
SENATE COMMITTEE ON APPROPRIATIONS

Senator Sabrina Cervantes, Chair

2025 - 2026 Regular Session

SB 1167 (Blakespear) - Vehicles: electric bicycles

Version: April 9, 2026

Policy Vote: TRANS. 12 - 0, N.R. & W. 7 - 0

Urgency: No

Mandate: Yes

Hearing Date: May 14, 2026

Consultant: Mark McKenzie

Bill Summary: SB 1167 would revise the definitions of electric bicycles (e-bikes), motor driven cycles, and mopeds, update the labeling and disclosure requirements for manufacturers and sellers of these devices, and expand prohibitions on false advertising and unfair competition related to e-bikes, among other things.

***** ANALYSIS ADDENDUM – SUSPENSE FILE *****

The following information is revised to reflect amendments adopted by the committee on May 14, 2026

Fiscal Impact:

- The Department of Motor Vehicles (DMV) indicates that it would incur one-time costs to make legacy IT systems modifications to enable the department to receive violations of new Vehicle Code provisions created by the bill and report violations on offenders' driving records, which could include assignment of Negligent Operator Treatment System points. These costs are unknown, but potentially significant because DMV is undertaking an Enterprise Modernization Project (the Digital eXperience Platform, or DXP), and resources are fully committed to the project. Coordinating implementation of the bill within DXP might delay implementation, or potentially increase DXP costs. Most change to the department's services will have to be built outside the core legacy systems at a significant cost. DMV costs to modify its website, publications, and manuals to account for revised definitions and requirements in the bill would likely be relatively minor. Staff notes that DMV would be unable to make the necessary programming changes by the January 1, 2027 operative date of this bill. (Motor Vehicle Account)
- The California Highway Patrol (CHP) anticipates a minor and absorbable cost to update policies and training materials, and to collect and incorporate specified information into crash reports. (Motor Vehicle Account)
- Unknown, potentially reimbursable local law-enforcement costs related to provisions that require a peace officer to record specified information from an E-bike label when filling out an incident report for an injury or crash involving an E-Bike. It is unclear whether any local agency would seek state-reimbursement for any incremental costs related to recording this additional information on incident reports. State-reimbursement of any local costs would be subject to a determination by the Commission on State Mandates, should a local agency file a claim. (General Fund)

- Unknown, potentially significant court cost pressures for new workload to adjudicate new violations of California's false advertising and unfair competition laws, as specified in the bill. (Trial Court Trust Fund, General Fund). The actual fiscal impact on the courts as a result of the bill's expansion of causes of action will depend on many unknown factors, including the number of cases filed and the factors unique to each case.

Author Amendments:

- Move the new Vehicle Code violation prohibiting the operation of an illegal e-bike from a new stand-alone code section to an existing section that prohibits the operation of an illegally modified moped.
- Clarify the testing and accrediting standards for a battery that powers a moped or off-highway electric motorcycle.
- Clarify the definitions of a motor-driven cycle and moped by requiring them to have a 17-digit vehicle identification number and a specified safety certification.
- Clarify that an electric bicycle, motor-driven cycle, motorized scooter, pocket bike, or off-highway electric motorcycle is not a moped, and must not be advertised, sold, offered for sale, or labeled as a moped.
- Require a manufacturer of an off-highway electric motorcycle, or other specified devices, must certify compliance with certain standards, rather than an accredited independent laboratory, as specified.
- Add co-authors.

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