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**Testimony to the Senate Transportation Committee  
In Support of HB2126  
March 13, 2019**

Chairman Petersen and Committee members:

The “electric assisted scooter” has been the subject of much discussion over the interim. These discussions have included administrative issues they create as well as public safety issues. HB2126 has been designed to address those concerns.

Early in the discussions we realized these devices needed to be defined in statute and separated from other “motorized vehicles.” There was significant debate about whether they fall under the definition of motor vehicle in current law. This debate added clarity to the need to define them, which you find in section 1 and also in section 3 on page 2, lines 12-15.

It was also clear there needs to be some safety controls on the location and manner of the operation of these devices. Our agencies and members were reporting to us how some people were using them in a manner jeopardizing other persons on the roadway. The language in section 2 subsection (a) is similar to what is used for other types of specialty vehicles. An amendment placed into the bill by the House Committee very appropriately added other provisions to regulate the operation of these vehicles. We ask you to retain that amendment. An important component in this section is the local option, also something we find in statute for other types of specialty vehicles.

We believe the provisions in this bill will add clarity to the registration and use of these vehicles on the roadway and provide consistency in how they are dealt with across the state.

We encourage you to move HB2126 forward with a recommendation for passage.

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