

## **HB-72**

Submitted on: 1/31/2021 8:35:50 AM

Testimony for JHA on 2/2/2021 2:00:00 PM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Present at Hearing</b> |
|---------------------|---------------------|---------------------------|---------------------------|
| Jonathan Hopkins    | Lime                | Support                   | No                        |

### Comments:

Thank you for the opportunity to testify in support of HB72.

The need for micromobility in Hawaii is great, for congestion reduction as well as economic development. The legislature's approval of this bill would open up counties to have free congestion reduction tools that are good for business. North American Bikeshare Association data shows that 41% of scooter trips replace a car trip, leaving precious road space open to trips in which use of a car is essential. Given the share of short trips for which cars are used in Hawaii, the traffic data company [INRIX identified Honolulu as the #1 city](#) in the entire country that could benefit from scooters. With nearly 60% of car trips less than three miles—the highest in the nation—there is great opportunity to improve mobility by shifting some of those trips to all-electric scooters. This opportunity improves further with the opening of light rail. Scooters are tailor-made as a first/last mile solution. **Ten percent** of Lime scooter trips are connections to public transit, and **about half** of all riders are frequent users of scooters to get to transit.

Meanwhile, Lime data from multiple cities shows approximately **80% of riders say they visit local businesses MORE** when scooters are present. This is likely because scooters save time on travel giving people more time to shop, because scooters help people discover great local establishments, and visitors are less tired when they arrive. A full 97% of riders say they've used a scooter to visit a business, and about half of scooter trips start or end in a business district, bringing more customers to make purchases from businesses struggling from COVID. Scooters can be part of the State's COVID tourism recovery **at no cost to the State or counties**. This is largely why scooters are operational in around 200 cities across the globe, includes cities like Tel Aviv, Rio, Miami and Santa Monica. Likewise here, the industry looks forward to being part of the COVID recovery solution across Hawaii—from Hilo to Honolulu.

Lime, along with the rest of the micromobility industry, is strongly supportive of this bill. This bill has been up for consideration before the legislature since the 2019 session, and we believe it would have passed last session if the session had not been shortened by COVID-19. The language has been thoroughly reviewed and vetted by all interested parties. Aside from the state vehicle registration fee, the bill is consistent with standard practice language used by states across the country. We strongly recommend passage.

Thank you for your support of this effort.





DAVID Y. IGE  
GOVERNOR

JOSH GREEN  
LT. GOVERNOR

**STATE OF HAWAII  
OFFICE OF THE DIRECTOR  
DEPARTMENT OF COMMERCE AND CONSUMER AFFAIRS**

335 MERCHANT STREET, ROOM 310  
P.O. BOX 541  
HONOLULU, HAWAII 96809  
Phone Number: 586-2850  
Fax Number: 586-2856  
cca.hawaii.gov

CATHERINE P. AWAKUNI COLÓN  
DIRECTOR

JO ANN M. UCHIDA TAKEUCHI  
DEPUTY DIRECTOR

**Testimony of the Department of Commerce and Consumer Affairs**

**Before the  
House Committee on Judiciary and Hawaiian Affairs  
Tuesday, February 2, 2021  
2:00 p.m.  
Via Videoconference**

**On the following measure:  
H.B. 72, RELATING TO ELECTRIC FOOT SCOOTERS**

**WRITTEN TESTIMONY ONLY**

Chair Nakashima and Members of the Committee:

My name is Colin Hayashida, and I am the Insurance Commissioner of the Department of Commerce and Consumer Affairs' (Department) Insurance Division. The Department offers comments on this bill.

The purposes of this bill are to: (1) establish a framework for the regulation of electric foot scooters by the State and counties; and (2) amend the definitions of "moped" to exclude electric foot scooters.

This bill adds "electric foot scooter" to the definition section of Hawaii Revised Statutes (HRS) section 249-1 and amends the definition of "moped" to exclude "electric foot scooter." The Department is concerned that these amendments will limit the personal injury protection (PIP) benefits mandated by HRS section 431:10C-304 by excluding individuals riding an "electric foot scooter." Currently, any individual sustaining injuries while riding an "electric foot scooter" is covered under HRS section

Testimony of DCCA

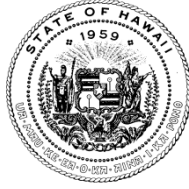
H.B. 72

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431:10C-304 and is afforded PIP benefits. It is in the public interest to maintain this coverage for individuals riding an “electric foot scooter.” Absent such protection, affected individuals would need to go through their private insurance to obtain coverage for any injuries sustained.

Thank you for the opportunity to testify on this bill.

DAVID Y. IGE  
GOVERNOR



**TESTIMONY BY:**

JADE T. BUTAY  
DIRECTOR

Deputy Directors  
LYNN A.S. ARAKI-REGAN  
DEREK J. CHOW  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN

**STATE OF HAWAII**  
**DEPARTMENT OF TRANSPORTATION**  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

February 2, 2021  
2:00 P.M.  
State Capitol, Teleconference

**H.B. 72**  
**RELATING TO ELECTRIC FOOT SCOOTERS**

House Committee on Judiciary & Hawaiian Affairs

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This bill establishes a framework for the regulation of electric foot scooters by the State and counties. Amends definitions of "moped" to exclude electric foot scooters.

The Department of Transportation **supports** H.B. 72.

As the use of micro-mobility devices grow, the State of Hawaii will continue to work with the four counties as they evaluate and prioritize this new and alternative form of transportation to ensure safe and equitable usage on our roadways.

Thank you for the opportunity to provide testimony.

# DEPARTMENT OF PLANNING

KA'ĀINA HULL, DIRECTOR

JODI A. HIGUCHI SAYEGUSA, DEPUTY DIRECTOR



DEREK S.K. KAWAKAMI, MAYOR  
MICHAEL A. DAHLIG, MANAGING DIRECTOR

## Testimony of Lee Steinmetz

Transportation Planning Officer, Planning Department

Before the

### House Committee on Judiciary and Hawaiian Affairs

February 2, 2021 at 2:00 PM

Conference Room 325

In consideration of

### HOUSE BILL 72

### Relating to Electric Foot Scooters

To the Honorable Chair Nakashima, Vice Chair Matayoshi, and members of the Committee:

The County of Kaua'i **supports** HB 72. As electric foot scooters have been sold in Hawai'i for several years, we should move to reasonably regulate this new technology instead of ignoring it. The County appreciates the structure of HB 72, which allows the flexibility for each county to regulate the operation of electric foot scooters as it deems best, with minimums established in this Bill. The use of electric foot scooters is an important part of Kaua'i's micromobility strategy to reduce congestion and greenhouse gas emissions while supporting affordable transportation choices and economic development. It is also important to the County and our entire State that electric foot scooters be regulated with safety in mind.

The language of HB 72 was developed with the involvement of representatives from counties, Hawai'i Department of Transportation, the Hawai'i Bicycle League, and Bikeshare Hawaii. In addition, input was received from the e-scooter industry.

The County of Kaua'i greatly appreciates your consideration of this Bill.



February 2, 2021

Representative Mark M. Nakashima, Chair  
Representative Scot Z. Matayoshi, Vice Chair  
Members of the Committee on Judiciary & Hawaiian Affairs, House of Representatives  
State Capitol  
Honolulu, Hawaii

**Testimony in Support of HB 72 Relating to Electric Foot Scooters**

Dear Chair Nakashima, Vice Chair Matayoshi, esteemed Members of the House Judiciary and Hawaiian Affairs Committee, and staff:

My name is Breanna Bledsoe, Senior Public Policy Manager for Spin, and we support HB 72 relating to electric foot scooters. Spin is a shared micromobility company based in California and is a subsidiary of Ford Mobility, operating in about 70 markets across the United States and Europe. Our partnership-first approach is unique in the industry, because we work with local governments and receive permission before operating. We thank you for your diligent efforts in drafting necessary regulations for the budding but fast-growing shared micromobility industry, which will help reduce the number of car trips on the islands.

While Spin supports HB 72, we respectfully suggest one amendment to the bill: we ask the Committee consider a slightly lower registration fee to encourage micromobility transportation use and increase community accessibility. We are happy to work with the Committee and staff on a fee structure that would be advantageous to Hawaii, feasible for e-scooter companies, and provide an affordable and accessible form of green transportation.

Thank you again for the opportunity to testify, and we look forward to working with you and your Committee to pass this legislation. I am happy to answer any questions you may have.

Sincerely,

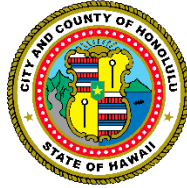
Breanna Bledsoe, Spin  
Senior Public Policy Manager

DEPARTMENT OF TRANSPORTATION SERVICES  
CITY AND COUNTY OF HONOLULU

LATE

650 SOUTH KING STREET, 3RD FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 768-8305 • Fax: (808) 768-4730 • Internet: www.honolulu.gov

RICK BLANGIARDI  
MAYOR



J. ROGER MORTON  
DIRECTOR DESIGNATE

JON Y. NOUCHI  
DEPUTY DIRECTOR

TESTIMONY TO THE  
HOUSE COMMITTEE ON JUDICIARY & HAWAIIAN AFFAIRS (JHA)

FEBRUARY 2, 2021  
2:00 PM

**IN SUPPORT OF  
HB 72 – RELATING TO ELECTRIC FOOT SCOOTERS**

Chair Nakashima, Vice Chair Matayoshi, and Members of the Committee:

The Department of Transportation Services is in strong support of this measure that introduces electric foot scooters into the Statewide Traffic Code and other applicable sections of the Hawaii Revised Statutes.

Electric foot scooters and other micromobility options have enormous potential to be a solution to reducing transportation costs, vehicle congestion on our roads, dependence on fossil fuels, and pollutants and harmful emissions. These vehicles are also a good option for first-mile/last-mile connections for many who use public transit as a primary mode of transportation. We are seeing electric foot scooters on our roads more frequently now, and it is time to adopt the necessary statutes to appropriately regulate these vehicles. Without this bill, this viable transportation solution will remain illegal.

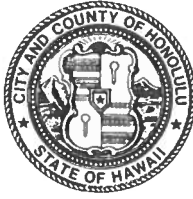
In addition to allowing for the use of these new vehicle types in Hawaii and establishing minimum standards, we appreciate that this bill affords each county the ability to further regulate scooters within the statewide framework in a manner that suits the respective counties. As our agency is responsible for providing a multimodal transportation system for the City and County of Honolulu, this measure will enable us to incorporate shared fleets into our system.

Thank you for consideration of this measure and for the opportunity to provide this testimony.



POLICE DEPARTMENT  
CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET · HONOLULU, HAWAII 96813  
TELEPHONE: (808) 529-3111 · INTERNET: www.honolulu-pd.org



RICK BLANGIARDI  
MAYOR

SUSAN BALLARD  
CHIEF

JOHN D. MCCARTHY  
AARON TAKASAKI-YOUNG  
DEPUTY CHIEFS

OUR REFERENCE WO-BL

February 2, 2021

The Honorable Mark M. Nakashima, Chair  
and Members  
Committee on Judiciary & Hawaiian Affairs  
House of Representatives  
Hawaii State Capitol  
415 South Beretania Street, Room 325  
Honolulu, Hawaii 96813

Dear Chair Nakashima and Members:

**SUBJECT: House Bill No. 72, Relating to Electric Foot Scooters**

I am Walter Ozeki, Major of District 7 (East Honolulu) of the Honolulu Police Department (HPD), City and County of Honolulu.

The HPD supports passage of House Bill No. 72, Relating to Electric Foot Scooters.

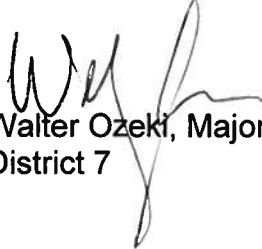
The HPD recognizes that the use of electric foot scooters has become more commonplace on or along our roadways. Electric foot scooters are able to reach considerable speeds and the scooters themselves are of a considerable mass. Currently, there are almost no regulations that specifically govern the operation or safety equipment required to operate these devices in a safe manner. It has been observed that now more than ever we see pedestrians and all types of smaller and larger vehicles intermingled on our roadways. It is the HPD's belief that as we see the number of electric scooters on our roadways increase, it is inevitable that we will also see the number of collisions involving these devices increase proportionately. It is imperative that regulations governing both the operation of electric foot scooters as well as required safety equipment be regulated. This is essential to minimize the risk to everyone utilizing our roadways.

The HPD supports passage of House Bill No. 72, Relating to Electric Foot Scooters.

The Honorable Mark M. Nakashima, Chair  
and Members  
February 2, 2021  
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Thank you for the opportunity to testify.

Sincerely,



Walter Ozeki, Major  
District 7

APPROVED:



Susan Ballard  
Chief of Police