



May 28, 2026

Good afternoon, Chair Arciero, Chair Crighton, members of the Committee:

My name is Scott Mullen, and I am the Transportation Demand Management Director for A Better City, a business organization focused on transportation issues here in Greater Boston. I served as a member on the Special Commission on Micromobility and am excited to join the hearing today to lend my support for S.3077, the Governor's Ride Safe Act.

As the LG mentioned in her testimony, this bill is intentionally grounded in the 'Core Schema' of our commission's final report, which covers:

- Classification, based on an innovative four-tier framework based on vehicle speed;
- Device Requirements, features like lights, brakes, speedometers and such broken down tier;
- Travel Allowances, which outline where devices of each tier may operate, and finally;
- Operational Requirements, which consider age, helmets, education or licensing issues, insurance and more.

In particular, I'd like to highlight the inclusion of UL certification requirements, both for batteries and electrical systems for powered micromobility devices. We have all seen news reports of lithium-ion battery fires due to unregulated and substandard equipment, and this requirement will ensure the highest standards of quality for devices sold, leased, rented or operated in the commonwealth. It was great to hear the testimony of the representative from UL on ways to make the language in this bill even stronger and safety focused.

Just for commonwealth context, why does micromobility matter? 57% of trips in Massachusetts are three miles or less, and 80% of those are driven. Yet over the last 15 years or so, with the proliferation and connection of both our statewide trail network and separated bike infrastructure in many cities and towns, more and more people are choosing micromobility to get around in a way that helps our air, reduces congestion, is lower cost, active, and in many cases enjoyable. We need more of this, but we need to be thoughtful.

Massachusetts isn't the only state weighing these questions around micromobility, but the trend across the US has felt reactionary—other speakers have mentioned this—and skewed toward restrictions. This bill does the opposite. This is comprehensive, forward-looking legislation that helps to future-proof our laws when new vehicle types emerge, brings clarity and consistency to how and where these devices



should operate, and maps a deliberate path toward greater integration of micromobility into our transportation network with safety as a core principle.

It was an honor to serve on the Special Commission on Micromobility and I and urge you to report this bill favorably and move it closer to becoming law. I will be submitting some minor technical corrections in writing. Please consider me a resource in that process.

Sincerely,

Scott Mullen