



**BPAC Policy Subcommittee Meeting
June 3, 2026, 10:30 am to 11:10 am
Online Zoom Meeting**

Attendance (in chat):

Lyndsey Scofield (chair), City of Jersey City
Lauren Barnett, Rutgers-VTC
Leigh Ann Von Hagen, Rutgers-VTC
Liza Betz
Anne Heasly, Sustainable Jersey
Debra Kagan, NJBWC
Paul Mickiewicz, NJBWC

Erik DeLine, Pompton Lakes
Gary Kahn, NJMVC
Hailey Anilonis, NJDOT
John Boyle, Bicycle Coalition of Greater Philadelphia
Kate O'Connor, BIANJ
Reese Lewin, RideWise TMA
Tim Evans, NJ Future

Meeting Notes:

The Policy Subcommittee meeting focused on three main topics of discussion: Bill S3218 (the School Zone Automated Speed Enforcement and Safety Act), NJ E-bike Bill proposed amendments, and the Federal Surface Transportation Reauthorization Act.

1. Bill S3218 "School Zone Automated Speed Enforcement and Safety Act"

- **Lyndsey Scofield (Chair, City of Jersey City)** began the conversation with this act, which is currently moving in the State legislature, reporting overall good news.
 - Link to the latest bill: <https://www.njleg.state.nj.us/bill-search/2026/S3218>
 - There is a working group work that drafted separate legislation and now there are efforts to incorporate the actions and items included in their recommendations into the current draft bill.
 - The Nikhil Badlani Foundation has been a leader in this work and shared that the Office of Legislative Services (OLS) has accepted nearly all of the items the working group flagged.
 - The group will follow up on any items that may have been overlooked and on opportunities to strengthen the language.

- There is uncertainty on the timeline of this bill going to committee.

2. E-Bike Bill Amendments (aka “Fixer Bill”) to the 2026 NJ E-Bike law

- **NJBWC** shared they have been part of a group who is working on the amendments to the current 2026 e-bike law to “fix” unintended consequences. They are overall satisfied with the language of this new proposal.
 - A rally to pass e-bike bill amendments took place on May 21 in Trenton.
 - A committee created language for the bill and forwarded it to OLS. They have since gotten the draft back and are pleased with it. It is under review by legislators.
 - There is no specific timeline for introduction to committee yet.
 - Senator Mukherji is committed to moving the legislation forward.
 - Legislators are currently busy with the State budget process and the June 2nd primaries, but they hope to see some movement soon.
 - There are specific recommendations to clarify the language pertaining to “disability documentation” and “passenger.”
 - Conflicting language between MVC’s website, municipal law enforcement, and media outlets is causing confusion.
 - The Coalition is optimistic that they will be able to get some legislation changed before the deadline or shortly after.
- **NJBWC** clarified that recommendations are in progress and there is no definitive language yet.
 - They are currently in conversation with legislators, who are then in conversation amongst themselves.
 - There is not a draft for public review.
 - There is intent to try to get something passed before July.
- **Rutgers-VTC** asked if anyone has signed up for MVC’s e-bike updates and received anything.
 - No one in the meeting has received any updates.
- **NJBWC** described the contradictory information that is being shared with the public.
 - The MVC website and a number of local police department social media posts are contradicting the MVC commissioner’s testimony at an assembly budget hearing that insurance for low-speed e-bikes is not required.
 - People have been reaching out to ask how to register e-scooters.
 - **Rutgers-VTC** explained that stand up e-scooters are not mentioned in the law, despite what posts from some police departments have said.
- **NJBWC** has a new resource center: <https://njbwc.org/ebike-resource/>.
- **A participant** described an effort by the police department in her town to educate the public about the new e-bike law.
 - They appointed an officer to respond to e-bike and pedestrian issues.

- The presentation overview was simple, but the officer wasn't clear on the current MVC guidance and speculated that it will be some time before every department has the proper information for implementation.
- Several towns in her immediate area have police going out to schools to do outreach because the July deadline is fast approaching.
 - They are getting questions from the public about what obligations parents and children have in order to continue operating e-bikes.
- These efforts show that people are aware of this law and towns are trying to be proactive, but there is a lot of confusion and people are getting worried.
- **NJBWC** further described the high level of concern among residents.
 - High-speed e-bikes with throttles and speed assistance beyond 28 miles per hours are considered "e-motos". They are not legally e-bikes and will continue to be regulated like motorcycles.
- **A participant** asked whether a crash on an e-bike goes on the driving record of a 17-year-old with a driver's license.
 - **NJBWC** states there is nothing in the current law that addresses crash reporting. Under current law, an e-bike is not a motor vehicle, but rather a motorized bicycle or low-speed electric bicycle.
 - **Rutgers-VTC** shared their understanding that the law is specific to requiring a motorized bicycle license to operate an e-bike—particularly for 15- to 16-year-olds who are not old enough for a standard driver's license.
 - Traffic safety officers are concerned about the overall confusion.
- **NJBWC** described another "murky" part of the law: what will the road test be like for getting the license and what is the procedure for making an appointment?
- **A participant** shared concern about the short time frame and asked how towns could put out a consistent message for residents.
 - **Rutgers-VTC** pointed out that the anticipation of a fixer bill may be contributing to the uncertainty. It may be causing agencies to hold off on releasing information.
- **NJBWC** recently reached out to the Director of the Division of Highway Traffic Safety to ask which agency is responsible for answering questions.
 - They were told MVC is the lead on implementation and clarification.
- **NJBWC** also shared that on his visit to the Flemington MVC location on June 2nd, he was told that only Class 3 e-bikes require a license, registration, and insurance. He was advised to sign up for the MVC email list for updates.
- **A participant** asked who will provide residents with information and resources.
 - **City of Jersey City** answered that information will likely continue to vary, and the Jersey City will focus on education until there is clarity.
 - The traffic enforcement unit plans to tackle the most unsafe and egregious behaviors on bikes, e-bikes, and scooters.
 - Bills addressing e-bike/bike/ped education were introduced in January, but they are on the watch list until the budget season is over.

- There is always a need for better bicycle and pedestrian education.
- In New Jersey's common core curriculum, students should receive some level of pedestrian and bus safety education, however, this does not necessarily mean practicing something like crossing a road. The education could be as simple as a worksheet.
 - Safe Routes to School Coordinators at the TMAs offer to come in for free to provide hands-on education but not every school takes them up on it.
- **BCGP** discussed the issue of restrictive local ordinances in municipalities.
 - Under current law, municipalities have some ability to restrict e-bikes, mostly pertaining to trails.
 - This doesn't mean they can say no e-bikes on a public road.
- **NJBWC** described the e-bike coalition that has been tackling this issue.
 - 20 organizations are represented in NJBWC's [E-Bike Resource Center](#).
 - The May 21 rally had over 100 participants and involved a ride through Trenton.
 - Legislative representation included Senator Mukherji, Assemblywoman McCoy, and Assemblywoman Brennan.
 - Legislators and advocates discussed adding requests for broad, wider-reaching educational programming on e-bikes at the state level.
- **Rutgers-VTC** discussed e-bikes vs. e-motos.
 - News and media articles more recently have been clearer on the differences between these vehicles.
 - E-motos were already illegal without a motorcycle license, registration, and insurance prior to the new law, but there are many nuances when it comes to this issue. More specific fine-tuning of the legislation is necessary to give more definitive answers
 - **NJBWC** stated that an extension to the grace period should be legislated.
 - The MVC Commissioner has testified that they are on target to deliver by July 19th and are not asking for an extension.

3. Federal Surface Transportation Reauthorization Act

- **Lyndsey Scofield (Chair, City of Jersey City)** shared that federal reauthorization was moving forward in the House committees and provided resources from NJTPA.
 - Transportation for America: <https://t4america.org/2026/05/22/ten-things-to-know-about-the-build-acts-failure-to-produce-better-outcomes/>
 - The Safe Streets for All (SS4A) grant program is still included.
 - Overall funding may have been reduced.
 - The current draft of the bill reduces the mandatory share of funds for planning and demonstration activities to as low as 5%; the requirement in the Bipartisan Infrastructure Law (BIL) in 2022 was 40% of all SS4A funds.

- This new reallocation would focus more funding for implementation grants. The planning grant allocation was consistently undersubscribed in the first five years relative to implementation funding.
 - It may be more difficult to secure funding for supplemental planning for projects that require things like sidewalk inventories, lighting analyses, and speed limit reductions. Implementation grants can include these activities, but they are also far more competitive than planning and demonstration grants.
 - The change in grant allocation may prioritize states with higher fatality rates.
- **NJBWC** discussed a mixed bag in the proposed federal reauthorization that was presented at the [League of American Bicyclists](#) conference.
 - Transportation Alternatives (TA) Set-Asides are not combined with other grants.
 - Language appears to allow for more flexibility for matching funding.
 - The Active Transportation Infrastructure Investment Program (ATIIP), which funded trail infrastructure, was eliminated entirely.
 - The negative language towards biking and walking used recently by USDOT seems to have eased up in the recommendations for this bill.
 - Some discretionary grants, like those that funded highway removal, were eliminated.
- **New Federal Bill Analysis**
 - **Urban Institute**
 - Although it appears to unlock funding for various programs, highway spending rises significantly.
 - Going forward, there is a need to reduce highway expansion spending.
 - Canceling programs like Reconnecting Communities is detrimental.
 - **Transportation 4 America**
 - [Ten things to know about the BUILD Act's failure to produce better outcomes.](#)
 - [The Congestion Con: How more money and more lanes = more traffic](#)
 - **Brookings Institute:** [The BUILD America 250 Act: What Congress gets right and wrong in its new transportation bill](#)
- **Sustainable Jersey** asked about the statement from the Office of Management and Budget (OMB) that all federal grants must be approved in a different manner.
 - It appears that legislators tried to include language to prevent political interference.
 - There may be attempts to introduce legislation to advance grants that have been held up by the current administration.
- **NJBWC** shared that the 15% of funding for vulnerable road users was retained and they shared a [summary article from the League of American Bicyclists](#).
- **Rutgers-VTC** discussed potential topics for future meetings.

- County safety action plans and high-injury networks (state, county, local)
- Resources on how to use state and federal grant funds more effectively
 - This could be helpful as more municipalities are using local aid programs for multi-modal infrastructure.
 - NJDOT's Local Aid Resource Center continues to promote using municipal aid for multimodal grant applications.
 - Could be a great topic for a webinar.
 - Strategies for encouraging municipalities could be useful.
 - **City of Jersey City** can provide examples.