



From: Kasandra Griffin, Forth
Date: March 30, 2022
To: Senaete Finance Committee
Regarding: Supporting HB 1391, as amended
Contact: 503-238-1799; KasandraG@forthmobility.org

Honorable Chair Kelley, Vice-Chair Feldman, and Members of the Committee,

Forth is national nonprofit association that advances clean and equitable transportation throughout the United States and internationally through transportation electrification innovation, advocacy, engagement, and demonstration projects.

I am writing in enthusiastic support of HB 1391, which will support Maryland's ambitious 2030 Greenhouse Gas Reduction Act (GGRA) Plan. Tax incentives for electric vehicle purchases are absolutely necessary for widespread adoption of electric vehicles *at this time*, and it is urgent to make the transition as quickly as possible. We are especially excited to see the inclusion of incentives for two and three-wheeled vehicles in this bill, because smaller vehicles improve efficiency, reduce wear and tear on roads, and use fewer resources to manufacture.

We are also enthusiastic about amendments adopted in the House to add "autocycles" explicitly to the potential beneficiaries and to revise Maryland's definition of "autocycle" to be more inclusive of innovative electric vehicle technology.

States across the country passed laws defining "autocycles" several years ago, including HB 805 in Maryland in 2016, sponsored by Del. Fraser-Hidalgo. These bills exempted users of certain three-wheeled vehicles from needing motorcycle endorsement or motorcycle helmets, where those apply, *because the vehicles do not behave or steer like motorcycles.*

Now, states are revising their "autocycle" definitions to be more flexible. Many of the original bills included "steering wheel" in the definition of "autocycle," but electric vehicle manufacturers are experimenting with other steering technology to save weight and improve other design elements.

The adopted amendment to HB 1391 supports this flexibility in vehicle design. Autocycles should be defined based on safety features and/or handling, and not on specific technology. There is nothing about steering wheels that are safer or easier to use than handlebars. The ultimate goal is to keep people safe while making ultra-efficient vehicles easy to afford, buy and use, and this bill does that.

Please support this good bill, and thank you for your service.

Sincerely,

A handwritten signature in black ink that reads "Kasandra Griffin".

Kasandra Griffin

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503-238-1799



About Forth

Forth has over 150 members from across the transportation electrification ecosystem. Our members include auto manufacturers (such as Ford, GM and BMW) and charging equipment providers (such as EVgo) as well as utilities, local governments, consulting firms, nonprofits, and environmental organizations. More information is available at forthmobility.org.

Relevant Laws in Other States

States that have recently changed “autocycle” definitions to be agnostic about steering technology:

Arizona (2019)
Florida (2021)
Hawaii (2021)
Louisiana (2021)
Maine (2019)
Michigan (2018)
New York (2022)
Oregon (2021)
Utah (2022)

States that exempt certain three-wheeled vehicles from motorcycle endorsement requirements independent of steering technology

California
Colorado
North Dakota
Ohio
South Carolina
Wyoming

Other states with “Autocycle” definition revisions under consideration this year

Alabama – Passed House, scheduled for Senate vote
Connecticut – Incorporated into major transportation bill and moving forward
Georgia – Passed second chamber 3/30/22 but versions need reconciled
Massachusetts – Had one hearing, now assigned to a study committee
New Jersey – Legislator drafting language now (year-round session)
North Carolina – Passed House, awaiting movement in Senate