



My name is David McChristian, and I am the founder and president of Lone Star Kei, a grassroots, non-profit organization advocating for fair policies and laws for miniature vehicles across the U.S.. I am providing testimony today to share our experience in Texas and to offer support for Vermont vehicle owners facing uncertainty regarding their lawfully imported vehicles.

In Texas, we faced a situation very similar to what we are seeing here. Confusion regarding administrative policies led to challenges, but working closely with the Texas DMV and supportive state legislators, we successfully reversed a policy that had previously banned these vehicles. We demonstrated that these vehicles, which are federally legal to import after 25 years, are safe and roadworthy. Today, thanks to that collaboration, Texas has codified these protections into law, providing stability for vehicle owners and businesses.

We see a clear path for Vermont to do the same.

Recently, we received encouraging clarification from the Vermont DMV Commissioner, who stated that the DMV has not changed any policy and that if a Kei vehicle passes inspection, they will register it. We applaud the Commissioner for this stance.

However, the reality on the ground tells a different story. Despite the Commissioner's assurance, Vermonters are currently being turned away at local DMV offices. We are seeing situations where individual clerks are enforcing restrictions that contradict the Commissioner's guidance, often influenced by guidance from the American Association of Motor Vehicle Administrators.

This disconnect between leadership and the front counter is causing significant frustration. Vermonters who have lawfully imported these vehicles, many of whom rely on them for daily use such as farming and small business operations, are being left in limbo.



Therefore, we respectfully ask this Committee for two things:

First, immediate administrative clarity. We urge the DMV to issue a department-wide training or memo to ensure that front-line staff are aware of the Commissioner's standing policy: these vehicles are legal, and they should be processed, not turned away.

Second, and most importantly, legislative stability. While policy clarification is a great first step, without state law to protect them, policies can change overnight. Just as we did in Texas with Senate Bill 1816, and as states like Colorado have recently done, Vermont should codify this legality into statute.

This legislation would not change the status quo. It would simply preserve it. It would align Vermont with other forward-thinking states and ensure that a farmer in Franklin or business owner in Burlington can invest in these efficient vehicles without fear of future administrative reversals.

Lone Star Kei stands ready to provide any data, resources, or expert testimony the committee needs. Thank you for your time and your commitment to helping Vermonters.

Sincerely,

A handwritten signature in black ink, appearing to read "David M. Christian".

Founder, President
Lone Star Kei