

- 5) Prohibits the following vehicles from being sold as an electric bicycle: vehicles with two or three wheels powered by an electric motor that is intended by the manufacturer to be modifiable to attain a speed greater than 20 mph on motor power alone or to attain more than 750 watts of power, a vehicle that is modified to attain a speed greater than 20 mph on motor power alone or to have motor power of more than 750 watts, and a vehicle that is modified to have its operable pedals removed. (VEH §312.5)
- 6) Requires manufactures and distributors of electric bicycles to apply a label that is permanently affixed, in a prominent location, to each electric bicycle. The label shall contain the classification number, top assisted speed, and motor wattage of the electric bicycle, and shall be printed in Arial font in at least 9 point type. (VEH §312.5)
- 7) Defines a “motorcycle” as a motor vehicle having a seat or saddle for the use of the rider, designed to travel on not more than three wheels in contact with the ground. (VEH §400)
- 8) Defines a “motor-driven cycle” as any motorcycle with a motor that displaces less than 150 cubic centimeters. A motor-driven cycle does not include a motorized bicycle, as defined in Section 406. (VEH §405)
- 9) Defines a “motorized bicycle” or “moped” as a two-wheeled or three-wheeled device having fully operative pedals for propulsion by human power, or having no pedals if powered solely by electrical energy, and an automatic transmission and a motor that produces less than 4 gross brake horsepower and is capable of propelling the device at a maximum speed of not more than 30 mph on level ground. (VEH §406)
- 10) Requires manufacturers of motorized bicycles or mopeds to provide a disclosure to buyers that meets the following specifications:
 - a) The disclosure shall be printed in not less than 14-point boldface type on a single sheet of paper that contains no information other than the disclosure.
 - b) The disclosure shall include the following language in capital letters:
“YOUR INSURANCE POLICIES MAY NOT PROVIDE COVERAGE FOR ACCIDENTS INVOLVING THE USE OF THIS BICYCLE. TO DETERMINE IF COVERAGE IS PROVIDED YOU SHOULD CONTACT YOUR INSURANCE COMPANY OR AGENT.”

- 11) Defines a “motorized scooter” as any two-wheeled device that has handlebars, has either a floorboard that is designed to be stood upon when riding or a seat and footrests in place of the floorboard, and is powered by an electric motor. This device may also be designed to be powered by human propulsion. (VEH §407.5)
- 12) Requires motorized bicycles or mopeds to display a special license plate issued by the Department of Motor Vehicles (DMV) and specifies the process to apply for and receive the license plate. (VEH §5030)
- 13) Requires DMV to maintain a record system that provides for identification of stolen motorized bicycles or mopeds. (VEH §5038)
- 14) Establishes classes of vehicle driver’s licenses, including Class M1 which authorizes an applicant to drive a two-wheel motorcycle or a motor-driven cycle; and a Class M2 which allows an applicant to drive a motorized bicycle or moped, or a bicycle with an attached motor. Specifies that persons holding a class M1 license or endorsement may operate vehicles included in class M2 without further examination. (VEH §12804.9)
- 15) Prohibits motorized bicycles from being operated on a bicycle path or trail, bikeway, bicycle lane, as specified, equestrian trail, or hiking or recreational trail, unless it is within or adjacent to a roadway or unless the local authority or the governing body of a public agency having jurisdiction over the path or trail permits, by ordinance, that operation. (VEH §21207.5)
- 16) Provides that a person who drives a vehicle upon a highway or in an off-street parking facility, in willful or wanton disregard for the safety of persons or property is guilty of reckless driving. (VEH §23103)
- 17) Imposes the penalty that persons convicted of the offense of reckless driving shall be punished by imprisonment in a county jail for not less than five days nor more than 90 days or by a fine of not less than one hundred forty-five dollars (\$145) nor more than one thousand dollars (\$1,000), or by both that fine and imprisonment, unless exempted. (VEH §23103)
- 18) Exempts motor-driven cycles whose speed attainable in one mile is 30 mph or less from the requirement that vehicles and motorcycles be equipped with a lamp-type turn signal system. (VEH §24951)
- 19) Requires every motorcycle during darkness to be equipped with at least one and not more than two lighted headlamps. (VEH §25650)

- 20) Provides that it is unlawful for any person or business to advertise or promote goods or services using statements that are untrue or misleading. This applies to all forms of communication, including newspapers, online content, and other advertising methods, and covers claims that the advertiser knows—or should reasonably know—are false. Violations are misdemeanors punishable by up to six months in county jail, a fine of up to \$2,500, or both. (BPC §17500)
- 21) Defines unfair competition to mean any unlawful, unfair or fraudulent business act or practice and unfair, deceptive, untrue or misleading advertising. (BPC §17200)

This bill:

- 1) Makes findings and declarations related to e-bikes and other electric devices and vehicles.
- 2) Specifies that a person shall not distribute, sell, lease, or offer for sale or lease an electric off-highway motorcycle unless the battery has been tested by an accredited testing laboratory for compliance with ANSI/CAN/UL 2272.
- 3) Clarifies the list of devices and vehicles that are not e-bikes and may not be advertised, sold, offered for sale, or labeled as e-bikes, including:
 - a) Any motorcycle, moped, motorized scooter, off-highway electric motorcycle, pocket bike, or recreational off-highway vehicle;
 - b) A vehicle with a motor capable of providing assistance when the vehicle reaches a speed exceeding 28 mph, or a vehicle intended by the manufacturer to be modified to be capable of providing assistance when the vehicle reaches a speed exceeding 28 miles;
 - c) A vehicle without operable pedals;
 - d) A vehicle with, or intended by the manufacturer to be modifiable to achieve, motor power of more than 750 watts; and,
 - e) A vehicle capable of, or intended by the manufacturer to be modifiable to achieve, a speed greater than 20 mph on motor power alone.

- 4) Provides that advertising or selling a noncompliant device listed above as an “e-bike” or any class of electric bicycle shall constitute a misleading statement within the Business and Professions Code.
- 5) Adds to the definition of a “motor-driven cycle” vehicles that are propelled by an electric motor of less than 3,750 watts that produces 5 brake horsepower or less, are designed for highway use, and comply with all applicable federal motor safety standards.
- 6) Clarifies that an electric bicycle, moped, motorized scooter, pocket bike, or recreational off-highway vehicle is not a motor-driven cycle and shall not be advertised, sold, offered for sale, or labeled as a motor-driven cycle.
- 7) Establishes that advertising or selling a motor-driven cycle as an “e-bike” or any class of electric bicycle shall constitute a misleading statement within the meaning of the Business and Professions Code.
- 8) Deletes the term “motorized bicycle” from the Vehicle Code and replaces it with “moped” and makes numerous technical changes to the definition of a moped, including:
 - a) Specifies that a moped must have an electric motor of less than 3,000 watts or an internal combustion engine that produces less than 4 gross brake horsepower;
 - b) Clarifies that a moped must be designed for highway use and comply with all applicable federal motor safety standards;
 - c) Clarifies that a moped does not include an e-bike, motor-driven cycle, motorized scooter, pocket bike, or off-highway electric motorcycle, and advertising a moped as an e-bike shall constitute a misleading statement;
 - d) Authorizes a moped to be equipped with operable pedals for propulsion by human power; and,
 - e) Clarifies that only mopeds powered by a liquid fuel must be equipped with an adequate muffler.
- 9) Clarifies that the definition of new motor vehicle dealers and vehicle manufactures include producers and sellers of off-highway electric motorcycles.

- 10) Requires motor-driven cycles and mopeds propelled by an electric motor and manufactured after January 1, 2027, to be equipped with a lamp-type turn signal system.
- 11) Requires motor-driven cycles whose speed attainable in one mile is 30 mph or less to have a lamp-type turn signal.
- 12) Requires every motor-driven cycle and moped operating during darkness to be equipped with at least one and not more than two lighted headlamps.
- 13) Prohibits the operation of a two-wheeled or three-wheeled device powered by an electric motor that is capable of propelling the device at a speed greater than 20 mph on level ground on a highway or public right-of-way when powered solely by the motor unless the device meets a definition of a class of motor vehicle device that is explicitly defined in the Vehicle Code, complies with all applicable requirements for that motor vehicle, and is explicitly authorized for use on a highway or public right-of-way.
- 14) Extends above prohibition to any device that has multiple speed modes or settings, even if one or more of the settings limit the maximum speed of the device to 20 mph, and devices that are designed or designated by the manufacturer for off-road use or for use on private land.
- 15) Authorizes a peace officer to remove a prohibited device described above if a person is operating the unauthorized device on a highway or public-right-of-way.
- 16) Provides that a person who operates a bicycle, including an electric bicycle, upon a highway or in an off-street parking facility in willful or wanton disregard for the safety of persons or property is guilty of reckless driving.
- 17) Requires manufacturers and distributors of electric bicycles, mopeds, and motor-driven cycles to securely affix an informational label to the frame or fork that is readily visible without inverting the electric bicycle, moped, or motor-driven cycle, and that cannot be removed without the marking or labeling being defaced or destroyed. The information shall be printed in Arial font in at least 9-point type.
- 18) Specifies that an e-bikes label must include the following information:
 - a) The name of the brand;

- b) The manufacturer, importer, or distributor of the electric bicycle;
 - c) The classification number of the electric bicycle; and,
 - d) The top assisted speed and motor wattage of the electric bicycle.
- 19) Specifies that a moped or motor-driven cycle label must include the following information:
- a) The name of the brand;
 - b) The manufacturer, importer, or distributor of the moped or motor-driven cycle;
 - c) The word “moped” or “motor-driven cycle;” and,
 - d) The top assisted speed and motor wattage, if applicable, of the moped or motor-driven cycle.
- 20) Prohibits the sale or installation of an electric bicycle classification label unless the classification label is sold and installed in a physical retailer or bicycle repair shop.
- 21) Requires a retailer and bicycle repair shop of electric bicycles to verify that the classification label matches the legal electric bicycle class before installing the classification label on an electric bicycle.
- 22) Requires any incident report filed by a peace officer for an injury or crash involving an electric bicycle, moped, or motor-driven cycle to include all of the information provided on the device’s label, including brand name, manufacturer, top speed, top wattage, and classification. If the electric bicycle, moped, or motor-driven cycle does not have the marking or label, the incident report must indicate that a marking or label was not available.
- 23) Requires every manufacturer, importer, or seller of a motor-driven cycle, a moped, or an off-highway electric motorcycle that is powered by an electric motor to provide a disclosure to all potential buyers in any advertising (including any online advertising) that meets the following specifications:
- a) The written disclosure shall be printed in not less than 14-point boldface type on a single sheet of paper that contains no information other than the disclosure;

- b) Any disclosure provided through online advertising or on a website offering the vehicle for sale shall be in a font size no smaller than the largest font size used in such advertising or website content and require the buyer to affirmatively acknowledge having had the opportunity to read the disclosure before completing the purchase; and,
 - c) The disclosure shall include the following language in capital letters:
“THIS VEHICLE IS A MOTOR VEHICLE AND SUBJECT TO APPLICABLE MOTOR VEHICLE LAWS INCLUDING USE OF A DOT-APPROVED MOTORCYCLE HELMET, REGISTRATION, OPERATOR LICENSE, AND INSURANCE REQUIREMENTS IF USED ON A HIGHWAY. YOUR INSURANCE POLICIES MAY NOT PROVIDE COVERAGE FOR CRASHES INVOLVING THE USE OF THIS VEHICLE. TO DETERMINE IF COVERAGE IS PROVIDED, YOU SHOULD CONTACT YOUR INSURANCE COMPANY OR AGENT.”
- 24) Provides that it is unlawful for a person to sell an electric bicycle, moped, or motor-driven cycle in violation of the labeling and disclosure requirements detailed above.
- 25) Extends the definition of “off-highway motor vehicle subject to identification” to include mopeds and off-highway electric motorcycles.
- 26) Prohibits the operation of any off-highway electric motorcycle, or any motorcycle, motor-driven cycle, or moped powered by an electric motor, on any forest-covered land, brush-covered land, or grass-covered land unless the vehicle has been certified by an accredited independent laboratory for compliance with SAE J2929 or another applicable electrical safety standard and the name or mark of the certifying laboratory is permanently marked on the vehicle or on its drive system.
- 27) Makes numerous additional technical and clarifying changes related to vehicle and device classifications in the Vehicle Code.

COMMENTS:

- 1) *Purpose of the bill.* According to the author, “[t]he three class system for e-bikes can be confusing for consumers, media, healthcare providers, and law enforcement. Unscrupulous businesses have taken advantage of this confusion by selling powerful motor vehicles as ‘e-bikes.’ SB 1167 will improve community safety by better regulating motor vehicles that look like e-bikes so

purchasers are aware of the safety risks, manufactures are held responsible for misleading advertisements, and law enforcement can collect better data.”

- 2) *What’s an e-bike?* Electric bicycles, or e-bikes, typically look similar to regular bicycles but include an electric motor and battery. These bikes are rapidly growing in popularity. The global e-bike market size was valued at \$43.59 billion in 2023. The market is projected to grow from \$50.14 billion in 2024 to \$148.70 billion by 2032.¹ In California, e-bikes must be equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. The fastest e-bikes are class three, with a maximum pedal assisted speed of 28 mph. Class two e-bikes offer throttle assistance and can travel up to 20 mph. A device that is capable of going faster than 20 mph using a throttle alone or faster than 28 mph with pedal assist is not an e-bike under California law. The primary purpose of this bill is to eradicate over-powered devices that fall outside the technical definition of e-bikes but are misrepresented as e-bikes.

Current law technically protects consumers from false advertising pertaining to misclassified or out-of-class e-bikes. Specifically, it is illegal to advertise or sell any of the following vehicles as e-bikes:

- a) A vehicle with two or three wheels powered by an electric motor that is intended by the manufacturer to be modifiable to attain a speed greater than 20 mph on motor power alone or to attain more than 750 watts of power;
- b) A vehicle that is modified to attain a speed greater than 20 mph on motor power alone or to have motor power of more than 750 watts; or,
- c) A vehicle that is modified to have its operable pedals removed.

These provisions are intended to keep illegal, overpowered devices off the street and out of the market. However, many online retailers flagrantly violate this law and advertise devices with maximum speeds over 28 mph as e-bikes.

- 3) *Benefits of e-bikes and other devices.* Shifting trips from personal vehicles to public transit and active transportation is a key strategy for achieving the state’s environmental goals. E-bikes are an increasingly popular tool to reduce car travel, particularly given that more than half of all trips in the United States are under three miles. Research indicates that even modest use can have significant impacts—for example, riding a bicycle once per day can reduce an individual’s

¹ <https://www.fortunebusinessinsights.com/electric-e-bike-market-102022>

transportation emissions by up to 67%, and surveys show many e-bike users purchase them as a substitute for a car.

Evidence also shows that e-bikes are used by a diverse range of individuals, including children, older adults, and people with disabilities who may be unable to drive or use a conventional bicycle. In addition to expanding mobility, e-bikes present an opportunity to address persistent transportation challenges, including traffic injuries and fatalities, transportation-related emissions, and roadway congestion.

- 4) *Growing concerns with e-bikes and other devices.* Californians have seen a timewave of news coverage in recent years about the dangers of e-bikes. Additionally, many places where conventional bicycles were common have experienced a proliferation of e-bikes, such as schools, coastal communities, and bike trails. The sudden surge in the visibility of faster devices has resulted in a swift backlash against e-bikes across the country, including calls for increased restrictions and, in some cases, bans. However, many of the reported incidents are anecdotal and may not have involved a legal e-bike. While e-bike crash data is limited, the California Crash Reporting System (CCRS) indicates that there were 11 times more conventional bicycle crashes in 2024 than e-bike crashes. This data indicates that riders are far more likely to be injured riding a conventional bicycle—although e-bike crashes have steadily risen over the last five years. That said, e-bikes may inherently pose a safety risk due to their usage of motorized power. Younger users may not know the rules of the road, which can compound safety challenges. Most dangerous of all, e-bike riders must utilize roadway infrastructure that has not been designed to safely accommodate vulnerable road users, including bicyclists of any kind.
- 5) *E-bike safety study finds illegal, over-powered devices are a key problem.* The Mineta Transportation Institute (MTI) at San Jose State University released a report commissioned by the California Legislature titled: *Exploring Electric Bicycle Safety Performance Data and Policy Options for California*. The study was conducted as directed by SB 381 (Min, Chapter 869, Statutes of 2023). The report found, “many devices marketed in California as electric bicycles have much higher motor power and/or faster motor-assisted speed than the law allows. While nobody knows how many of these illegal electric bicycles are on the road, the percentage might be quite high. Counts of electric two-wheelers parked at a dozen northern California middle and high schools found that almost 90% may not meet the standards for legal electric bicycles. Some of these devices have as much as eight times more power than legal limits.” The study went on to find that many consumers unknowingly purchase illegal devices, believing them to be legal e-bikes. Misleading advertising, or outright

false advertising, often lists devices going over 30 mph as e-bikes and displays photos or videos of these devices on public roads.

This bill makes numerous changes aimed at preventing the sale and advertisement of illegal devices. Among other things, the bill clarifies that any device that does not meet the legal definition of a device or vehicle in the Vehicle Code (of which there are many), is neither an e-bike, nor is it legal to operate on public roads. It also clarifies the list of devices and vehicles that are not e-bikes and may not be advertised, sold, offered for sale, or labeled as e-bikes. Under this bill a peace officer would be able to remove (tow and impound) a prohibited device if a person is operating it on a highway or public-right-of-way.

- 6) *Mopeds, eMotos, and other devices.* The California Vehicle Code classifies an array of motorized vehicles and devices that range from motorcycles to e-bikes. The two main categories of devices slower than a motorcycle but faster than an e-bike are mopeds (also called motorized bicycles) and motor driven cycles. This bill deletes the term “motorized bicycle” in the Vehicle Code and replaces it with “moped,” which may create an administrative burden for DMV, but does not create a policy change as the two terms are synonymous. Mopeds legally may not achieve speeds over 30 mph on level ground and require at minimum an M2 license, or any other driver’s license, to operate. Mopeds must be registered and display a license plate. It is possible that some overpowered, e-bike-like devices may meet the definition of moped, although many of these devices reach speeds greater than 30 mph. Additionally, for the device to be street-legal, the owner would have to register the moped, be licensed, wear a helmet, and ensure the vehicle complies with all applicable federal motor safety standards, such as lighting and brakes.

Another device affected by this bill is the motor-driven cycle, which is more powerful than a moped, but less powerful than a motorcycle. You must register a motor-driven cycle and you must have a motorcycle license (M1) to operate one. Another notable device is the off-highway electric motorcycle, commonly referred to as an eMoto, which was defined in statute by SB 586 (Jones, Chapter 588, Statutes of 2025) last year. These devices must be designed by the manufacturer for operation primarily off the highway and must display an identification plate. The term “eMoto” is also commonly used to capture a wide variety of electric devices that look like e-bikes but can achieve speeds that preclude them from the legal definition of e-bikes.

SB 1167 additionally makes numerous technical changes to the definitions of devices and vehicles in the Vehicle Code to clarify their permissible electric

standards, as some of the definitions only account for internal combustion engines.

- 7) *Disclosures and labels.* This bill imposes new labeling requirements on manufacturers and distributors of e-bikes, mopeds, and motor-driven cycles. Specifically, they must securely affix an informational label to the frame or fork of the e-bike, moped, or motor-driven cycle that is readily visible without inverting the device, and that cannot be removed without the marking or labeling being defaced or destroyed. The information must be printed in Arial font in at least 9-point type.

Currently, e-bikes must have a prominent, permanently affixed label. The label must contain the classification number, top assisted speed, and motor wattage of the e-bike, and must also be printed in Arial font in at least 9-point type. Under this bill, the label would also need to include the name of the brand and the manufacturer, importer, or distributor of the e-bike, in addition to the existing information required. This bill would also require a retailer or bicycle repair shop to verify that the classification label matches the e-bike class, before installing the label.

SB 1167 also specifies that mopeds and motor-driven cycles must have labels the following information:

- a) The name of the brand;
- b) The manufacturer, importer, or distributor of the moped or motor-driven cycle;
- c) The word “moped” or “motor-driven cycle;” and,
- d) The top assisted speed and motor wattage, if applicable, of the moped or motor-driven cycle.

These labels may help users differentiate between these devices. One challenge in relying on labels to identify devices is that these labels are readily available for purchase online. In response, the bill prohibits the sale of e-bike classification labels outside of a physical retailer or bicycle repair shop.

This bill also imposes disclosure requirements on manufacturers, importers, and sellers of motor-driven cycles, mopeds, or off-highway electric motorcycles. The disclosure will need to be provided to all buyers and potential buyers. The disclosure must advise buyers that the vehicle is a motor vehicle subject to

registration and applicable motor vehicle laws, including helmet use and driver's licensure. This new requirement builds off the existing disclosure requirements related to insurance coverage for mopeds and motor-driven cycles.

- 8) *Law enforcement reporting.* SB 1167 requires law enforcement to include in any incident report for an injury or crash involving an e-bike, moped, or motor-driven cycle all the information on the device or vehicle's label. If the e-bike, moped, or motor-driven cycle does not have a label, the incident report must indicate that a marking or label was not available. As mentioned previously, the lack of e-bike crash data inhibits data-informed policymaking. Improving crash data reporting for e-bikes and other devices was a key recommendation in the San Jose State University MTI E-Bike Safety report.
- 9) *Misleading statements and false advertising.* This bill would establish prohibitions on advertising out-of-class devices as e-bikes under California's false advertising and unfair competition laws. Additionally, advertising a moped or motor-driven cycle as an e-bike would also be deemed misleading statements under these laws. Violations, or misleading statements, under these provisions would expose a seller to civil fines, court orders, financial liability to consumers, and enforcement action brought by the Attorney General, district attorneys, or city attorneys, among other penalties.
- 10) *Reckless driving applied to bicyclists.* This bill would explicitly deem operating a bicycle, including an e-bike, in willful disregard for the safety of persons or property as reckless driving. Current reckless driving law may be interpreted to apply to bicyclists: bicyclists have the duties of motor vehicle operators and reckless driving by motor vehicle operators is prohibited. However, SB 1167 much more explicitly adds bicyclists to this definition, which may result in a far higher number of bicyclists being charged with reckless driving. Reckless driving is punishable by a misdemeanor with between five to 90 days in jail or a fine up to \$1,000, or both. DMV assigns two Negligent Operator Treatment System (NOTS) points to a driver's license for reckless driving.

The San Jose State University MTI E-Bike Safety report did suggest that California should, "establish appropriate penalties for reckless electric bicycle riding," but went on to suggest limits on these penalties, including "[g]iven an electric bicycle's lower potential for harming others as compared to motor vehicles, it will likely be appropriate to define violations as infractions and restrict the penalties to less severe options such as fines, diversion to electric bicycle safety classes, and/or impounding devices."² The committee may wish

² [2423-Agrawal-Electric-Bicycle-Safety-Data-Policy.pdf](#)

to consider whether the reckless driving provisions of this bill strike the right balance between deterring dangerous riding behavior and imposing overly punitive punishments, relative to the societal harms.

- 11) *“Cleaning-up” the Vehicle Code.* This bill makes numerous technical changes to the Vehicle Code, many of which are unrelated to e-bikes. For example, a historic provision of the Vehicle Code exempts motor-driven cycles whose speed attainable in one mile is 30 mph or less from having lighted turn signals. SB 1167 removes this exemption and makes numerous similar code clean-up changes. Some of these changes, such as removing the term “motorized bicycle,” will likely result in significant impacts to DMV. DMV will need to update and reprint any materials to reflect the dozens of definition changes in this bill.

A February 2025 Legislative Analyst’s Office (LAO) report found that for 2025-26, MVA revenues are estimated to total about \$5 billion. Of this amount, over \$4 billion is projected to come from vehicle registration fees. MVA is the primary funding source for CHP and DMV. According to the LAO, MVA is “rapidly heading for insolvency” as expenditures continue to outpace revenues. Specifically, MVA is projected to become insolvent in 2025-26 with deficits increasing in future years. As such, LAO recommends the Legislature set a high bar for considering approval of any proposals that create additional MVA cost pressures and accelerate the risk of insolvency.

- 12) *Double Referral.* This bill has been double referred to the Senate Natural Resources and Water Committee.

RELATED/PREVIOUS LEGISLATION:

AB 1557 (Papan, 2026) – This bill revises the definitions of class 1 and class 2 electric bicycles by limiting motor-assisted speeds to 16 mph, restricting propulsion capabilities, and allowing certain pre-2027 e-bikes that meet prior legal requirements to retain their classification. The bill also prohibits manufacturers and retailers from equipping, selling, or advertising electric bicycles that exceed specified motor power limits, including a 750-watt peak power cap and stricter limits for class 1 and class 2 e-bikes.

AB 1569 (Davies, 2026) – This bill requires schools to mandate students using the school’s bicycle parking for an e-bike to take an e-bike safety course.

AB 1614 (Dixon, 2026) – This bill clarifies that bicycle riders must ride upon or astride a permanent and regular seat (not piggyback) on a bicycle (including e-bike) on a bicycle path.

AB 1942 (Bauer-Kahan, 2026) – This bill would require class 2 and class 3 e-bikes to be registered with DMV and to display a special license plate.

AB 2284 (Dixon, 2026) – This bill requires the California Highway Patrol (CHP), in partnership with biking nonprofits, to compile list of electric two-wheeled devices that do not comply with the definition of any single class of electric bicycles and that are labeled, advertised, or commonly perceived by riders or peace officers as e-bikes.

AB 2346 (Wilson, 2026) – This bill requires electric bicycles sold on or after January 1, 2029, to be equipped with specified safety features, including speedometers and lighting, and imposes new disclosure requirements on manufacturers and sellers, with civil penalties for violations. It also authorizes local jurisdictions to set speed limits on bicycle paths and trails, establishes new speed restrictions for certain ages of riders and locations, and clarifies that certain violations will not count toward a driver’s record.

SB 455 (Blakespear, 2025) – This bill would have changed the definitions of mopeds and motor-driven cycles, created a new classification of low-powered moped, and added labeling and noticing requirements for manufacturers and retailers of e-bikes. *This bill was held in the Senate Appropriations Committee.*

SB 586 (Jones, Chapter 588, Statutes of 2025) – This bill defined an “off-highway electric motorcycle” as an off-highway motor vehicle (OHV) thereby requiring them to follow OHV rules, including displaying an identification plate.

AB 875 (Muratsuchi, Chapter 168, Statutes of 2025) – This bill authorized a peace officer to either impound a bicycle with an electric motor capable of going speeds greater than what is permitted by an e-bike or a class 3 e-bike if the person operating it is under the age of 16.

AB 545 (Davies, Chapter 37, Statutes of 2025) – This bill added applications to the list of products that a person cannot sell to modify the speed capability of an electric bicycle (e-bike) such that it no longer meets the statutory definition of an e-bike.

SB 1271 (Min, Chapter 791, Statutes of 2024) – This bill prohibited a person from selling, leasing, renting or offering for sale, lease or rent an e-bike unless the

battery has been tested by an accredited testing laboratory for compliance with certain standards and modifies the definition of an e-bike.

SB 381 (Min, Chapter 869, Statutes of 2023) – This bill required the Mineta Transportation Institute at San Jose State University, in consultation with relevant stakeholders, to conduct a study on electric bicycles and the safety of riders and pedestrians by January 1, 2026.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: Yes

POSITIONS: (Communicated to the committee before noon on Wednesday, April 1, 2026.)

SUPPORT:

California Bicycle Coalition (sponsor)
People for Bikes (sponsor)
Streets are for Everyone (sponsor)
Streets for All (sponsor)
350 Sacramento
AAA Northern California, Nevada & Utah
Abate of California - Motorcyclists Rights & Safety Organization
Active San Gabriel Valley
Auto Club of Southern California (AAA)
Bicycling Monterey
Bike East Bay
Bike LA
Bike Temecula Valley
California Association of Bicycling Organizations
California District Attorneys Association
California Emergency Nurses Association
California Orthopedic Association
Chico Velo Bicycle Advocates
Circulate San Diego
City of Carlsbad
City of Vista
Claremont Streets for People
Day One
Festival Trail
LA Critical Mass
Livable Communities Initiative

Marin County Bicycle Coalition
Move LA
Move San Mateo
Move Santa Barbara County
Napa County Bicycle Coalition (napa Bike)
Oceanside Unified School District
City of Oceanside
Rails to Trails Conservancy
Sacramento Area Bicycle Advocates
San Diego County Bicycle Coalition
San Diego County District Attorney's Office
San Dieguito Union High School District
San Francisco Bicycle Coalition
Sandiego350
Santa Monica Safe Streets Alliance
Santa Monica Spoke
Silicon Valley Bicycle Coalition
Sonoma County Bicycle Coalition
South Pas Active Streets
Street Racing Kills
Sunnyvale Safe Streets
Transbay Coalition
Transform
Walk Bike Berkeley
Walk Bike Cupertino
West Hollywood Bicycle Coalition
1 Individual

Ebikeaccess.org (Support If Amended)

OPPOSITION:

None received

ARGUMENTS IN SUPPORT: The California District Attorney's Association writes in support, "[a]s electric bicycles have grown in popularity across California, so too has confusion regarding their classification, capabilities, and lawful use. Unfortunately, some sellers and manufacturers have capitalized on this confusion by marketing electric bicycles in a manner that misrepresents their speed capabilities, legal status, or required safety compliance. These deceptive marketing practices not only mislead consumers, but also create public safety risks and

complicate enforcement efforts for local prosecutors and law enforcement agencies.

“SB 1167 addresses these concerns by requiring clear and accurate disclosures and labeling about the products consumers are purchasing. Ensuring that consumers are informed about whether a product complies with California’s electric bicycle classifications, speed limitations, and operational restrictions will promote lawful use and prevent individuals—particularly young riders and their families—from inadvertently violating the law.”

-- END --