

MINUTES OF THE SENATE FEDERAL AND STATE AFFAIRS.

The meeting was called to order by Chairperson Senator Lana Oleen at 11:10 a.m. on April 6, 2000 in Room 245-N of the Capitol.

All members were present. Senator Laurie Bleeker
 Senator John Vratil

Committee staff present: Mary Galligan, Legislative Research Department
 Theresa Kiernan, Revisor of Statutes
 Russell Mills, Legislative Research Department
 Judy Glasgow, Committee Secretary

Conferees appearing before the committee: Ron Fehr, Acting City Manager, City of Manhattan
 Steven Galitzer, Dept. of Environmental Health & Safety
 Secretary Dean Carlson, Sec. Ks. Dept. of Transportation
 Jim Plover, Energy Program Manager Ks. Corp. Comm.

Others attending: See Attached Sheet

Chairman Oleen opened the hearing on

SB 671—slow moving electric vehicles

She stated that because of the number of conferees on the bill all questions would be held until everyone had an opportunity to testify.

Theresa Kiernan, Revisor of Statutes, presented a review of the bill. She stated that this bill covers four wheel slow moving vehicles whose speed is greater than 20 miles per hour but not greater than 25 miles per hour in accordance with national highway and traffic safety administration standards.

Senator Becker questioned if these cars would be licensed. Sheila Walker, Director of Vehicles, stated all four wheel vehicles that meet the road worthy requirements are licensed and taxed. She stated that these vehicles would have a car tag on them.

Chairman Oleen recognized Ron Fehr, Acting City Manager for the City of Manhattan and Representative for the Manhattan Area Clean Cities Coalition, as a proponent to **SB 671**. Mr. Fehr stated that the city of Manhattan has been selected for the nationwide production of a vehicle for the Ford *Think Neighbor* which will begin this fall. (Attachment 1) He stated that the market for neighborhood electric vehicles is growing at a rapid rate for “closed communities” such as university, corporate campuses, and within downtown or retail areas. Mr. Fehr stated that twenty-seven states now legally permit these vehicles to be operated on streets with posted speed limits of 35 miles per hour or less. Mr. Fehr gave several reasons for supporting the bill for these vehicles including 1) the use of alternative fuels, 2) the economic development for Kansas and 3) the fact there is no fiscal cost to the state. Written letters supporting this bill are attached from Kansas Power and Light (Attachment 2); Manhattan Area Chamber of Commerce (Attachment 3); and Kansas City Clean Cities Coalition (Attachment 4).

Chairman Oleen recognized Steven Galitzer, Director, Department of Environmental Health & Safety, Kansas State University, as a proponent to **SB 671**. Mr. Galitzer stated that Kansas State University has been a leader in alternative fuel research for many years. Mr. Galitzer stated that K-State is starting on a path to include alternative fuel vehicles in their motor pools and one leg will be the inclusion of low-speed vehicles powered by electricity. (Attachment 5). Mr. Galitzer stated that use of these low-speed vehicles at the university may encourage the public to invest in these fuel alternative vehicles.

CONTINUATION SHEET

MINUTES OF THE SENATE COMMITTEE ON FEDERAL AND STATE AFFAIRS, Room 245-N Statehouse, at 11:10 a.m. on April 6, 2000.

Chairman Oleen recognized Secretary Dean Carlson, Secretary of the Kansas Department of Transportation as an proponent to **SB 671**. Secretary Carlson stated that the Department of Transportation is aware that electric vehicles of this nature can play an important role in maintaining air quality in urban centers. (Attachment 6). He stated that with the restrictions placed on where such vehicles can operate no new or additional safety hazards are anticipated. Secretary Carlson noted that the Department of Transportation concurs that these vehicles can be exempt from the "slow moving vehicle" placards.

Chairman Oleen recognized Jim Plover, Energy Program Manager for the Kansas Corporation Commission, as a proponent to **SB 671**. Mr. Plover stated that the low cost of these vehicles and convenience of recharging make it a viable option for a second car. (Attachment 7). Mr. Plover stated that **SB 671** is essential in order that these vehicles can be legally driven in the city and state where they are to be manufactured.

Chairman Oleen recognized Sue Peterson, Kansas State University, as a proponent. Ms. Peterson stated that she was appearing on behalf of Jon Wefald, President Kansas State University, to express K-State's support of **SB 671**. She stated that this project will put Kansas on the map for alternative vehicle production. (Attachment 8).

Senator Vidricksen ask if the vehicle included side panels and about how the battery would be recharged. Mr. Fehr referred to his testimony which included pictures of these vehicles and stated that side panels were optional and that the frame was constructed of aluminum. He stated that recharging was kept very simple and was done on a 110 watt outlet.

Senator Gooch noted that in Wichita there were several streets in his neighborhood that had a 40 mile per hour speed limit. He ask if there would be any objection from the committee or from the sponsors of the bill if it were amended to state streets of 40 mile per hour. After discussion with staff from Kansas Director of Vehicles, Senator Oleen ask that they check to see if this would violate federal regulations and report back. Chairman Oleen noted that this amendment could be made on the floor.

Theresa Kiernan, Revisor of Statute stated that there was a technical amendment needed to show the correct C.F.R. number.

Chairman Oleen closed the hearing on **SB 671**.

Chairman Oleen ask for committee action on this bill. Senator Vidricksen moved to amend the bill with the technical amendment proposed by Revisor of Statute. Senator Harrington seconded the motion. The motion carried. Senator Vidricksen moved to report favorably SB 671 as amended to the full Senator. Senator Gooch seconded the motion. The motion carried.

Chairman Oleen ask for action on committee minutes for March 31, and April 5, 2000. Senator Jones moved to approved the minutes, Senator Harrington seconded the motion. The motion carried.

The meeting adjourned at 12:10. The next meeting will be April 7, 2000 at 11:00 a.m.

SENATE FEDERAL AND STATE AFFAIRS COMMITTEE
GUEST LIST

DATE: April 6, 2000

NAME	REPRESENTING
Alan Steppat	Harrah's
Tom Bruno	Allen & Assoc.
MEREDITH SLOAN	Ks THOROUGHBRED ASSOC
Glenn Thompson	Stand Up For Ks,
Pete McGill	M. McGill, Mackin & Assoc.
Jan Olson	KCC
Mike Falen	Western Resources
Attie Sitt	KCC
Pat Johnson	Bd of Tech Prof
Jon Niles	KEC
Lucy PETERSON	K-STATE
Janet Stamper	KS NOW.
Robert Frazee	KEC
Sheila WALKER	Dir of Vehicles KDOR
Rick Scheibe	KDOR Veh
Dean Carlson	KDOT
Nancy Bogina	KDOT
Ron Fehr	City of Manhattan
Steven Galitzer	Kansas State University



Testimony before Senate Federal and State Affairs Committee

April 6, 2000

SB 671 : Low-Speed Vehicles

Ron R. Fehr

**Acting City Manager and Representative of the Manhattan Area Clean Cities
Coalition
Manhattan, Kansas**

My name is Ron Fehr and I appear here today representing the City of Manhattan as the Acting City Manager and also as a representative of the Manhattan Area Clean Cities Coalition, a group of 20 stakeholders in the Manhattan area who support clean alternative fuels and alternative fuel vehicles. Thank you for this hearing and the opportunity to address the legislation introduced by Senator Lana Oleen.

The proposed legislation would allow for the legal operation and licensing of low-speed vehicles, specifically neighborhood electric vehicles. I have distributed to you some photographs of one of these vehicles, the Ford *Th!nk Neighbor* vehicle, which is scheduled for production this fall. The site of the nationwide production of this vehicle is Transportation Design and Manufacturing's facility in Manhattan, Kansas. In addition, there are several other manufacturers of neighborhood electric vehicles nationwide.

The market for neighborhood electric vehicles is growing at a rapid rate as they offer an exceptional option for uses within "closed communities", such as university and corporate campuses, golf course developments, and within downtown or retail areas. In the future, they will also offer more broad transportation alternatives for the general public. Often, environmentally-clean neighborhood electric vehicles replace gasoline-powered vehicles, decreasing air pollution, creating significant fuel efficiency and reducing dependence on foreign petroleum. Twenty-seven states now legally permit these vehicles to be operated on streets with posted speed limits of 35 miles per hour or less.

What will these amendments accomplish ?

- enable "low-speed vehicles", defined as any four-wheeled electric vehicle whose top speed is greater than 20 miles per hour but not greater than 25 miles per hour, to be driven on streets in Kansas with posted speed limits at or below 35 miles per hour;
- require that "low-speed vehicles" meet the definitions and safety standards set forth in Federal Motor Vehicle Safety Standard 500, which require the vehicles to be equipped with headlights, stop lights, turn signals, tail lights, reflectors, parking brakes, rearview mirrors, windshields, seat belts and vehicle identification numbers;

- exempt “low-speed vehicles” from the “slow moving vehicles” placarding requirements associated with farm implements;
- and implement a uniform fine associated with the unlawful operation of a “low-speed vehicle.”

Why should you support this legislation?

Use of alternative fuels, such as electricity, benefits our environment by reducing air pollution, enhances our national energy security by reducing imported oil, and spurs economic development in our state. The mobility and convenience of the automobile cannot be sustained without a change to fuel technology and infrastructure which is clean and environmentally sound. I believe both individual, local and state government action is essential in catalyzing a transition to clean fuels and non-polluting vehicles.

The economic development potential of these vehicles should not be ignored. In partnership with the State and others, Manhattan has brought Transportation Design & Manufacturing’s facility to our community. As the national production site for the Ford *Th!nk Neighbor* product, Kansas has an economic stake in the proliferation and support of neighborhood electric vehicles.

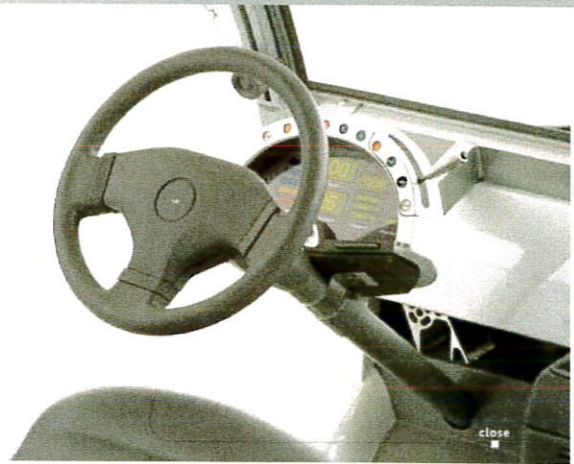
It should be pointed out that this legislation does not carry with it a fiscal cost to the State. On the contrary, upon approval of this legislation, the State would license, register and collect property taxes on the vehicles, creating a net benefit to the State of Kansas.

I am joined in support of this legislation by Kansas State University, Transportation Design & Manufacturing, Kansas Power and Light, the Manhattan Area Chamber of Commerce, the Kansas City Clean Cities Coalition, and the State Energy Office of the Kansas Corporation Commission. Please note the letters of support for this legislation from Kansas Power and Light, the Manhattan Area Chamber of Commerce and the Kansas City Clean Cities Coalition.

I urge your support of SB 671.

Thanks for your time and I look forward to any questions you may have.

City of Manhattan Testimony: SB 671



Ford's Th!nk Neighbor Neighborhood Electric Vehicle



TDM Facility- Manhattan, Kansas

Olean



April 5, 2000

Diane Stoddard
Acting Assistant City Manager
City of Manhattan
1101 Poyntz Avenue
Manhattan, Kansas 66502

Dear Ms. Stoddard,

Western Resources, is a consumer services company with interests in monitored services and energy, in the State of Kansas, is in support of Senate Bill 671, which would allow for the legal operation of neighborhood electric vehicles on the streets.

The future of this technology is not only of importance to Western Resources, but to the stakeholders of our community which we are certificated. We are enthusiastic of being partners of the future of this technology.

Sincerely,

Michael D. Falor
Director, Community Relations - KPL

cc: Bill Roland, director operations, Manhattan

818 South Kansas Avenue / P.O. Box 889 / Topeka, Kan
Office Telephone: (785) 575-6300

im. Sen. Federal & State Affairs Com
Date: 4-6-00
Attachment: # 2-1



Economic Development Division
Manhattan Chamber of Commerce
501 Poyntz Avenue
Manhattan, KS 66502-6005
785-776-8829 • fax 785-776-0679
chamber@manhattan.org
www.manhattan.org

April 5, 2000

To: Senate State and Federal Affairs Committee

From: Ann Harts, Vice President/Director of Economic Development

Dear Senators:

Today you will be hearing testimony on SB 671 regarding the regulation of traffic concerning low-speed vehicles. If approved this legislature will assist in creating a unique opportunity for the City of Manhattan, the Flint Hills region and the State of Kansas regarding Ford Motor's Think vehicle. The Manhattan facility of Transportation Design and Manufacturing is the proposed national production site for this new vehicle line that will be a clean, technologically advanced vehicle. The Manhattan Area Chamber of Commerce supports this legislation and looks forward to this unique opportunity for economic development advancement.

Respectfully,

Ann R. Harts
Vice President/Director of Economic Development

Sen. Federal & State Affairs Com
Date: 4-6-00
Attachment: # 3-1



April 5, 2000

Ms. Diane Stoddard
Assistant to the City Manager
City of Manhattan, Kansas

Re: Letter of Support for Senate Bill (SB) No. 671

Dear Ms. Stoddard:

Thank you for the notification regarding the introduction of SB-671 in the Kansas legislature. As you are aware we are very supportive of any initiatives taken by the State legislatures regarding alternative energy, fuels and vehicles.

This letter is being submitted on behalf of the 100 plus organizations that are active members of the Kansas City Regional Clean Cities Coalition in support of the adoption of SB-671. If we can be of service in the future, please do not hesitate to call me.

I did provide the coalition members with the email just in case any of them can make the committee meeting tomorrow.

Sincerely,

A handwritten signature in cursive script that reads "Benjamin Watson".

Benjamin Watson
Kansas City Regional Clean Cities
Coalition Coordinator

Cc: Jennifer Logan, Co-chair

Sen. Federal & State Affairs Comm.
Date: 4-6-00
Attachment: # 4-1



Comments on SB671 to the Committee on Federal and State Affairs,
April 6, 2000.

Thank you for giving me the opportunity to speak to the Committee on this legislation. Kansas State University has been a leader in alternative fuel research for many years. We have followed through from research to current use of alternative fuel vehicles. K-State has been an active member of the Manhattan Clean Cities initiative. We are now starting on a path to include alternative fuel vehicles in the K-State motor pools. Replacing gasoline fuel vehicles with alternative fuel vehicles. One leg of this path is the inclusion of low-speed vehicles powered by electricity. These vehicles are built to be legally road worthy, with the proper lights, reflectors, and other required attachments. However, their speed is less than 35 miles per hour.

Kansas State University strongly supports this Senate bill. Without this legislation, the general use of low-speed electric vehicles at the University will be inhibited. This legislation is a step toward maintaining the good air quality for which Kansas is well known. Use of these low-speed vehicles at the university may encourage the public to invest in these fuel alternative vehicles.

Steven J. Galitzer
Director
Department of Environmental Health & Safety

**Department of Environmental
Health and Safety**

108 Edwards Hall
Manhattan, KS 66506-4809

785-532-5856

Fax: 785-532-1981

E-mail: safety@ksu.edu

<http://www.ksu.edu/safety>

Sen. Federal & State Affairs Comm
Date: 4-6-00
Attachment: # 5-1



**KANSAS DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY OF TRANSPORTATION**

E. Dean Carlson
SECRETARY OF TRANSPORTATION

Docking State Office Building
915 SW Harrison Street, Rm. 730
Topeka, Kansas 66612-1568
Ph. (785) 296-3461 FAX (785) 296-1095
TTY (785) 296-3585

Bill Graves
GOVERNOR

**Testimony Before
Senate Federal and State Affairs Committee
Regarding Senate Bill 671**

April 6, 2000

Madam Chairperson and Committee Members:

I am Dean Carlson, Secretary of the Kansas Department of Transportation. I appreciate the opportunity to discuss the proposed legislation regarding "low-speed vehicles" as described in Senate Bill 671.

The Department is aware that electric vehicles of this nature can play an important role in maintaining air quality in urban centers nationally and is supportive of legalizing the use of such vehicles on any street or road posted with a speed limit of 35 miles per hour or less. However, administering any registration requirements to allow for the legal operation of these vehicles in Kansas would appear to be the responsibility of the Department of Revenue's Division of Vehicles.

With the restrictions placed on where such vehicles can operate, no new or additional safety hazards are anticipated. The Department concurs that these vehicles can be exempt from the "slow moving vehicle" placards, because their operation is restricted to roads and streets posted at 35 miles per hour or less.

I thank you for allowing me the opportunity to address this bill today.

**Kansas Senate
State and Federal Affairs Committee**

**Written Testimony of the Kansas Corporation Commission Staff
April 6, 2000**

**Senate Bill 671
Operation of Neighborhood Electric Vehicles (NEVs) in Kansas**

Chairwoman Oleen, members of the committee, I am Jim Ploger, Energy Program Manager for the Kansas Corporation Commission. I support passage of Senate Bill 671 that will allow the legal operation of Neighborhood Electric Vehicles – NEVs as they are known – on streets in Kansas with speed limits of 35 miles per hour or less.

The NEV is a new class of automobile that operates over short distances in suburban areas, running only on electricity. The maximum speed of an NEV usually ranges from 18 to 35 miles per hour in the lower-priced models and as high as 60 mph in the more-costly models.

The relatively low cost of these vehicles - usually around \$6,500 - and convenience of recharging - make NEVs a viable option for a handy “second car.” With zero emission, these vehicles are uniquely designed to address the environmental problems associated with traffic congestion. The energy costs are about one cent per mile. They can accelerate quickly and do not waste energy idling at traffic lights. Being small, the NEV contributes to a reduction in traffic and parking congestion.

Studies show that over 50 percent of every-day car trips are less than 10 miles. An efficient, lightweight NEV could easily meet an estimated 87 percent of those trips to the grocery store, mall, and even to work.

The City of Manhattan through the promotional efforts of their progressive community leaders were able to bring Troy Design and Manufacturing into Manhattan. TDM now has a large manufacturing plant in Manhattan installing natural gas and propane fuel systems in various Ford manufactured vehicles.

This plant was recently awarded a contract with Ford Motor Company to assemble the Ford made **TH!NK neighbor** electric vehicle. Several thousand of these vehicles will be produced at TDM’s state-of-the-art plant in Manhattan beginning this fall. The TDM potential capacity for this vehicle production is 20,000. At approximately \$6,000 per vehicle retail value – this represents a potential of \$120 million worth of vehicles produced in the State of Kansas! Think of the economic development benefits Kansas will receive in the way of jobs and supporting services to support activity of this magnitude.

Sen. Federal & State Affairs Comm.
Date: 4-6-00
Attachment: # 7-1

The community leaders in Manhattan have aggressively promoted various domestic clean fuels and environmental programs. They have received national attention for their "Clean Cities" successes. Stake holders in the Department of Energy's Clean Cities Program in and around the Manhattan area have acquired numerous alternative fueled vehicles. To continue with their support of the TDM group, they are planning to use the new locally produced neighborhood electric vehicles and plan to acquire at least 20 of them.

Please find attached a fact sheet of the new Ford **TH!NK neighbor** vehicle.

This bill is essential so that these vehicles can be legally driven in the city and state where they are to be manufactured. I urge your favorable support of Senate Bill 671.

Thank you.

##



Specifications

Overall length:
92 inches – 2 passenger
102 inches – 4 passenger
Overall width: 57 inches
Overall height: 68 inches
Wheel base: 65 inches – 2 passenger
75 inches – 4 passenger
Tread width: Front 48", Rear 48"
Showroom curb weight with batteries:
980 lbs. – 2 passenger, 1280 lbs – 4 passenger

Performance

5000 watt DC motor, 72 volt energy source
Up to 30 mile range, 25 mph top speed
65 ft.-lbs. peak torque @ 1500rpm
4-8 hour charging time, Aluminum space frame
Regenerative braking
Dual forward speed modes
Rust-resistant aluminum frame

Safety

Unique keyed ignition, Headlamps
Head lights, Tail lights, Turn signal lamps
Reflectors, Parking brake, AS-1 glazed windshield
Rearview & sideview mirrors
Golf mode speed limiter
Pedestrian & Auto warning horns, Reverse chime
Windshield washer/wiper, 3 mph bumpers

Convenience

Energy level indicator, Speed indicator
Odometer (w/trip), Operation mode indicator & switch
Locking cargo areas, Floor drain
Maintenance free batteries option
Trailer tow hitch option, Seating/Cargo storage module option
Defogger option, Adjustable Driver Seat

Comfort

Adjustable driver seat, Heater option, Additional Cup holders
Flow thru ventilation, AM/FM Radio w/CD option
Specifications subject to change at any time.

TH!NK neighbor

TH!NK neighbor offers the benefits of economical electric transportation and environment enhancement through innovative design and technology. With two models seating two or four people, the TH!NK neighbor includes a variety of option packages just right for family, security, commercial or golf interests.

Following publication of this website, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred which would not be included in this site. TH!NK Mobility reserves the right to change product specifications at any time without incurring obligations.

www.thinkmobility.com

Price

Approximately \$6,000 MSRP for U.S., Available November 2000. You will be able to reserve your TH!NK neighbor for a nominal deposit at a later date. Other customization packages may be available at time of purchase.

An enterprise of
Ford Motor Company



Office of the President
110 Anderson Hall
Manhattan, KS 66506 -0112
785-532-6221
Fax: 785-532-7639

Statement of Support for SB671

Chair Oleen and Members of the Senate Federal and State Affairs Committee:

On behalf of President Jon Wefald, I want to express K-State's support for SB671. We are excited that Ford, in partnership with Transportation Design and Manufacturing (TDM), is bringing this project to Manhattan, Kansas.

TDM and K-State have had a long and productive relationship in Kansas. This program to produce the Think Vehicle at the Manhattan facility will be a great economic development opportunity for the state of Kansas. This project will put our state on the map for alternative vehicle production. We are extremely grateful to the outstanding commitment of Ford and TDM to the Manhattan community and the state of Kansas.

Sen. Federal & State Affairs Comm
Date: 4-6-00
Attachment: # 8-1