CITY OF
LOS ANGELES
CALIFORNIA

P.O. BOX 4670, WEST HILLS, CA 91308
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WEST HILLS NEIGHBORHOOD COUNCIL

SPECIAL BOARD MEETING AGENDA

Thursday, December 3, 2026 @ 6:30 p.m.
de Toledo High School, 22622 Vanowen Street, West Hills 91307

In conformity with the January 1, 2026 enactment of California Senate Bill 707 (Durazo) and LA City Council File 23-1114, the West Hills Neighborhood Council Board Regular Meeting, will be conducted virtually, telephonically and in person. All are invited to attend and participate.

- **To attend online** via Zoom Webinar: **https://us02web.zoom.us/j/86151176250**
- **To call in by phone**, dial (**669) 900-6833**, then punch in this Webinar code when prompted: **8615 117 6250,** then press **#.**
- **To attend in person,** please attend de Toldeo High School location at 22662 Vanowen Street, West Hills 91307

This meeting is open to the public. Doors open at 6:00 p.m. Comments on matters not on the agenda will be heard during the Public Comment period. Those who wish to speak on an agenda item will be heard when the item is considered.

Opening Business Call to Order Roll Call – Establish Quorum Pledge of Allegiance Approval to allow Board Member(s) to attend the December 3, 2026 WHNC Special Board Meeting virtually under the provisions of SB707	**6:30 P.M.**	 **Co-Chairs:** Mrs. Charlene Rothstein Mrs. Aida Abkarians **Secretary:** Mr. Brad Vanderhoof **Co-Chair:** Mrs. Aida Abkarians **Secretary:** Mr. Brad Vanderhoof
Certificates of Appreciation Rabbi Daniel Cotzin Burg Sr. Rabbi Stewart Vogel Sr. Rabbi Richard Camras Susan M. DaCorsi Vahn Petrossian		Mrs. Penny Newmark, Board Member Mrs. Aida Abkarians, Co-Chair
Presentation Halloween Houses on Display Awards		Mr. John Lee, Council Member, District 12 Mr. Ron Rubine, Senior Advisor, District 12 Mrs. Charlene Rothstein, Co-Chair Mrs. Aida Abkarians, Co-Chair
Opening Business Cont. Approve Meeting Minutes of November 5, 2026 Senior Lead Officer Report Los Angeles County Fire Department Treasurer's Report Controller's Report Comments From the Co-Chair(s) Board Vacancy Announcement(s)		**Secretary**: Mr. Brad Vanderhoof **Secretary**: Mr. Brad Vanderhoof SLO Dinse SLO Dao **Treasurer:** Mrs. Carolyn Greenwood **Controller:** Mr. Saif Mogri

Announcements Office of Assemblyman Jesse Gabriel Council District 12 Department of Neighborhood Empowerment Los Angeles County Supervisor District 3 Budget Advocates		 Ms. Solen Ronarch, Field Representative Mr. Thomas Iacobellis Building & Safety Deputy Dr. Vincent Autiero Neighborhood Empowerment Advocate Mr. Daniell Vicente, Field Representative Mr. Glenn Bailey
Public Comment Comments & statements from stakeholders or interested parties on subjects **NOT** on this meeting's agenda. ***The Council affords an opportunity to members of the public to address the Council on items of interest that are within the Council's jurisdiction. The Council is not permitted to take action on items that are not identified on the agenda. The Council reserves the right to limit speakers' time if necessary to provide an adequate opportunity for all to be heard.***		 **Co-Chair**: Mrs. Aida Abkarians
Council Announcement Committee & Liaison Reports		
New Business **26-0076 -** Discussion and possible action regarding approval of the WHNC's October 2026 Monthly Expenditure Report (MER) **(5 Minutes Max)** **26-0077** - Discussion and possible action on submitting a Community Impact Statement ("CIS") in support of on Council File 26-1572 Renewable Energy Study LA100 **(5 Minutes Max)** **26-0078** - Discussion and possible action on Council File #26-0548 E-bikes, E-Motos, and Electric Mopeds/Increase Safety and Welfare of Los Angeles **(5 Minutes Max)**		 Mrs. Carolyn Greenwood, Co-Chair Budget Committee Mr. Saif Mogri, Co-Chair Budget Committee Mr. Saif Mogri, Chair Environment Committee Mrs. Brenda Citrom, Co-Chair Government Relations Committee Mrs. Joanne Yvanek-Garb, Co-Chair Government Relations Committee Mrs. Kim Koerber, Co-Chair Government Relations Committee
Adjournment		

In the event of a disruption that prevents the eligible legislative body from broadcasting the meeting to members of the public using the call-in option or internet-based service option, or in the event of a disruption within the eligible legislative body's control that prevents members of the public from offering public comments using the call-in option or internet- based service option, the eligible legislative body shall take no further action on items appearing on the meeting agenda until public access to the meeting via the call-in option or internet-based service option is restored. Actions taken on agenda items during a disruption that prevents the eligible legislative body from broadcasting the meeting may be challenged pursuant to Section 54960.1. California Government Code Section 54953.8(b) (3).

The legislative body shall not require public comments to be submitted in advance of the meeting and shall provide an opportunity for the public to address the legislative body and offer comments in real time. California Government Code Section 54953.8(b)(4). Notwithstanding Section 54953.3, an individual desiring to provide public comment through the use of in internet website, or other online platform, not under the control of eligible legislative body, that requires registration to log in to a teleconference may be required to register as required by the third-party internet website or online platform to participate. California Government Code Section 54953.8(b)(5).

A legislative body that provides a time public comment period for each agenda item shall not close the public comment period for the agenda item, or the opportunity to register, pursuant to paragraph (5), to provide public comment until that timed public comment period has elapsed. California Government Code Section 54953.8(b)(6)(A). A legislative body that does not provide a time public comment period, but takes public comment separately on each agenda item, shall allow a reasonable amount of time per agenda item to allow public members the opportunity to provide public comment, including time for members of the public to register pursuant to paragraph (5), or otherwise to be recognized for the purpose of providing public comment. California Government Code Section 54953.8(b)(6)(B).

Public Input: Comments from the public on other matters not appearing on the agenda that are within the Board's jurisdiction will be heard during the General Public Comment period. Please note that under the Brown Act, the Board is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future Board meeting. Public comment is limited to 2 minutes per speaker, unless adjusted by the presiding officer of the Board.

The Americans With Disabilities Act - As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least 3 business days (72 hours) prior to the meeting by contacting the Department of Neighborhood Empowerment by calling (213) 978-1551 or email: NCsupport@lacity.org

Public Posting of Agendas - WHNC agendas are posted for public review at Platt Village, on the Southside of Pavilions, closest to Nothing Bundt Cakes at 6534 Platt Avenue, West Hills, CA 91307 or at our website, www.westhillsnc.org You can also receive our agendas via email by subscribing to L.A. City's Early Notification System (ENS)

Notice to Paid Representatives -If you are compensated to monitor, attend, or speak at this meeting, City law may require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code Section 48.01 et seq. More information is available at ethics@lacity.org/lobbying. For assistance, please contact the Ethics Commission at (213) 978-1960 or ethics.commission@lacity.org

Public Access of Records - In compliance with Government Code Section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting may be viewed at our website: www.westhillsnc.org or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact the WHNC's executive director via email at michelle.ritchiewhnc@gmail.com

Reconsideration and Grievance Process - For information on the NC's process for board action reconsideration, stakeholder grievance policy, or any other procedural matters related to this Council, please consult the NC Bylaws. The Bylaws are available at our Board meetings and our website www.westhillsnc.org

Servicios De Traduccion: Si requiere servicios de traducción, favor de avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Por favor contacte michelle.ritchiewhnc@gmail.org

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BOARD MEETING MINUTES
de Toledo High School
November 5, 2026
Revised November 6, 2026

The Board shall take official action by a simple majority of yes and no votes cast by the Directors present at a duly noticed regular or special Board meeting, not to include abstentions. There shall be no proxy voting.

PRESENT: Aida Abkarians, Brenda Citrom, Jennifer Felix-Shannon, Brian Findling, Melissa Findling, Carolyn Greenwood, Ilona Illes, Glenn Jennings, Kim Koerber, Jason Lally, Saif Mogri, Penelope Newmark, Chris Pike, Bill Rose, Char Rothstein, Fran Rubin, Brad Vanderhoof, Joanne Yvanek-Garb, and Zhelbert Zohrabian

ABSENT: Nick Eskandari, and Luke Noffke

President Char Rothstein called the meeting to order at 7:06 PM.

Secretary Brad Vanderhoof called roll and an in-person quorum was established.

Vice President Aida Abkarians led the Pledge of Allegiance.

Approval to allow Board Member(s) to attend the WHNC Board Meeting virtually under the provisions of SB707: No Board members attended remotely.

The October meeting minutes were approved.

LAPD Senior Lead Officer (SLO) Duke Dao presented some statistics showing crime is down.
Auto Break-ins: YTD 768, this time last year 883
GTA: YTD 384, this time last year 533
There will be extra patrols at the mall for the holidays.

LAFD Chief Mike Flynn, Battalion 17, B Platoon, said Fire Stations 106 and 84 have sandbags available, but you must fill and load them. Call volumes are increasing leading to longer response times. He is preparing a report requesting 2-3 additional Fire Stations to serve Woodland Hills and West Hills. The switch away from Daylight Savings Time is also a good time to replace smoke detector batteries. He encouraged everyone to take the Community Emergency Response Team (CERT) training.

Treasurer's Report: Treasurer Carolyn Greenwood gave the report.
Beginning Balance -- $2,2596.74, Total Spent (September) $2191.69, Net Available -- $17,984.05

26-0067 -- Approval of the WHNC's September 2026 Monthly Expenditure Report (MER):

Aida Abkarians -- Ineligible, Brenda Citrom – Yes, Nick Eskandari – Absent, Jennifer Felix-Shannon – Yes, Brian Findling – Yes, Melissa Findling – Yes, Carolyn Greenwood -- Yes, Glenn Jennings -- Yes, Kim Koerber -- Yes, Jason Lally – Ineligible, Saif Mogri -- Yes, Penelope Newmark, – Ineligible, Luke Noffke – Absent, Chris Pike – Yes, Bill Rose – Yes, Char Rothstein – Ineligible, Fran Rubin – Ineligible, Brad Vanderhoof – Yes, Joanne Yvanek-Garb – Ineligible, Zhelbert Zohrabian – Yes

Yes – 12, No – 0, Abstain -- 0, Absent – 2, Ineligible – 6, Recusal – 0
The MER is approved.

Controller's Report: Controller Saif Mogri gave the report. The only expenditures were office expenses and $249.37 for the Halloween event.

Comments from the Co-Chair(s): Vice President Abkarians said LAUSD is collecting attire for the upcoming proms and passed out flyers. President Rothstein discussed house rules and requested Board Members remain in their seats and avoid side bars. She also gave a reminder that the Board has vacancies.

Announcements:
Solan Ronarch, Field representative, Office of Assemblyman Jesse Gabriel, said the Assemblymember attended a planning meeting for the Sepulveda Basin with mayor Bass and is celebrating increased funding. The office is planning the annual toy drive on November 21, 11 AM to 1 PM, Encino Little League.
Vincent Autiero, Neighborhood Empowerment Advocate, EmpowerLA, spoke about the Homeless Liaisons meetings.

Public Comment:
A stakeholder spoke about the Madrid Theater.
Lionel Mares urged the WHNC comment on CF 26-1238, Ad Hoc Charter Review, both with a CIS and as individuals.
Glenn Bailey said VANC recently had an Executive Committee meeting and will try to get the new Mayor Elect Raman to speak at a VANC meeting.

Glenn Bailey, Budget Advocates, said they have started meeting with departments.

Presentation:
Jack Feldman, LADWP Manager (Ret.), Member - Water and Power Associates, spoke on DWP rates, and explained what is causing the recent dramatic increases. LA100 will add a 10-12 % increase per year for about 10 years. John Lee has proposed a motion to have the city focus on affordability.

New Business:

26-0068 - WHNC's tabling at Councilmember John Lee's Drive – In Movie Night to be held at Shadow Ranch Park, 22633 Vanowen Street, West Hills on Saturday, November 7, 2026:
Carolyn Greenwood moved to participate. Aida Abkarians seconded.

Aida Abkarians -- Ineligible, Brenda Citrom – Yes, Nick Eskandari – Absent, Jennifer Felix-Shannon – Yes, Brian Findling – Yes, Melissa Findling – Yes, Carolyn Greenwood -- Yes, Glenn Jennings -- Yes, Kim Koerber -- Yes, Jason Lally – Ineligible, Saif Mogri -- Yes, Penelope Newmark, – Ineligible, Luke Noffke – Absent, Chris Pike – Yes, Bill Rose – Yes, Char Rothstein – Ineligible, Fran Rubin – Ineligible, Brad Vanderhoof – Yes, Joanne Yvanek-Garb – Ineligible, Zhelbert Zohrabian – Yes

Yes – 12, No – 0, Abstain -- 0, Absent – 2, Ineligible – 6, Recusal – 0

The WHNC will table at the event.

26-0069 - CIS in support of CF-25-1484 reducing the overcentration of sober living facilities in residential neighborhood:

Aida Abkarians -- Ineligible, Brenda Citrom – Yes, Nick Eskandari – Absent, Jennifer Felix-Shannon – Yes, Brian Findling – Yes, Melissa Findling – Yes, Carolyn Greenwood -- Yes, Glenn Jennings -- Yes, Kim Koerber -- Yes, Jason Lally – Ineligible, Saif Mogri -- Yes, Penelope Newmark, – Ineligible, Luke Noffke – Absent, Chris Pike – Yes, Bill Rose – Yes, Char Rothstein – Ineligible, Fran Rubin – Ineligible, Brad Vanderhoof – Yes, Joanne Yvanek-Garb – Ineligible, Zhelbert Zohrabian – Yes

Yes – 12, No – 0, Abstain -- 0, Absent – 2, Ineligible – 6, Recusal – 0
The CIS is approved.

26-0070 – Approval of a draft letter to the Los Angeles City Planning Commission: Requesting planning decisions be returned to local control:

Aida Abkarians -- Ineligible, Brenda Citrom – Yes, Nick Eskandari – Absent, Jennifer Felix-Shannon – Yes, Brian Findling – Yes, Melissa Findling – Yes, Carolyn Greenwood -- Yes, Glenn Jennings -- Yes, Kim Koerber -- Yes, Jason Lally – Ineligible, Saif Mogri -- Yes, Penelope Newmark, – Ineligible, Luke Noffke – Absent, Chris Pike – Yes, Bill Rose – Yes, Char Rothstein – Ineligible, Fran Rubin – Ineligible, Brad Vanderhoof – Yes, Joanne Yvanek-Garb – Ineligible, Zhelbert Zohrabian – Yes

Yes – 12, No – 0, Abstain -- 0, Absent – 2, Ineligible – 6, Recusal – 0
The letter is approved.

26-0071 - CIS in support of CF 25-0002-S137 Rescind 2001 Roadless Area Conservation Rule/ U.S. Forest Services/Opposition/2025-2026 Federal Legislative Program:
Brad Vanderhoof moved to support the CIS. Aida Abkarians seconded.

Aida Abkarians -- Ineligible, Brenda Citrom – Yes, Nick Eskandari – Absent, Jennifer Felix-Shannon – Yes, Brian Findling – Yes, Melissa Findling – Yes, Carolyn Greenwood -- Yes, Glenn Jennings -- Yes, Kim Koerber -- Yes, Jason Lally – Ineligible, Saif Mogri -- Abstain, Penelope Newmark, – Ineligible, Luke Noffke – Absent, Chris Pike – Yes, Bill Rose – Yes, Char Rothstein – Ineligible, Fran Rubin – Ineligible, Brad Vanderhoof – Yes, Joanne Yvanek-Garb – Ineligible, Zhelbert Zohrabian – Abstain

Yes – 10, No – 0, Abstain -- 2, Absent – 2, Ineligible – 6, Recusal – 0
The CIS is approved.

26-0072 - CIS in support of CF 26-1351 Illegal Dumping Enforcement/Funding Allocation FY 2026-27 /Strategy of Abatement, Prevention and Enforcement/Citywide Inventory of Chronic Illegal Hotspots/System for Updating/Options for Updating:
Saif Mogri moved to amend/correct the title of the supporting documentation. Char Rothstein seconded.

Aida Abkarians -- Ineligible, Brenda Citrom – Yes, Nick Eskandari – Absent, Jennifer Felix-Shannon – Yes, Brian Findling – Yes, Melissa Findling – Yes, Carolyn Greenwood -- Yes, Glenn Jennings -- Yes, Kim Koerber -- Yes, Jason Lally – Ineligible, Saif Mogri -- Yes, Penelope Newmark, – Ineligible, Luke Noffke – Absent, Chris Pike – Yes, Bill Rose – Yes, Char Rothstein – Ineligible, Fran Rubin – Ineligible, Brad Vanderhoof – Yes, Joanne Yvanek-Garb – Ineligible, Zhelbert Zohrabian – Yes

Yes – 12, No – 0, Abstain -- 0, Absent – 2, Ineligible – 6, Recusal – 0

The document will be amended.
Char Rothstein moved to approve the CIS in support. Saif Mogri seconded

Aida Abkarians -- Ineligible, Brenda Citrom – Yes, Nick Eskandari – Absent, Jennifer Felix-Shannon – Yes, Brian Findling – Yes, Melissa Findling – Yes, Carolyn Greenwood -- Yes, Glenn Jennings -- Yes, Kim Koerber -- Yes, Jason Lally – Ineligible, Saif Mogri -- Yes, Penelope Newmark, – Ineligible, Luke Noffke – Absent, Chris Pike – Yes, Bill Rose – Yes, Char Rothstein – Ineligible, Fran Rubin – Ineligible, Brad Vanderhoof – Yes, Joanne Yvanek-Garb – Ineligible, Zhelbert Zohrabian – Yes

Yes – 12, No – 0, Abstain -- 0, Absent – 2, Ineligible – 6, Recusal – 0
The CIS is approved.

26-0073 - CIS in opposition to CF 26-1354 Section 22.48g(A)7 / Los Angeles Administrative Code (LAAC) /Transportation Commission / Amendments / Asset Evaluation Framework:
Char Rothstein moved to approve the CIS in opposition. Aida Abkarians seconded.

Aida Abkarians -- Ineligible, Brenda Citrom – Yes, Nick Eskandari – Absent, Jennifer Felix-Shannon – Yes, Brian Findling – Yes, Melissa Findling – Yes, Carolyn Greenwood -- Yes, Glenn Jennings -- Yes, Kim Koerber -- Yes, Jason Lally – Ineligible, Saif Mogri -- Yes, Penelope Newmark, – Ineligible, Luke Noffke – Absent, Chris Pike – Yes, Bill Rose – Yes, Char Rothstein – Ineligible, Fran Rubin – Ineligible, Brad Vanderhoof – Yes, Joanne Yvanek-Garb – Ineligible, Zhelbert Zohrabian – Yes

Yes – 12, No – 0, Abstain -- 0, Absent – 2, Ineligible – 6, Recusal – 0
The CIS is approved.

26-0074 – Approval of de Toledo as a meeting location and the $0.00 rental agreement:
Carolyn Greenwood so moved. Aida Abkarians seconded.
Aida Abkarians -- Ineligible, Brenda Citrom – Yes, Nick Eskandari – Absent, Jennifer Felix-Shannon – Yes, Brian Findling – Yes, Melissa Findling – Yes, Carolyn Greenwood -- Yes, Glenn Jennings -- Yes, Kim Koerber -- Yes, Jason Lally – Ineligible, Saif Mogri -- Yes, Penelope Newmark, – Ineligible, Luke Noffke – Absent, Chris Pike – Yes, Bill Rose – Yes, Char Rothstein – Ineligible, Fran Rubin – Ineligible, Brad Vanderhoof – Yes, Joanne Yvanek-Garb – Ineligible, Zhelbert Zohrabian – Yes

Yes – 12, No – 0, Abstain -- 0, Absent – 2, Ineligible – 6, Recusal – 0
De Toledo is approved as a WHNC meeting location.

26-0075 - WHNC Beautification Committee Clean-Up Event on Saturday, November 14, 2026 from 8:30 a.m. – 11:30 a.m. on Saticoy between Keswick and Woodlake:
Aida Abkarians -- Ineligible, Brenda Citrom – Yes, Nick Eskandari – Absent, Jennifer Felix-Shannon – Yes, Brian Findling – Yes, Melissa Findling – Yes, Carolyn Greenwood -- Yes, Glenn Jennings -- Yes, Kim Koerber -- Yes, Jason Lally – Ineligible, Saif Mogri -- Yes, Penelope Newmark, – Ineligible, Luke Noffke – Absent, Chris Pike – Yes, Bill Rose – Yes, Char Rothstein – Ineligible, Fran Rubin – Ineligible, Brad Vanderhoof – Yes, Joanne Yvanek-Garb – Ineligible, Zhelbert Zohrabian – Yes

Yes – 12, No – 0, Abstain -- 0, Absent – 2, Ineligible – 6, Recusal – 0
The Cleanup Event is approved.

President Char Rothstein adjourned the meeting at 8:55 PM.

The next Regular Board meeting is scheduled for December 3, 2026.

ENERGY & ENVIRONMENT

MOTION

The City of Los Angeles has adopted ambitious clean energy and electrification goals through the Los Angeles 100% Renewable Energy Study (LA100), a long-term roadmap developed in partnership with the Los Angeles Department of Water and Power (LADWP), the National Renewable Energy Laboratory (NREL), and other stakeholders. LA100 outlines pathways for transitioning the City to a carbon-free electric grid while electrifying transportation, buildings, and other sectors of the economy.

As the City continues implementation of policies associated with LA100, residents, businesses, and industrial customers have increasingly raised concerns regarding the affordability and long-term ratepayer impacts associated with the transition. Reliable and affordable electricity is essential to maintaining the economic stability and quality of life of Angelenos, particularly during periods of extreme summer heat when energy demand and utility bills substantially increase.

Many residents have expressed outrage regarding rising electric bills, pass-through charges, grid modernization expenses, and other rate impacts associated with clean energy mandates and capital improvement projects. Transparency regarding projected costs, implementation timelines, and customer impacts is critical to ensuring that policymakers and the public can fully evaluate the fiscal implications of these programs.

In addition, the State of California has already established statewide renewable energy and decarbonization mandates through Senate Bill 100 (SB100), which requires California to achieve 100% zero-carbon retail electric sales by 2045. Questions remain regarding how the City's LA100 goals differ from state mandates under SB100, whether LA100 imposes additional requirements beyond those required by state law, and what additional costs may be associated with those accelerated or expanded objectives.

The City Council requires a clear understanding of the projected impacts of LA100 implementation on ratepayers across all customer classes, including single-family residential customers, multifamily residential customers, commercial customers, and industrial customers, in order to make informed policy decisions moving forward.

I THEREFORE MOVE that the Los Angeles Department of Water and Power (LADWP) be REQUESTED to report to the City Council within 90 days regarding the projected ratepayer impacts associated with implementation of the LA100 plan, including but not limited to:

- Projected electric rate increases over the next 5, 10, 15, and 20 years associated with implementation of LA100.
- A detailed breakdown and explanation of all anticipated pass-through charges, fees, surcharges, and infrastructure-related cost recovery mechanisms associated with LA100 implementation.
- Projected average summer electric bill increases by customer category, including:
    - Single-family residential customers
    - Multifamily/apartment customers
    - Commercial customers
    - Industrial customers
- An overview of anticipated capital infrastructure investments associated with LA100, including transmission, distribution, grid modernization, energy storage, wildfire mitigation, and renewable energy procurement costs.
- A detailed outreach and public education strategy to inform ratepayers regarding projected costs, conservation strategies, rebate programs, and available financial assistance programs.

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- An analysis of how electrification mandates and increased electric demand may affect overall system reliability and customer costs during peak summer periods.
- Identification of any state or federal funding opportunities that may offset costs to LADWP ratepayers.

I FURTHER MOVE that LADWP be REQUESTED to provide a comparative analysis between the City's LA100 plan and the requirements of California Senate Bill 100 (SB100), including:

- A summary of the key policy differences between LA100 and SB100.
- Identification of any requirements, timelines, mandates, or implementation strategies contained within LA100 that exceed or accelerate the requirements of SB100.
- An estimate of the additional costs associated with implementation of LA100 beyond those required to comply with SB100 alone.
- A comparative analysis of projected ratepayer impacts under:
    - Full implementation of LA100
    - Compliance with SB100 without additional LA100 requirements
- An assessment of whether implementation of SB100 alone would materially reduce projected electric rate increases for LADWP customers.
- Recommendations for balancing environmental goals with affordability and ratepayer protections for residents and businesses of the City of Los Angeles.

PRESENTED BY _____
JOHN S. LEE
Councilmember, 12th District

SECONDED BY _____

ORIGINAL

Committee Meeting Date: November 19, 2026 Board Meeting Date December 3, 2026

File # :	CF 26-1572
Title :	Provide a comparative analysis between the City's LA100 plan and the requirements of California Senate Bill 100 (SB100) summarizing the key policy differences. An estimate of the additional costs associated with implementation of LA100 beyond those required to comply with SB100.
Type :	
City/State :	Los Angeles, CA

Summary :	The WHNC SUPPORTS the Council file.

Motion :	26-1572 Introduced July 1, 2026, by Councilman John S Lee and seconded by Councilwomen Monica Rodriguez to discuss the ambitious clean energy and electrification goals through the Los Angeles 100% Renewable Energy Study (LA100) developed by the Los Angeles Dept. Of Water and Power..

Environments Committee Position :	The West Hills Neighborhood Council supports the motion requiring LADWP to make a comparative analysis between LA100 and SB100. The Los Angeles City Council passed a motion a few years back that required LADWP to meet an ambitious clean energy plan with no carbon emissions by 2035, known as the LA100. The LADWP LA100 Plan is Los Angeles's roadmap to achieve a 100% carbon-free electricity supply by 2035 for roughly 4 million residents The State of California has passed a similar plan called the SB100 which required similar goals but to be met by 2045. Goal: 100% of retail electricity sales to California end-use customers and state agencies must come from eligible renewable and zero-carbon resources by December 31, 2045. The expedited process to meet a similar target means that capital expenditures have to be spent in the next 10 years versus 20 years. Therefore, the rates are increasing a lot faster
Committee Vote :	YES 5 No 0 Abstain 0

"**YES**" Vote:	

"**NO**" Vote:	0

Agenda Item 26-0078 - Discussion and possible action on Council File #26-0548 E-bikes, E-Motos, and Electric Mopeds/Increase Safety and Welfare of Los Angeles

PUBLIC SAFETY

RULES, ELECTIONS, INTERGOVERNMENTAL RELATIONS

TRANSPORTATION

MOTION

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

File No. 26-0548

TRANSPORTATION COMMITTEE REPORT relative to regulating e-bikes, e-motos and electric mopeds.

Recommendations for Council action, pursuant to Motion (Hutt, Lee – Park):

1. INSTRUCT the Department of Transportation, with the assistance of the City of Los Angeles Bicycle Advisory Committee, the City Attorney, the Los Angeles Police Department (LAPD), the Bureau of Street Services, and Metro, to report within 90 days with recommendations to regulate e-bikes, e-motos and electric mopeds, that may include:

    a. Requiring all e-bikes, e-motos and electric mopeds in the City of Los Angeles to meet all legal standards and requirements.

    b. Banning the sale or resale of e-bikes, e-motos and electric mopeds that do not meet the legal standards and requirements.

    c. Banning the conversion or assisting in the conversion of e-bikes to a higher class or e-moto or electric moped.

    d. 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.

    e. Requiring educational learning for all riders under 18 or who do not have a driver's license.

    f. Rules for the storage and charging of e-bikes, e-motos and electric mopeds to prevent hazardous waste and battery fires.

2. INSTRUCT the Chief Legislative Analyst (CLA) to report 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.

3. REQUEST the Los Angeles Police Commission, with the assistance of the LAPD and the City Attorney, 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.

Fiscal Impact Statement: Neither the City Administrative Officer nor the CLA has completed a financial analysis of this report.

Community Impact Statement: Yes

For:
NoHo Neighborhood Council

Westside Neighborhood Council

For if Amended: Studio City Neighborhood Council

Summary:
On April 22, 2026, your Transportation Committee considered an April 15, 2026 Motion (Hutt, Lee – Park) relative to regulating e-bikes, e-motos and electric mopeds. According to the Motion, 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. After consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of the Motion recommendations.

Subsequently, on August 4, 2026, your Rules, Elections, and Intergovernmental Relations Committee considered the matter and, after providing an opportunity for public comment, concurred with the prior action of the Transportation Committee.

Then on August 12, 2026, your Public Safety Committee considered the matter and, after providing an opportunity for public comment, moved to approve the Motion recommendations. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

Transportation Committee

COUNCILMEMBER	VOTE
HUTT:	YES
PARK:	ABSENT
HERNANDEZ:	ABSENT
PADILLA:	YES
NAZARIAN:	YES

RM
04/22/26

Public Safety Committee

COUNCILMEMBER	VOTE
LEE:	YES
PRICE:	YES
McOSKER:	YES
SOTO-MARTINEZ:	YES
PARK:	ABSENT

HR
08/12/26

Rules, Elections, and Intergovernmental Relations Committee

COUNCILMEMBER	VOTE
HARRIS-DAWSON:	YES
RAMAN:	ABSENT
YAROSLAVSKY:	YES
SOTO-MARTINEZ:	ABSENT
LEE:	YES

RM
08/04/26

-NOT OFFICIAL UNTIL COUNCIL ACTS-

PATRICE Y. LATTIMORE
CITY CLERK

RUBEN VIRAMONTES
EXECUTIVE OFFICER

City of Los Angeles
CALIFORNIA

KAREN BASS
MAYOR

OFFICE OF THE CITY CLERK

Council and Public Services Division
200 North Spring Street, Room 395
Los Angeles, CA 90012
General Information - (213) 978-1133
FAX: (213) 978-1040

clerk.lacity.gov

October 7, 2026

Councilmember Marqueece Harris-Dawson, Chair
Rules, Elections, and Intergovernmental Relations Committee

Councilmember John S. Lee, Chair
Public Safety Committee

RE: 26-0548

On October 7, 2026, the Transportation Committee considered a September 14, 2026 Chief Legislative Analyst report relative to pending State legislation related to e-bikes, e-motos, and similar vehicles. After consideration, the Committee moved to recommend approval the recommendation contained in the CLA report. This file is hereby transmitted to the Budget and Finance Committee.

Adam Lid

Adam R. Lid
Legislative Assistant II

VOTE:
HUTT: YES
HERNANDEZ: YES
PADILLA: YES
PARK: YES
NAZARIAN: YES

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)

PUBLIC SAFETY

ATTACHMENT A

RULES, ELECTIONS, INTERGOVERNMENTAL RELATIONS

TRANSPORTATION

MOTION

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.

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.

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Legislation that has been approved by the Governor:
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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)

PUBLIC SAFETY

ATTACHMENT A

RULES, ELECTIONS, INTERGOVERNMENTAL RELATIONS

TRANSPORTATION

MOTION

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.

PATRICE Y. LATTIMORE
CITY CLERK

RUBEN VIRAMONTES
EXECUTIVE OFFICER

City of Los Angeles
CALIFORNIA

KAREN BASS
MAYOR

OFFICE OF THE
CITY CLERK

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OFFICIAL ACTION OF THE LOS ANGELES CITY COUNCIL

Council File No.: 26-0548

Council Meeting Date: August 25, 2026

Agenda Item No.: 23

Agenda Description: PUBLIC SAFETY, RULES, ELECTIONS AND INTERGOVERNMENTAL RELATIONS and TRANSPORTATION COMMITTEES' REPORT relative to regulating e-bikes, e-motos and electric mopeds.

Council Action: PUBLIC SAFETY, RULES, ELECTIONS AND INTERGOVERNMENTAL RELATIONS and TRANSPORTATION COMMITTEES' REPORT - ADOPTED

Council Vote:

YES	Blumenfield	YES	Harris-Dawson	YES	Hernandez
YES	Jurado	YES	Hutt	YES	Lee
YES	McOsker	YES	Nazarian	YES	Padilla
ABSENT	Park	YES	Price Jr.	YES	Raman
YES	Rodriguez	YES	Soto-Martínez	YES	Yaroslavsky

Pat Y. Latt

PATRICE Y. LATTIMORE
CITY CLERK

Adopted Report(s)Title
Report from Public Safety Committee, Rules, Elections and Intergovernmental Relations Committee, and Transportation Committee 8-12-26

Committee Meeting Date: November 16, 2026 Board Meeting: December 3, 2026

File #: Council File 26-0548
Title: E-bikes, E-motos, and Electric Mopeds / Increase Safety and Welfare of Los Angeles Residents / Annual Data Publication
City/State: Los Angeles/California

Summary: The motion seeks to improve public safety by addressing the growing use of electric bicycles (e-bikes), electric motorcycles (e-motos), and electric mopeds, particularly devices that exceed legal speed limits, have been illegally modified, or do not comply with California vehicle regulations.

The intent is to protect pedestrians, cyclists, motorists, and riders while preserving the benefits of legally compliant e-bikes as an alternative form of transportation.

The motion directs City departments and agencies, including the Los Angeles Department of Transportation (LADOT), LAPD, City Attorney, Street Services, and Metro, to work with the Bicycle Advisory Committee and report on recommendations that may include:

- Establishing stronger regulations for e-bikes, e-motos, and electric mopeds.
- Preventing the sale of devices that do not comply with applicable laws.
- Addressing illegal modifications that increase vehicle speed or change vehicle classifications.
- Addressing sales of electric motorcycles and mopeds that are not street legal or require a motorcycle license.
- Considering safety education for riders under 18 and riders without driver's licenses.
- Developing safe battery storage and charging requirements to reduce fire risks.
- Reviewing pending state legislation and recommending the City's position.
- Publishing annual data on e-bike and similar vehicle collisions, injuries, and fatalities.

The goal is to provide better information for policymaking, improve enforcement, and reduce preventable injuries and deaths.

Motion: A motion was made in support of Council File #26-0548 directing the Los Angeles Department of Transportation, in coordination with relevant City departments and the Bicycle Advisory Committee, to develop recommendations within 90 days to regulate e-bikes, e-motos, and electric mopeds. Proposed measures include requiring compliance with legal safety standards, prohibiting the sale of noncompliant devices, preventing illegal vehicle modifications, restricting the sale of non-street-legal electric motorcycles and mopeds, requiring rider education for minors and individuals without driver's licenses, and establishing safe battery storage and charging requirements.

Additionally, the motion directs the Chief Legislative Analyst to review pending state legislation and recommend support for bills that promote public safety. It also requests annual public reporting of e-bike, e-moto, and electric moped collisions, injuries, and fatalities to help the City evaluate safety concerns and develop appropriate policies.

Position: The West Hills Neighborhood Council (WHNC) supports Council File 26-0548 and the City's efforts to improve public safety through responsible regulation of e-bikes, electric motorcycles (e-motos), and electric mopeds.

Vote: Government Relations Committee: Yes – 6, No – 0, Abstain – 0, Absent – 2, Recusal – 0

“Yes” Vote: A CIS is filed in support of the Council File

“No” Vote: A CIS is not filed