasty Motorcar Corporation, a leader in the development of transportation products designed to meet your specific needs. Dynasty's history of staying close to the customer has spurred the development of innovative vehicle design as well as responsive and effective sales and service support. Add to that, experience in advanced computer engineering and implementation of world class manufacturing processes and you have a formula for product success.



How Does IT™ Work?

IT is battery powered and is easily recharged by plugging into any standard 110-volt outlet. Fully charged, IT can travel at full speed for up to 30 miles (50 kilometers). IT drives like any other vehicle but without the noise, smell and pollution of a standard internal combustion engine. Plugging in overnight, or convenience charging during the day, will ensure that you have hours of trouble-free driving.



TM

SEDAN

The Sedan is a 4 passenger, five door multi-purpose vehicle, great for transporting the kids to school, or a trip to the supermarket! IT meets all regulatory and safety standards with features such as halogen headlamps, rear tail and brake lights, self-canceling turn signals, three-point anchored seat belts, automotive safety glass, windshield washer/wiper, de-mist system, and side and rear-view mirrors.

Walk Around IT™

- 6 12V, deep-cycle, lead acid batteries
- 1 12V, deep-cycle, lead acid accessory battery
- 72V, 5 HP DC Motor
- 110V, 12A Charger
- Motor Controller
- DC to DC Converter
- Heavy-duty Charging Cord
- Windshield De-mist Unit

Rotationally Molded Plastic Bumper

All Aluminum Frame

Warranty

IT comes complete with a 12 month Bumper to Bumper warranty excluding batteries and tires which are warranted through Trojan and Goodyear respectively. An additional one year Extended Warranty is available and may be purchased before the factory warranty expires.

- Enclosed Passenger Compartment
- Lockable Doors

Infusion Molded Fiberglass Body Panels

Coil Over Shocks

Rear Drum Brakes

Four-wheel Independent Suspension

13" Wheels

9" Front Disc Brakes

Front Wheel Drive

McPherson Struts



TM