

FOR ORANGE COUNTY SCHOOL DISTRICT LEADERS

District Brief

2026–2027 School Year

Stand up your campus e-bike safety program now — and position your district as a reference implementation for California's statewide curriculum.

California has roughly 150,000 student e-bike riders on its roads and rising. E-bike injury collisions statewide increased 18.6-fold between 2018 and 2023, from 184 to 3,429 events per year, according to the California Statewide Integrated Traffic Records System (SWITRS) as reported by the American College of Surgeons. State law has moved: **AB 544** and **SB 1271** took effect January 1, 2026. **AB 1569** (Davies / Chen), as amended April 13, 2026, directs the California Department of Education and the California Highway Patrol to develop a standardized grades 7–12 e-bike safety and training program by March 1, 2028 — and authorizes them to incorporate proven local best practices.

RidePermit is the operational platform that puts your district on the shortlist: parent-attested rider eligibility, CHP-aligned safety training, sticker-based verification, scan-driven incident workflow, and a district-controlled audit trail. Available now. Free to districts. Three-week rollout from signed agreement.

18.6×CA e-bike injury
collisions since 2018**233%**Carlsbad bike &
e-bike crashes 2019–2022**\$0**

Cost to districts

The 2026–2028 regulatory window

California's e-bike legislative landscape moved hard in 2025–2026. Three categories matter for districts: laws already in effect, bills currently moving through the Senate, and bills that died this session.

In effect today

AB 544 (effective January 1, 2026): requires every e-bike to display a rear red reflector or red light during all hours of operation. Enforcement applies any time the bike is in use, not just after dark.

SB 1271 (effective January 1, 2026 for sale and lease; January 1, 2028 for rental fleets): requires UL 2849 or EN 15194 battery certification on new e-bikes and batteries sold or leased in California, with permanent labeling. SB 1271 also amended the Vehicle Code: Class 1 and Class 3 e-bikes with throttles are no longer defined as e-bikes in California.

AB 1774 (in effect): prohibits the sale, modification, or tampering of devices that allow an e-bike to exceed its class speed or 750-watt limits, and authorizes impound of illegally modified e-bikes.

CVC §312.5 and §21213(b): the three-class e-bike framework and the Class 3 minimum-age (16+) requirement that existed prior to 2026 and remain in force.

Pending — and directly relevant to your district

AB 1569 (Davies / Chen) — *Pupil safety: electric bicycle: safety and training program*. As amended April 13, 2026, the bill would require, on or before March 1, 2028, the State Department of Education, in consultation with the California Highway Patrol, to develop a standardized electric bicycle safety and training program for students in grades 7 to 12. The bill authorizes CDE and CHP to collaborate with local law enforcement agencies and local governments that have already implemented e-bike training programs to ensure the statewide program reflects proven best practices, and encourages LEAs and parent organizations to offer training demonstrations in collaboration with law enforcement.

Status: passed Assembly unanimously; heard in Senate Education Committee on June 10, 2026.

Why this matters: the April 13 amendments removed the prior per-district mandate and replaced it with a state-level curriculum directive that explicitly tells CDE and CHP to look at local programs already in operation. Districts that have working e-bike safety programs by 2027 are positioned to be referenced — formally or informally — in the statewide curriculum CDE delivers by March 2028.

SB 956 (Choi) — *Orange County e-bike license plate pilot*. Would authorize the County of Orange, until January 1, 2032, to establish a pilot program requiring display of a special license plate on e-bikes, with enforcement via fines and mandatory completion of a CHP-approved e-bike training course. OC is the only county named in the bill.

No longer on the table this session

AB 1942 (Bauer-Kahan) — would have required Class 2 and Class 3 e-bikes to be registered with the California DMV. Did not advance out of Appropriations. May return in 2027.

AB 1557 (Papan) — would have capped e-bike peak motor output at 750 watts and lowered Class 1/2 assistance limits to 16 mph. Also did not advance out of Appropriations.

What districts have today vs. what a defensible program needs

None of the state laws in effect today address what happens on a school campus — helmet enforcement, supervision policy, designated riding zones, parental consent, training records, or discipline workflows. The risk most districts carry is not non-compliance with a specific statute. It is the absence of a defensible, documented, repeatable process when an incident occurs on or near campus.

California districts that have moved early — including San Dieguito Union High School District, and others (Carlsbad USD, Coronado USD, Encinitas Union ESD, Irvine USD, Palo Alto USD, Menlo Park CSD, Los Altos SD, San Mateo–Foster City SD, Dublin USD, Pleasanton USD, Santa Monica–Malibu USD, Clovis USD) — have adopted campus e-bike policies that combine permit registration, training, and parking restrictions. RidePermit is the operational platform those policies require.

What most districts have today	What a defensible campus program needs
• Paper-based or no campus registration	✓ Permit issuance with parent attestation under penalty of perjury
• No reliable visual ID on student e-bikes	✓ Auto-validation against CVC §312.5 and district-specific rules
• Verbal helmet and training reminders	✓ Documented safety training (CHP-aligned module)
• Inconsistent incident logging	✓ Tamper-evident sticker that scans to live permit status
• No audit trail when an injury claim arises	✓ Scan and incident logs as an audit-quality record
• Manual revocation, if at all	✓ One-tap revocation and reinstatement workflow

How RidePermit works

Validation-not-approval model

RidePermit operates on a validation-not-approval model. Permits are issued based on objective, rules-based validation — never on discretionary judgment by an individual reviewer.

- CVC §312.5 e-bike class matched against rider age and district policy
- CVC §21213(b) Class 3 minimum-age (16+) enforcement
- Bike model verified against a registry of cataloged Class 1, 2, and 3 e-bikes
- Parent attests to accuracy and rule compliance via UETA-compliant typed signature under penalty of perjury
- District-configurable safety training (defaults to a CHP-aligned e-bike safety module)

RidePermit does not exercise discretionary approval. Permits issue automatically when published rules are met; permits are denied automatically when they are not. The platform documents the validation result, retains the underlying inputs, and produces an audit trail. Districts retain full authority over their own rules; the platform enforces what districts set.

This model is intentional. It limits exposure for the district (no individual employee makes a subjective approval call), for the parent (the standard is published and applied uniformly), and for the platform (validation against published statute and district rules is a defensible, repeatable process).

Sticker, scan, and audit

Every issued permit corresponds to a tamper-evident polyester sticker mailed to the parent within five business days of permit activation. School staff scan the sticker's QR code from any mobile device to view live permit status, rider name, school, e-bike class, and disciplinary history. Scans are logged. Incidents are logged. Revocations and reinstatements are logged. The audit trail is permanent and district-accessible.

Discipline workflow

Three severity tiers — Warning, Suspension, Revocation — with a Reinstatement path. Each event triggers parent notification (and, where appropriate, district CC) via authenticated email. The discipline record is linked to the underlying scan event. School administrators act in seconds; districts have full visibility.

Pricing

- **Free to districts indefinitely.** No contract, no setup fee, no per-seat charge.
- **Parents pay \$25 per new permit and \$15 per annual renewal.** Includes permit issuance, the CHP-aligned safety training module, sticker fulfillment, and the parent dashboard for the school year.
- **Districts may sponsor parent fees if they choose.** There is no obligation to do so.

Three-week rollout

From signed agreement to live program, three weeks is typical. Pilot districts receive white-glove onboarding.

WEEK 1	District Onboarding Welcome call. School roster import. District-specific rules configuration. Branded login. Pilot administrator account setup.
WEEK 2	Enrollment Opens Parent enrollment portal goes live. Permits begin validating and issuing. Safety training available. Stripe-backed payments. Resend-backed email confirmations.
WEEK 3	Stickers Arrive Permit stickers mailed to parents within 5 business days of permit activation. School scanner functionality live. Discipline workflow available. District dashboard reflects live program data.

Compliance posture

RidePermit's data handling is designed to align with California student privacy laws (AB 1584 / Education Code §49073.1, and SOPIPA / Business and Professions Code §22584–22585), federal FERPA, and the federal Children's Online Privacy Protection Act (COPPA) parental-consent framework. All compliance claims are subject to ongoing review by RidePermit's legal counsel. Privacy Policy and Terms of Service are available at ridepermit.com/legal.

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