



STATE OF CONNECTICUT

DEPARTMENT OF MOTOR VEHICLES

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<http://ct.gov/dmv>



Proposed H.B. No. 6029 AN ACT AUTHORIZING THE REGISTRATION OF NEIGHBORHOOD ELECTRIC VEHICLES AND REQUIRING THE DEPARTMENT OF MOTOR VEHICLES TO ESTABLISH EQUIPMENT AND OPERATION STANDARDS FOR SUCH VEHICLES.

Good morning Senator Maynard, Representative Guerrero, Senator Boucher, Representative Scribner and other members of the Transportation Committee. Thank you for the opportunity to testify on proposed H.B. No. 6029, AN ACT AUTHORIZING THE REGISTRATION OF NEIGHBORHOOD ELECTRIC VEHICLES AND REQUIRING THE DEPARTMENT OF MOTOR VEHICLES TO ESTABLISH EQUIPMENT AND OPERATION STANDARDS FOR SUCH VEHICLES.

The Department has several concerns regarding this proposal. A "Neighborhood Electric Vehicle" (NEV) is defined in section § 22a-174-36 of the Regulations of Connecticut State Agencies as "a motor vehicle certified to zero emission vehicle standards and meets the definition of 'low speed vehicle' either in California Code of Regulations, Title 13, section 385.5 or in 49 CFR 571.500." Section 571.500 states the following for low speed vehicles: "(a) When tested in accordance with test conditions in S6 and test procedures in S7, the maximum speed attainable in 1.6 km (1 mile) by each low-speed vehicle shall not more than 40 kilometers per hour (25 miles per hour).

Essentially, operating on a relatively flat surface (maximum 1% gradient) with a maximum loaded weight of 170 lbs., including instrumentation, the maximum speed of this category of vehicles is 25 miles per hour. This legislation would permit these vehicles to be operated on public roads with speed limits of 30 miles per hour or below. Unlike mopeds which are able to travel to the far right of the roadway, these vehicles will proceed in the travel lane of the roadway. On hills, it is likely these vehicles will be traveling significantly below 25 miles per hour, impeding traffic and posing a danger to their operators and other motorists. Unlike motor vehicles, low speed vehicles provide little protection to their operators or passengers in the event of a crash.

Low speed vehicles are well-suited to large private or gated communities. They are not well-suited to operation on the public roads. In addition, the Department would be tasked with establishing registration for these vehicles. This will require programming and other costly changes to the Department's systems, as well as additional resources to account for the increase in transactions.

Thank you again for allowing me to testify on this proposed legislation.