

# HAWAII STATE ENERGY OFFICE STATE OF HAWAII

DAVID Y. IGE  
GOVERNOR

SCOTT J. GLENN  
CHIEF ENERGY OFFICER

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Testimony of  
**SCOTT J. GLENN, Chief Energy Officer**

before the  
**SENATE COMMITTEE ON JUDICIARY  
AND  
SENATE COMMITTEE ON WAYS AND MEANS**

Tuesday, April 6, 2021  
9:55 AM  
State Capitol, Conference Room 211 and Videoconference

In SUPPORT of  
**HB 72, SD1  
RELATING TO FOOT SCOOTERS.**  
(Written Testimony Only)

Chairs Rhoads and Dela Cruz, Vice Chairs Keohokalole and Keith-Agaran, and Members of the Committees, the Hawaii State Energy Office (HSEO) supports HB 72, SD1, which would establish a framework for the regulation of electric foot scooters by the State and counties.

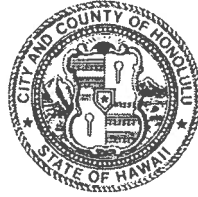
HSEO supports the establishment of a regulatory framework for electric foot scooters to increase safety, clean transportation, and more micro-mobility options. The HSEO defers to the Department of Transportation and Counties on issues pertaining to safety, enforcement, and regulation.

Our comments are guided by our mission to promote energy efficiency, renewable energy, energy resiliency, and clean transportation to help achieve a decarbonized economy.

Thank you for the opportunity to testify.

POLICE DEPARTMENT  
CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET · HONOLULU, HAWAII 96813  
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RICK BLANGIARDI  
MAYOR

SUSAN BALLARD  
CHIEF

JOHN D. McCARTHY  
AARON TAKASAKI-YOUNG  
DEPUTY CHIEFS

OUR REFERENCE WO-BL

April 6, 2021

The Honorable Karl Rhoads, Chair  
and Members  
Committee on Judiciary  
The Honorable Donovan M. Dela Cruz, Chair  
and Members  
Committee on Ways and Means  
State Senate  
Hawaii State Capitol  
415 South Beretania Street, Room 211  
Honolulu, Hawaii 96813

Dear Chairs Rhoads and Dela Cruz and Members:

SUBJECT: House Bill No. 72, H.D. 2, S.D. 1, 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, H.D. 2, S.D. 1, 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

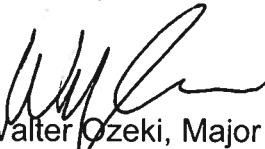
The Honorable Karl Rhoads, Chair  
and Members  
The Honorable Donovan M. Dela Cruz, Chair  
and Members  
April 6, 2021  
Page 2

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, H.D. 2, S.D. 1, Relating to Electric Foot Scooters.

Thank you for the opportunity to testify.

Sincerely,



Walter Ozeki, Major  
District 7

APPROVED:



Susan Ballard  
Chief of Police



April 6, 2021

Senator Karl Rhoads, Chair  
Senator Jarrett Keohokalole, Vice Chair  
Members of the Committee on Judiciary, Senate

Senator Donovan M. Dela Cruz, Chair  
Senator Gilbert S.C. Keith-Agaran, Vice Chair  
Members of the Committee on Ways and Means, Senate

State Capitol  
Honolulu, Hawaii

**Testimony in Support of HB 72 SD 1 Relating to Electric Foot Scooters**

Dear Chairs Rhodes and Dela Cruz, Vice Chairs Keohokalole and Keith-Agaran, esteemed Members of the Senate Judiciary and Ways and Means Committees, and staff:

My name is Breanna Bledsoe, Senior Public Policy Manager for Spin, and we support HB 72 SD 1 relating to electric foot scooters. Spin is a shared micromobility company based in California, 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 moving necessary regulations for the budding but fast-growing shared micromobility industry, which will help reduce the number of car trips on the islands.

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

Sincerely,

Breanna Bledsoe, Spin  
Senior Public Policy Manager  
breanna.bledsoe@spin.pm

April 6, 2021

Senator Karl Rhoads, Chair

Senator Jarrett Keohokalole, Vice Chair

Senator Donovan M. Dela Cruz, Chair

Senator Gilbert S.C. Keith-Agaran, Vice Chair

Members of the Senate Committees on Judiciary and Ways and Means

RE: HB72 HD2 SD1 Relating to Electric Foot Scooters. - **SUPPORT**

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We started Helbiz to do two things: be the most trusted partner to cities and operate the safest fleet of light electric vehicles. We will let our record speak for what we hope to bring to Hawaii.

We created the first scooter permits in Italy, and recently acquired the operations of Skip who built the first permit for scooters in the United States in Washington DC. Helbiz has never launched without permission. In each city where we operate, we have collaborated with local partners and regulators to tailor our program, rather than use a one-size fits all approach.

We have never launched without a permit in place and are proud of our record with cities. Barring extreme weather, or state of emergency declarations, we have never been asked to cease operations or to pull out of any city. We maintained 100% service levels during covid-19 and have the highest percentage of equity access trips of any operator. We have never failed to disclose information on a permit application. We have not yet had a single fatality or life-threatening injury after 3 years and millions of successful trips. We have never been named in class action lawsuits or judgements for systemic safety issues.

Our fleet is and has only ever been run by 100% employees. We swap batteries and repair scooters using e-bikes and e-scooters, not vans that create more traffic. Our operating system and vehicles are proven in snow, salted roads, hurricanes, summer-time heat, and large public events. We automatically detect tip-overs, dispatch our team to fix them, and make our response times public. We have tested our vehicles to a safe and reliable 2,000-mile lifetime, and all of them are well on track after year 1.

We believe Hawaii would benefit from transparency and responsiveness from partners and safety and reliability from their fleet of scooters.

**HB-72-SD-1**

Submitted on: 4/5/2021 12:25:22 AM

Testimony for JDC on 4/6/2021 9:55:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Tricia Nakamatsu	Individual	Comments	No

Comments:

Aloha Chairs, Vice-Chairs & Committee members--While I understand the safety needs that are prompting these proposed statutes and amendments, my only concern is that the current definition of "electric foot scooter"--particularly at page 5, line 12...page 7, line 3...and page 10, line 3--coupled with the prohibition on page 20, line 2, through page 3, line 1, seems to mean that my young children would no longer be allowed to ride their "human powered" scooters in any public area such as parks or sidewalks, even when wearing safety helmets and properly supervised. I truly hope that is not the Legislature's intent, as I believe such activities pose no danger to others, and actually promote healthy habits and family bonding for children.

If that is not the intent, and the intent is only to address "electric powered scooters," I would suggest that the definition of "electric foot scooters" (page 5, line 12) be amended in one of the following ways, or perhaps something similar:

(5) That is powered by an electric motor and human power, or by an electric motor alone;

...or...

(5) That can be powered alternatively by an electric motor and human power, or by an electric motor alone;

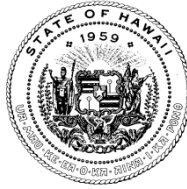
...or...

(5) That has an electric motor attached to it;

My personal favorite is the third suggestion, as it avoids any need to determine what is truly powering the device, and simply requires a determination of whether there's a motor or not (though this could potentially include non-operable motors, but I don't necessarily see that as a problem). As a sidenote, I'm assuming that gas-powered scooters are already covered under the definition of "moped" or elsewhere.

Thank you for the opportunity to testify on this measure.

DAVID Y. IGE  
GOVERNOR



**LATE**

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

April 6, 2021  
9:55 A.M.  
State Capitol, Teleconference

**H.B. 72, H.D. 2, S.D. 1**  
**RELATING TO ELECTRIC FOOT SCOOTERS**

Senate Committees on Judiciary and Ways and Means

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The Department of Transportation **supports** H.B. 72, H.D. 2, S.D. 1, which establishes a framework for the regulation of electric foot scooters by the State and counties, and amends definitions of "moped" to exclude electric foot scooters.

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.

**LATE**

**HB-72-SD-1**

Submitted on: 4/6/2021 10:03:27 AM

Testimony for JDC on 4/6/2021 9:55:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Lee Steinmetz	Testifying for County of Kauai	Support	No

Comments:

The County of Kaua'i **supports** HB 72 HD2 SD1. 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 HD2 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 HD2 SD1 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.



**LATE**

**HB-72-SD-1**

Submitted on: 4/5/2021 12:19:34 PM

Testimony for JDC on 4/6/2021 9:55:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Michael Ferreira	Individual	Support	No

Comments:

My name is Michael Ferreira and a motorcyclist for over 40 years. I support this Bill with amendments in regards to helmets for moped and Scooter rentals. I oppose the lisensing of these vehicles as they have little impact on the roads, the possibility for theft is low and they have serial numbers that may be reported. I think that licensing is just another attempt to gather more revenue and is cumbersome and costly to the operator. Thak you for allowing me to testify.

Michael Ferreira

Makakilo

808-861-7115