



Sudden Valley Community Association

1850 Lake Whatcom Blvd, Bellingham, WA 98229

www.suddenvalley.com 360-734-6430

Board of Directors Meeting

September 10, 2026, 7:00 PM, 8 Barn View Ct. Multipurpose Room A

Call to Order

Roll Call

1) Adoption of Agenda

2) Announcements

3) Property Owner Comments – 15 Minutes Total

Please note that comments are limited to 3 minutes per person.

a) Response to Property Owner Comments

4) Consent Agenda

a) Approval of Minutes – August 27, 2026 (page 2)

b) Approval of Minutes – September 3, 2026 (page 6)

5) Reports

(a) GM Report

(b) Financial Statements, June 2026 (page 8)

(c) Committee Reports:

(i) Architectural Control

(ii) Document Review

(iii) Finance

(iv) Long Range Planning

(v) Nominations & Elections

6) Continuing Business

a) Committee Business

b) Request for Approval -- AC Policy Change

7) New Business

a) Request for Approval – Voting Materials

b) Discussion – Use of Micro-Mobility Vehicles in Sudden Valley (page 17)

Adjournment

How to Attend Meetings of the Board of Directors

Meetings can be attended in-person or online. A link to the Zoom meeting can be found at <https://suddenvalley.com/board/> or follow these instructions: go to Zoom.com; Click on “Meet” on the top menu bar and select “Join a Meeting”; Enter **86704997445** in the meeting ID box; follow the instructions to enter the meeting.



BOARD OF DIRECTORS REGULAR MEETING

Thursday, August 27, 2026, 7:00 PM

8 Barn View Ct, Multipurpose Room A

Minutes

CALLED TO ORDER AT: 7:00 pm

AUDIENCE MEMBERS: Not Recorded

BOARD MEMBERS PRESENT:

1. Keith McLean, President Present	4. Taimi Van de Polder, Secretary Present	7. Sean Chaffee Excused	10. Rob Gibbs, N&E Chair Excused
2. Tom Henning, Vice President Present	5. Laurie Robinson Excused	8. Mitch Waterman Present	11. Daniel Rodriguez, ACC Chair Present
3. Jean Maixner, Treasurer Present	6. Ray Meador Present	9. Linda Bradley Present	8 of 11 BOD members present.

ATTENDING:

STAFF MEMBERS: Jo Anne Jensen, General Manager
Spencer Huston, IT

CALL TO ORDER:

Keith McLean, President, called the meeting to order at 7:00 PM

1. President called for motion to adopt the agenda

Motion: Adopt the agenda

Motion By: President McLean		Seconded By: Director Bradley	
Approved: X	Not Approved:	Tabled:	Died:
In Favor: Unanimous	Against:	Abstained:	

2. Announcements

- 2a.** Applications can be submitted by anyone who wants to run as a candidate for either the board, ACC, or N&E. They must be submitted to the admin office in a sealed envelope. Attention the N&E chair. Everyone will be able to do this until Tuesday September 8th at 4:30 PM. WE DO NOT ACCEPT ANY EMAIL APPLICATIONS.
- 2b.** N&E Meeting on September 8th at 4:45 in the Dance Barn, to open applications and do the drawing for the order on the ballot. Candidates are asked to supply a photo and a 100 word bio about themselves.
- 2c.** An 8-year-old child was bitten at the Marina playground next to the dog park and required stitches. It was not a member who had the dog and the dog was off leash. There will be something in The Views regarding the story.
- 2d.** High Tea on Tuesday, September 22nd at 1:30 PM. Calling all skilled bakers because there will be a baking competition.

3. Property Owner Comments:

- A resident shared a message from the grandfather of 8 year old who got bite, asking the board not the publish anything on The Views, not to put it on Facebook or any social media. He wants to tell the story himself.
- A resident discussed the Bylaws amendments. Interested in or joining proxy voting. Was surprised to see the change to eliminate proxy voting.
- A resident agreed that we should end the practice of stating address and have a sign in sheet. Also was wondering who directed the GM to pull his article on The Views. Is worried because the executive committee used The Views to influence the election.
- A resident spoke about transparency. Where can the community have a dialogue with the board. Asked to pull the article of the dog biting incident from FB.

3a. Response to Property Owner Comments from August 13, 2026

- i. Survey feedback question – two directors will prepare a report for the board identifying the top 3-5 issues. Mitch and possibly Sean will volunteer and come out with something within a couple of weeks.
- ii. Jane David's comments – The Board turned the comments into the attorney and talked about them with DRC as well.
- iii. Eric's comments about trail access – Access to the area has not been restricted and remains open and accessible to all members.
- iv. Brad Edwards' comments on The Views – Neither the GM nor Board members see member letters before a first draft is prepared. Bill Helm confirmed that when there are numerous letters, he determines which letters get published.
- v. Nadine's comments of survey response – The survey does not include a category asking members to rate their favorite amenity. Therefore, the claim that 1,400 respondents voted for a particular amenity could not be accurate. As that opinion was not included in the survey, and the total number of respondents was only approximately 1,100.

4. Consent Agenda

Motion: Motion to defer meeting minutes from August 13th until the next regular meeting September 10th.

Motion By: Director Waterman		Seconded By: President McLean	
Approved: X	Not Approved:	Tabled:	Died:
In Favor:	Against:	Abstained:	

5. Continuing Business

5a. Committee Business

- i. None

6. New Business

6a. Request for Approval –AGM Agenda

6b. Request for Approval – Ballot Measures and Explanation

6c. Request for Approval – Final Proposed Revisions to SVCA Bylaws

Motion: I move that the SVCA Board of Directors approve the proposed Bylaw revisions documented to be voted on in two separate measures by the members of the 2026 AGM.

Motion By: President McLean		Seconded By: Director Meador	
Approved: X	Not Approved:	Tabled:	Died:
In Favor: Unanimous	Against:	Abstained:	

Motion: Move that the Board retain Section G as Article 2, Section 7G, the association should not be allowed to cast votes for lots owned by it as is and take out the changes that were proposed.

Motion By: Secretary Van de Polder		Seconded By: President McLean	
Approved: X	Not Approved:	Tabled:	Died:
In Favor: Unanimous	Against:	Abstained:	

Motion: Eliminate the ability to vote by proxy

Motion By: Director Waterman		Seconded By: Director Henning	
Approved: X	Not Approved:	Tabled:	Died:
In Favor: Unanimous	Against:	Abstained:	

Motion: Move that the Board approves managing owner comments by policy and not the bylaws.

Motion By: Secretary Van de Polder		Seconded By: Director Maixner	
Approved: X	Not Approved:	Tabled:	Died:
In Favor: Unanimous	Against:	Abstained:	

Motion: On Article 4, Section 12, the board retain the desire to include the description of an executive work group in the revised bylaws.

Motion By: Director Waterman		Seconded By: Director Van de Polder	
Approved: X	Not Approved:	Tabled:	Died:
In Favor: Unanimous	Against:	Abstained:	

Motion: Move that Section 2, Article 1 be included in the bylaws' revisions.

Motion By: Secretary Van de Polder		Seconded By: President McLean	
Approved: X	Not Approved:	Tabled:	Died:
In Favor: Unanimous	Against:	Abstained:	

6d. Request for Approval – AC Policy Change

Motion: Move that the SVCA Board of Directors approve the proposed changes to the AC Policies.

Motion By: President McLean		Seconded By: Director Henning	
Approved:	Not Approved: X	Tabled:	Died:
In Favor:	Against:	Abstained:	

7. Executive Session – Legal

Motion: Move into closed session at 9:36 PM

Motion By: President McLean		Seconded By: Director Bradley	
Approved: X	Not Approved:	Tabled:	Died:
In Favor: Unanimous	Against:	Abstained:	

Coming out of closed sessions at 10:51 PM

Motion: Board of Directors approve the resolution regarding the article and The Views.

Motion By: President McLean		Seconded By: Director Henning	
Approved: X	Not Approved:	Tabled:	Died:
In Favor: Unanimous	Against:	Abstained:	

Meeting adjourned at 10:53 PM

Approved by: _____
Taimi Van de Polder, Board of Directors Secretary



BOARD OF DIRECTORS REGULAR MEETING

Wednesday, September 3, 2026, 7:00 PM

8 Barn View Ct, Multipurpose Room A

Minutes

CALLED TO ORDER AT: 7:00 pm

AUDIENCE MEMBERS: Not Recorded

BOARD MEMBERS PRESENT:

1. Keith McLean, President Present	4. Taimi Van de Polder, Secretary Present	7. Sean Chaffee Present	10. Rob Gibbs, N&E Chair Excused
2. Tom Henning, Vice President Present	5. Laurie Robinson Present	8. Mitch Waterman Present	11. Daniel Rodriguez, ACC Chair Excused
3. Jean Maixner, Treasurer Present	6. Ray Meador Excused	9. Linda Bradley Present via Zoom	8 of 11 BOD members present.

ATTENDING:

STAFF MEMBERS: Jo Anne Jensen, General Manager
Spencer Huston, IT
Joel Heverling, Accounting Manager

CALL TO ORDER:

Keith McLean, President, called the meeting to order at 7:00 PM

1. President McLean called for motion to adopt the agenda

Motion: Move to adopt the agenda

Motion By: Vice President Henning		Seconded By: Director Bradley	
Approved: X	Not Approved:	Tabled:	Died:
In Favor: Unanimous	Against:	Abstained:	

2. Announcements

2a. Fitness center will be closed for maintenance Wednesday, September 9th from 7:30 AM – 9:00 PM. Will reopen Thursday, September 10th at 5:00 AM.

3. Property Owner Comments:

3a. A resident was following up on her issues on proxies and bylaws.

4. Continuing Business

4a. None

5. New Business

5a. Request for Approval – Ballot Measures and Explanations

5b. Request for Approval – Adoption of the 2027 Budget

Motion: Move that the SVCA Board of Directors adopt the proposed 2027 budget.

Motion By: President McLean		Seconded By: Secretary Van de Polder	
Approved: X	Not Approved:	Tabled:	Died:
In Favor: Unanimous	Against:	Abstained:	

Meeting adjourned at 7:35 PM

Approved by: _____
Taimi Van de Polder, Board of Directors Secretary

**Sudden Valley Community Association
Balance Sheet
June 30, 2026 and December 31, 2025**

	<u>Unaudited**</u> <u>Jun 30, 2026</u>	<u>Unaudited**</u> <u>Dec 31, 2025</u>	<u>Inc / (Dec)</u>
OPERATIONS			
Current Assets			
Operating Cash	\$ 712,005	\$ 496,968	\$ 215,037
Building Completion Deposit Fund	668,900	798,900	(130,000)
Member Receivables - Operations*	-	47,957	(47,957)
Other Receivables	2,763	3,445	(682)
Prepaid Expenses	209,021	91,940	117,081
Operating Lease ROU Assets	19,619	23,036	(3,417)
Inventory	9,264	5,704	3,560
Total Current Assets	1,621,572	1,467,950	153,622
Current Liabilities			
Accounts Payable	(58,218)	(173,503)	115,285
Accrued Vacation Liability	(100,361)	(78,129)	(22,232)
Accrued Payroll	-	(96,358)	96,358
Prepaid Assessments	(302,177)	(183,275)	(118,902)
Building Completion Deposits	(668,900)	(798,900)	130,000
Other Refundable Deposits	(15,176)	(11,426)	(3,750)
Operating Lease Liability	(19,619)	(23,036)	3,417
Prepaid Golf Memberships	-	(156,649)	156,649
Total Current Liabilities	(1,164,451)	(1,521,276)	356,825
Other Liabilities			
Contingent PPP Loan Liability***	(357,700)	(357,700)	-
Deferred Library Lease Revenue	(24,000)	(28,000)	4,000
Total Other Liabilities	(381,700)	(385,700)	4,000
Operating Reserve Funds			
Emergency Operating Cash	365,071	364,709	362
Undesignated Reserves Cash	354,287	314,936	39,351
Total Operating Reserve Funds	719,358	679,645	39,713
Net Operating Assets	\$ 794,779	\$ 240,619	\$ 554,160
CAPITAL			
Capital Current Assets			
CRRRF (Capital Repair & Replacement) Cash Fund	3,673,202	3,754,490	(81,288)
Roads Reserve Cash Fund	3,113,215	2,992,291	120,924
Board Density Reduction Cash Fund	150,869	150,789	80
Mailbox Cash Fund	192,095	178,900	13,195
CRRRF Capital Reserve Holding Cash	219,533	219,316	217
Mitigation Assignment of Savings Cash	49,941	49,905	36
LWWSD Assignment of Savings Cash	14,961	14,953	8
Member Receivables - Capital**	-	13,020	(13,020)
Total Capital Current Assets	7,413,816	7,373,664	40,152
Capital Fixed Assets			
Fixed Assets	17,216,992	16,681,607	535,385
Finance ROU Assets	40,266	46,977	(6,711)
Lots Held for Sale	188,858	188,858	-
Total Capital Assets	17,446,116	16,917,442	528,674
Long Term Liabilities			
CRRRF Loan 2022	(1,125,897)	(1,267,067)	141,170
Finance Leases	(42,367)	(51,608)	9,241
Total Long Term Liabilities	(1,168,264)	(1,318,675)	150,411
NET ASSETS	\$ 24,486,447	\$ 23,213,050	\$1,273,397
MEMBER EQUITY			
Member Equity			
Current Year Net Income: Operations	543,369	(52,135)	595,503
Transfers Out from Operations to Capital	-	-	-
Current Year Net Income: Capital**	730,030	1,458,960	(728,930)
Transfers Into Capital from Operations	-	-	-
Retained Earnings**	4,145,107	4,197,242	(52,135)
Capital**	19,067,942	17,608,982	1,458,960
TOTAL MEMBER EQUITY	\$ 24,486,447	\$23,213,050	\$1,273,397

* The Association's internal policy is to write off any member receivables that are 30 days past due as bad debts for internal interim financial statement purposes. As per SVCA policy, Management continues to pursue collection of these receivables via all avenues allowed by Washington State laws. In addition, the Association records and bills finance charges on receivables that are thirty days past due at 1% per month. At June 30, 2026, and December 31, 2025, the balances of receivables written off were \$868,380 and \$743,506, respectively.

** Beginning with the 2020 year end audited financial statements, Accounting Standards Codification (ASC) 606 requires issued audited financial statements to reclassify unspent capital dues revenue, including related capital transfer fee collections, as a contract liability balance (unearned revenue), which is then reversed out in future years when capital dues/capital transfer fee collections are actually expended on capital related expenditures. This particular accounting standard change is only incorporated into the issued audited financial statements and is not factored into SVCA's internal monthly statements as it would obscure the reality of monthly capital dues/capital transferee fee revenues collected for internal monthly presentation purposes. See SVCA's 2020 through 2024 audited financial statements (2024 represents the most recently issued audited statements), which fully incorporate ASC 606 and comply with Generally Accepted Accounting Principals (GAAP).

*** At 2024 year end, the Association recorded a contingent liability relating to Paycheck Protection Program (PPP) loan funds that were received in May 2020 and then forgiven by the Small Business Administration (SBA) in September 2021, which are funds that the SBA has since subsequently deemed that the Association did not qualify for because of its 501(C)(4) tax exempt status, which was communicated to the Association by the government in April 2025. This contingency was classified by the Association as probable. And upon final resolution with the SBA, the Association believes that the estimated amount of liability will be limited to the original amount of the PPP loan funds received (\$357,700) because of the fact that the Association fully disclosed its tax exempt status to the SBA during the PPP loan application process, which the government has especially acknowledged.

**Sudden Valley Community Association
Income Statement Summary**

UNAUDITED

	Current Month - June 2026			Year to Date - 6 Months Ending 6/30/2026		
	Operations & Operating Reserves	Operations Better / (Worse) Budget	Capital Reserves**	Operations & Operating Reserves	Operations Better / (Worse) Budget	Coll % Capital Reserves**
REVENUE						
Current Year Dues & Assessments Income						
Dues & Assessments Income	268,814		252,083	1,608,342		1,507,671
Bad Debt Reserve	(3,309)		(3,976)	(57,389)		(39,870)
Net Current Year Assessment Income	265,505	11,479	248,107	1,550,953	26,794	96.4% 1,467,801
Bad Debt Recoveries - Prior Years			643			13,414
Golf Income	168,251	(22,047)	-	794,384	85,241	-
Marina Income	880	(3,369)	-	246,201	4,601	-
Rec Center & Pools Income	7,614	1,228	-	13,877	2,459	-
Legal & Collections Income	-	-	-	-	-	-
Other Income	39,059	30,681	-	123,869	50,759	-
Rental Income - Other	6,705	4,648	-	9,660	3,494	-
Area Z Rental Income	668	668	-	14,577	2,872	-
Lease Income	5,882	-	-	35,289	-	-
New Home Construction Fees	8,529	(4,620)	-	79,400	(36,528)	-
Capital Gain (Loss) on Sale of Assets	-	-	504	-	-	3,004
Capital Gain (Loss) on Sale of Lots	-	-	-	-	-	-
Investment Income	479	(271)	3,042	3,019	(1,481)	17,854
Total Revenue	503,572	18,397	252,296	2,871,229	138,211	1,502,073
EXPENSES						
Salaries & Benefits	233,044	6,602	-	1,161,803	75,358	-
Contracted & Professional Services	33,526	1,414	-	155,932	(12,303)	-
CC&Rs/ Mandates	31,440	8,747	-	217,986	30,636	-
Maintenance & Landscaping	35,222	8,579	-	261,425	26,609	-
Utilities	33,662	(7,326)	-	131,105	(14,419)	-
Administrative	17,937	4,444	-	114,791	(681)	-
Regulatory Compliance	13,168	6,352	-	130,404	38,572	-
Insurance Premiums	20,532	972	-	116,732	10,801	-
Other Expenses	-	292	-	-	4,346	-
Depreciation Expense	-	-	144,367	-	-	733,674
Closing Costs - Lot Sales	-	-	-	-	-	-
Interest expense	-	-	3,991	-	-	25,349
Total Expenses	418,531	30,076	148,358	2,290,178	158,919	759,023
Net Income (Loss)	85,041	48,473	103,938	581,051	297,130	743,050
Net UDR Activity for Operations						
Bylaws and Rules & Reg Revisions-WUCIOA	-			(7,130)		
2026 Community Survey & Support	(9,200)			(18,400)		
Net Income (Loss) with Board Approved UDR	75,841	48,473	103,938	555,521	297,130	743,050
Other Activity						
Net Other UDR Activity*	10,277			54,035		
AR Accrual - Prior Year Reversal	-		-	(47,957)		(13,020)
AR Accrual - Current Year	-		-	-		-
Lease Income- Library Prepaid Recognized	667			4,000		
Vacation Liability Accrual	(595)			(22,231)		
Total Other Activity	10,348		-	(12,153)		(13,020)
Grand Total Activity	86,189	48,473	103,938	543,369	297,130	730,030

*Prior year recoveries for operations are deposited into the Undesignated Reserve Account (UDR).

**Refer to the last footnote on the Balance Sheet (prior page) for a discussion of Accounting Standards Codification (ASC) 606 and capital dues revenue collections.

Sudden Valley Community Association
Reserve Cash Balance & Activity
6 Months Actuals, 6 Months Projected

UNAUDITED

UNAUDITED

	Capital Reserve Funds						Operating Reserve Funds			
	CRRRF	Roads	CRRRF Capital Reserve Holding Cash	Board Density Reduction	Mailbox	Mitigation Assignment of Savings*	Total Capital Reserve Funds	Emergency Ops	UDR	Total Operating Reserve Funds
Net Available Cash 12/31/2025	3,754,490	2,992,291	219,316	150,789	178,900	64,858	\$ 7,360,644	364,709	314,936	\$ 679,645
Dues Received	732,137	728,775		-	13,014		1,473,926	-	66,649	66,649
Storm Water Mitigation Plan Fee		-					-			-
Investment Income	9,372	7,959	217	81	181	44	17,854	362	318	680
Sale of Assets	3,004						3,004			-
Sale of Lots (Net Proceeds)				-			-			-
Mitigation Release	-	-				-	-			-
2026 Expenditures	(825,801)	(615,810)	-	-	-		(1,441,611)		(27,616)	(27,616)
Net Available Cash at 6/30/2026	3,673,202	3,113,215	219,533	150,869	192,095	64,902	\$ 7,413,816	365,071	354,287	\$ 719,358
6 Month Outlook										
Outlook - 2026 Dues (95% collections)	711,159	705,653			12,611		\$ 1,429,423			\$ -
Outlook - Prior Year Collections	9,631	9,557			171		19,358		20,642	20,642
CRRRF Loan Payments for year 2026	(166,520)						(166,520)			-
Obligated Expenses/Holdings	(1,064,399)	(1,283,013)	(219,533)			(64,902)	(2,631,847)		(2,870)	(2,870)
Net Usable Cash Balance 12/31/2026	3,163,073	2,545,412	-	150,869	204,877	-	\$ 6,064,231	365,071	372,059	\$ 737,129
Board Recommended Carryover Balance	(600,000)	(500,000)					\$ (1,100,000)			\$ -
Net Usable Cash 12/31/2026, After Recommendation	\$ 2,563,073	\$ 2,045,412	\$ -	\$ 150,869	\$ 204,877	\$ -	\$ 4,964,231	\$ 365,071	\$ 372,059	\$ 737,129
Net Current Year Cash Increase (Decrease)	(591,417)	(446,879)	(219,316)	81	25,977	(64,858)	\$ (1,296,413)	362	57,123	\$ 57,484

*Note, when mitigation period has ended, unspent funds will be returned to the source account, Roads and CRRRF.

Sudden Valley Community Association
Operations - By Department
June 1, 2026 to June 30, 2026
CURRENT MONTH

Whole \$

UNAUDITED

<u>Department</u>	<u>Actual Revenue</u>	<u>Revenue B / (W)</u>	<u>Actual Salary Benefits</u>	<u>Salary & Benefits B / (W)</u>	<u>Actual Other Expense *</u>	<u>Other Exp B / (W)*</u>	<u>Net Income / (Loss) *</u>	<u>Net B / (W)*</u>
ACC / Security	9,529	(4,164)	7,929	(580)	31,671	22,185	(30,071)	17,441
Accounting	4,158	1,052	30,394	640	4,177	(775)	(30,413)	917
Administration	25,606	25,207	37,482	(2,930)	13,434	(2,489)	(25,310)	19,788
Common Costs	7,240	3,157	-	-	35,773	(215)	(28,533)	2,942
Facilities	6,549	501	4,687	518	19,182	(3,836)	(17,320)	(2,817)
Maintenance	-	-	33,857	(4,697)	17,073	(5,050)	(50,930)	(9,747)
Subtotal	53,082	25,753	114,349	(7,049)	121,310	9,820	(182,577)	28,524
Golf	168,251	(22,047)	82,171	3,801	40,933	12,229	45,147	(6,017)
Marina	2,413	(2,831)	-	-	1,556	(21)	857	(2,852)
Rec/ Pools/ Parks	14,319	6,043	36,524	9,850	21,686	1,446	(43,891)	17,339
Subtotal	184,983	(18,835)	118,695	13,651	64,175	13,654	2,113	8,470
Subtotal Operations before Ops Dues	238,065	6,918	233,044	6,602	185,485	23,474	(180,464)	36,994
Ops Dues Earned	268,814						268,814	
Curr Yr Bad Debts Activity	(3,309)						(3,309)	
Net Ops Dues	<u>265,505</u>	<u>11,479</u>					<u>265,505</u>	<u>11,479</u>
Net Operations	<u>503,570</u>	<u>18,397</u>	<u>233,044</u>	<u>6,602</u>	<u>185,485</u>	<u>23,474</u>	<u>85,041</u>	<u>48,473</u>
Net BOD Approved UDR Activity for Operations								
Bylaws and Rules & Reg Revisions-WUCIOA	-		-		-		-	
2026 Community Survey & Support	-		-		9,200		(9,200)	
Net Operations with Board Approved UDR	<u>503,570</u>	<u>18,397</u>	<u>233,044</u>	<u>6,602</u>	<u>194,685</u>	<u>23,474</u>	<u>75,841</u>	<u>48,473</u>
Other Operating Activity								
UDR Activity	10,478				201		10,277	
AR Accrual - Prior Year Reversal	-				-		-	
AR Accrual - Current Year	-				-		-	
Lease Income- Library Prepaid Recognized	667				-		667	
Vacation Liability Accrual	-				595		(595)	
Total Other Operating Activity	<u>11,145</u>				<u>796</u>		<u>10,348</u>	
Grand Total Operations Activity	<u>514,715</u>	<u>18,397</u>	<u>233,044</u>	<u>6,602</u>	<u>195,481</u>	<u>23,474</u>	<u>86,189</u>	<u>48,473</u>

* Excludes Depreciation

B / (W) = Better / (Worse) Than Budget

Sudden Valley Community Association
Operations - By Department
January 1, 2026 to June 30, 2026
YEAR TO DATE

Whole \$

UNAUDITED

<u>Department</u>	<u>Actual Revenue</u>	<u>Revenue B / (W)</u>	<u>Actual Salary Benefits</u>	<u>Salary & Benefits B / (W)</u>	<u>Actual Other Expense *</u>	<u>Other Exp B / (W)*</u>	<u>Net Income / (Loss) *</u>	<u>Net B / (W)*</u>
ACC / Security	101,192	(43,363)	46,382	(3,452)	270,624	53,816	(215,814)	7,001
Accounting	17,292	(809)	179,266	1,955	29,304	(809)	(191,278)	337
Administration	59,256	57,075	212,382	(9,825)	105,350	(28,366)	(258,476)	18,884
Common Costs	24,861	361	-	-	212,574	33,274	(187,713)	33,635
Facilities	49,866	1,872	27,611	28	94,144	2,912	(71,889)	4,812
Maintenance	-	-	181,937	12,162	52,043	(1,401)	(233,980)	10,761
Subtotal	252,467	15,136	647,578	868	764,039	59,426	(1,159,150)	75,430
Golf	794,384	85,241	387,204	45,653	278,155	17,366	129,025	148,260
Marina	249,890	4,089	-	-	9,780	6,268	240,110	10,357
Rec/ Pools/ Parks	23,537	6,953	127,021	28,837	76,403	499	(179,887)	36,289
Subtotal	1,067,811	96,283	514,225	74,490	364,338	24,133	189,248	194,906
Subtotal Operations before Ops Dues	1,320,278	111,419	1,161,803	75,358	1,128,377	83,559	(969,902)	270,336
Ops Dues Earned	1,608,342						1,608,342	
Curr Yr Bad Debts Activity	(57,389)						(57,389)	
Net Ops Dues	1,550,953	26,794					1,550,953	26,794
Net Operations	2,871,231	138,213	1,161,803	75,358	1,128,377	83,559	581,051	297,130
Net BOD Approved UDR Activity for Operations								
Bylaws and Rules & Reg Revisions-WUCIOA	-		-		7,130		(7,130)	
2026 Community Survey & Support	-		-		18,400		(18,400)	
Net Operations with Board Approved UDR	2,871,231	138,213	1,161,803	75,358	1,153,907	83,559	555,521	297,130
Other Operating Activity								
UDR Activity	56,211				2,175		54,036	
AR Accrual - Prior Year Reversal	(47,957)				-		(47,957)	
AR Accrual - Current Year	-				-		-	
Lease Income- Library Prepaid Recognized	4,000				-		4,000	
Vacation Liability Accrual	-				22,231		(22,231)	
Total Other Operating Activity	12,254				24,406		(12,152)	
Grand Total Operations Activity	2,883,485	138,213	1,161,803	75,358	1,178,313	83,559	543,369	297,130

* Excludes Depreciation

B / (W) = Better / (Worse) Than Budget

SUDDEN VALLEY COMMUNITY ASSOCIATION - LOTS & DUES ANALYSIS 2026

	SVCA Owned Lots																											LLE & CTB	Dues Exempt	Total Non Billable Lots	Total All Lots		
	Actual Year Prepaid			Actual Current			Actual 1 Mth Due		Actual 2 Mth Due		Actual 3 Mth Due		Actual 4+ Mth Due		Pmt Plans		Total Prepaid & Current			Total Not Current			Total Billable Lots			Restricted							
	Vac	Dev	Total	Vac	Dev	Total	Vac	Dev	Vac	Dev	Vac	Dev	Vac	Dev	Vac	Dev	Vac	Dev	Total	Vac	Dev	Total	Vac	Dev	Total	Perm	WD10					Avail.	Total
Jan	15	84	99	265	2,534	2,799	18	93	4	20	3	9	19	40	2	12	280	2,618	2,898	46	174	220	326	2,792	3,118	775	1	1	777	740	6	1,523	4,641
Feb	18	90	108	265	2,521	2,786	10	85	7	29	4	12	20	43	2	12	283	2,611	2,894	43	181	224	326	2,792	3,118	775	1	1	777	740	6	1,523	4,641
Mar	19	91	110	260	2,540	2,800	18	70	1	22	3	13	23	43	2	13	279	2,631	2,910	47	161	208	326	2,792	3,118	775	1	1	777	740	6	1,523	4,641
Apr	19	96	115	266	2,564	2,830	11	53	3	10	2	10	23	46	2	13	285	2,660	2,945	41	132	173	326	2,792	3,118	775	1	1	777	740	6	1,523	4,641
May	19	102	121	263	2,564	2,827	10	44	5	15	2	4	25	50	2	13	282	2,666	2,948	44	126	170	326	2,792	3,118	775	1	1	777	740	6	1,523	4,641
Jun	22	116	138	258	2,517	2,775	13	73	4	17	1	9	25	47	2	13	280	2,633	2,913	45	159	204	325	2,792	3,117	775	1	1	777	741	6	1,524	4,641
Jul	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Aug	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sep	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Oct	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Nov	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Dec	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

LLE = Lot Line Eraser
CTB = Covenant to Bind

		Sudden Valley Community Association - Capital Project Report									
		CRRRF Projects Open in 2026									
		Updated as of			6/30/2026						
								A	B	A-B	
	BOARD APPROVED PROJECT						BUDGETED		Acctg Funds Obligated		
Cost Manager	Approval Date	GL	Project Name	Fund	Status		Board Approved	Total Invoiced			
Golf Director	11/5/20	9721.01	Golf Cart Fleet	CRRRF	Closed	●	183,900	183,900	-	LE	
Maint Manager	10/27/22 & 10/12/23 & 8/22/24	9722.08	Area Z Maintenance Facility Remodel	CRRRF	Open	●	503,898	502,067	1,832		
GM	1/12/23 & 4/25/24 & 5/22/25	9723.04	Austin Creek Repair Design & Permitting	CRRRF	Open	●	34,585	18,537	16,048		
GM	3/9/23	9723.07	Website Improvements	CRRRF	Open	●	10,483	9,459	1,024		
Golf Director	12/14/23	9723.17	10 Additional Golf Carts Lease	CRRRF	Open	●	81,600	33,217	48,383	LE	
Maint Manager	1/25/24	9724.012	Turf Building Remodel-Permit/Design	CRRRF	Open	●	9,755	9,736	19		
Maint Manager	5/22/25 & 8/28/25	9724.013	Turf Building Remodel-Construction	CRRRF	Open	●	115,691	108,056	7,635		
Maint Manager	2/22/24 & 8/28/25 & 2/26/26	9724.06	Club House HVAC 20 Ton Design/permitting/Constructio	CRRRF	Open	●	214,114	191,843	22,271		
Maint Manager	7/25/24	9724.09	Fencing (Adult Cntr/Area Z/Turfcare) & Area Z RV Stora	CRRRF	Open	●	71,851	71,202	649		
Turf Manager	9/26/24	9724.11	#2 Golf Bridge Repair	CRRRF	Open	●	25,460	25,673	(213)	X	
Maint Manager	4/10/25	9725.05	Marina Directional Signage	CRRRF	Open	●	15,000	1,937	13,063		
Maint Manager	4/10/25	9725.06	Gate 2 & Welcome Center Directional Signage	CRRRF	Open	●	20,000	4,466	15,534		
Turf Manager	1/22/26	9726.01	NH 42 HP Tractor Model #TN55 Replacement	CRRRF	Open	●	48,048	48,048	-		
Turf Manager	2/12/26	9726.02	2026 Golf Bridge Repairs (#1 & #4)	CRRRF	Open	●	59,056	59,055	1		
Turf Manager	2/26/26	9726.03	2026 Turfcare Equipment Replacement	CRRRF	Open	●	232,506	93,682	138,823		
GM	2/26/26 & 5/28/26	9726.04	Marina Tennis Court Refurb-Design/Permitting/Construc	CRRRF	Open	●	385,460	23,418	362,042		
GM	3/26/26	9726.05	Marina Security System Upgrade	CRRRF	Open	●	19,318	19,800	(481)	X	
GM	4/9/26	9726.06	Barn 6 Design & Permitting	CRRRF	Open	●	253,924	43,981	209,944		
GM	4/23/26	9726.07	Off-Leash Dog Park Fence	CRRRF	Open	●	70,067	11,353	58,713		
GM	4/23/26	9726.08	Marina Community Park Playground Improvements	CRRRF	Open	●	24,376	5,730	18,646		
Golf Director	3/26/26	9726.09	Golf Driving Range Equipment	CRRRF	Open	●	22,378	22,386	(7)	X	
GM	5/28/26	9726.10	Replacement of Security Vehicles	CRRRF	Open	●	60,000	58,924	1,076		
GM	5/28/26	9726.11	Fitness Center Equipment (Cardio & Weights)	CRRRF	Open	●	125,000	-	125,000		
GM	6/11/26	9726.12	2026 Clubhouse Renovations	CRRRF	Open	●	23,697	-	23,697		
				Open Projects Total, CRRRF			\$ 2,610,168	\$ 1,546,471	\$ 1,063,697		
		LE	These line items represent five-year finance leases, which means the obligated costs will be spread out over five-year periods.								
		X	Overbudget amounts will be charged to operations.								
									Adjusted Balance		
									\$ 1,064,399		



Sudden Valley Community Association

1850 Lake Whatcom Boulevard, Bellingham WA 98229
360-734-5320 www.suddenvalley.com

BOARD OF DIRECTORS MEMO

To: Sudden Valley Community Association Board of Directors
From: Jo Anne Jensen, General Manager
Date: September 10, 2026
Subject: Micro Mobility Vehicles

Purpose

The purpose of this memo is to frame a discussion about the use of micro-mobility vehicles in Sudden Valley and to provide information about how the state, county, and other organizations are seeking to regulate the use of these small motorized vehicles.

Background

WA State passed Senate Bill 6110 in March of 2026 and it became effective on June 11, 2026. This new law establishes a classification system for electric-assisted bicycles and electric motorcycles, defines where each type of vehicle can be used, and implements age-restrictions for use on public land. The bill also declares an emergency, noting that “The legislature recognizes the recent proliferation of electric motorcycle use statewide, especially among teenagers and young adults. . . .there is a growing need to focus on the differences between electric-assisted bicycles and electric motorcycles to provide a clear means of regulating each type of vehicle.”

Here in Sudden Valley, there has been a slow but steady stream of complaints about the use of micro-mobility vehicles since the Spring. Almost always, the complaints have arisen from the fear that someone could be injured. Either the riders are going too fast, they are riding in an inappropriate area, they are not wearing protective gear, or they are operating the vehicles on the roadways without proper regard for other larger vehicles.

Given these two circumstances, it is appropriate for SVCA to consider creating rules to regulate the use of golf carts, e-bikes, e-motorcycles, mopeds, and scooters that align with State and County laws while ensuring that SVCA’s roadways, parks, trails, and common spaces remain safe.

Materials for Review

The following documents are attached for your review:

- Overview of micro-mobility vehicles and regulations (From Advocates Law)
- Background Materials prepared for Whatcom County Parks & Recreation Commission
- Senate Bill 6110
- RCW 46.08.175 Golf Cart Zones
- RCW 46.37.350 Motorcycles, motor-driven cycles, mopeds, electric-assisted bicycles
- WAC 504-15-930 Bicycles, skateboards, scooters, and other micromobility devices

- Foot Scooter Resource Sheet
- Guide to Micromobility Vehicle Laws
- Two member complaints about e-bikes

Topics for Discussion

- Where should micro-mobility vehicles be prohibited?
- Where should micro-mobility vehicles be allowed?
- Does the season of the year or the time of day change how or where these vehicles can be used?
- How should these areas be designated?
- Should SVCA impose restrictions on use in addition to the current state statutes?
- Does SVCA need more information before formulating rules?
- Is a task force necessary to study this issue further?
- What is the best way to get member feedback on new rules proposed for the vehicles?
- How can the new rules be enforced?
- What follow up actions are needed?

<https://www.advocateslaw.com/blog/washington-state-micro-mobility-vehicle-regulations/>

In Washington State, the surge in personal mobility options like electric scooters, mopeds, and e-bikes has reshaped how people navigate cities. In [Seattle](#), you'll often see commuters weaving through Pike Place Market's narrow streets or crossing the busy thoroughfares of Capitol Hill, where public transit options are limited. In [Spokane](#), paths like the Centennial Trail are frequented by both locals and visitors who prefer an eco-friendly alternative to cars, particularly on sunny weekends when parking can be scarce.

Understanding Washington's regulations on these vehicles is essential for a safe, smooth ride across its diverse cityscapes.

What is Micro Mobility?

Micro-mobility is all about convenient, short-distance travel options in busy urban areas. You've probably noticed electric scooters, shared bikes, and even Segways popping up all over cities since around 2010. With the simple scan of a QR code, you're ready to hop on and go, bridging the gap for those trips that are just a bit too long to walk. These small, easy-to-use vehicles have quickly become popular with both locals and tourists, making it easier to reach the last leg of your journey, whether it's from a transit stop to work or exploring the city more sustainably.

Mopeds

It's commonly believed that "moped" and "scooter" refer to the same type of vehicle, yet they're actually distinct, each with unique regulations and licensing requirements. Although both may have two or three wheels, mopeds are smaller and designed for lower speeds compared to scooters. Mopeds typically have compact engines, limited to a maximum of 30 miles per hour. Generally, a moped's engine is under 50 cubic centimeters, while a scooter engine is usually 50 cubic centimeters or larger.

Moped Regulations in Washington State

In Washington State, moped operators must follow specific guidelines set by the [Washington State Legislature](#):

- **License Requirements:** No special license or endorsement is needed if the moped has an engine under 50 cubic centimeters, cannot exceed 30 mph, and produces less than 2 brake horsepower. However, a valid Washington driver's license is mandatory, along with registration for the moped.

- **Insurance:** Unlike motorcyclists, moped owners aren't required to carry liability insurance.
- **Highway Usage:** Mopeds must be registered with an assigned registration number and display a valid moped permit to be operated on state highways.
- **Path and Sidewalk Restrictions:** It is unlawful to operate a moped on bicycle paths, bikeways, equestrian trails, hiking paths, recreational trails, or sidewalks. This restriction also applies to motorized foot scooters and class 3 electric-assisted bicycles.
- **Muffler and Pollution Control:** Removing muffling devices or pollution control components from a moped is illegal.
- Lane splitting—driving between lanes of slow or stopped traffic in the same direction—is illegal for motorcycles, scooters, and mopeds in Washington.

Violating this law can result in:

- A fine of \$386.
- Possible impoundment of your vehicle.

Electric Bikes & Scooters in Washington State

In Washington State, electric-assisted bicycles (e-bikes) and motorized foot scooters are subject to specific regulations that facilitate their use in the transportation landscape:

- **Highway Access:** Both e-bikes and motorized foot scooters are allowed on state highways and can be parked in a manner similar to traditional bicycles.
- **Shared-Use Paths:** Class 1 and Class 2 e-bikes are generally allowed on shared-use paths and designated bicycle lanes, while Class 3 models are often restricted depending on local regulations. However, local jurisdictions and state agencies have the authority to impose restrictions on their use, which may differ across locations. Uniform regulations are required for shared paths that cross different jurisdictions to ensure enforceability.
- **EPAMD Regulations:** The operation of Electric Personal Assistive Mobility Devices (EPAMDs) may be regulated under specific conditions. Municipalities may prohibit their use on public highways where speed limits exceed 25 mph and can also impose speed limits in areas with heavy pedestrian traffic. Additionally, local governments may regulate EPAMD usage in recreational or conservation areas to ensure safety and coexistence with other users.

E-Bike Classes: What Changes Between Them?

Not all e-bikes are treated the same under Washington law. The differences affect **where you can ride and how you're expected to behave on the road or trail.**

Class 1 E-Bikes:

Class 1 e-bikes are equipped with a motor that provides assistance only when the rider is pedaling. The motor ceases to assist once the bicycle reaches a speed of 20 mph. These bicycles are designed to enhance the pedaling experience while promoting physical activity, making them suitable for a range of cyclists. Class 1 e-bikes are allowed to be operated on all designated bicycle paths and trails, ensuring access to a variety of recreational areas, unless local regulations impose specific prohibitions.

Class 2 E-Bikes:

In contrast, Class 2 e-bikes feature a motor that can engage independently of pedaling. This means that riders can use a throttle to activate the motor without the need to pedal. Like Class 1 e-bikes, the motor assistance for Class 2 bikes also cuts off at 20 mph. These bikes offer greater flexibility for riders who may prefer a less physically demanding mode of transport. Class 2 e-bikes share similar access rights to Class 1 e-bikes, being allowed on bicycle paths and trails, subject to local jurisdiction restrictions.

Class 3 E-Bikes:

Class 3 e-bikes provide pedal-assisted speeds of up to 28 mph, making them noticeably faster than other e-bike categories. Unlike Class 1 and Class 2 models, they are designed to operate closer to traffic speed rather than recreational cycling pace.

Because of that, their access is more limited. Generally allowed on roads and certain bike lanes. Will be typically **not permitted on sidewalks or shared-use paths** and subject to additional local restrictions depending on the area

Scooter Regulations in Washington State

In Washington, scooters have a few unique rules to keep riders safe and in compliance with state law. Generally, a scooter has two or three wheels, a 50cc engine or larger, and can go faster than 30 miles per hour. Unlike many states, Washington does not require riders to register scooters or hold a driver's license. While there's no state helmet requirement, it's important to remember that safety gear is still a smart choice.

Washington is one of the few states that restricts scooters from being ridden on sidewalks, keeping pedestrian areas safer. Where scooters are allowed, they can typically travel between 10 and 20 miles per hour. If you're riding on a road or bicycle lane, the top speed

limit is 15 miles per hour. And, if you're riding at night, the scooter must have reflectors approved by the state patrol—making it illegal to ride in the dark without them.

Each city may have additional requirements. For example, in Battle Ground, riders must be 16 or older to operate a scooter in public areas, and helmets are required for everyone. Passengers aren't allowed, and scooters must have lights for night use, brakes that can skid on dry pavement, and mufflers to control noise. Scooters should also have a motor that can be disengaged when necessary.

Finally, using scooters on sidewalks, public walkways, city parks, and roads with speed limits over 25 miles per hour is prohibited. Additionally, operating a scooter in a reckless or negligent way is against the law, emphasizing the need for responsible riding. By following these rules, riders can enjoy their scooters while keeping Washington's roads and trails safer for everyone.

the Advocates
FOR BATTLE GROUND

A GUIDE TO SIDEWALK USAGE IN WASHINGTON

VEHICLE IMAGE	VEHICLE TYPE	REQUIRES REGISTRATION	ALLOWED ON HIGHWAYS	ALLOWED ON SIDEWALKS
	MOTORCYCLES	YES	YES	NO
	E-BIKES	NO	YES	NO, WITH SOME LOCAL EXCEPTIONS FOR CLASS 1 OR 2
	KICK SCOOTERS	NO	NO	NO
	PERSONS ON KICK SCOOTERS	NO	NO, GENERALLY ONLY ALLOWED ON ROADS WITH 25 MPH SPEED LIMIT OR LOWER	RESTRICTED IN HIGH-PEDESTRIAN AREAS; LOCAL RULES VARY

Battle Ground Scooter-Specific Rules

The city of Battle Ground has established its own rules for electric and motorized foot scooters, prioritizing safety and community standards:

- **Minimum Age:** Riders must be at least 16-years-old to operate a scooter in public areas.
Helmet Requirement: All riders, regardless of age, must wear an approved helmet with a secure chin or neck strap.
- **Passenger Restrictions:** Only one person per scooter; no passengers are allowed.
Night Use: Scooters must have a front lamp that meets specific brightness standards, along with proper reflectors.
- **Braking and Mufflers:** Scooters must have brakes that can cause a controlled skid on dry pavement and mufflers to control noise.
- **Drive Motor:** Scooters need the ability to disengage the motor when needed.
- **Prohibited Areas:** Scooters are banned from sidewalks, city-owned parking lots, parks, and any streets with speed limits over 25 mph.

In Conclusion

Navigating Washington's streets with electric scooters, mopeds, and e-bikes can be a fun and eco-friendly way to explore the city. However, it's crucial to prioritize safety while enjoying these convenient travel options. By following state regulations and local guidelines—such as adhering to speed limits, wearing helmets, and respecting designated riding areas—riders can ensure a safer experience for themselves and others.

E-Bike Background Discussion Materials for Whatcom County Parks & Recreation Commission

The attached materials are provided for discussion purposes and summarize current state law, selected examples from other jurisdictions and land managers, and potential policy questions for consideration. They are not intended to be a comprehensive legal analysis or official interpretation of applicable laws, regulations, or agency policies.

Senate Bill 6110, Effective 6/11/26

- **Class 1:** Pedal-assist only, stops at 20 mph. Allowed where traditional bikes ride.
- **Class 2:** Throttle-powered, stops at 20 mph. Allowed on roads and most bike paths.
- **Class 3:** Pedal-assist only, stops at 28 mph. Minimum age of 16. Class 3 bikes are prohibited on sidewalks and soft-surface trails.

Where to Ride

Legal e-bikes share the road, but trail and sidewalk access varies:

- **Roadways:** Allowed on all roads and bike lanes, unless specifically prohibited.
- **Sidewalks:** Permitted for Class 1 and 2, but illegal for Class 3.
- **Trails:** Local municipalities and state agencies (like the [WA DNR](#)) manage trail-specific access for the different e-bike classes.

Youth & Teen Restrictions

Lawmakers added safety restrictions for younger riders regarding high-powered models:

- Riders under 16 are prohibited from operating e-bikes with motors exceeding 750 watts and traveling faster than 20 mph.
- Minors operating these reclassified devices face potential citations.
- Riders 16 and older must carry a valid driver's license or permit when riding these heavy-duty cycles.

Current Local Laws

Bellingham

- E-bikes are allowed on city-owned multi-purpose trails, park roads, and city streets.
- Riders must follow the state's three-class system.

- The city enforces a strict **15 mph speed limit** for all bikes in parks and on Greenways trails.

Galbraith Mountain

- Only Class 1 e-bikes are allowed. All other e-bike classes, throttled bikes, and electric motorcycles are strictly prohibited.

Electric Motorcycles

The state separates motorized cycles into clear legal categories.

- **Electric Motorcycles:** Cycles that lack functioning pedals, exceed 750 watts, or travel at higher speeds without pedaling.
- **Licensing Requirements:** E-motorcycle riders must hold a valid driver's license with a motorcycle endorsement.
- **Registration:** E-motorcycles must be registered with the [WA Department of Licensing](#) and display a license plate.

Legislative Process and Implementation

- The Department of Licensing to form a work group to develop a regulatory framework. The group includes transportation, safety, local government, nonprofit, and tribal representatives.
- Tasks include defining classifications, registration, licensing, safety rules, enforcement, penalties, and consumer disclosures.
- Interim report due December 15, 2026; final report by October 31, 2027.
- Bill passed in March 2026, with specific effective dates for different sections.
- Recognizes the need for updated regulations to address electric motorcycle use and safety.
- The act declares an emergency for immediate effect.

Fuzzy Areas

- New law doesn't appear to supersede local municipalities and/or DNR with regard to trail access, leaving room for interpretation.
- How will the law be enforced and by whom? State or local municipalities?
- Does this new law change local trail access for e-bikes at all?

Electric vehicle	Specs	Description	Forest Service	DNR	WA Parks
E-bike Class 1	Standard mountain bike sizes. Weigh between 40-70 pounds. ¹	Motor assisted bicycle that provides assistance only when pedaling. The motor stops assisting at 20mph.	Allowed on motorized trails and roads on national forests and grasslands. ²	Motorized trails and forest roads that are open to bikes and motorized use ³	Park roads, trails that allow bicycle use, long distance trails (most are rail trails). Prohibited on non-motorized natural surface trails. ⁴
E-bike Class 2	Standard mountain bike sizes. Weigh between 40-70 pounds. ¹	Motor that can be used exclusively via a throttle. Maximum speed via throttle assist is 20mph.	Allowed on motorized trails and roads on national forests and grasslands. ²	Motorized trails and forest roads that are open to bikes and motorized use. ³	Park roads, long distance trails (most are rail trails). Prohibited on non-motorized natural surface trails. ⁴
E-bike Class 3	Standard mountain bike sizes. Weigh between 40-70 pounds. ¹	Motor assisted bicycle that provides assistance only when pedaling. The motor stops assisting at 28mph.	Allowed on motorized trails and roads on national forests and grasslands. ²	Motorized trail and forest roads open to motorized use. ³	Park roads, trails that allow bicycle use, long distance trails (most are rail trails). Prohibited on non-motorized natural surface trails. ⁴

Other Electric Vehicle Types

Electric vehicle	Specs	Description	Forest Service	DNR	WA Parks
Electric Onewheel ⁵	Weight 29 pounds.	Skateboard type device that has one large wheel in the center.	Depends on land manager.	Depends on land manager.	Depends on land manager.
Electric Dirt Bike Smaller style: i.e. Sur-Ron ⁶ or Talaria ⁷	Weight 120-145 pounds. Dimensions between a mountain bike and a dirt bike.	A dirt bike that is powered by an electric motor with speed controlled by a throttle. Max speed of 47 mph.			
Electric Dirt Bike ⁸	Average weight of 250 pounds. Normal dirt bike dimensions.	A dirt bike that is powered by an electric motor with speed controlled by a throttle. Max speed 65+ mph.	License/plate or registration and non-highway decal. Allowed on roads and trails that allow motorized use. *varies per ranger district* ⁹	Roads and trails marked for authorized off road vehicle use. ¹⁰	Allowed according to individual park rules (where standard ORVs are allowed). ¹¹
Electric ATV ¹²	Weighs up to 800 pounds.	ATV, aka quad, powered by an electric motor with speed controlled by a throttle. Max speed usually 40 mph. ¹³	License/plate or registration and non-highway decal. Allowed on roads and trails that allow motorized use. *varies per ranger district* ⁹	Roads and trails marked for authorized off road vehicle use. ¹⁰	Allowed according to individual park rules (where standard ORVs are allowed). ¹¹

Electric Side by Side ¹⁴	Weight from 800-1700 pounds.	Multiperson 4 wheeled vehicle with an electric motor and speed controlled by a pedal. Max speed usually 40 mph	License/plate or registration and non-highway decal. Allowed on roads and trails that allow motorized use. *varies per ranger district ⁹	Roads and trails marked for authorized off road vehicle use. ¹⁰	Allowed according to individual park rules (where standard ORVs are allowed) ¹¹
“Not a Wheelchair” Four wheeled bike ¹⁵	Weight 130 pounds. 32 inches wide, 64 inches long. 7 inches ground clearance.	Four wheeled bike with an electric motor with speed controlled by a throttle. Max speed 12 mph.	Other Power-Driven Mobility Device, allowed per ADA rules ¹⁶	Other Power-Driven Mobility Device, allowed per ADA rules	Other Power-Driven Mobility Device, allowed per ADA rules ¹⁷
Electric Snowmobile ¹⁸	Weight 750 pounds. 44 inches wide, 129 inches long.	Snowmobile with an electric motor with speed controlled by a throttle. Speed of 60+ mph.	Depends on land manager.	Depends on land manager.	Depends on land manager.

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<https://www.atv.com/products/electric-atvs-a-consumers-guide-1625.html>

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CERTIFICATION OF ENROLLMENT
ENGROSSED SUBSTITUTE SENATE BILL 6110

Chapter 159, Laws of 2026

69th Legislature
 2026 Regular Session

ELECTRIC MOTORCYCLES AND ELECTRIC-ASSISTED BICYCLES

EFFECTIVE DATE: June 11, 2026—Except for section 3, which takes
 effect March 23, 2026.

Passed by the Senate March 10, 2026
 Yeas 44 Nays 4

DENNY HECK

President of the Senate

Passed by the House March 4, 2026
 Yeas 91 Nays 3

LAURIE JINKINS

**Speaker of the House of
 Representatives**

Approved March 23, 2026 3:40 PM

CERTIFICATE

I, Sarah Bannister, Secretary of
 the Senate of the State of
 Washington, do hereby certify that
 the attached is **ENGROSSED
 SUBSTITUTE SENATE BILL 6110** as
 passed by the Senate and the House
 of Representatives on the dates
 hereon set forth.

SARAH BANNISTER

Secretary

FILED

March 24, 2026

BOB FERGUSON

Governor of the State of Washington

**Secretary of State
 State of Washington**

ENGROSSED SUBSTITUTE SENATE BILL 6110

AS AMENDED BY THE HOUSE

Passed Legislature - 2026 Regular Session

State of Washington 69th Legislature 2026 Regular Session

By Senate Transportation (originally sponsored by Senators Shewmake, Llias, Dhingra, and Nobles)

READ FIRST TIME 02/02/26.

1 AN ACT Relating to addressing electric-assisted bicycles and
2 electric motorcycles; amending RCW 46.04.169; adding a new section to
3 chapter 46.08 RCW; creating a new section; and declaring an
4 emergency.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

6 NEW SECTION. **Sec. 1.** A new section is added to chapter 46.08
7 RCW to read as follows:

8 The legislature recognizes the recent proliferation of electric
9 motorcycle use statewide, especially among teenagers and young
10 adults. The legislature also recognizes that there is a growing need
11 to focus on the differences between electric-assisted bicycles and
12 electric motorcycles to provide a clear means of regulating each type
13 of vehicle. While this work is occurring, the legislature recognizes
14 that the current definitions of "motorcycle" and "moped" apply to
15 many of the vehicles excluded from the "electric-assisted bicycle"
16 definition in RCW 46.04.169.

17 **Sec. 2.** RCW 46.04.169 and 2018 c 60 s 1 are each amended to read
18 as follows:

19 (1) "Electric-assisted bicycle" means a bicycle with two or three
20 wheels, a saddle, fully operative pedals for human propulsion, and an

electric motor. The electric-assisted bicycle's electric motor must have a power output of no more than ~~((seven hundred fifty))~~ 750 watts. The electric-assisted bicycle must meet the requirements of one of the following three classifications:

~~((1))~~ (a) "Class 1 electric-assisted bicycle" means an electric-assisted bicycle in which the motor provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of ~~((twenty))~~ 20 miles per hour;

~~((2))~~ (b) "Class 2 electric-assisted bicycle" means an electric-assisted bicycle in which the motor may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of ~~((twenty))~~ 20 miles per hour; or

~~((3))~~ (c) "Class 3 electric-assisted bicycle" means an electric-assisted bicycle in which the motor provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of ~~((twenty-eight))~~ 28 miles per hour and is equipped with a speedometer.

(2) "Electric-assisted bicycle" does not include:

(a) Any vehicle capable of exceeding 20 miles per hour on solely its electric motor; or

(b) Any vehicle that is designed, manufactured, or intended by the manufacturer or seller to be easily configured in order not to meet the requirements of an electric-assisted bicycle, whether by a mechanical switch or button, by changing a setting in software controlling the drive system, by use of an online application, or through other means intended by the manufacturer or seller.

NEW SECTION. **Sec. 3.** (1) The legislature recognizes the recent proliferation of electric motorcycle use statewide, especially among teenagers and young adults. The legislature also recognizes that there is currently no state regulatory framework that has specifically been developed for such vehicles.

(2)(a) The department of licensing must convene a work group to study and recommend a revised statutory framework for electric motorcycles. The department may contract with a third-party consultant for work group support and drafting the new statutory framework.

(b) The work group must consist of, but is not limited to, the following members:

1 (i) The secretary of the department of transportation or the
2 secretary's designee;

3 (ii) The executive director of the Washington traffic safety
4 commission or the executive director's designee;

5 (iii) The chief of the Washington state patrol or the chief's
6 designee;

7 (iv) A representative from the Cooper Jones active transportation
8 safety council;

9 (v) A representative of the association of Washington cities;

10 (vi) A representative of the Washington state association of
11 counties;

12 (vii) A representative of a nonprofit organization specializing
13 in active transportation or electric bicycle safety;

14 (viii) A representative of a nonprofit organization with
15 expertise in electric bicycles;

16 (ix) A representative of a statewide association representing
17 parks and recreation;

18 (x) A representative of a trails organization that represents
19 nonmotorized users who have encountered motor-powered vehicles on
20 nonmotorized trails;

21 (xi) A representative of a nonprofit motorcycle organization or a
22 motorcycle rider;

23 (xii) A representative of a tribal government or a tribal
24 government designee;

25 (xiii) A representative of a statewide organization directly
26 engaged in recreational electric motorcycle use; and

27 (xiv) Any other representative deemed necessary by the department
28 of licensing.

29 (c) The work group must address the following framework
30 components:

31 (i) How electric motorcycles should be defined or classified, and
32 any new definitions for or modifications needed to other similarly
33 defined vehicle or mobility types;

34 (ii) The extent to which electric motorcycles should be subject
35 to annual registration and license fees, and if driver licensing
36 examinations should include an electric bicycle or motorcycle
37 component;

38 (iii) The extent to which the operation of an electric motorcycle
39 should be subject to mandatory driver education requirements,

1 driver's license or permit requirements, or a minimum age
2 requirement;

3 (iv) Appropriate rules of the road or equipment requirements for
4 electric motorcycles;

5 (v) Opportunities for consistent enforcement of electric
6 motorcycle rules of the road and equipment requirements;

7 (vi) Exploration of the establishment of civil infractions that
8 may be imposed by local jurisdictions on juveniles between the ages
9 of 12 and 16 that may be adjudicated in courts of limited
10 jurisdiction to avoid impacts on juvenile court operations;

11 (vii) Exploration of the establishment of civil penalties for
12 adults who provide electric motorcycles to juveniles less than 16
13 years of age;

14 (viii) Appropriate penalties for deceptive electric bicycle
15 marketing practices and electric bicycle tampering;

16 (ix) The extent to which electric bicycle manufacturers and
17 vendors should provide disclosure statements or notices to consumers
18 regarding the type of vehicle being purchased; and

19 (x) Any other study component deemed necessary by the work group.

20 (d) The work group must submit an interim report consisting of
21 recommendations and draft legislation for (c)(i) of this subsection,
22 as well as related recommendations for (c)(ii) through (iv) of this
23 subsection, to the office of the governor and transportation
24 committees of the legislature by December 15, 2026. The work group
25 must submit a final report, including any recommendations or draft
26 legislation, to the office of the governor and transportation
27 committees of the legislature by October 31, 2027.

28 NEW SECTION. **Sec. 4.** Section 3 of this act is necessary for the
29 immediate preservation of the public peace, health, or safety, or
30 support of the state government and its existing public institutions,
31 and takes effect immediately.

Passed by the Senate March 10, 2026.

Passed by the House March 4, 2026.

Approved by the Governor March 23, 2026.

Filed in Office of Secretary of State March 24, 2026.

--- END ---

RCW 46.08.175 Golf cart zones. (1) The legislative authority of a city or county may by ordinance or resolution create a golf cart zone, for the purposes of permitting the incidental operation of golf carts, as defined in RCW 46.04.1945, upon a street or highway of this state having a speed limit of twenty-five miles per hour or less.

(2) Every person operating a golf cart as authorized under this section is granted all rights and is subject to all duties applicable to the driver of a vehicle under chapter 46.61 RCW.

(3) Every person operating a golf cart as authorized under this section must be at least sixteen years of age and must have completed a driver education course or have previous experience driving as a licensed driver.

(4) A person who has a revoked license under RCW 46.20.285 may not operate a golf cart as authorized under this section.

(5) The legislative authority of a city or county may prohibit any person from operating a golf cart as authorized under this section at any time from a half hour after sunset to a half hour before sunrise.

(6) The legislative authority of a city or county may require a decal or other identifying device to be displayed on golf carts authorized on the streets and highways of this state under this section. The city or county may charge a fee for the decal or other identifying device.

(7) The legislative authority of a city or county may prohibit the operation of golf carts in designated bicycle lanes that are within a golf cart zone.

(8) Golf carts must be equipped with reflectors, seat belts, and rearview mirrors when operated upon streets and highways as authorized under this section.

(9) A city or county that creates a golf cart zone under this section must clearly identify the zone by placing signage at the beginning and end of the golf cart zone on a street or road that is part of the golf cart zone. The signage must be in compliance with the department of transportation's manual on uniform traffic control devices for streets and highways.

(10) Accidents that involve golf carts operated upon streets and highways as authorized under this section must be recorded and tracked in compliance with chapter 46.52 RCW. The accident report must indicate that a golf cart operating within a golf cart zone is involved in the accident. [2010 c 217 s 4.]

RCW 46.37.530 Motorcycles, motor-driven cycles, mopeds, electric-assisted bicycles—Helmets, other equipment—Children—Rules.

(1) It is unlawful:

(a) For any person to operate a motorcycle, moped, or motor-driven cycle not equipped with mirrors on the left and right sides which shall be so located as to give the driver a complete view of the highway for a distance of at least two hundred feet to the rear of the motorcycle, moped, or motor-driven cycle: PROVIDED, That mirrors shall not be required on any motorcycle or motor-driven cycle over twenty-five years old originally manufactured without mirrors and which has been restored to its original condition and which is being ridden to or from or otherwise in conjunction with an antique or classic motorcycle contest, show, or other such assemblage: PROVIDED FURTHER, That no mirror is required on any motorcycle manufactured prior to January 1, 1931;

(b) For any person to operate a motorcycle, moped, or motor-driven cycle which does not have a windshield unless wearing glasses, goggles, or a face shield of a type conforming to rules adopted by the state patrol;

(c) For any person to operate or ride upon a motorcycle, motor-driven cycle, or moped on a state highway, county road, or city street unless wearing upon his or her head a motorcycle helmet except when the vehicle is an antique motor-driven cycle or when the vehicle is equipped with all of the following:

(i) Steering wheel;

(ii) Seat belts that conform to standards prescribed under 49 C.F.R. Part 571; and

(iii) Partially or completely enclosed seating area for the driver and passenger that is certified by the manufacturer as meeting the standards prescribed under 49 C.F.R. Sec. 571.216.

The motorcycle helmet neck or chin strap must be fastened securely while the motorcycle, moped, or motor-driven cycle is in motion. Persons operating electric-assisted bicycles and motorized foot scooters shall comply with all laws and regulations related to the use of bicycle helmets;

(d) For any person to transport a child under the age of five on a motorcycle or motor-driven cycle;

(e) For any person to sell or offer for sale a motorcycle helmet that does not meet the requirements established by this section.

(2) The state patrol may adopt and amend rules concerning standards for glasses, goggles, and face shields.

(3) For purposes of this section, "motorcycle helmet" means a protective covering for the head consisting of a hard outer shell, padding adjacent to and inside the outer shell, and a neck or chin strap type retention system, with the manufacturer's certification applied in accordance with 49 C.F.R. Sec. 571.218 indicating that the motorcycle helmet meets standards established by the United States department of transportation. [2009 c 275 s 5; 2003 c 197 s 1; 1997 c 328 s 4; 1990 c 270 s 7. Prior: 1987 c 454 s 1; 1987 c 330 s 732; 1986 c 113 s 8; 1982 c 77 s 7; 1977 ex.s. c 355 s 55; 1971 ex.s. c 150 s 1; 1969 c 42 s 1; 1967 c 232 s 4.]

Rules of court: Monetary penalty schedule—IRLJ 6.2.

Short title—1990 c 270: See RCW 43.70.440.

Construction—Application of rules—Severability—1987 c 330: See notes following RCW 28B.12.050.

Severability—1982 c 77: See note following RCW 46.20.500.

Severability—1977 ex.s. c 355: See note following RCW 46.37.010.

Maximum height for handlebars: RCW 46.61.611.

Riding on motorcycles: RCW 46.61.610.

WAC 504-15-930 Bicycles, skateboards, scooters, and other "micromobility devices." (1) The riding and use of micromobility devices is restricted as defined in this section. Exemption: Wheelchairs, "knee walkers," and other mobility aids used because of a disability or injury are exempt from subsections (2) and (4) of this section.

(2) Use of micromobility devices is prohibited on all pedestrian overpasses, interior building spaces, parking structures, parking structure ramps, all stairways, steps, ledges, benches, planting areas, any other fixtures, and in any other posted area.

(3) Micromobility devices may be ridden and used on sidewalks outside the prohibited areas when a bike path is not provided, subject to the restrictions described in subsection (9) of this section.

(4) When operated in high-traffic or congested pedestrian areas, including building plazas, pedestrian malls, and sidewalks, motorized or electric-assisted micromobility devices must:

(a) Respond to automatic controls as described in subsection (9) of this section; or

(b) Be operated only using human propulsion.

(5) Operators must move at a safe speed and yield to pedestrians at all times. Reckless or negligent operation of micromobility devices on any part of campus is prohibited.

(6) Bicyclists must obey all traffic laws applying to individuals riding bicycles when operating bicycles on roadways. Micromobility devices other than bicycles are prohibited from use on roadways.

(7) Bicycles and scooters may be secured only at bicycle racks and bicycle storage facilities designed for such purpose.

Bicycles and scooters that are not secured at bicycle racks or bicycle storage facilities may be impounded at the owner's expense.

(8) Abandoned and inoperable micromobility devices. Internal policies regarding abandoned and inoperable micromobility devices, including the impoundment of micromobility devices, may be established upon approval by the vice president or designee whose responsibilities include supervision of the parking department.

(9) The campus may implement automatic controls on the operation of certain micromobility devices based on any or all of the following:

(a) Location of the device;

(b) Time of day; and

(c) Weather conditions.

Controls may include speed restriction, shutoff of motorized assist, or complete shutoff of the device.

(10) If there is a conflict between these regulations and on-site signage, the on-site signage takes precedence.

[Statutory Authority: RCW 28B.30.150. WSR 22-18-025, § 504-15-930, filed 8/29/22, effective 9/29/22; WSR 19-11-063, § 504-15-930, filed 5/15/19, effective 6/15/19; WSR 15-11-036, § 504-15-930, filed 5/14/15, effective 6/14/15; WSR 14-11-024, § 504-15-930, filed 5/12/14, effective 6/12/14; WSR 10-11-083, § 504-15-930, filed 5/17/10, effective 7/1/10; WSR 08-08-050, § 504-15-930, filed 3/27/08, effective 7/1/08. Statutory Authority: RCW 28B.30.095, 28B.30.125 and 28B.30.150. WSR 95-13-003, § 504-15-930, filed 6/8/95, effective 7/9/95.]

Motorized Foot Scooter Resource Sheet

(RCW 46.04.336) “Motorized foot scooter” means a device with no more than two ten-inch or smaller diameter wheels that has handlebars, is designed to be stood upon by the operator, and is powered by an internal combustion engine or electric motor that is capable of propelling the device with or without human propulsion at a speed no more than twenty miles per hour on level ground.”

Example:



Use

- Cannot exceed 20 mph on level ground. ([RCW 46.04.336](#))
- Motorized foot scooters may not be operated at any time from a half hour after sunset to a half hour before sunrise without reflectors. ([RCW 46.20.500](#))
- Cannot be ridden on sidewalks ([RCW 46.61.710](#))
- Cannot be operated on fully controlled limited access highway ([RCW 46.61.710](#))
- They may be operated most places bicycles are allowed such as multipurpose trails or bicycle lanes, provided “motorized vehicles” are not prohibited. ([RCW 46.61.710](#))
- A state agency or local government or municipalities may regulate the operation of an EPAMD and motorized foot scooter within the boundaries under their jurisdiction and control, including any area used for recreation, open space, habitat, trails, or conservation purposes. ([RCW 46.61.710](#))

Licensing

- No Drivers License needed ([RCW 46.20.500](#))
- Not licensable for street use ([RCW 46.04.320](#))

Equipment Requirements

- 2 wheels (10 in. diameter or smaller) ([RCW 46.04.336](#))
- Handlebars ([RCW 46.04.336](#))
- Electric or internal combustion engine ([RCW 46.04.336](#))
- Reflectors (if operated at any time from a half hour after sunset to a half hour before sunrise) ([RCW 46.20.500](#))
- Operators of a motorized foot scooter shall comply with all laws and regulations related to the use of bicycle helmets ([RCW 46.37.530](#))

Note: While we have tried to compile a complete listing of laws regarding this type of mobility device, additional requirements may apply. To read additional law requirements please visit the Washington State legislative Web site at <http://www.leg.wa.gov/LawsAndAgencyRules/>

A Guide to Micromobility Vehicle Laws in the City of Liberty Lake

 Vehicle	Maximum Allowed Speed	Permitted (inside city limits)				Required Registration	Required License	Required Safety Measures
		Street	Sidewalk	Paved Trail ⁶	Park			
 Golf Cart	20 m.p.h.	Yes ⁵	Yes	Yes	Yes	Yes	Yes: Valid driver's license	Yes: Seat belt
 E-Bike: Class 1 Has pedals; max motor capacity 750 watts; motor assists up to 20 m.p.h.	Posted speed limit	Yes	Yes	Yes	Yes	No	No	Yes: Helmet
 E-Bike: Class 2 Has pedals; max motor capacity 750 watts; motor only up to 20 m.p.h.	Posted speed limit	Yes	Yes	Yes	Yes	No	No	Yes: Helmet
 E-Bike: Class 3 ¹ Has pedals; max motor capacity 750 watts; motor assists up to 28 m.p.h.	Posted speed limit	Yes	No	Yes	No	No	No: User must be 16+	Yes: Helmet; bike speedometer
 E-Motorcycle (off road) ² No pedal assist	N/A	No	No	No	No	No	N/A	N/A
 E-Motorcycle (street legal) ³ No pedal assist	Posted speed limit	Yes	No	No	No	Yes	Yes: Valid driver's license	Yes: Helmet
 Motorized Scooter ⁴	Posted speed limit	Yes ⁵	No	No	No	No	No: User must be 16+	Yes: Helmet

- 1 - Changes enacted by Washington Senate Bill 6110 took effect 6/11/2026.
- 2 - The use of e-motocycles configured for off-road use is not permitted inside the city limits.
- 3 - Must be equipped with license plate, turn signals, headlight, etc.
- 4 - Medical-related scooters, which are not included in these laws, are FDA Class II medical devices that are considered to be a type of powered wheelchair.
- 5 - Streets with speed limits up to 25 m.p.h.
- 6 - Centennial Trail is outside the city limits. Class 2 e-bikes are prohibited on Centennial Trail.



The LLPD offers several resources to help you learn more about these vehicles. Scan here to access this information:







Kids on e-bikes/e-motorcycles

From Susan Shrove <suciareef@gmail.com>
Date Mon 9/7/2026 2:41 PM
To General Manager <gm@suddenvalley.com>

Numerous times a day several neighborhood children are zooming past my house on e-bikes or e-motorcycles. They typically ride faster than cars going by. I saw a little girl today ride out of gate 1 onto Lake Whatcom Blvd.

My concern is that one day I will be backing out of my driveway and one will run into my car. I doubt they are used to paying attention to road signs and cars coming from hidden driveways. I had to fight for the sign we have now warning drivers of our hidden driveway and even now they don't always seem to be paying attention.

The kids I'm specifically mentioning ride side by side each other, chatting and looking at each other and, again, going so fast they may not have time to stop in an emergency and the speed they're going will certainly end in severe injuries or even possibly prove fatal.

I always back out of my driveway carefully, slowly and only after stopping at the edge and looking and listening for someone coming up the hill before inching out.

Is there any possibility of banning children on e-bikes and e-motorcycles in Sudden Valley before something traffic occurs.

Susan Shrove



Video of a child on an e-bike nearly getting hit on Marina drive

From [redacted] miles.cramer1@gmail.com

Date Wed 9/2/2026 4:58 PM

To BOD <bod@suddenvalley.com>

Cc Anita Cramer <anita.cramer@gmail.com>

 1 attachment (19 MB)

• Kid on e-bike 7-15-2026.mp4;

Dear Board,

Attached is a trimmed version of a video of a kid speeding down Marina Drive on an e-bike and nearly getting backed over by my car on July 15, 2026. A second car, further down the hill that is also in process of backing up, appears to have seen the kid in time. Unfortunately, the e-bike rider was in my blind spot as I was reversing but, thankfully, I was going slowly. There is no audio on the recording. As we said in our previous message to you, we don't mind kids as well as adults using motorized bicycles and scooters as long as they are following the SV speed regulations and typical driving rules, are situationally aware, and pose no risk to themselves or others.

Our greatest SV nightmare is to injure or kill one of our youngest residents and neighbors. Parents also need to take responsibility to properly train their children in the use and restrictions e-bikes and scooters. Besides installing more physical (speed bumps) and visible (LED radar signs) speed-reduction devices we don't know what a solution would be to keep these users out of harm's way, especially around the many blind curves and hills in Sudden Valley. Perhaps SV could implement a new regulation to have e-bike and scooter riders who are too young to have a driver's license formally register to use these in the Valley and, if underage, have their parents sign an agreement that they take full responsibility for their children's actions while on these "Vehicles" as well as attesting that their children have been properly trained in their use before a catastrophe happens... which is only a matter of time.

Thank you again,

[redacted] Miles and Anita Cramer