

STATE OF RHODE ISLAND

**DIVISION OF MOTOR VEHICLES  
ADMINISTRATION OFFICE**

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March 31, 2026

The Honorable Matthew L. LaMountain  
Chair, Senate Committee on Judiciary  
State House  
Providence, RI 02903

**RE: 2026 S-2604 - AN ACT RELATING TO MOTOR AND OTHER VEHICLES –  
DEFINITIONS AND GENERAL CODE PROVISIONS**

Dear Chair LaMountain:

The Division of Motor Vehicles (“DMV”) writes to express concerns with Senate Bill 2604, An Act Relating to Motor and Other Vehicles – Definitions and General Code Provisions.

The proposed bill is wide-ranging and, amongst its many provisions, would define the requirements for the operation of recreational vehicles, manual, electric or gas powered. The proposed bill would also prohibit the use of electronic mobile devices while operating several classes of vehicles. It would also add a new class of electric bicycles and require the DMV to provide a centralized informational page summarizing laws and requirements applicable to powered wheeled devices and micromobility vehicles.

This letter is not intended as a position in support of or opposition to the bill, but only as recommendations on drafting to provide clarity in the bill and to aid in compliance by the DMV. As currently drafted, the bill is set to take effect upon passage. The concerns of the DMV are as follows:

- On page 4, the definition of “Motorcycle” would eliminate the portion which describes that vehicle as having “a saddle on which the driver sits astride”. The elimination of this language has the potential to cause confusion with the interpretation of what may constitute an “autocycle” and would require operators of autocycles to have a motorcycle endorsement on their license, which is not presently required.
- Also on page 4, the new definition of “Motorcycle” states that it is “a two (2) or three (3) wheeled self-propelled vehicle designed for use on the public roads and highways and displaces in excess of fifty cubic centimeters (50 cc) or four and nine-tenths horsepower (4.9 hp).” It is important to have the motor displacement and horsepower rating specified correctly, as this is what

defines the vehicle. Any definition should more correctly define the vehicle as being “equipped with a motor that displaces in excess of fifty cubic centimeters (50 cc) or that is rated not more than four and nine-tenths horsepower (4.9 hp).”

- On page 5, the amended definition of “Motor scooter” likewise should have the motor displacement and horsepower rating specified correctly, as this is what categorizes the vehicle and licensing requirements. Furthermore, a “motor scooter” falls under the definition of “motor vehicle” and is required to be registered with the DMV.
- On page 8, R.I. Gen. Laws § 31-10.1-1(a), which covers two-wheeled motorcycles, would be amended to include the equipment requirement contained in § 31-10.1-4, but that same amendment is not included in § 31-10.1-1(b), which applies to three-wheeled motorcycles.
- On page 12, the new R.I. Gen. Laws § 31-19.8-1 *et seq.* entitled “Consolidated Regulation of Powered Wheeled Devices and Micromobility Vehicles” fails to define the terms “powered wheeled devices” or “micromobility vehicles”.
- Further, establishing this new chapter, which references and incorporates terms and provisions from several other sections in Title 31, could create inconsistencies in the law and potential unintended consequences for the regulation of the operation and registration of these vehicles. A thorough review and study of the affected laws would need to be conducted to determine the potential impacts of this “consolidation.”
- Also on page 12, eye protection is included as required equipment on a motorcycle when this is something that would be worn by the operator.
- On page 13, the proposed bill indicates that motorized bicycles with an engine displacement over fifty cubic centimeters (50 cc) or a maximum speed over thirty miles per hour (30 mph) require a motorcycle endorsement. This is potentially confusing, as any such motorized bicycle with that engine displacement would, by definition, be a motorcycle.
- On page 14, the proposed bill describes the rights of electric personal assistive mobility devices (“EPAMDs”) as being subject to “DMV safety rules.” The DMV does not promulgate safety rules for EPAMDs, as these devices are not subject to DMV registration.
- Finally, also on page 14, the proposed bill requires that the DMV makes available a webpage which summarizes the “laws and requirements applicable to powered wheeled devices and micromobility vehicles regulated

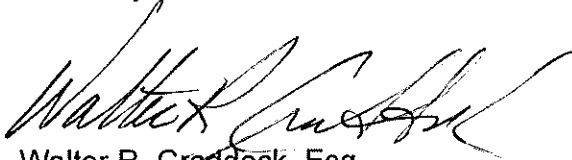
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under Title 31." Nowhere, however, are the terms "powered wheeled devices" or "micromobility vehicles" defined.

The DMV takes no position with respect to the remainder of the proposed bill. Rather, the DMV is concerned solely with issues of clarity, DMV compliance, and DMV administration. As such, the DMV respectfully suggests that the bill be amended or redrafted for clarity.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Walter R. Craddock", written over a light blue horizontal line.

Walter R. Craddock, Esq.  
Administrator

Cc: The Honorable Members of the Senate Committee on Judiciary  
The Honorable Dawn Euer  
Kristen Silvia, Deputy Chief of Staff/Director of Legislation  
Jane E. Cole, Interim Director, Department of Revenue