



Office of the Mayor

3300 Capitol Avenue, Building A | P.O. Box 5006, Fremont, CA 94537-5006

510 284-4011 *ph* | 510 284-4001 *fax* | www.fremont.gov

April 28, 2026

The Honorable Catherine S. Blakespear
California State Senate
1021 O Street, Suite 7720
Sacramento, CA 95814

**RE: SB 1167 (Blakespear) - Vehicles: electric bicycles
City of Fremont Support**

Dear Senator Blakespear:

On behalf of the City of Fremont, I am pleased to express support for SB 1167 (Blakespear). In general, this bill would clarify that off-highway electric motorcycles are subject to identification as off-highway motor vehicles. Further, this bill would prohibit the operation of an off-highway electric motorcycle or a moped powered by an electric motor on any forest-covered, brush-covered, or grass-covered land without proper certification from an accredited independent laboratory.

Notably, SB 1167 would explicitly distinguish the operational mechanics of electric bicycles (e-bikes) from electric motorcycles, electric mopeds, and other motor vehicles. The current language of Section 312.5 of the state's Vehicle Code defines e-bike in three different classifications as opposed to one clear, 'catch-all' definition. This bill would update the Vehicle Code to clearly denote that a vehicle is not considered an e-bike if it (1) has a motor power of more than 750 watts, (2) is capable of attaining a speed greater than 20 miles per hour (mph) on motor power alone, (3) is capable of providing assistance beyond the speed of 28 mph, (4) is modifiable to go beyond existing state law limits, (5) does not have an operable pedals, and (6) is an motorcycle, moped, motorized scooter, off-highway electric motorcycle, pocket bike, or recreational off-highway vehicle.

According to a [study](#) published in 2025 by the Mineta Transportation Institute, while e-bike incidents are less common than conventional bicycle incidents in most communities, most data points to more severe outcomes in incidents involving the former than the latter. The study also found that the observation data from several California schools showed only 12 percent of two-wheeled electric devices were legal electric bicycles as defined by the three-class electric bicycle system used in California, underscoring the concern that some fraction of reported e-bike incidents may have been incorrectly labeled. The proposed clarification in SB 1167 provides a clear, streamlined set of criteria that local governments can follow when tailoring traffic safety initiatives and enforcement measures to curtail e-bike fatalities and accidents and better distinguish e-bike incidents from conventional bicycle accidents.

Thank you for your leadership and for spearheading this bill. As e-bikes continue to gain popularity, I look forward to working with you and other members of the Legislature to ensure e-bike safety while encouraging the use of active modes of transportation statewide.

Sincerely,

A handwritten signature in blue ink that reads "Raj Salwan".

Raj Salwan
Mayor

cc: The Honorable Sabrina Cervantes, Chair, California State Senate Appropriations Committee
The Honorable Josh Becker, Chair, California State Senate Natural Resources and Water
Committee
The Honorable Dave Cortese, Chair, California State Senate Transportation Committee
The Honorable Dr. Aisha Wahab, California State Senate
The Honorable Alex Lee, California State Assembly
League of California Cities