

REPORT OF THE CHIEF LEGISLATIVE ANALYST

DATE: September 14, 2026

TO: Honorable Members of the Rules, Elections, and Intergovernmental Relations Committee

FROM: Sharon M. Tso 
Chief Legislative Analyst

Council File No: 26-0548
Assignment No: 26-08-0612

SUBJECT: Pending State Legislation Related to E-Bikes, eMotos, and Similar Vehicles

CLA RECOMMENDATION: Adopt the attached Resolutions to include in the City's 2025-2026 State Legislative Program SUPPORT for AB 2346 (Wilson and Berman) and SB 1167 (Blakespear) that would implement safety requirements for e-bikes and revise definitions and implement various labeling requirements for electric bicycles, motor-driven cycles, and mopeds, respectively.

SUMMARY

On August 25, 2026, the Council adopted Motion (Hutt - Lee, Park) instructing this Office to report on pending state legislation related to electric bicycles (e-bikes), eMotos, and similar mobility devices and provide recommendations and draft Resolutions in support of those bills that are in the interest of the safety and welfare for the residents of the City of Los Angeles.

Our Office has reviewed pending state legislation related to these matters, including, but not limited to, the bills specified in the Motion (AB 1942, AB 1557, AB 1569, AB 1614, AB 2346, AB 2595, and SB 1167) and has prepared Resolutions in support of AB 2346 (Wilson and Berman) and SB 1167 (Blakespear), which are pending before the Governor.

BACKGROUND

The California Vehicle Code (CVC) provides definitions, rules, and regulations concerning vehicles in the State. Electric bicycles (e-bikes) and electric motorcycles/dirt bikes/mopeds (eMotos) are among the vehicles defined and regulated by the CVC.

Motion (Hutt - Lee, Park) notes that e-bikes are categorized into the following three main classifications based on speed and motor assistance type, primarily to define where they can be legally ridden:

- Class 1 is a pedal-assisted vehicle with speeds up to 20 miles per hour (mph) that are allowed on bike paths and conventional bicycle infrastructure. No license is required and riders under 18 are required to wear helmets.
- Class 2 includes pedal-assisted vehicles with a throttle that are also capped at 20 mph and are allowed on bike paths and conventional bicycle infrastructure. No license is required and riders under 18 are required to wear helmets.

- Class 3 is a pedal-assisted vehicle only, with speeds up to 28 mph that are typically restricted to road use. Riders are required to be 16 or older and hold a valid motorcycle license. All riders are required to wear helmets.

Motion (Hutt - Lee, Park) notes that crashes involving electric mopeds and electric motorcycles in Los Angeles and the surrounding Southern California region have recently surged. It further notes that these vehicles are often mislabeled or marketed to children and parents as e-bikes in a way that makes it unclear that these vehicles are not for road use or require a motorcycle license. Injuries for children using these e-vehicles has increased across the nation and are much more severe than those typically seen from regular pedal-bike injuries, including traumatic brain injuries, extreme facial and orthopedic fractures, and death.

Current Legislation Related to the Request

As of September 10, 2026, three of the bills identified in the Motion have been enrolled and are pending the Governor's action and two have been signed by the Governor; two bills did not pass out of the Legislature before the end of the session. In our Office's review of the bills that have been enrolled and are awaiting the Governor's action, only the three bills referenced in the Motion are directly related to e-bike, e-Moto, or moped safety.

Legislation that did not advance to the Governor:

AB 1942 (Bauer-Kahan) - The bill would have required Class 2 electric bicycles and Class 3 electric bicycles to be registered with the California Department of Motor Vehicles (DMV) and to display a special license plate issued by the DMV. The bill would have imposed a state-mandated local program by making it an infraction to violate these requirements. The bill would further have created the Electric Bicycle Registration Fund for the purposes of administering the bill's provisions. The bill failed passage in the State Assembly.

AB 1557(Papan) - This bill would have lowered the cutoff for Class 1 and Class 2 e-bikes from 20 mph to 16 mph, implement a 750 wattage cap, prohibit a person under 16 years of age from operating an e-bike with a motor that is capable of exceeding 250 watts, and authorize a peace officer to remove an e-bike being operated by an underage person until receiving proof that the violator has completed an e-bike safety and training program. The bill failed passage in the State Assembly.

AB 2284 (Dixon) - While not cited in the Motion, this bill would have required the Attorney General, in partnership with biking nonprofit groups, to compile a 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 electric bicycles or electric bicycle products. The bill failed passage in the State Assembly.

Legislation that has been approved by the Governor:

AB 1569 (Davies and Chen) - The bill will require the California Department of Education to develop a standardized e-bike safety and training program for pupils in grades 7 to 12. Resolution (Lee - Hutt) was introduced on August 25, 2026 to include support for AB 1569 in the City's 2025-26 State Legislative Program (CF 25-0002-S133). AB 1569 was signed by the Governor on August 27, 2026.

AB 1614 (Dixon) - Section 890.4 of the California Streets and Highways Code defines “Class I bikeways” as bike paths or shared use paths that provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. The bill will require any person operating a bicycle, or riding as a passenger, to not ride other than upon or astride a permanent and regular seat attached to the bicycle, unless the bicycle was designed by the manufacturer to be ridden without a seat. AB 1614 was signed by the Governor on June 30, 2026.

Enrolled legislation pending before the Governor, as of September 10, 2026:

AB 2346 (Wilson and Berman) - The bill would:

- Require all C2 e-bikes manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer;
- Require all e-bikes manufactured and sold on or after January 1, 2029, to be equipped with an integrated or detachable front and rear lamp;
- Require the classification and maximum speed of the e-bike to be disclosed at sale, with a recommendation that persons under 16 years of age should not ride an e-bike at a speed greater than 15 mph;
- Authorize local authorities to set a speed limit on a bicycle path or multiuse trail of 10, 15 or 20 mph; and
- Set a prima facie speed limit of 10 mph on a sidewalk.

AB 2346 was enrolled and presented to the Governor on August 25, 2026.

AB 2595 (Papan) - This bill would create a San Mateo Electric Bicycle Safety Pilot Program, authorizing the County of San Mateo, and local authorities within the County, to adopt an Ordinance or Resolution to prohibit a person under 12 years of age from operating a Class 1 or 2 e-bike. The bill would also introduce fines for violation of its provisions.

AB 2595 was enrolled and presented to the Governor on August 25, 2026.

SB 1167 (Blakespear) - This bill would:

- Revise the definitions of electric bicycle, motor-driven cycle, and moped primarily based on motor specifications, propulsion mechanisms, labeling, and safety certifications;
- Replace instances of “motorized bicycle” in the CVC with “moped;”
- Require a lamp-turn type signal system and headlamps on all motor-driven cycles and mopeds manufactured after January 1, 2027;
- Prohibit the operation of a two- or three-wheeled device powered by an electric motor capable of propelling the device at a speed greater than 20 mph on level ground on a highway or public right-of-way unless it meets CVC requirements; and
- Add labeling requirements for these types of vehicles with a prohibition on the sale of vehicles that do not conform with the labeling requirements.

SB 1167 was enrolled and presented to the Governor on September 4, 2026.

Several of the other 949 bills awaiting the Governor's action are tangentially related to this matter, insofar as they would improve traffic safety generally, but the scope of this report has been limited to refer only to those bills related to the electric vehicles noted above. The Council may wish to revisit this topic as part of its review of the 2027-28 State Legislative Program.

DEPARTMENTS NOTIFIED

Transportation



Tristan Noack
Analyst

SMT:tcjn

Attachments:

- A. Motion (Hutt, Lee – Park), dated April 15, 2026
- B. Resolution related to AB 2346 (Wilson and Berman)
- C. Resolution related to SB 1167 (Blakespear)

MOTION

TRANSPORTATION

E-bikes and e-motos offer significant benefits to the individual and society, including improved cardiovascular health, reduced commuting costs, and eco-friendly transportation. Key perks include easy parking, improved mental well-being, ability to move children, groceries, or cargo, and greater accessibility for older riders or those with injuries. 66% of trips taken every day in the City of Los Angeles are 5 miles or less and e-bikes and e-motos provide a non-car transportation mode for Angelenos to get around.

According to UCLA's Department of Transportation, studies have shown that people who ride e-bikes do it often and for farther distances, enabling moderate exercise. Modest activity (say 30 minutes a day of movement) helps with enhanced physical fitness, improved cardiovascular function, muscle strengthening, reduced inflammation, improved mental health like better mood and lower stress, and enriched sleep quality. Being able to go faster also makes e-biking safer, as riders are traveling more at the speed of traffic compared to vehicles.

Crashes involving electric mopeds and electric motorcycles in Los Angeles and the surrounding Southern California region have surged recently, leading to increased law enforcement crackdowns and a rise in emergency room visits. Local authorities report a significant increase in trauma cases, including head injuries and fractures, particularly among juvenile riders. Just recently in March of 2026 a teenager on a street illegal electric motorcycle crashed into an elderly pedestrian, gravely injuring her.

E-bikes are classified into three main categories based on speed and motor assistance type, primarily to define where they can be legally ridden. Class 1 is pedal-assist only up to 20 mph. Class 2 includes a throttle and pedal-assist, also capped at 20 mph. Class 3 is pedal-assist only, with speeds up to 28 mph. Class 1 and 2 are usually allowed on bike paths and conventional bicycle infrastructure, while Class 3 is typically restricted to road use and requires riders to be 16 or older. All Class 3 riders must wear helmets, while Class 1 and 2 riders under 18 are required to wear helmets.

Electric motos and mopeds, on the other hand, are not street legal out of the box. They are marketed to teens and parents of teens as a fun, efficient way to get around, but they often lack the required elements to make them legal, such as turn signals, proper lights, and license plates. Additionally, they require that riders have a M1 (motorcycle) license, which is not disclosed to those purchasing them. Nearly all reported crashes are from illegal devices, not legal e-bikes.

Citing near misses, traumatic injuries and fatal crashes, state lawmakers have introduced a flurry of bills to regulate e-bikes and e-motos. At least nine bills are making their way through the Legislature this session, each proposing new rules and safety precautions. It is important for the City to monitor and advocate for changes at the state level, while thoughtfully considering local regulations to protect the safety and welfare of Angelenos.

WE THEREFORE MOVE to INSTRUCT the Department of Transportation, with the assistance of the City of Los Angeles Bicycle Advisory Committee, the City Attorney's Office, the Los Angeles Police Department, the Bureau of Street Services, and Metro, to report back within 90 days with recommendations to regulate e-bikes, e-motos and electric mopeds, that may include:

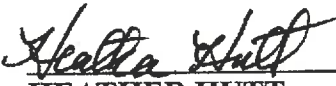


- Requiring all e-bikes, e-motos and electric mopeds in the City of Los Angeles to meet all legal standards and requirements;
- Banning the sale or resale of e-bikes, e-motos and electric mopeds that do not meet the legal standards and requirements;
- Banning the conversion or assisting in the conversion of e-bikes to a higher class or e-moto or electric moped;
- Banning the sale of e-motos or electric mopeds which are not street legal out of the box and/or which require a M1 driver's license to be operated legally;
- Requiring educational learning for all riders under 18 or who do not have a driver's license; and,
- Rules for the storage and charging of e-bikes, e-motos and electric mopeds to prevent hazardous waste and battery fires.

WE FURTHER MOVE to INSTRUCT the Chief Legislative Analyst to report back on pending state legislation related to e-bikes, e-motos, and similar mobility devices (e.g. AB 1492, AB 1557, AB 1569, AB 1614, AB 2346, AB 2595, and SB 1167) and provide recommendations and draft resolutions of support for those bills that are in the interest of the safety and welfare of the residents of the City of Los Angeles.

WE FURTHER MOVE to REQUEST the Los Angeles Police Commission, with the assistance of the LAPD and the City Attorney's Office, to require the annual publication of data on e-bike, e-moto and electric moped collisions, injuries, and deaths that includes enough identifying information to allow policy makers to make any necessary adjustments to increase the safety and welfare of our residents.

PRESENTED BY:



HEATHER HUTT
Councilmember, 10th District



JOHN LEE

Councilmember, 12th District

SECONDED BY:



ORIGINAL

APR 15 2026

RESOLUTION

WHEREAS, any official position of the City of Los Angeles, with respect to legislation, rules, regulations or policies proposed to or pending before a local, state, or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council; and

WHEREAS, in recent years, electric bicycles (e-bikes) have become one of the fastest-growing methods of transportation in the City of Los Angeles, producing public health and environmental benefits by serving as an attractive transit option for residents who do not drive or choose not to drive; and

WHEREAS, despite the numerous benefits presented by the rising popularity of e-bikes, they have also contributed to a rise in high-speed bicycle collisions and injuries involving e-bike riders, convention cyclists, and pedestrians; and

WHEREAS, the City should work to ensure that Angelenos can continue to derive benefits from the adoption of e-bikes while mitigating some of the associated risks to cyclists and pedestrians; and

WHEREAS, existing law classifies e-bikes into three classes based on on speed and motor assistance type, ridden, which help to determine age restrictions, helmet requirements and permitted riding locations; and

WHEREAS, AB 2346 (Wilson and Berman) would impose safety equipment requirements on manufacturers and distributors, and require them to permanently affix labels to each e-bike, clearly stating the device's class, top assisted speed, and motor wattage; and

WHEREAS, AB 2346 would further require written disclosures, or oral disclosure at the point of sale, this information, along age and helmet requirements, and educational information and recommendations related to e-bike safety; and

WHEREAS, the bill would also allow local authorities to set a speed limit on bicycle paths, multiuse trails, or in areas with high pedestrian density or sight distance challenges; and

WHEREAS, AB 2346 was enrolled and presented to the Governor on August 25, 2026;

NOW, THEREFORE, BE IT RESOLVED, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2025-2026 State Legislative Program SUPPORT for AB 2346 (Wilson and Berman), which would require e-bikes sold after January 1, 2029 to be equipped with a front and rear lamp; require Class 2 e-bikes to be equipped with a speedometer; require certain disclosures at sale; and authorize local authorities to set a speed limit of 10, 15, or 20 miles per hour on bicycle paths or multiuse trails.

RESOLUTION

WHEREAS, any official position of the City of Los Angeles, with respect to legislation, rules, regulations or policies proposed to or pending before a local, state, or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council; and

WHEREAS, alongside the proliferation of electric bicycles (e-bikes) as a popular transportation option, other motor-powered mobility vehicles, such as motor-driven cycles, mopeds, and electric motorcycles (eMotos) have grown in popularity; and

WHEREAS, the California Vehicle Code provides definitions for each of these types of vehicles, each of which has its own set of regulations and licensing requirements; and

WHEREAS, many motor-operated mobility devices are being mislabeled or misadvertised as e-bikes, despite exceeding maximum motor wattage limits or top assisted speed limits for e-bikes, as provided in the California Vehicle Code; and

WHEREAS, mislabeling creates serious safety problems by allowing high-powered devices not meant for bicycle lanes or bicycle paths, and in some cases not meant for roadways at all, onto these surfaces; and

WHEREAS, SB 1167 (Blakespear) would clarify the definitional distinction between e-bikes and these other motorized vehicles, by revising the definition of a motor-driven cycle and by replacing the term “motorized bicycle” with “moped” in the California Vehicle Code, and would impose safety, equipment, and identification standards for their use; and

WHEREAS, SB 1167 would also prohibit motor-driven cycles, mopeds, and other related types of non-e-bike vehicles from being advertised, sold, or labeled as electric bicycles, and strengthen labeling requirements for these vehicles; and

WHEREAS, the bill would also require peace officers to include specified vehicle information in any incident report for an injury or crash involving these types of vehicles, and allow peace officers to remove of unauthorized devices being operated on a highway or in the public right-of-way; and

WHEREAS, SB 1167 was enrolled and presented to the Governor on September 4, 2026;

NOW, THEREFORE, BE IT RESOLVED, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2025-2026 State Legislative Program SUPPORT for SB 1167 (Blakespear), which would revise the definitions of electric bicycle, motor-driven cycle, and moped primarily based on motor specifications, propulsion mechanisms, labeling, and safety certifications, and prohibit noncompliant vehicles from being sold as electric bicycles.