

Date of Hearing: May 6, 2026

ASSEMBLY COMMITTEE ON APPROPRIATIONS

Buffy Wicks, Chair

AB 1569 (Davies) – As Amended April 13, 2026

Policy Committee:	Education	Vote:	9 - 0
	Transportation		15 - 0

Urgency: No                      State Mandated Local Program: No                      Reimbursable: No

**SUMMARY:**

This bill requires the California Department of Education (CDE), on or before March 1, 2028, in consultation with the Department of the California Highway Patrol (CHP), to develop a standardized electric bicycle safety and training program for pupils in grades seven to 12.

**FISCAL EFFECT:**

Minor and absorbable costs to CDE and CHP.

**COMMENTS:**

1) **Purpose.** The proliferation of electric bicycles or e-bikes in California and throughout the U.S. has dramatically increased in recent years. According to Kelley Blue Book, e-bike imports to the U.S. exceeded the number of electric cars imported by 300,000 in 2022. The North American Bikeshare and Scootershare Association (NASBA) reported 59 million trips on 76,000 shared e-bikes by riders in 2024. This increased usage of e-bikes by riders of all ages has led to confusion regarding laws governing their use and safety concerns. According to the author:

The rapid rise of high-speed e-bikes on our campuses has outpaced our current safety laws, leading to a preventable surge in student injuries. We cannot continue to allow minors to operate motorized vehicles in heavy school-zone traffic without the fundamental road safety knowledge required to protect themselves and others. AB 1569 creates a common-sense standard by requiring the Department of Education and the California Highway Patrol to develop a new comprehensive online training program for students to take.

2) **Background.** In December 2025, the Mineta Transportation Institute (MTI) at San Jose State University issued a report providing a comprehensive review of how California and other states regulate e-bike use, e-bike safety literature, and strategies to promote increased safety for e-bike use. The report found that, in 2023, e-bike riders comprised 4,757 of the total 461,062 transportation-related injury patients treated in California hospitals compared to 44,039 conventional bicycle riders. Notably, the report found, for injuries occurring on streets, conventional and electric bicycle incidents have nearly identical hospitalization rates, at 18% and 17%, respectively. Further, minor riders do not seem to be over-represented

among injured riders, and minors riding conventional bicycles suffer injuries at a much higher rate.

The Mineta report points out that much of the safety concern regarding electric bicycle use by minors likely pertains to illegal e-bike usage. These illegal e-bikes are a type of electric bicycle with over 750 watts of motor power, a top speed greater than 20 mph (class 2) or greater than 28 mph (class 3), or a lack fully operable pedals. Current law classifies these vehicles as electric motorcycles or mopeds, requiring registration, insurance, and proper licensing. However, the report included survey data from Marin and San Mateo County middle and high schools which showed the majority of devices at the schools surveyed within each county (almost 90% in each case) did not meet the definition of an electric bicycle, suggesting an increase in use among minors of illegal e-bikes.

While the Legislature has made several attempts to better regulate the use of illegal e-bikes and improve safety on California roads, this bill represents an attempt to produce more age-appropriate e-bike training content and educational materials for students, as recommended by the Mineta report, by requiring the CDE, in consultation with CHP, to develop a standardized electric bicycle safety and training program for pupils in grades seven to 12.

- 3) **Related Legislation.** AB 1942 (Bauer-Kahan), of the current legislative session, requires class 2 and class 3 e-bikes to have a license plate. AB 1942 is pending hearing in this committee.

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