

119TH CONGRESS  
1ST SESSION

# H. R. 6702

To require the National Highway Traffic Safety Administration to conduct a study and develop a public education program on micromobility technologies, high speed personal transportation devices, and certain road users, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

DECEMBER 12, 2025

Ms. TITUS introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

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## A BILL

To require the National Highway Traffic Safety Administration to conduct a study and develop a public education program on micromobility technologies, high speed personal transportation devices, and certain road users, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Micromobility Over-  
5 sight and Vulnerability Evaluation Act” or the “MOVE  
6 Act”.

1 **SEC. 2. FINDINGS.**

2 Congress finds the following:

3 (1) Vulnerable road users represent a dis-  
4 proportionate number of highway deaths and inju-  
5 ries.

6 (2) Vulnerable road users should be informed  
7 on interactions with the built environment.

8 (3) Little is known about the impacts of micro-  
9 mobility transportation affecting road user safety.

10 **SEC. 3. MICROMOBILITY OVERSIGHT AND VULNERABILITY**  
11 **EVALUATION.**

12 (a) STUDY.—

13 (1) IN GENERAL.—The Secretary of Transpor-  
14 tation, acting through the Administrator of the Na-  
15 tional Highway Traffic Safety Administration, shall  
16 conduct a study on the effect of personal and plat-  
17 form-based micromobility technologies and high  
18 speed personal transportation devices on injuries and  
19 deaths of individuals, with a focus on children and  
20 young adults.

21 (2) CRASH DATA.—In conducting the study  
22 under paragraph (1), the Secretary shall review any  
23 relevant crash data, including the technology or de-  
24 vice type and speed involved in crashes, the type of  
25 infrastructure on which crashes occurred, and if ve-

1 hicles were involved in crashes, the speed of such ve-  
2 hicles.

3 (b) BEST PRACTICES AND PUBLIC EDUCATION PRO-  
4 GRAM.—Based on the findings from the study conducted  
5 under subsection (a), the Secretary shall—

6 (1) develop best practices for nonmotorized  
7 road users with respect to micromobility technologies  
8 and high speed personal transportation devices, in-  
9 cluding best practices based on—

10 (A) technology or device type;

11 (B) motor power of the technology or de-  
12 vice;

13 (C) maximum speed of the technology or  
14 device on a paved level surface when powered  
15 solely by a motor; and

16 (D) State laws that may govern operator  
17 age, helmet use, insurance, or registration re-  
18 quirements;

19 (2) develop a mobility education program con-  
20 taining—

21 (A) such best practices on how non-  
22 motorized road users may safely navigate  
23 streets; and

24 (B) consumer information on—

1 (i) maximum speed of the technology  
2 or device when powered solely by a motor;

3 (ii) whether the technology or device  
4 is intended by the manufacturer to be eas-  
5 ily modified to attain speeds faster than 20  
6 miles per hour;

7 (iii) whether the technology or device  
8 is a class 1 or class 2 electric bicycle (as  
9 defined in section 217(j) of title 23, United  
10 States Code); and

11 (iv) information on State laws that  
12 may govern operator age, helmet use, in-  
13 surance or registration requirements; and

14 (3) incorporate the Safe System Approach into  
15 the best practices and education program developed  
16 under this subsection.

17 (c) NATIONAL PRIORITY SAFETY PROGRAMS.—Sec-  
18 tion 405(g)(5)(C) of title 23, United States Code, is  
19 amended—

20 (1) in clause (iii) by striking “and” at the end;

21 and

22 (2) by adding at the end the following:

23 “(v) nonmotorized road user safety  
24 with respect to emerging micromobility  
25 technology issues; and”.

1 (d) DEFINITIONS.—In this section:

2 (1) HIGH SPEED PERSONAL TRANSPORTATION  
3 DEVICE.—

4 (A) IN GENERAL.—The term “high speed  
5 personal transportation device” means a motor-  
6 driven cycle or any other personal transpor-  
7 tation device intended for use on public high-  
8 ways that—

9 (i) is powered by an electric motor of  
10 greater than 750 watts; or

11 (ii) has a maximum speed of more  
12 than 20 miles per hour on a paved level  
13 surface when powered solely by a motor.

14 (B) EXCLUSION.—The term “high speed  
15 personal transportation device” does not in-  
16 cluded a motorcycle, passenger vehicle, or vehi-  
17 cle built upon a truck chassis.

18 (2) MICROMOBILITY TECHNOLOGY.—The term  
19 “micromobility technology” means a small, low-  
20 speed, personal transportation device, including an  
21 electric bicycle (as defined in section 217(j) of title  
22 23, United States Code), electric scooter, self-bal-  
23 ancing electric unicycle, electric skateboard, or other  
24 similar vehicle that is—

25 (A) electric or human-powered;

1           (B) primarily used for a short-distance trip  
2           or urban travel; and

3           (C) has a maximum speed of not more  
4           than 20 miles per hour on a paved level surface  
5           when powered solely by a motor.

6           (3) NONMOTORIZED ROAD USER.—The term  
7           “nonmotorized road user” has the meaning given  
8           such term in section 405(g) of title 23, United  
9           States Code.

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