

Government of the District of Columbia
Office of the Chief Financial Officer



Glen Lee
Chief Financial Officer

MEMORANDUM

TO: The Honorable Phil Mendelson
Chairman, Council of the District of Columbia

FROM: Glen Lee
Chief Financial Officer 

DATE: July 7, 2026

SUBJECT: Fiscal Impact Statement – Micromobility Fire Safety Standards
Amendment Act of 2026

REFERENCE: Bill 26-244, Draft Committee Print as provided to the Office of Revenue
Analysis on July 6, 2026

Conclusion

Funds are sufficient in the proposed revised fiscal year 2026 budget and proposed fiscal year 2027 through fiscal year 2030 budget and financial plan to implement the bill.

Background

The bill expands the District Department of Transportation's (DDOT) legislated duties¹ to include the development of policies and programs to encourage and provide for the safe use of electric mobility devices in addition to bicycles. The bill updates the definition of an electric mobility device to be any mobility device with a rechargeable electric drive train that propels the rider, regardless of whether the device is self-balancing or if the rider may or may not be seated.² The bill further defines a micromobility device as an electric mobility device or an electric bicycle.

The bill requires that any micromobility device or traction battery³ manufactured, distributed, sold, or offered for lease or rent in the District meet specific safety requirements. The bill requires that electric bicycles be certified to the UL 2849 or EN 15194 standard. The bill requires that electric

¹ Department of Transportation Establishment Act of 2002, effective May 21, 2002 (D.C. Law 14-137; D.C. Official Code § 50-921.04(a)(1)(K)).

² An electric mobility device may have a handle for grasping while riding.

³ The bill defines a traction battery as a rechargeable battery used to power the electric motor of a micromobility device.

The Honorable Phil Mendelson

FIS: Bill 26-244, "Micromobility Safety Standards Amendment Act of 2026," Draft Committee Print as provided to the Office of Revenue Analysis on July 6, 2026

mobility devices be certified to the UL 2272 standard. The bill requires that a traction battery for use in a micromobility device be certified to the UL 2271 or EN 5064 standard. Each of these products should bear a certification mark that is visible and affixed to the certified product. The certification should come from either a Nationally Recognized Testing Laboratory or an entity that has received ISO/IEC 17065 accreditation from an independent body that is a member of the International Accreditation Forum.

The bill exempts the Capital Bikeshare program and any other shared fleet device that has received a permit to operate in public space from DDOT from displaying a certification mark on their devices if the operating entity certifies with DDOT that its devices meet the applicable safety standard. The bill also exempts secondhand sales from the certification mark display requirement.

Financial Plan Impact

Funds are sufficient in the proposed revised fiscal year 2026 budget and proposed fiscal year 2027 through fiscal year 2030 budget and financial plan to implement the bill. DDOT does not require any additional budgeted resources to update its policies and programs to account for the new definition of electric mobility devices and the bill's safety standards. DDOT will include information about the safety standards as part of its outreach and education efforts with local shops that sell electric bicycles and other micromobility devices. While the bill does not outline a specific enforcement mechanism, DDOT is primarily responsible for enforcing violations of bicycle laws and regulations and will enforce violations of the bill.