

**ONE HUNDRED FOURTH LEGISLATURE - FIRST SESSION - 2015**  
**COMMITTEE STATEMENT**  
**LB231**

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**Hearing Date:** Monday February 02, 2015  
**Committee On:** Transportation and Telecommunications  
**Introducer:** Smith  
**One Liner:** Provide for regulation and operation of autocycles

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**Roll Call Vote - Final Committee Action:**  
Advanced to General File with amendment(s)

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**Vote Results:**

**Aye:** 8 Senators Smith, Seiler, Murante, McCoy, Garrett, Friesen, Davis, Brasch

**Nay:**

**Absent:**

**Present Not Voting:**

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**Verbal Testimony:**

**Proponents:**

Senator Jim Smith  
Don Wesley

**Representing:**

Introducer  
Elio Motors

**Opponents:**

**Representing:**

**Neutral:**

Rhonda Lahm

**Representing:**

Nebraska Department of Motor Vehicles

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**Summary of purpose and/or changes:**

The bill amends the following motor vehicle- related chapters of law: titling; registration; operator's licenses; the Nebraska Rules of the Road; and the Motor Vehicle Industry Regulation Act. Each article has a new defined term prescribed "Autocycle".

An Autocycle is defined as a motor vehicle having a seat for the use of the operator, designed to travel on three wheels with the operator and a passenger sitting in tandem in an enclosed area with a removable or fixed top, airbag protection, roll cage, a three-point safety belt system, anti-lock brakes, and controlled with a steering wheel and pedals. An autocycle is specifically defined to not be a motorcycle.

State law related to the registration of, payment of motor vehicle tax, and the issuance of a license plate mirrors the requirements for motorcycles. (Registration fee-\$6, base motor vehicle tax- \$25, and base motor vehicle fee- \$10)

For purposes of operator's license examination an autocycle shall not be used for the on-road driving test. An autocycle shall not be used for driver training by certified driving training instructors.

An autocycle is to be equipped with at least one, but no more than two headlamps, at least one tail lamp, brake and turn signal lamps. Law related to the use of occupant protection systems are harmonized and amended to include references to the three-point safety belt system required to be installed in autocycles.

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**Explanation of amendments:**

The Committee considered and adopted an amendment which accomplishes the following:

The amendment substitutes for the bill. The language of the bill, as introduced, is retained with the following revisions:

1) The definition of the term "autocycle" is revised to require that the airbags, roll cage three-point safety belts system on any autocycle must be devices installed by the manufacturer of the autocycle. The seating requirement for an autocycle is revised from being only tandem seating to either tandem or side-by-side seating.

2)- Section 16- section 60-6,143 is revised.

The registration fee for an autocycle is increased for \$6 to \$15.

3) Section 17- section 60-3,187 is revised.

As introduced the section provided that autocycles would pay a flat \$25 under the motor vehicle tax. The committee amendment adds autocycle to the motor vehicle tax schedule with automobiles and motorcycles.

4) Section 22- section 60-4,114 is revised.

The section is clarified that an autocycle can not be used for the driving skills test for operator's license issuance.

5) Section 25- section 60-4,124 is revised.

The committee amendment clarifies that an autocycle may be operated by an individual holding a school permit.

4) The committee amendment strikes original section 43 from the bill. The section amended 60-2121; definitions for purposes of the Motorcycle Safety Education Act.

The amendment made in the introduced copy was the addition of the definition of the term "motorcycle" which is no longer needed for the bill.

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Jim Smith, Chairperson