[Name of Recipient]

[Address]

[Your Name]

[Your address]

**Re: [opposition/support of bill # and Title]**

Dear [Legislator name],

I write on behalf of [organization name], located in [city/district]. My organization is also a member of the North American Bikeshare Association (NABSA), the membership-based industry association representing host cities, equipment manufacturers, operators and technology providers of the bikeshare and shared micromobility industry.

I would like to express my [opposition or support] of bill [bill #] [bill title] that [general description of bill].

Much like state bicycle and e-bike legislation, state-level legislation has a part to play in helping to facilitate the growth and implementation of shared scooter systems, but it must play the right part. As we have learned with bikeshare, the key to a successful system is a strong relationship with local partners. It is local authorities who know their communities best and are positioned to create standards for system implementation that meet community needs; local regulatory control over systems and devices operating in the public right of way must be maintained alongside efforts to define scooters as a transport mode.

State level legislation is helpful in defining electric scooters as legal vehicles and clarifying their place in state vehicle codes.

And, consistent with the position of NABSA, authority to regulate and manage shared electric scooters and other shared micromobility devices must remain at the local level. In particular, many regulatory issues -- such as fleet size, parking and riding restrictions, speed limit, data standards and formats, fees, contract/permit/license structure, and public notification, -- are fundamentally local issues and are best addressed at a local level, based on local conditions and needs. The decision itself of whether or not to allow shared electric scooters in a jurisdiction must remain a local decision.

Furthermore, low speed electric scooters are a new mode. Bicycles, electric bicycles and electric scooters are different products and should be defined independently of one another.

The potential for electric scooter sharing is exciting. Scooter-share systems are an innovative new micromobility technology that can help communities reduce traffic congestion by shifting trips away from private motor and rideshare vehicle use, expand transit access and access to opportunities for people in underserved neighborhoods, increase transit connectivity through providing a “first/last mile” solution, and reduce air pollution.

But it is also new, and many issues regarding product design, technology, operation, and user behavior are still being tackled. Studies are currently assessing safety following reports of scooter injury rates, and ADA compliance remains a challenge. Plans for user education and rider safety should be part of shared electric scooter system implementation by local authorities, and local authorities should have the ultimate say in when, how, and whether scooters will be allowed in their jurisdictions.

Respectfully,