

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

### AGENDA BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

<b>Date:</b> Thursday, March 26, 2026	<b>Join by Zoom Meeting:</b> <a href="https://us02web.zoom.us/j/87362024773?pwd=ZXN1eFlyY3p4MHMvVWR0eUJId1VPUT09">https://us02web.zoom.us/j/87362024773?pwd=ZXN1eFlyY3p4MHMvVWR0eUJId1VPUT09</a>
<b>Time:</b> 6:00 p.m.	<b>Zoom Meeting ID:</b> 873 6202 4773
<b>Location:</b> Burlingame Community Center 850 Burlingame Avenue Burlingame, CA, 94070	<b>Password:</b> 894749
	<b>Join by Phone:</b> (669) 900-6833

**\*\*\* IN-PERSON MEETING WITH REMOTE PUBLIC PARTICIPATION AVAILABLE\*\*\***

This meeting of the C/CAG BPAC will be held in person at the location listed above. Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. The Committee welcomes comments, including criticism, about the policies, procedures, programs, or services of the agency, or of the acts or omissions of the Board and committees. Speakers shall not disrupt, disturb, or otherwise impede the orderly conduct of a Board meeting. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

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1.	Call to Order	Action (Thayer)	No materials
2.	Public comment on items not on the agenda	Limited to 2 minutes per speaker.	No materials
3.	Approval of the minutes from the January 22, 2026 Meeting.	Action (Thayer)	Pages 1-7
4.	Review and support the submission of a Transportation Development Act (TDA) Article 3 funding application in the amount of \$750,000 to	Action (Cheung)	Pages 8-12

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serve as the required local match for the Safety Applications For Every Traveler (SAFE-T) Project.

5.	Receive a presentation on the update of the San Mateo Countywide Equity Focus Areas.	Information (Lacap)	Pages 13-15
6.	Review and recommend approval of the proposed process and framework for the One Bay Area Grant Cycle 4 (OBAG 4) County & Local Program and appoint two members of the BPAC to the evaluation panel.	Action (Lacap)	Pages 16-28
7.	Receive a presentation on the San Bruno-Millbrae El Camino Real Multimodal Improvement Corridor Study.	Information (Shiramizu)	Pages 29-30
8.	Receive an update on proposed electric bicycle legislation in California.	Information (Charpentier)	Pages 31-70
9.	Member Communications	Information (Thayer)	No materials
10.	Adjournment.	Information (Thayer)	No materials

**The next regularly scheduled BPAC meeting will be on May 28, 2026.**

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Upcoming BPAC items/discussion topics:

- a. TDA 3 grant applications review
- b. E-bike policy white paper
- c. County Transportation Plan updates
- d. Complete Streets Checklists Review
- e. County Sheriff's Office Update on Online Incident Reporting System

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**PUBLIC NOTICING:** All notices of C/CAG regular BPAC meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Court Yard, 555 County Center, Redwood City, CA, and on C/CAG's website at: <http://www.ccag.ca.gov>.

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**PUBLIC RECORDS:** Public records that relate to any item on the open session agenda for a regular BPAC meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Committee. The BPAC has designated the office of the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: <http://www.ccag.ca.gov>. Please note that C/CAG's office is temporarily closed to the public; please contact Audrey Shiramizu at [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org) for inspection of public records.

**PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS:** Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Audrey Shiramizu at [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org), five working days prior to the meeting date.

**ADA REQUESTS:** Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Audrey Shiramizu at [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org) by 10:00 a.m. on the day prior to the meeting date.

**PUBLIC PARTICIPATION:** Members of the public may address the Committee as follows:

**Written comments** should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org).
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG BPAC members, made publicly available on the C/CAG website along with the agenda. Emails received less than 2 hours before the meeting will be provided to the C/CAG BPAC members and included in the administrative record of the meeting as soon as practicable.

**Spoken comments** will be accepted during the meeting in person and through Zoom. Public comments will be taken first by speakers in person, followed by via Zoom. Please read the following instructions carefully:

**\*In-person participation:**

1. If you wish to speak to the C/CAG BPAC, please fill out a speaker's slip placed by the entrance of the meeting room. If you have anything that you wish distributed to the Committee and included in the official record, please hand it to the C/CAG staff who will distribute the information to the Committee members and staff.

**\*Remote participation:**

1. The C/CAG BPAC meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser. Certain functionality may be disabled in older browsers including Internet Explorer.

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3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When C/CAG Staff or Co-Chairs call for the item on which you wish to speak, click on “raise hand.” Staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak. If calling in via phone, press \*9 to raise your hand and when called upon press \*6 to unmute.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff:

Senior Transportation Programs Specialist: Audrey Shiramizu ([ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org))

**City/County Association of Governments of San Mateo County (C/CAG)**

**Bicycle and Pedestrian Advisory Committee (BPAC)**

**Meeting Minutes**

**January 22, 2026**

**1. Call to Order**

Chair Thayer called the meeting to order at 6:02 PM.

<b>Name</b>	<b>Agency</b>	<b>Jan 2026</b>
<b><u>Public</u></b>		
Matthew Self	County of San Mateo	X
Malcolm Robinson	San Bruno	X
Alan Uy	Daly City	X
Angela Hey	Portola Valley	
Justin Yuen	South San Francisco	X
Mike Swire – Vice Chair	San Mateo	X
Jean Yang	Redwood City	X
<b><u>Elected</u></b>		
Flor Nicolas	South San Francisco	X
Mary Bier	Pacifica	X
Patrick Sullivan	Foster City	X
Desiree Thayer – Chair	Burlingame	X
Stephen Rainaldi	Millbrae	X
Isabella Chu	Redwood City	X
Paul Nagengast	Half Moon Bay	
Greg Wright	Pacifica	X

† Attended meeting online via Assembly Bill 2449.

\*First meeting.

Noted: Member Chu attended the meeting as a Teleconference member.

C/CAG Staff present: Sean Charpentier, Audrey Shiramizu, Kaki Cheung, Jeff Lacap, Sophia Palacio.

Guest(s): Cassie Halls (San Mateo County Transit District), Ann Schneider, Cherie Chan, Jim Cowing, and others in attendance.

Staff requested to switch the order of agenda items 4 and 5 due to pertinent information in item 5 relevant to item 4.

**2. Public comment on items not on the agenda**

There were no public comments.

**3. Approval of the minutes from the October 23, 2025 Meeting. (Action)**

*Motion: Member Rainaldi motioned to approve the October 23, 2025 minutes. Member Robinson seconded the motion. Members Uy and Yuen abstained. All other members in attendance voted to approve. The motion passed.*

**4. Receive an update on Cycle 4 of the MTC One Bay Area Grant (OBAG 4) County & Local Program. (Information)**

C/CAG Staff Jeff Lacap presented on the Metropolitan Transportation Commission (MTC) One Bay Area Grant Cycle 4 (OBAG 4) County & Local Program.

Member Robinson asked if TOCs are primarily along US-101. Jeff noted yes, and that PDAs are as well.

C/CAG Executive Director Sean Charpentier noted that Pacifica's Sharp Park Project applied but was ultimately funded by other sources.

Member Uy asked if the PDA/TOC requirements may restrict applicants and types of projects. Jeff noted that TDA 3 funding may address some of the non-urban areas that might not score well for OBAG 4.

Member Chu asked if green infrastructure includes bioswales. Jeff confirmed bioswales are included.

Member Chu asked if the committee prioritizes bike and pedestrian network connectivity projects or if projects are determined by city priorities. Jeff noted that projects are largely determined by the cities' applications. Member Chu asked if there is a limit on planning and design funding. Jeff noted that project applicants must show the project will be fully funded with OBAG 4 and/or with a mix of other funds.

Member Self asked if MTC compares applications against other counties. Jeff noted that priority targets are in place to help the money remain within the county. In the last cycle, C/CAG submitted above the target amount and received the target amount.

Vice Chair Swire asked how the committee handles conflict of interest when members review their own cities' applications. Jeff noted that the committee reviews the rankings together and confirms a prioritized list before submitting to MTC. C/CAG Executive Director Sean Charpentier noted that subcommittee reviews may reduce conflicts and

streamline the process. C/CAG staff will review as well.

Chair Thayer asked how applications are divided to ensure the same number of scores for all applications. C/CAG Deputy Director Kaki Cheung noted that previous evaluation panels reviewed all applications to determine a prioritized list. This committee will also review all the MTC Complete Streets Checklist that are submitted with applications.

Member Sullivan noted a disadvantage for cities with less staff available. The Executive Director noted that staff are prohibited from distributing the funds by formula by the federal government. Member Self suggested focusing on the quality of the project, not the application.

Member Robinson asked about county coordination for a bicycle network. The Executive Director noted that the C/CAG Bicycle and Pedestrian Plan include input from jurisdictions on local and multijurisdictional connections. He noted that the Plan is the backbone of priority routes and connections. Vice Chair Swire noted that cities are fragmented and need a multijurisdictional mechanism. The Deputy Director noted that C/CAG is leading the San Bruno-Millbrae El Camino Real Multimodal Study as part of this effort.

Member Wright asked about equity and fund distribution. Jeff noted that MTC sets the guidelines and requires 80% of OBAG projects need to be within a PDA or TOC.

Member Sullivan noted that safety equals equity and that the Equity Focus Areas may not use or need more bicycle and pedestrian infrastructure.

Public Member Ann Schnieder emphasized green infrastructure and its ability to reduce noise and particulate matter. She suggested referring to the EPA “overburdened communities” definition.

Public Member Cherie Chan noted that the CalEnviroScreen is a helpful tool to identify environmental burden.

## **5. Review and Discuss the Fiscal Year 2026-2028 Transportation Development Act Article 3 Program Draft Call for Projects Schedule. (Action)**

C/CAG Staff Audrey Shiramizu presented an overview of the upcoming Transportation Development Act Article 3 (TDA 3) grant cycle.

Chair Thayer asked why the equity age for seniors is 75+, compared to 65+ from MTC. The Executive Director noted that staff will review.

Member Yuen asked if the minimum local match has changed with the fund increase. Audrey noted that the local match will remain at 10%. Member Yuen asked if the project needs to be identified in a planning document and if that information will be provided to the committee. The Deputy Director noted that staff will review those criteria.

Member Self noted that in a previous cycle, when scoring changes were made after the initial scoring period, the process became too long.

Member Uy suggested including criteria that favor innovative ideas to encourage mode shift and safety.

Vice Chair Swire suggested an increase in the local match requirement.

Member Chu suggested a list of evidence-based priorities and policies for projects. She also suggested jurisdictions consider low-cost, effective projects that work well.

*Motion: Member Flor motioned to approve the review of the Fiscal Year 2026-2028 Transportation Development Act Article 3 Program Draft Call for Projects Schedule. Member Robinson seconded the motion. All members in attendance voted to approve. The motion passed.*

**6. Review and confirm receipt of MTC Complete Streets Checklist from SamTrans for the Redwood City/El Camino Real Bus Boarding Islands Project. (Action)**

Cassie Halls from the from the San Mateo County Transit District (SamTrans) presented the MTC Complete Streets Checklist for the Redwood City/El Camino Real Bus Boarding Islands Project.

Member Wright asked if there are seats, shade, and rain protection. Cassie noted the boarding islands designs are big enough for a shelter and design includes shade and rain protection.

Member Uy asked if there will be bike lanes on El Camino Real, and what happens in front of and behind boarding islands. He asked if the bike lane will return to Class II. Cassie noted that the boarding island provides more space between the bike and the bus. The bike lane is consistent throughout to avoid a mixing zone. She noted there are some quick-build bicycle lanes in Redwood City.

Several members mentioned the Grand Boulevard Initiative (GBI). Cassie noted that GBI will result in a toolkit of different design options. The Executive Director noted that C/CAG is studying the Millbrae and San Bruno corridor where the El Camino Real roadway is the widest. Member Rainaldi suggested the importance of key performance indicators (KPIs).

Member Sullivan asked if the buses could carry more bikes. Cassie noted that this is not included in this project, but SamTrans can consider.

Member Rainaldi asked for a turnout for the left lane traffic and a carve-out for bus boardings. Cassie noted staff is considering this, and prioritizing safety and mobility to make sure the roadway is usable by all users, including vulnerable road users.

Member Wright asked for clarification of the benefits and downfalls of islands on either side of the light at the intersection. Cassie noted that transit agencies' standard practice is to have

a far-side stop at a signalized intersection, meaning the bus will pass through the intersection and stop on the other side. The other option is a near-side stop, where the bus stops before the light and causes delays. The bus boarding islands will mostly be far-side stops, but there are some locations where that is not possible. She noted parts of El Camino Real has Transit Signal Priority which extends green lights for buses to clear an intersection.

Member Wright asked the percentage of far-side and near-side stops. Cassie noted staff are planning to make the majority far-side stops.

Member Chu noted her excitement about the project and appreciation for the designated bus lane. She noted some neighborhood routes to bus stops are more pleasant on specific sides of the street, such as 5th and El Camino.

Member Chu asked if the project is applying NACTO standards. Cassie confirmed that they are applying Caltrans' DIB 89 and 94 standards, in addition to NACTO, FHWA, and SamTrans' standards.

Member Chu asked the widths of the bike lane and car lanes. Cassie noted that there are standard requirements and will check if the width has been determined yet.

Member Chu noted that she would appreciate if the bike lane did not include the gutter, and that travel lane reductions to 10 feet is allowable within the MUTCD. She also noted that lateral traffic calming is more effective than almost any other approach.

*Motion: Member Robinson motioned to approve the review of the MTC Complete Streets Checklist from SamTrans for the Redwood City/El Camino Real Bus Boarding Islands Project. Member Self seconded the motion. All members in attendance voted to approve. The motion passed.*

## **7. Receive a presentation on the County Transportation Plan Update. (Information)**

C/CAG Staff Jeff Lacap presented the County Transportation Plan (CTP) Update and reviewed the purpose of the update, the process, the goals of the plan, and general details.

Member Robinson noted that if the county continues expanding freeways, there is less incentive to take buses, trains, and other public transportation. Jeff noted that they are considering this for the vision and goals of the CTP.

Member Robinson commented that the county should prioritize active transportation and public transportation networks.

Member Sullivan noted that seamless transportation is beneficial, no matter the mode. He noted the increase in electric and hybrid vehicles. Jeff noted that staff are reviewing EV statistics for the future.

Member Uy asked if ride-sharing autonomous vehicles (AV) are included as a mode. Jeff noted that AVs will be included at a high level. He noted that C/CAG and the San Mateo County Transportation Authority (SMCTA) are pursuing a separate AV Shuttle Feasibility Study.

Member Rainaldi asked if the AV study will consider AVs operating at SFO and impact on congestion. The Deputy Director noted that the AV Shuttle Feasibility Study is focused on developing AV shuttle programs.

Member Robinson would like to see north-south pathways along the backbone of the peninsula.

Member Sullivan emphasized the importance of safety in deciding project designs.

Member Chu noted that EVs may have adverse implications worse than tailpipe emissions. She also noted concern about faster acceleration and increased fatality risk. She commented that Caltrain works well and wonders why people feel differently about taking the bus opposed to Caltrain.

Member Bier noted Pacifica's challenge of accessing transportation and underserved senior populations. She would like to see Pacifica residents use more public transportation.

Member Uy noted Daly City's challenge advocating for bike and pedestrian safety projects to Caltrans. He noted that it is discouraging to present and design plans, but the city does not have the power to change anything due to Caltrans.

Member Self noted his optimism about AVs and that Waymo does gather and publish its data as compared to other companies. He suggested Caltrain needs to extend to downtown San Francisco to increase capacity.

Member Wright commented that Caltrain works great but not for Pacifica constituents. He noted that the key challenges are reliability and underserved areas. He commented that the delays and lack of connectivity are not acceptable and having last mile service through ride sharing or buses is beneficial, especially with AV or EV.

Member Yuen commented on the connection between housing and transportation and the benefits of building housing near transit to encourage more density near transit corridors.

## **8. Member Communications**

Member Wright thanked Chair Thayer for running a great first meeting as Chair.

Member Rainaldi noted that he attended the Cal Cities Conference.

Member Thayer noted that she will send e-bike information to members via email.

The Executive Director updated the committee on upcoming activities including: releasing a Request for Proposals (RFP) to implement the Local Roadway and Safety Plan strategies using Safe Streets For All funding, the Daly City BayWheels expansion, preparing a RFP to conduct a Sidewalk and Bicycle Data Analysis, preparation of Federal and State Budget Requests, and preparing a countywide \$6M BUILD grant application focused on pedestrian and bicycle safety at intersections. He noted that the county is focused on safety and has a goal to reduce fatal accidents by 5%.

Vice Chair Swire would like to see an item on the lack of enforcement for drivers involved in serious or fatal car injuries. He noted the numerous recent car-related incidents in the County and the lack of criminal prosecution.

Member Chu asked if the committee could advocate structural changes to state policy. The Deputy Director noted that the Legislative Committee handles policy changes and staff can flag and share anything that relates to this committee.

## **9. Adjournment**

Chair Thayer adjourned the meeting at 8:55 PM.

## C/CAG AGENDA REPORT

Date: March 26, 2026

To: Bicycle and Pedestrian Advisory Committee

From: Kaki Cheung, Deputy Director

Subject: Review and support the submission of a Transportation Development Act (TDA) Article 3 funding application in the amount of \$750,000 to serve as the required local match for the Safety Applications For Every Traveler (SAFE-T) Project.

(For further information or questions, contact Kaki Cheung at [kcheung1@smcgov.org](mailto:kcheung1@smcgov.org))

### RECOMMENDATION

That the Committee review and support the submission of a Transportation Development Act (TDA) Article 3 funding application in the amount of \$750,000 to serve as the required local match for the Safety Applications For Every Traveler (SAFE-T) Project.

### FISCAL IMPACT

C/CAG has submitted an application under the Better Utilizing Investments to Leverage Development (BUILD) grant for a countywide safety initiative. The BUILD grant program requires a local match. Staff is proposing to pursue \$750,000 in TDA Article 3 funds to meet this requirement.

If the BUILD grant is not awarded, these funds would be retained and may be used as matching funds for other competitive grant opportunities, including the Safe Streets and Roads for All (SS4A) Implementation Program and the Active Transportation Program (ATP).

If C/CAG is ultimately unsuccessful in securing grant funding, the TDA Article 3 funds would be returned to the countywide funding pool for future allocation.

### SOURCE OF FUNDS

TDA Art. 3 funds are derived from the following sources:

- Local Transportation Funds (LTF), derived from a ¼ cent of the general sales tax collected statewide
- State Transit Assistance Fund (STA), derived from the statewide sales tax on gasoline and diesel fuel.

### BACKGROUND

The U.S. Department of Transportation's BUILD grant program provides competitive federal funding for surface transportation projects that deliver significant national and regional benefits, particularly in the areas of safety, state of good repair, economic competitiveness, environmental sustainability, and quality of life. The program is well suited to innovative, multimodal, and

technology-enabled projects that can be scaled across jurisdictions and demonstrate measurable safety outcomes.

C/CAG continues to prioritize roadway safety as a core policy objective, consistent with the Countywide Local Roadway Safety Plan (LRSP), the identification of the High Injury Network, and the agency’s broader efforts to reduce serious injuries and fatalities for all road users. In alignment with these priorities, staff has submitted a funding application for a countywide safety initiative —the Safety Applications For Every Traveler (SAFE-T) Project. This project would deploy innovative, technology-based safety treatments at approximately 78 high-risk intersections across San Mateo County and emergency vehicle preemption technology at approximately 16 intersections along Highway 1. This approach allows C/CAG and its partner jurisdictions to implement scalable, data-driven improvements that can be replicated across the region.

The proposed project includes the following elements:

1. **Pedestrian Detection and Signal Extension:** Installing pedestrian cameras and detection technologies at signalized intersections to automatically extend walk times when pedestrians are present, particularly benefiting seniors, children, and persons with disabilities.
2. **Dynamic “No Turn on Red” Treatments:** Deploying small electronic blank-out signs that display “No Turn on Red” to motorists when cameras detect pedestrians in the crosswalk, reducing vehicle–pedestrian conflicts at high-risk intersections.
3. **Emergency Vehicle Preemption:** Implementing emergency vehicle preemption along El Camino Real and/or other key arterial routes to improve response times and reduce conflicts at signalized intersections.

The BUILD grant program is highly competitive. To maximize the likelihood of advancing the SAFE-T Project, staff is proposing a **strategic, layered funding approach:**

- **Primary Application:** BUILD Grant (federal)
- **Local Match:** \$750,000 TDA Article 3 funds
- **Secondary Opportunities:** Safe Streets for All (SS4A) Implementation Grant and Active Transportation Program (ATP)

This approach ensures that the effort to develop the SAFE-T Project is not limited to a single funding opportunity. Importantly, if the BUILD funding is not secured, the proposed TDA funds can be **repurposed as match for SS4A or ATP applications**, maintaining project momentum. If no external funding is ultimately secured, the TDA Article 3 funds will be **returned to the countywide funding pool**. This strategy allows C/CAG to pursue significant external funding while maintaining flexibility and fiscal responsibility.

Staff is seeking Committee support for the proposed funding strategy, including the submission of a Transportation Development Act (TDA) Article 3 funding application in the amount of \$750,000 to serve as the required local match for the Safety Applications For Every Traveler (SAFE-T) Project.

## **EQUITY IMPACTS AND CONSIDERATIONS**

The proposed concept is intended to improve safety outcomes in areas with high concentrations of severe and fatal crashes, as identified through the High Injury Network and the LRSP. By prioritizing locations with demonstrated safety needs and vulnerable road users, the project has the potential to advance equitable investment in communities that experience disproportionate traffic safety impacts.

## **ATTACHMENTS**

1. Project Locations List

**Safety Applications For Every Traveler (SAFE-T) Project Locations List****Traffic Signal Safety Intersections**

1. Linda Mar Blvd & Pacific Coast Hwy, Pacifica
2. Linda Mar Blvd & Linda Mar P&R, Pacifica
3. Linda Mar Blvd & De Solo Dr, Pacifica
4. Linda Mar Blvd & Peralta Rd, Pacifica
5. Linda Mar Blvd & Seville Dr, Pacifica
6. Grand Ave & Orange Ave, South SF
7. Grand Ave & Magnolia Ave, South SF
8. Grand Ave & Spruce Ave Ave, South SF
9. Grand Ave & Maple Ave, South SF
10. Grand Ave & Linden Ave, South SF
11. Grand Ave & Dubuque Ave, South SF
12. Humboldt St & Peninsula Ave, Burlingame & San Mateo
13. Humboldt St & Poplar Ave, San Mateo
14. Humboldt St & 3rd Ave, San Mateo
15. Humboldt St & 4th Ave, San Mateo
16. Hillsdale Blvd & Shell Blvd, Foster City
17. Hillsdale Blvd & City Hall, Foster City
18. Hillsdale Blvd & Foster City Blvd, Foster City
19. Middlefield Rd & Woodside Rd, Redwood City
20. Middlefield Rd & Willow St, Redwood City
21. Middlefield Rd & Charter St, Redwood City
22. Woodside Rd & Churchill Ave, Woodside
23. Woodside Rd & Alameda de las Pulgas, Woodside & Redwood City & Unincorporated County
24. Cabrillo Hwy & Main St, Half Moon Bay
25. Cabrillo Hwy & San Mateo Rd, Half Moon Bay
26. Cabrillo Hwy & Kelly Ave, Half Moon Bay
27. Bayshore Blvd & Guadalupe Canyon Pkwy, Brisbane
28. Bayshore Blvd & Valley Dr, Brisbane
29. Bayshore Blvd & Old County Rd, Brisbane
30. Bayshore Blvd & Van Waters and Rodgers Rd, Brisbane
31. Mission St & John Daly Blvd, Daly City
32. John Daly Blvd & Santa Barbara Ave, Daly City
33. John Daly Blvd & De Long St, Daly City
34. Junipero Serra Blvd & Colma Blvd, Colma
35. Junipero Serra Blvd & Serramonte Blvd, Colma
36. Huntington Ave & Sneath Ln, San Bruno
37. Huntington Ave & BART Parking Garage, San Bruno
38. Huntington Ave & Tanforan Parking Garage, San Bruno
39. El Camino Real & Victoria Ave, Millbrae
40. El Camino Real & La Cruz Ave, Millbrae
41. El Camino Real & Millbrae Ave, Millbrae
42. Middlefield Rd & Marsh Rd, Atherton
43. Middlefield Rd & Encina Ave, Atherton
44. Middlefield Rd & Oak Grove Ave, Atherton
45. Middlefield Rd & Ravenswood Ave, Atherton
46. Millbrae Ave & Rollins Rd, Millbrae
47. Brittan Ave & Alameda de las Pulgas, San Carlos
48. Brittan Ave & Laurel St, San Carlos
49. El Camino Real & Brittan Ave, San Carlos
50. Willow Rd & Bayfront Expy, Menlo Park
51. Willow Rd & Hamilton Ave, Menlo Park
52. Willow Rd & Ivy Dr, Menlo Park

53. Willow Rd & O'Brien Dr, Menlo Park
54. Willow Rd & Newbridge St, Menlo Park & East Palo Alto
55. University Ave & Bayfront Expy, Menlo Park
56. University Ave & O'Brien Dr, East Palo Alto
57. University Ave & Kavanaugh Dr/Notre Dame Ave, East Palo Alto
58. University Ave & Bay Rd, East Palo Alto
59. Metro Center Blvd & Vintage Park Dr, Foster City
60. John Daly Blvd & Niantic Ave, Daly City
61. Ralston Ave & South Rd, Belmont
62. Ralston Ave & Alameda de las Pulgas, Belmont
63. Ralston Ave & Cipriani Blvd, Belmont
64. Ralston Ave & Davis Dr, Belmont
65. El Camino Real & Ralston Ave, Belmont
66. El Camino Real & Burlingame Ave, Burlingame
67. El Camino Real & Oak Grove Ave, Burlingame
68. El Camino Real & Floribunda Ave, Burlingame & Hillsborough
69. El Camino Real & Chapin Ave, Burlingame
70. El Camino Real & 17th Ave, San Mateo
71. Main St & San Mateo Rd, Half Moon Bay
72. University Ave & Donohoe St, East Palo Alto
73. Middlefield Road & Douglas Ave, Redwood City
74. Middlefield Road & Fifth Ave, Redwood City
75. Middlefield Road & Eighth Ave, Redwood City
76. El Camino Real & Oaks Grove Ave, Menlo Park
77. El Camino Real & Santa Cruz Ave, Menlo Park
78. El Camino Real & Ravenswood Ave, Menlo Park

Emergency Vehicle Preemption (EVP) Intersections

1. Hwy 1 & Reina Del Mar Ave, Pacifica
2. Hwy 1 & Fassler Ave/Rockaway Beach Ave, Pacifica
3. Hwy 1 & Crespi Dr, Pacifica
4. Hwy 1 & Old Devil's Slide Hwy, Unincorporated County
5. Hwy 1 & Devil's Slide Trail, Unincorporated County
6. Hwy 1 & Capistrano Blvd, Unincorporated County
7. Hwy 1 & Coronado St, Unincorporated County
8. Hwy 1 & Ruisseau Francais Ave, Half Moon Bay
9. Hwy 1 & Poplar St, Half Moon Bay
10. Hwy 1 & Higgins Canyon Rd, Half Moon Bay
11. Hwy 1 & Fairway Dr, Half Moon Bay
12. Hwy 1 & Miramontes Point Rd, Half Moon Bay
13. Linda Mar Blvd & Pacific Coast Hwy, Pacifica
14. Cabrillo Hwy & Main St, Half Moon Bay
15. Cabrillo Hwy & San Mateo Rd, Half Moon Bay
16. Cabrillo Hwy & Kelly Ave, Half Moon Bay

## C/CAG AGENDA REPORT

Date: March 26, 2026

To: Bicycle and Pedestrian Advisory Committee

From: Jeff Lacap, Program Director

Subject: Receive a presentation on the update of the San Mateo Countywide Equity Focus Areas.  
(For further information, contact Jeff Lacap at [jlacap@smcgov.org](mailto:jlacap@smcgov.org))

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### RECOMMENDATION

That the Bicycle and Pedestrian Advisory Committee receive a presentation on the update of the San Mateo Countywide Equity Focus Areas.

### FISCAL IMPACT

This presentation is information only, and has no fiscal impact associated with this action. This update is a part of the scope of work of the San Mateo Countywide Transportation Plan (CTP) update. The cost to update the CTP is \$399,992.

### SOURCE OF FUNDS

Per Resolution 24-59, C/CAG entered into a Memorandum of Understanding with San Mateo County Transportation Authority (SMCTA) to collectively fund the cost of updating the CTP in San Mateo County. The total cost of this effort is split 50/50 between C/CAG and SMCTA. C/CAG share of funding will come from the C/CAG Congestion Relief Fund.

### BACKGROUND

#### *San Mateo Countywide Transportation Plan*

A Countywide Transportation Plan (CTP) establishes a long-range vision and goals for the transportation system, as well as recommends transportation project priorities and strategies that will achieve the vision and goals over time. It is intended to inform future policy discussions related to project prioritization.

The CTP is a primary input into the preparation of the San Francisco Bay Area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, also referred to as "Plan Bay Area") prepared by the Metropolitan Transportation Commission (MTC). As such, CTPs play a critical role in informing regional transportation and land use planning efforts. The current CTP update is a joint effort between C/CAG and the San Mateo County Transportation Authority (SMCTA). Since November 2025, staff have begun the first phase of outreach, presenting to 40 transportation-related committees and drawing on nearly five years of prior public engagement to help shape and validate the draft vision and goals.

## *Equity Definition*

One of the goals of the CTP Update is to ensure that transportation investments serve all residents equitably, particularly those who face the greatest barriers to mobility. San Mateo County currently has several overlapping equity tools used by different agencies for transportation planning, including:

- Equity Focus Areas (C/CAG Bicycle/Pedestrian Plan, 2021)
- SamTrans Equity Planning Areas (ReImagine SamTrans, 2022)
- MTC Equity Priority Communities (Plan Bay Area 2050+)
- Caltrans Equity Index (State)
- CalEnviro Screen (State)

While each tool is effective at identifying high-need areas, a review found that state and regional tools lack sufficient nuance to capture the specific conditions found in San Mateo County, and existing county-level tools rely on outdated data and inconsistent geographic boundaries.

To address this, staff developed a unified, countywide equity definition that C/CAG and its partner agencies can use consistently across planning efforts and project prioritization processes. Both C/CAG and SMCTA staff intend to use the updated Equity Focus Areas in evaluating projects for their upcoming funding calls.

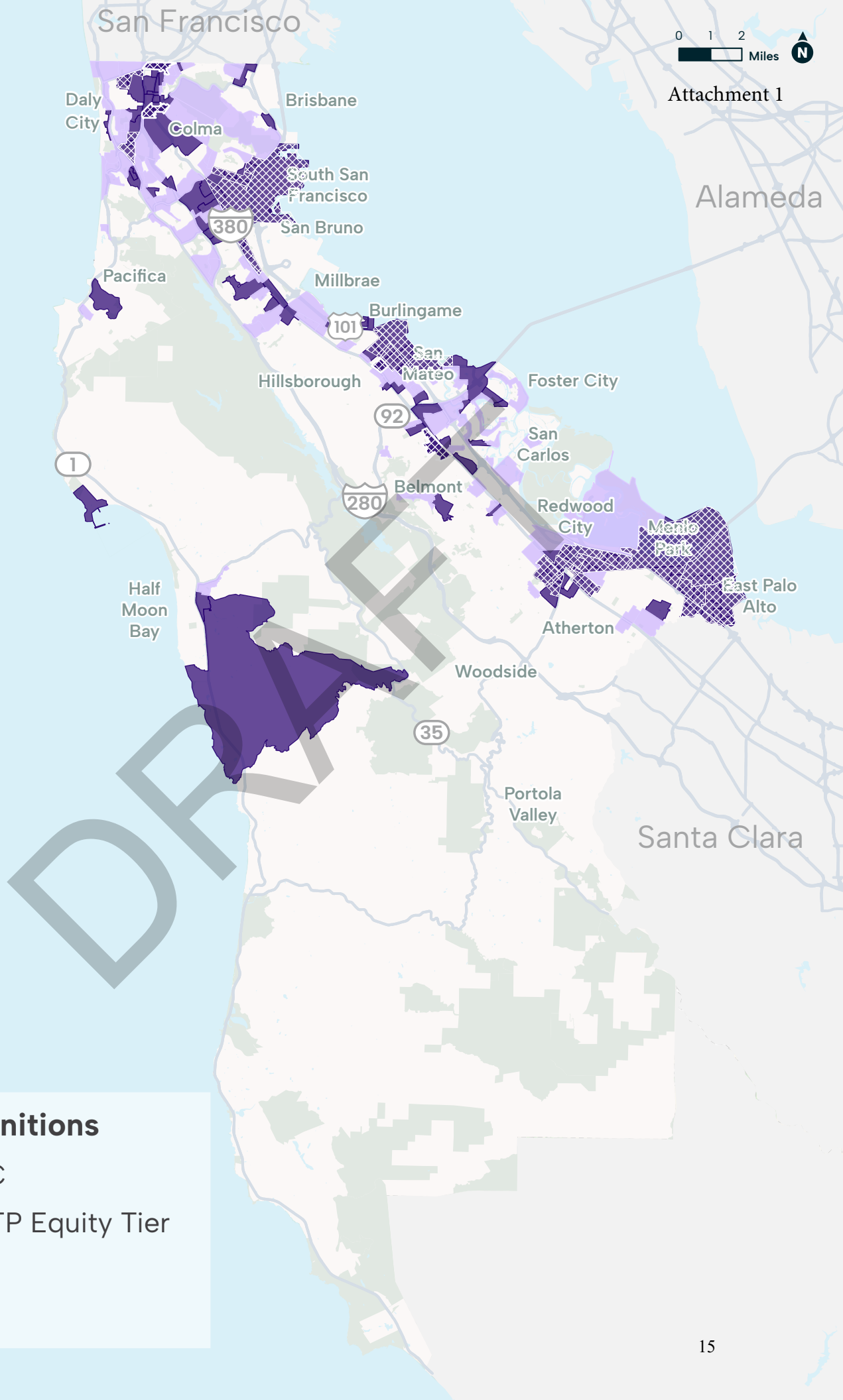
At the meeting, staff will present the proposed methodology including the four variables used (people of color, low income, zero-vehicle households, and rent burden), how areas are scored and assigned to tiers, and how the proposed definition relates to and builds upon the MTC Equity Priority Communities designation and existing county tools.

## **EQUITY IMPACTS AND CONSIDERATIONS**

The San Mateo Countywide Equity Focus Areas establishes a shared, data-driven framework to identify communities with the greatest transportation needs. The areas also ensures that investment decisions by C/CAG and its partner agencies are based on a consistent and transparent understanding of disadvantaged communities within San Mateo County.

## **ATTACHMENTS**

1. San Mateo County Equity Focus Areas – Draft M



### Equity Definitions

 MTC EPC

Proposed CTP Equity Tier

 Tier 1

 Tier 2

## C/CAG AGENDA REPORT

Date: March 26, 2026

To: Bicycle and Pedestrian Advisory Committee

From: Jeff Lacap, Program Director

Subject: Review and recommend approval of the proposed process and framework for the One Bay Area Grant Cycle 4 (OBAG 4) County & Local Program and appoint two members of the BPAC to the evaluation panel.

(For further information or questions contact Jeff Lacap at [jlacap@smcgov.org](mailto:jlacap@smcgov.org))

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### RECOMMENDATION

That the Bicycle and Pedestrian Advisory Committee reviews and recommends approval of the proposed process and framework for the Bay Area Grant Cycle 4 (OBAG 4) County & Local Program and appoint two members of the BPAC to the evaluation panel.

### *FISCAL IMPACT*

Other than staff time, there is no direct fiscal impact to C/CAG at this time. Upon C/CAG and MTC approval, the OBAG 4 County & Local Program funds will be allocated to project sponsors directly.

### SOURCE OF FUNDS

Federal funds are allocated by MTC via the OBAG 4 County & Local Program, including Congestion Mitigation and Air Quality (CMAQ) funds and Surface Transportation Program (STP) funds.

### BACKGROUND

#### *One Bay Area Grant (OBAG)*

The One Bay Area Grant (OBAG) program is the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and other fund programs throughout the San Francisco Bay Area. The Metropolitan Transportation Commission (MTC) established the OBAG program in 2013 to strengthen the connection between transportation investments and regional goals for focused growth in Priority Development Areas (PDAs) and Transit Oriented Communities (TOCs), places near public transit that are planned for new homes, jobs, and community amenities.

On January 28, 2026, MTC adopted Resolution 4740 outlining and approving the OBAG Cycle 4 Grant Program. A total of \$800 million will be available in the region, with a 50/50 funding split between the Regional and County & Local Programs. The C/CAG Technical Advisory Committee (TAC), Congestion Management and Environmental Quality Committee (CMEQ), and Bicycle and

Pedestrian Advisory Committee (BPAC) have received updates on the OBAG 4 County & Program since Fall 2025. Due to new regional commitments to transit operations and the expiration of one-time funding sources from prior cycles, San Mateo County's OBAG 4 nomination target decreased by \$5 million.

Funding for the OBAG cycle 4 program will be available over a four-year horizon, from FY 2026-27 through FY 2029-30. The OBAG 4 policy considerations are oriented around preserving the effectiveness of past OBAG programs. This includes focusing on investments in PDAs and TOCs and incorporating recent policy initiatives, such as regional safety/Vision Zero policies and other strategies from Plan Bay Area 2050. It also addresses federal programming requirements. MTC will directly administer the Regional Program and C/CAG, as the County Transportation Agency (CTA) for San Mateo County, will assist MTC in administering the County & Local Program.

Similar to OBAG 3, C/CAG will conduct the county-level Call for Projects and develop a prioritized nomination list. MTC will then conduct a regional evaluation and make the final funding awards. MTC will continue their larger role in the County & Local Program's call for projects and final project selection. This is due to federal programming requirements, which do not allow formulaic funding distribution. MTC has adopted guidance and nomination targets for the counties, and the Commission will then select projects based on initial county screening and prioritization, in addition to incorporating other regional considerations.

Many of the project sponsor requirements established under OBAG 3 will continue to apply under OBAG 4. The various requirements include maintaining an up-to-date Local Roadway Safety Plan and demonstrating compliance with state housing laws, such as having a Certified Housing Element. There will be a continued focus on investments within Priority Development Areas (PDAs) and Transit Oriented Communities (TOCs), maintaining the existing OBAG requirement that at least 80% of funds be programmed to PDA and TOC-supportive projects. An overview of the adopted OBAG 4 program guidelines, jurisdictional eligibility requirements, and current jurisdiction compliance status can be found in Attachment 1.

### ***OBAG 4 County & Local Program Proposal***

#### County Target

For policy continuity and consistency, MTC used the same factors and overall weights that were used in prior OBAG cycles to develop county nomination targets, incorporating the most recently available data. County targets are based on the same formula from OBAG 3: population (50%), recent housing production (30%) and planned growth, and housing affordability (Regional Housing Needs Assessment (RHNA) data (20%). The resulting targets do not imply or guarantee funding amounts or relative shares to any individual county.

With an overall total of \$324M million available for programming region-wide, the nomination target for the call for projects totals \$389M, at 120% of the funding available. MTC will award \$324 million to projects selected from the larger nomination pool. San Mateo County has a nomination target of \$36.2M. This amount represents 120% of the available funding capacity.

#### Countywide Set-Asides

Before issuing the Call for Projects, staff proposes several countywide set-asides to support regional programs and required administrative activities. These set-asides would be applied first, with the remaining funds forming the final amount available for grant funding. Implementing these programs at the county level ensures:

- Regional consistency and coordination across jurisdictions
- Equitable service delivery, particularly for smaller or resource-constrained cities
- Administrative efficiency and cost savings through centralized implementation
- Strategic leveraging of external funding
- Alignment with adopted regional and state policy priorities

*Planning, Programming, and Monitoring Augmentation: \$6.3M*

As part of the OBAG 4 County and Local Program, MTC provides each county a base amount for Countywide Planning, Programming, and Monitoring (PPM) activities (separate from the county nomination target amount described above). Countywide planning funds provide staffing resources to implement programming, monitoring and outreach activities delegated by MTC to the CTAs. These activities include, but are not limited to, development of the Regional Transportation Plan, development of Community Based Transportation Plans (CBTPs), Countywide Transportation Planning, administration of various grant funding programs, and assistance with the programming and delivery of federal aid projects.

For OBAG 4, the base PPM amount for San Mateo County is \$4.6M. Similar to previous OBAG cycles, staff propose to augment the base planning amount to sustain C/CAG's statutory County Transportation Agency responsibilities. The funding supports oversight, programming, compliance reporting, and performance monitoring required under OBAG and other regional programs. Furthermore, the funding accounts for inflationary pressure on salaries, benefits, general operating expenses to maintain current service levels. Staff projects approximately \$10.9M in transportation-related staff costs during the OBAG 4 period, supporting the work of nine C/CAG staff members who contribute to regional transportation activities delegated to C/CAG. C/CAG proposes to supplement base PPM funds with \$6.3M to cover these costs.

- *Countywide Safe Routes to School (SRTS): \$2.8M*

C/CAG staff proposes to continue its long-standing partnership with the San Mateo County Office of Education (SMCOE) and set aside funding to support the SRTS program in San Mateo County. C/CAG also directs Measure M funding to augment SMCOE's implementation of the SRTS program.

- *Countywide Vision Zero/Safety Implementation & Technical Assistance: \$3M*

Funding would support countywide implementation of traffic safety improvements identified in the Countywide Local Road Safety Plan (LRSP) and Vision Zero Action Plan, including technology-based traffic safety countermeasures across jurisdictions in the County.

**After the proposed countywide set-asides, approximately \$24.1M would be available for competitive project nominations from local jurisdictions.** A summary of the proposed OBAG 4 funding is shown below:

<b>OBAG 4 Nomination Target</b>	<b>\$36.2M</b>
Planning, Programming, and Monitoring (PPM) Augmentation	\$ 6.3M
Countywide Vision Zero/Safety Implementation & Technical Assistance	\$ 3M
Safe Routes to School	\$ 2.8M
Project Nomination Target*	\$ 24.1M

\* Includes \$4.8M reduction in County Target due to SB125 regional commitments to transit operations

### ***County & Local Program Call for Projects***

#### **Project Nomination Target**

In addition to the OBAG 4 project nomination target amount of \$24.1M, the Call for Projects will also include two additional funding programs administered alongside OBAG. These funding sources include:

- **MTC Community Action Resource and Empowerment (CARE) - Community-Based Transportation Plan Project Development Technical Assistance (CBTP TA): \$1.3M**

The CBTP TA advances high-priority, community-identified mobility solutions originating from Community-Based Transportation Plans (CBTPs). The primary objective of this technical assistance is to move community-driven project concepts towards implementation by advancing them towards 100% design, ready for construction. Eligible projects must:

- Originate from a CBTP or comparable community-driven process.
- Be located within, or clearly serve, an Equity Priority Community (EPC).
- Demonstrate meaningful community engagement and support; and
- Consist of capital transportation projects.

Projects that advance to final design will receive additional consideration.

MTC has established a funding target of approximately \$1.3M for San Mateo County under the CBTP-TA Program. In coordination with the OBAG 4 Call for Projects, Staff will conduct a project nomination process and develop a recommended project nomination list for submission to MTC for final recommendation.

- **Transportation Fund for Clean Air (TFCA) 40% Fund: \$2.1M**

Staff propose to incorporate TFCA funds into the OBAG 4 Call for Projects to streamline administration and efficiently coordinate staff resources alongside the other Calls for Projects being administered this year. There is approximately \$2.1M available for TFCA eligible bikeway and bike parking projects. Funding recommendations utilizing TFCA funds are subject to the submission and approval of an acceptable work plan and cost effectiveness (C-E) calculations worksheet, as required by the Air District. For any projects requesting \$2M or more in OBAG 4 funds, staff are requiring that project sponsors complete the cost effectiveness calculations worksheet and submit it along with the other application materials.

With these additional resources, an amount of \$27.5M will be available for a competitive call for project process.

OBAG 4	\$ 24.1M
Transportation Fund for Clean Air (TFCA) 40% Fund	\$ 2.1M
MTC Community Based Transportation Plan (CBTP) Technical Assistance	\$ 1.3M
Total*	\$ 27.5M

\* Target for reference, actual awards subject to competitive project evaluation and selection

### Minimum/Maximum Grant Size

For the OBAG 4 funding, C/CAG staff proposes increasing the minimum grant request from \$500,000 to \$750,000 and establishing a maximum grant request to \$4,000,000 to reduce the administrative burden associated with federal aid projects. Applicants should apply for the maximum amount of OBAG funding appropriate for the project and identify if the project is also eligible for CARE funding. The staff recommendation will identify the recommended allocation of CARE funding.

As context, below is a summary of the maximum and minimum requirements of recent Calls for Projects.

- TDA Article 3 (C/CAG): Available grant amount of \$3.9M for capital projects and the maximum grant amount is \$750,000.
- Local Sales Tax (SMCTA Bike/Ped): Available grant amount of \$19M and the maximum grant request for large infrastructure projects is \$2M.

### Evaluation Criteria

Projects will be evaluated using both county-level criteria (75 points) and regional criteria applied by MTC (35 points).

To prioritize projects that align with regional plans and policies, C/CAG is required to evaluate proposals using the following criteria and give additional weight to projects that demonstrate the following:

- *Need and Benefits:* Projects that effectively address transportation needs and provide clear benefits, including improvements to safety, multi-modal accessibility, emissions reduction, resilience, stormwater management, and state of good repair.
- *Local Priorities:* Projects with demonstrated community support, as reflected in Community-Based Transportation Plans, PDA plans, other local planning or project prioritization processes, letters of support, and/or other documentations identified by the CTA.
- *Equity Impacts:* Projects that provide demonstrated benefits to historically marginalized or underserved groups, including Equity Priority Communities or similar local designations, alignment with agency Americans with Disabilities Act (ADA) Transition Plans, and/or other approaches identified by the CTA.

MTC will be responsible for evaluating projects based on the following criteria:

- *Regional Alignment:* Support for Plan Bay Area 2050+ strategies, the Regional Safety/Vision Zero Policy (MTC Resolution No. 4400), the Complete Streets Policy (MTC Resolution No. 4493), the Bay Area Transit Transformation Action Plan, and the regional Transit Priority Policy for Roadways.
- *Federal Performance Goals:* Improvements to safety, infrastructure condition, system reliability, freight movement and economic vitality, congestion reduction, and environmental sustainability.
- *Deliverability and Risk:* Sponsor capacity and expertise, recent delivery of regional funds, and risks to the project schedule or delivery plan.
- *Air Quality Benefits:* The relative cost-effectiveness in reducing criteria air pollutants, for CMAQ-eligible projects for the purpose of assigning CMAQ funding consistent with federal requirements.

A table summarizing the scoring criteria can be found below:

<b>Criteria</b>	<b>Max</b>
Needs and Benefits	75
Local Priority	
Equity	
Optional County Transportation Agency Criteria	
<i>Subtotal County Transportation Agency Score</i>	75
Regional Alignment	10
Federal Performance	5
Deliverability and Risk	10
Air Quality Improvement	10
<i>Subtotal MTC Score</i>	35
<b>Total Score</b>	<b>110</b>

### C/CAG Countywide Transportation Plan Equity Definition and Focus Areas

Staff proposes awarding additional points in the project scoring criteria to projects located within areas identified as CTP equity focus areas. Projects in the Tier 1 areas would receive more points than those in Tier 2, reflecting the greater level of transportation need in those communities. This tiered scoring approach aligns with MTC's own equity requirements and supports C/CAG's broader goals of advancing equitable transportation investment.

The project sponsor should demonstrate how the project will support advancement of accessible transportation in their communities. The project sponsor will be asked to describe how the project addresses the needs of low-income groups, communities of color, zero vehicle household, and those who are rent-burdened. In OBAG 3, three of the seven projects recommended for funding received full points for being located within an MTC Equity Priority Community.

### Local Match

The current local match requirement for STP and CMAQ funded projects in California is 11.47% of the total project cost, with Federal Highway Administration (FHWA) providing up to 88.53% of the total project cost through reimbursements.

Staff propose the following match requirements:

- 11.47% local match for projects wholly or mostly within an MTC Equity Priority Community or proposed Tier 1 C/CAG Equity Focus Areas
- 15% of local match for projects wholly or mostly within the proposed Tier 2 C/CAG Equity Focus Areas
- 20% local match for all other projects.

For capital transportation projects, toll credits may be used to meet match requirements for construction if the sponsor funds project development with non-federal funds.

### Evaluation Panel

Staff proposes to reduce the total number of C/CAG CMEQ and BPAC Committee representatives from six to four, resulting in a seven-member panel. For reference, the OBAG 3 panel consisted of nine members, including representatives from C/CAG Committees, Commute.org, Silicon Valley Bicycle Coalition and local city staff.

In addition, staff is exploring a streamlined review approach similar to the Active Transportation Program. Under this approach, each panel member would initially review a subset of the applications before meeting as a group to discuss and finalize rankings. Panel members are responsible for submitting scores within the established timeline. The C/CAG BPAC will be responsible for reviewing the MTC Complete Streets checklists required for project applications.

### Public Outreach

C/CAG will be expected to inform stakeholders and the public about the opportunities to comment on project ideas and to provide guidance to community-based organizations, Equity Priority Communities, and any other underserved community interested in having project submitted for funding.

To comply with outreach requirements, C/CAG plans on utilizing committee and board meetings to allow for public input. In addition, C/CAG plans to host public workshops regarding funding opportunities and to solicit project ideas, to adhere to the MTC outreach policy. Further, staff plans to perform additional outreach in the form of informational mailings and online virtual workshops to community-based organizations. C/CAG staff may need to direct/refer any public entities, with project ideas, to partner with a local jurisdiction.

Below is the tentative schedule highlighting both C/CAG and MTC actions:

*OBAG 4 County & Local Program – Proposed San Mateo County Timeline*

<b>Tentative Dates</b>	<b>C/CAG Action</b>
April 2026	C/CAG Board approval of OBAG 4 Framework and Process
<b>May 2026</b>	<b>OBAG 4 County &amp; Local Program Call for Projects Issued to Local Jurisdictions and Agencies</b>
<b>May – June 2026</b>	<b>Call for Projects Application Period (approximately 45 days)</b>
July – August 2026	OBAG 4 screening, scoring, and development of project nominations for MTC C/CAG BPAC review of MTC Complete Streets Checklists for OBAG 4 nominated projects
August 2026	Present recommendations to C/CAG Committees (CMP TAC, CMEQ, and BPAC)
September 2026	Project nomination list approved by the C/CAG Board
October 31, 2026	OBAG 4 prioritized nominations due to MTC
November – December 2026	MTC’s Project Evaluation Process
January 2027	MTC Commission approval of County & Local program of projects

*Recommendation*

C/CAG staff requests that the Bicycle and Pedestrian Advisory Committee review and recommend approval of the proposed One Bay Area Grant Cycle 4 (OBAG 4) County & Local Program framework, including the proposed funding set asides, evaluation criteria and call for projects process. It should be noted that MTC staff will need to approve each of the respective CTA’s OBAG 4 processes prior to initiating the call for projects activities in May.

**EQUITY IMPACTS AND CONSIDERATIONS**

The OBAG program supports equity in San Mateo County by directing funding toward projects that improve access to safe, reliable, and sustainable transportation options for all communities, including historically underserved and disadvantaged populations. Through the county program, local jurisdictions can prioritize investments in a broad range of transportation projects.

**ATTACHMENTS**

1. OBAG 4 County Program Administrative Guidance & County Program Compliance Status

## OBAG 4 County Program Administrative Guidance

February 2026

### Summary

Applicants and recipients of One Bay Area Grant (OBAG 4) County Program funds are subject to certain requirements established by the Metropolitan Transportation Commission (MTC) via MTC Resolution No. 4740, Revised (available on MTC's [OBAG 4 webpage](#)). This administrative guidance summarizes MTC staff implementation of these requirements, including compliance determinations, enforcement actions, and applicability by sponsor and project type.

### Compliance Determination

MTC staff are responsible for determining sponsor compliance with OBAG 4 County Program requirements, as detailed in **Table 1**. Staff will make initial compliance determinations during the project evaluation process (Fall 2026) and will monitor awardee compliance throughout the OBAG 4 period, making regular status reports to working groups and County Transportation Agencies (CTAs).

*Table 1: OBAG 4 County Program Requirements and Compliance Determinations*

Requirement	Policy Excerpt	Determination Basis
<b>Housing Element</b>	Jurisdiction sponsors must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-31 Regional Housing Needs Allocation (RHNA) cycle and maintain certification throughout the OBAG 4 program period.	California Department of Housing and Community Development (HCD) <a href="#">reporting</a>
<b>Annual Progress Report</b>	Jurisdictions must submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 4 program period.	HCD <a href="#">reporting</a>
<b>State Housing Laws</b>	Jurisdictions must comply with the Housing Accountability Act and other state housing laws related to surplus lands, accessory dwelling units, and density bonuses throughout the OBAG 4 program period.	HCD <a href="#">enforcement letters</a> and MTC staff interpretation
<b>Local Roadway Safety Plan</b>	Jurisdiction sponsors must complete and maintain a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, including the requirement that plans be updated within five years.	Jurisdiction reporting via Vision Zero Working Group and MTC staff interpretation
<b>PMP Certification</b>	Jurisdiction sponsors must maintain a certified Pavement Management Program (StreetSaver® or equivalent), updated as prescribed by MTC staff.	MTC <a href="#">reporting</a>
<b>LSR Survey</b>	Jurisdictions must fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution).	Direct reporting from statewide survey administrator
<b>HPMS Traffic Count Data</b>	Jurisdiction sponsors must provide traffic count data to MTC to support FHWA's Highway Performance Monitoring System (HPMS) on an annual basis, or as directed by MTC staff.	Jurisdiction reporting

Applicants should initially comply with all requirements to be recommended for award. On a case-by-case basis, MTC staff may consider recommending funding to applicants that satisfy the threshold to delay funds as detailed below.

**Enforcement Actions**

MTC staff are responsible for implementing OBAG 4 County Program requirements, including taking enforcement actions if sponsors fall out of compliance as detailed in **Table 2**. Staff will first delay or withhold funds and work with sponsors to address initial compliance issues. If necessary, staff will recommend Commission action to rescind and reprogram funds from sponsors with unresolved issues.

*Table 2: OBAG 4 County Program Enforcement Actions*

Enforcement Action	Policy Excerpt
<b>Delay Funds</b>	MTC will deprioritize county awards for inclusion in the Annual Obligation Plan (AOP) from sponsors with minor or initial compliance issues.
<b>Withhold Funds</b>	MTC will withhold or reverse TIP programming for county awards from sponsors with substantial and/or sustained compliance issues.
<b>Rescind Funds</b>	MTC will rescind and reprogram county awards from noncompliant sponsors that do not, or are unable to, develop a reasonable plan to comply and deliver funds within the OBAG 4 period.

The threshold for each enforcement action is detailed in **Table 3**. When compliance issues are identified for sponsors with existing projects, MTC staff will contact both the sponsor and the respective CTA.

- In the case of continuous requirements (Housing Element, State Housing Laws, Local Roadway Safety Plan, and PMP Certification), staff will request that the sponsor provide a plan to achieve compliance within the OBAG 4 period. Staff will recommend that the Commission rescind awards from sponsors that do not provide a reasonable plan within six months of this initial request.
- In the case of cyclical requirements (Annual Progress Report, LSR Survey, HPMS Traffic Count Data), staff will use the “three strikes” principle to recommend that the Commission rescind awards from sponsors that have not complied after three consecutive opportunities.

Table 3: Thresholds for OBAG 4 County Program Enforcement Actions

Requirement	Threshold to Delay Funds (Deprioritize in AOP)	Threshold to Withhold Funds (Remove from TIP)	Threshold to Rescind Funds (Rescind Grant Award)
<b>Housing Element</b>	Jurisdiction is out of compliance but MTC staff have reviewed and concurred with plan to comply within OBAG 4 period	Jurisdiction is out of compliance and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (<6 months from request)	Jurisdiction is out of compliance and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (>6 months from request)
<b>Annual Progress Report</b>	Jurisdiction did not submit APR for prior year	Jurisdiction did not submit APR for past two years	Jurisdiction did not submit APR for past three years
<b>State Housing Laws</b>	Jurisdiction has active HCD notice of violation but MTC staff have reviewed and concurred with plan to comply within OBAG 4 period	Jurisdiction has active HCD notice of violation and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (<6 months from request)	Jurisdiction has active HCD notice of violation and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (>6 months from request)
<b>Local Roadway Safety Plan</b>	Jurisdiction has outdated LRSP but MTC staff have reviewed and concurred with plan to comply within OBAG 4 period	Jurisdiction has outdated LRSP and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (<6 months from request)	Jurisdiction has outdated LRSP and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (>6 months from request)
<b>PMP Certification</b>	Jurisdiction has expired PMP certification but has applied for current PTAP cycle or committed to updates using local funds	Jurisdiction has expired PMP certification and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (<6 months from request)	Jurisdiction has expired PMP certification and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (>6 months from request)
<b>LSR Survey</b>	Jurisdiction did not participate in latest survey but staff have committed to responding in the next cycle	Jurisdiction did not participate in past two surveys	Jurisdiction did not participate in past three surveys
<b>HPMS Traffic Count Data</b>	Jurisdiction did not respond to the latest data request but staff have committed to responding in the next year	Jurisdiction did not respond to the last two data requests	Jurisdiction did not respond to the last three data requests

## Requirement Applicability

The OBAG 4 County Program requirements detailed in this guidance apply primarily to jurisdiction sponsors with land use authority. Other eligible applicants, such as transit agencies, CTAs, and federally recognized Tribal governments are generally exempt from these requirements.

However, to ensure fair and consistent implementation of OBAG 4 policies, MTC staff will also apply these requirements to capital projects delivered on behalf of a local jurisdiction by another agency. Specifically, to receive or maintain funding, sponsors must ensure that all participating local jurisdictions comply with OBAG 4 County Program requirements for the following project types: capital projects sponsored by one jurisdiction but located substantially within another local jurisdiction or jurisdictions, non-transit capital projects sponsored by a transit agency in a local jurisdiction or jurisdictions, and capital projects sponsored by a CTA in a local jurisdiction or jurisdictions. Applicable project types are detailed in **Table 4**.

*Table 4: Applicability of OBAG 4 County Program Requirements by Sponsor and Project Type*

<b>Sponsor Type</b>	<b>Project Type</b>	<b>Project Location</b>	<b>Requirements Applicability</b>
Jurisdiction	Any	Within sponsor jurisdiction	Apply to <b>sponsor jurisdiction</b>
Jurisdiction	Capital (any phase)	Substantially outside sponsor jurisdiction (>10%)	Apply to <b>all local jurisdictions with substantial project area</b>
Transit Agency	Non-transit capital (any phase)	Local jurisdiction(s)	Apply to <b>all local jurisdictions within project area</b>
Transit Agency	Transit capital or non-infrastructure	Any	<i>Jurisdiction compliance requirements do not apply</i>
CTA	Capital (any phase)	Local jurisdiction(s)	Apply to <b>all local jurisdictions within project area</b>
CTA	Non-infrastructure	Any	<i>Jurisdiction compliance requirements do not apply</i>

Agencies applying for OBAG 4 County Program funds for capital projects on behalf of another jurisdiction or jurisdiction(s) as specified above must provide letters of support from each impacted jurisdiction in their application materials.

## OBAG 4 County Program Compliance Status

County	Jurisdiction	Housing Element <i>Updated 02/2026</i>	Annual Progress Report <i>Updated 02/2026</i>	State Housing Laws <i>Updated 02/2026</i>	Local Roadway Safety Plan <i>Updated 01/2026</i>	PMP Certification <i>Updated 03/2026</i>	LSR Survey <i>Updated 06/2025</i>	HPMS Traffic Count Data <i>Updated 05/2025</i>	Overall Compliance <i>Updated 03/2026</i>
San Mateo	Atherton	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	Belmont	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	Brisbane	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	Burlingame	Certified	Submitted 2024	No Violations Identified	Plan in Progress	Certified	Responded 2025	Responded 2024	Noncompliant
San Mateo	Colma	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	Daly City	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	East Palo Alto	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	Foster City	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	Half Moon Bay	Not Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified	Responded 2025	Responded 2024	Noncompliant
San Mateo	Hillsborough	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	Menlo Park	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	Millbrae	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	Pacifica	Certified	Submitted 2024	No Violations Identified	Current Plan (2023)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	Portola Valley	Certified	Submitted 2024	No Violations Identified	Current Plan (2025)	Expired	Responded 2025	No Response 2024	Noncompliant
San Mateo	Redwood City	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	San Bruno	Certified	Submitted 2024	No Violations Identified	Current Plan (2023)	Expired	Responded 2025	Responded 2024	Noncompliant
San Mateo	San Carlos	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	San Mateo	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified with Pending	No Response 2025	Responded 2024	Noncompliant
San Mateo	San Mateo County	Not Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified with Pending	Responded 2025	Responded 2024	Noncompliant
San Mateo	South San Francisco	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	Woodside	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Expired	Responded 2025	Responded 2024	Noncompliant

## C/CAG AGENDA REPORT

Date: March 26, 2026

To: Bicycle and Pedestrian Advisory Committee

From: Audrey Shiramizu, Senior Transportation Programs Specialist

Subject: Receive a presentation on the San Bruno-Millbrae El Camino Real Multimodal Improvement Corridor Study.

(For further information, contact Audrey Shiramizu at [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org))

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### RECOMMENDATION

That the Bicycle and Pedestrian Advisory Committee receive a presentation on San Bruno-Millbrae El Camino Real Multimodal Improvement Corridor Study.

### FISCAL IMPACT

This presentation is informational only.

### SOURCE OF FUNDS

The cost for this study is \$760,000 and is funded through a state earmark secured by then Assemblymember Kevin Mullin.

### BACKGROUND

El Camino Real is a well-used corridor that goes through much of San Mateo County. It is critical for those going north-south between San Jose and San Francisco and has many important connections to retail centers. Every year, people are killed or seriously injured on El Camino Real due to speeding, running red lights, and other factors that put other motorists, bicyclists and pedestrians at risk. C/CAG is conducting the San Bruno-Millbrae El Camino Real Multimodal Improvement Corridor Study to determine how accessibility, safety, and connectivity may be improved for people walking, biking, driving, and using transit. The goal of the Study is to identify and prioritize data driven projects, informed by public input, that enhance safety and connectivity within the existing transportation infrastructure. This study will feed into the larger Grand Boulevard Initiative (GBI) project, which seeks to transform El Camino Real into a safe and vibrant street where people of all ages and abilities can travel comfortably. For more information on GBI, visit: <https://www.samtrans.com/projects/gbi>.

At the March 2026 BPAC meeting, the project team will introduce the project, present existing conditions findings, summarize outreach completed to-date, and seek input on corridor conditions and priorities. The project team will return to this committee periodically for project updates and feedback. For more information on the project, visit the project website at: <https://ccag.ca.gov/san-bruno-millbrae-ecr/>.

## **EQUITY IMPACTS AND CONSIDERATIONS**

The goal of the study is to develop and prioritize projects that improve accessibility, safety, and connectivity for all road users, particularly those walking, biking, and riding transit. These are the most vulnerable users on El Camino Real and providing safer and more accessible infrastructure can reduce the risk of injuries and fatalities and encourage mode shift away from single occupancy driver trips.

## **ATTACHMENTS**

The following attachment is available on the C/CAG BPAC website (*See “Additional Agenda Materials” for the relevant BPAC Meeting*) at: <https://ccag.ca.gov/committees/bicycle-and-pedestrian-advisory-committee/>

1. San Bruno-Millbrae El Camino Real Multimodal Improvement Corridor Study Presentation

**C/CAG AGENDA REPORT**

Date: March 26, 2026  
To: Bicycle and Pedestrian Advisory Committee  
From: Sean Charpentier, Executive Director  
Subject: Receive an update on proposed electric bicycle legislation in California.

(For further information or questions, contact Sean Charpentier at [scharpentier@smcgov.org](mailto:scharpentier@smcgov.org))

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**RECOMMENDATION**

That the Committee receive an update on proposed electric bicycle legislation in California.

**FISCAL IMPACT**

There is no direct fiscal impact associated with this item.

**SOURCE OF FUNDS**

Not Applicable.

**BACKGROUND**

Electric bicycles (e-bikes) have experienced significant growth in recent years, offering expanded mobility options and supporting active transportation goals. At the same time, increased e-bike usage has raised policy considerations related to safety, enforcement, infrastructure, and education—particularly for youth riders and in high-activity corridors.

At the state level, there are currently several proposed legislative measures under consideration in California that seek to address various aspects of e-bike use, including safety requirements, classification, enforcement, and operational guidelines. Many of the legislative proposals address the concerns raised in the SJSU Mineta Institute report: “Exploring Electric Bicycle Safety Performance Data and Policy Options for California. See Attachment 1.

These proposals reflect a growing interest among policymakers in balancing the benefits of e-bikes with emerging safety concerns. See Attachment 2 for a matrix of State E Bike bills, as of March 6<sup>th</sup>. In addition, San Mateo County discussed a potential e-bike ordinance on March 10<sup>th</sup>, which is available as Attachment 3.

The proposed E Bike Legislation generally falls into 4 categories.

1. Education for retailers, purchasers and parents.
2. Increased regulation of bicycle manufacturers.
3. Restrictions on where E bikes can be used.
4. Regulation of age of users and/or speed.

The regulation of the age of the users has led some stakeholders to express concerns about law enforcement targeting young people and the ability of law enforcement to enforce such age restrictions.

At the more restrictive level, the State of New Jersey has approved strict legislation for E Bikes that requires licenses and registration. See Attachment 4. There are pilot programs in Marin and San Diego County that allows jurisdictions to more closely regulate the age.

The C/CAG Board has taken support positions on two pieces of legislation related to the E bikes.

**1. AB 1557 (Papan)-Support-** Clarifies the existing e-bike power restriction by specifying that the 750W limit on motors applies to maximum peak output. This closes the loophole that manufacturers have been using to build and distribute overly-powerful e-bikes. Electric bicycles that have a maximum capability of producing more than 750W will cease to be legally classified as e-bikes.

**2. AB 2346 (Wilson)-Support-** This bill puts forward various changes recommended by the Mineta Transportation Institute. Firstly, it requires all e-bikes being sold in California to be equipped with speedometers and integrated lights, beginning January 1, 2029. Secondly, it requires that manufacturers and retailers selling e-bikes in California provide consumers with a summary of e-bike laws. Finally, it allows local jurisdictions to impose various speed limits on bicycle, multi-use, or paths with appropriate signage; sets a statewide speed limit of 5 mph when riding on a sidewalks; and sets a clear statewide speed limit of 15 mph for any minor under 15 years old, regardless of the device or where they are riding.

At the March 12<sup>th</sup> C/CAG Board meeting, staff and the Legislative Committee recommended supporting AB 2595 (Papan) that would have created the San Mateo Electric Bicycle Safety Pilot Program and would, until January 1, 2031, authorize a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. See attachment 6 for AB 2595 Papan language.

The C/CAG Board requested additional information on AB 2595. A variety of opinions were expressed, including concerns about enforcement and concerns that AB 2595 might not be strict enough.

See Attachment 5 for copies of the support letters for AB 1557 and AB 2346. Attachment 7 has multiple links to additional information from other jurisdictions.

This item is intended to provide an overview of the current legislative landscape and to offer an opportunity for Committee members to share input, perspectives, or concerns related to potential State Legislation for E Bikes. Committee feedback will help inform staff's understanding of local priorities and potential implications for San Mateo County jurisdictions. Staff will compile any input received from this Committee and share it with the C/CAG Board of Directors at its April meeting.

## EQUITY IMPACTS AND CONSIDERATIONS

E-bikes have the potential to improve mobility access by providing a lower-cost and more flexible transportation option, particularly for communities with limited access to traditional transportation modes. Policy decisions related to safety requirements, enforcement, and infrastructure should consider potential impacts on different user groups, including youth, low-income populations, and communities with limited access to safe riding facilities.

## ATTACHMENTS

1. Exploring Electric Bicycle Safety Performance Data and Policy Options for California:  
<https://transweb.sjsu.edu/research/2423-Electric-Bicycle-Safety-Data-Policy>
2. E-bike State legislation matrix
3. <https://sanmateocounty.legistar.com/View.ashx?M=F&ID=15293655&GUID=5A26E409-F140-4FC5-816F-E977A3092E01>
4. New Jersey approved strict regulations for E-Bikes that requires license and registration. See attached legislation with yellow highlights. Also, see the news articles below.
  - a) <https://newjerseymonitor.com/2026/01/14/governor-murphy-ebike-legislation/>
  - b) <https://newjerseymonitor.com/briefs/governor-signs-ebike-bill/>
5. C/CAG Support letters for AB 1557 (Papan) and AB 2346 (Wilson).
6. AB 2595 Papan
  - a) [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202520260AB2595](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2595)
7. Additional Information
  - a) City of Mill Valley E-Bike Safety page: <https://www.cityofmillvalley.gov/2189/E-Bikes>
  - b) Marin Countywide E-Bike Safety Education campaign:  
<https://www.marincounty.gov/your-government/e-bikersclub>
  - c) City of Anaheim - Chapter 14.72 MOTORIZED WHEELED CONVEYANCES:  
[https://codelibrary.amlegal.com/codes/anaheim/latest/anaheim\\_ca/0-0-0-85686#JD\\_Chapter14.72](https://codelibrary.amlegal.com/codes/anaheim/latest/anaheim_ca/0-0-0-85686#JD_Chapter14.72)
  - d) City of Del Mar's e-bike ordinance and staff report:  
<https://www.delmar.ca.us/DocumentCenter/View/10015/07072025-Item-6-Agenda-Report-Bike-and-E-Bike-Regulations-Ordinance-Adoption>

<b>Proposed California Electric Bicycle Bills</b>						
<b>Bill Number</b>	<b>Author</b>	<b>Applicable Jurisdiction</b>	<b>Brief Description</b>	<b>Fiscal</b>	<b>Current Location</b>	<b>CCAG Position</b>
<b>Technology Requirements</b>						
<a href="#">AB 1557</a>	Papan	Statewide	Limits e-bike definition to “not capable of exceeding 750 watts of peak power”	No	Asm Trans	Support 2/12
<b>Manufacturer/Seller Requirements</b>						
<a href="#">AB 2284</a>	Dixon	Statewide	Public list of non-compliant e-bikes & e-bike products	Yes	Asm Rules	
<b>Rules of the Road</b>						
<a href="#">AB 1569</a>	Davies	Statewide	Training for students parking e-bikes on campus	No	Asm Ed	Staff Rec Watch
<a href="#">AB 1614</a>	Dixon	Statewide	No “piggybacking” on bikes and e-bikes on a Class I bikeway	Yes	Asm Trans	
<a href="#">AB 1942</a>	Bauer-Kahan	Statewide	License plates for class 2 & 3 e-bikes	Yes	Asm Rules	
<b>Local Limits</b>						
<a href="#">SB 956</a>	Choi	Statewide	<i>Spot bill - will restore some local authority over passing e-bike safety ordinances</i>	TBD	Sen Rules	
<a href="#">AB 2595</a>	Papan	San Mateo County	San Mateo Electric Bicycle Safety Pilot Program - would allow localities to prohibit kids under 12 from operating class 1 or 2 ebikes	No	Asm Rules	Staff Rec Support 3/12
<b>Kitchen Sink</b>						
<a href="#">SB 1167</a>	Blakespear	Statewide	Distinguishes e-bikes from mopeds or “e-motos” & requires customer disclosure	Yes	Sen Rules	
<a href="#">AB 2346</a>	Wilson	Statewide	Speedometer/front & rear lamp requirements; Written description of e-bike laws for customers; Allows various speed limits to be imposed	Yes	Asm Rules	Staff Rec Support 3/12

[First Reprint]

SENATE SUBSTITUTE FOR  
**SENATE, No. 4834**

**STATE OF NEW JERSEY**  
**221st LEGISLATURE**

ADOPTED DECEMBER 22, 2025

**Sponsored by:**

**Senator NICHOLAS P. SCUTARI**

**District 22 (Somerset and Union)**

**Senator PAUL D. MORIARTY**

**District 4 (Atlantic, Camden and Gloucester)**

**Assemblyman JAMES J. KENNEDY**

**District 22 (Somerset and Union)**

**Assemblywoman LINDA S. CARTER**

**District 22 (Somerset and Union)**

**Assemblyman STERLEY S. STANLEY**

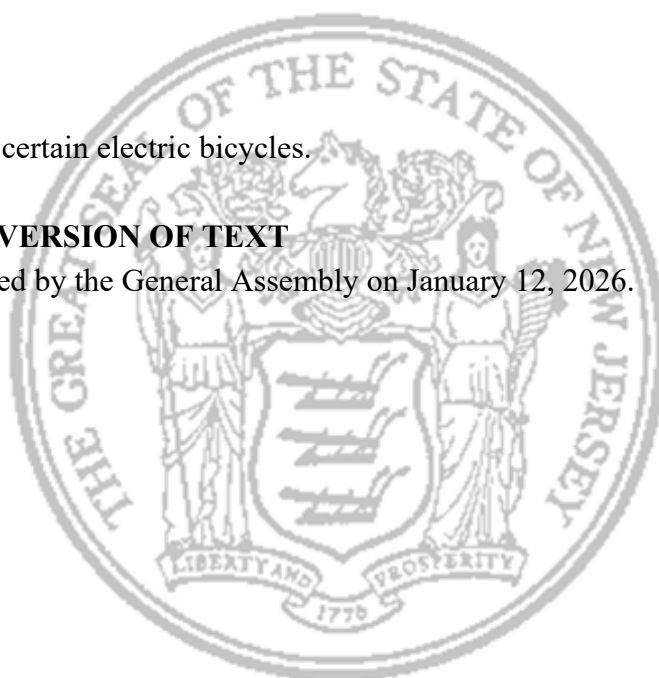
**District 18 (Middlesex)**

**SYNOPSIS**

Regulates certain electric bicycles.

**CURRENT VERSION OF TEXT**

As amended by the General Assembly on January 12, 2026.



**(Sponsorship Updated As Of: 1/12/2026)**

1 AN ACT concerning the requirements for operating certain electric  
2 bicycles, amending various parts of the statutory law, and  
3 supplementing Title 39 of the Revised Statutes.  
4

5 **BE IT ENACTED** by the Senate and General Assembly of the State  
6 of New Jersey:  
7

8 <sup>1</sup>[1.R.S.39:1-1 is amended to read as follows:

9 39:1-1. As used in this subtitle, unless other meaning is clearly  
10 apparent from the language or context, or unless inconsistent with  
11 the manifest intention of the Legislature:

12 "Alley" means a public highway wherein the roadway does not  
13 exceed 12 feet in width.

14 "Authorized emergency vehicles" means vehicles of the fire  
15 department, police vehicles and such ambulances and other vehicles  
16 as are approved by the chief administrator when operated in  
17 response to an emergency call.

18 "Autocycle" means a three-wheeled motorcycle designed to be  
19 controlled with a steering wheel and pedals in which the operator  
20 and passenger may ride in a completely or partially enclosed seating  
21 area that is equipped with a roll cage or roll hoops, safety seat belts  
22 for each occupant, and anti-lock brakes.

23 "Automobile" includes all motor vehicles except motorcycles.

24 "Berm" means that portion of the highway, exclusive of the  
25 roadway and shoulder, **[bordering]** that borders the shoulder but is  
26 not to be used for vehicular travel.

27 "Business district" means that portion of a highway and the  
28 territory contiguous thereto, where within any 600 feet along such  
29 highway there are buildings in use for business or industrial  
30 purposes, including, but not limited to, hotels, banks, office  
31 buildings, railroad stations, and public buildings which occupy at  
32 least 300 feet of frontage on one side or 300 feet collectively on  
33 both sides of the roadway.

34 "Car pool" means two or more persons commuting on a daily  
35 basis to and from work by means of a vehicle with a seating  
36 capacity of nine passengers or less.

37 "Chief Administrator" or "Administrator" means the Chief  
38 Administrator of the New Jersey Motor Vehicle Commission.

39 "Commercial motor vehicle" includes every type of motor-driven  
40 vehicle used for commercial purposes on the highways, such as the  
41 transportation of goods, wares, and merchandise, excepting such  
42 vehicles as are run only upon rails or tracks and vehicles of the  
43 passenger car type used for touring purposes or the carrying of farm  
44 products and milk, as the case may be.

**EXPLANATION – Matter enclosed in bold-faced brackets [thus] in the above bill is not enacted and is intended to be omitted in the law.**

**Matter underlined thus is new matter.**

**Matter enclosed in superscript numerals has been adopted as follows:**

<sup>1</sup>Assembly floor amendments adopted January 12, 2026.

1 "Commission" means the New Jersey Motor Vehicle  
2 Commission established by section 4 of P.L.2003, c.13 (C.39:2A-  
3 4).

4 "Commissioner" means the Commissioner of Transportation of  
5 this State.

6 "Commuter van" means a motor vehicle having a seating  
7 capacity of not less than seven nor more than 15 adult passengers,  
8 in which seven or more persons commute on a daily basis to and  
9 from work and which vehicle may also be operated by the driver or  
10 other designated persons for their personal use.

11 "Crosswalk" means that part of a highway at an intersection,  
12 either marked or unmarked, existing at each approach of every  
13 roadway intersection, included within the connections of the lateral  
14 lines of the sidewalks on opposite sides of the highway measured  
15 from the curbs or, in the absence of curbs, from the edges of the  
16 shoulder, or, if none, from the edges of the roadway **【; also】** , and  
17 any portion of a highway at an intersection or elsewhere distinctly  
18 indicated for pedestrian crossing by lines or other marking on the  
19 surface.

20 "Curb extension" or "bulbout" means a horizontal extension of  
21 the sidewalk into the street which results in a narrower roadway  
22 section.

23 "Dealer" includes every person actively engaged in the business  
24 of buying, selling, or exchanging motor vehicles or motorcycles and  
25 who has an established place of business.

26 "Deputy Chief Administrator" means the deputy chief  
27 administrator of the commission.

28 "Driver" means the rider or driver of a horse, bicycle, or  
29 motorcycle or the driver or operator of a motor vehicle, unless  
30 otherwise specified.

31 **"Electric motorized bicycle" means any two-wheeled vehicle**  
32 **with fully operable pedals and an electric motor capable of greater**  
33 **than 750 watts that is capable of reaching a speed greater than 28**  
34 **miles per hour.**

35 "Explosives" means any chemical compound or mechanical  
36 mixture that is commonly used or intended for the purpose of  
37 producing an explosion and which contains any oxidizing and  
38 combustive units or other ingredients in such proportions, quantities  
39 or packing that an ignition by fire, friction, **【by】** concussion, **【by】**  
40 percussion, or **【by】** detonator of any part of the compound or  
41 mixture may cause such a sudden generation of highly heated gases  
42 that the resultant gaseous pressures are capable of producing  
43 destructive effects on contiguous objects or of destroying life or  
44 limb.

45 "Farm tractor" means every motor vehicle designed and used  
46 primarily as a farm implement for drawing plows, mowing  
47 machines, and other implements of husbandry.

1 "Flammable liquid" means any liquid having a flash point below  
2 200 degrees Fahrenheit [ , ] and a vapor pressure not exceeding 40  
3 pounds.

4 "Gross weight" means the combined weight of a vehicle and a  
5 load thereon.

6 "High occupancy vehicle" or "HOV" means a vehicle which is  
7 used to transport two or more persons [ and shall include ] ,  
8 including public transportation, car pool, van pool, and other  
9 vehicles, as determined by regulation of the Department of  
10 Transportation.

11 "Highway" means the entire width between the boundary lines of  
12 every way publicly maintained when any part thereof is open to the  
13 use of the public for purposes of vehicular travel.

14 "Horse" includes mules and all other domestic animals used as  
15 draught animals or beasts of burden.

16 "Inside lane" means the lane nearest the center line of the  
17 roadway.

18 "Intersection" means the area embraced within the prolongation  
19 of the lateral curb lines or, if none, the lateral boundary lines of two  
20 or more highways which join one another at an angle, whether or  
21 not one such highway crosses another.

22 "Laned roadway" means a roadway which is divided into two or  
23 more clearly marked lanes for vehicular traffic.

24 "Leased limousine" means any limousine subject to regulation in  
25 the State which:

26 a. [ Is ] is offered for rental or lease, without a driver, to be  
27 operated by a limousine service as the lessee, for the purpose of  
28 carrying passengers for hire; and

29 b. [ Is ] is leased or rented for a period of one year or more  
30 following registration.

31 "Leased motor vehicle" means any motor vehicle subject to  
32 registration in this State which:

33 a. [ Is ] is offered for rental or lease, without a driver, to be  
34 operated by the lessee, [ his ] the lessee's agent or servant, for  
35 purposes other than the transportation of passengers for hire; and

36 b. [ Is ] is leased or rented for a period of one year or more  
37 following registration.

38 "Limited-access highway" means every highway, street, or  
39 roadway in respect to which owners or occupants of abutting lands  
40 and other persons have no legal right of access to or from [ the  
41 same ] , except at such points only and in such manner as may be  
42 determined by the public authority having jurisdiction over such  
43 highway, street, or roadway; and includes any highway designated  
44 as a "freeway" or "parkway" by authority of law.

45 "Local authorities" means every county, municipal, and other  
46 local board or body having authority to adopt local police

1 regulations under the Constitution and laws of this State, including  
2 every county governing body with relation to county roads.

3 "Low-speed electric bicycle" means a **two or three-wheeled**  
4 **two-wheeled vehicle with fully operable pedals and an electric**  
5 **motor of less than 750 watts, that meets the requirements of one of**  
6 **the following classifications: "class 1 low-speed electric bicycle"**  
7 **which means a low-speed electric bicycle equipped with a motor**  
8 **that provides assistance only when the rider is pedaling, and that**  
9 **ceases to provide assistance when the bicycle reaches the speed of**  
10 **20 miles per hour ; or "class 2 low-speed electric bicycle" which**  
11 **means a low-speed electric bicycle equipped with a motor that may**  
12 **be used exclusively to propel the bicycle, and that is not capable of**  
13 **providing assistance when the bicycle reaches the speed of 20 miles**  
14 **per hour].**

15 "Low-speed electric scooter" means a scooter with a floorboard  
16 that can be stood upon by the operator, with handlebars, and an  
17 electric motor that is capable of propelling the device, with or  
18 without human propulsion, at a maximum speed of less than 19  
19 miles per hour.

20 "Low-speed vehicle" means a four-wheeled low-speed vehicle,  
21 as defined in 49 C.F.R. s.571.3(b), whose attainable speed is more  
22 than 20 miles per hour but not more than 25 miles per hour on a  
23 paved level surface and which is not powered by gasoline or diesel  
24 fuel and complies with federal safety standards as set forth in 49  
25 C.F.R. s.571.500.

26 "Magistrate" means any municipal court and the Superior Court,  
27 and any officer having the powers of a committing magistrate and  
28 the chief administrator.

29 "Manufacturer" means a person engaged in the business of  
30 manufacturing or assembling motor vehicles, who will, under  
31 normal business conditions during the year, manufacture or  
32 assemble at least 10 new motor vehicles.

33 "Metal tire" means every tire, the surface of which in contact  
34 with the highway is wholly or partly made of metal or other hard  
35 nonresilient material.

36 "Mid-block crosswalk" means a crosswalk located away from an  
37 intersection, distinctly indicated by lines or markings on the  
38 surface.

39 "Motorized bicycle" means a pedal bicycle that is equipped with:  
40 (1) [having] a helper motor characterized in that either the  
41 maximum piston displacement is less than 50 [cc.] cubic  
42 centimeters or [said] the helper motor is rated at no more than 1.5  
43 brake horsepower [or] ; (2) an electric motor that can provide  
44 assistance when the rider is pedaling or that, through the use of a  
45 throttle, can be used to exclusively propel the bicycle to a speed of  
46 not more than 15 miles per hour; (3) a helper motor that is powered  
47 by an electric drive motor **[and said bicycle is capable of] that**

1 provides assistance when the rider is pedaling and has a maximum  
2 speed [of no more than 25] between 21 miles per hour and 28 miles  
3 per hour on a flat surface [or a pedal bicycle having] ; or (4) an  
4 electric motor that is capable of propelling the bicycle in excess of  
5 [20] 15 miles per hour through the use of a throttle with a  
6 maximum motor-powered speed of no more than 28 miles per hour  
7 on a flat surface. This term shall not include a low-speed electric  
8 bicycle or low-speed electric scooter, as those terms are defined in  
9 this section.

10 "Motorcycle" includes motorcycles, autocycles, motor bikes,  
11 [bicycles with motor attached and] electric motorized bicycles, all  
12 motor-operated vehicles of the bicycle or tricycle type, and bicycles  
13 with a motor attached, except motorized bicycles, low-speed  
14 electric bicycles, and low-speed electric scooters, as defined in this  
15 section, whether the motive power be a part thereof or attached  
16 thereto and having a saddle or seat with driver sitting astride or  
17 upon it or a platform on which the driver stands.

18 "Motor-drawn vehicle" includes trailers, semitrailers, or any  
19 other type of vehicle drawn by a motor-driven vehicle.

20 "Motor vehicle" includes all vehicles propelled otherwise than by  
21 muscular power, excepting such vehicles as run only upon rails or  
22 tracks, low-speed electric bicycles, low-speed electric scooters, and  
23 motorized bicycles.

24 "Motorized scooter" means a miniature motor vehicle and  
25 includes, but is not limited to, pocket bikes, super pocket bikes,  
26 scooters, mini-scooters, sport scooters, mini choppers, mini  
27 motorcycles, motorized skateboards, and other vehicles with motors  
28 not manufactured in compliance with Federal Motor Vehicle Safety  
29 Standards and which have no permanent Federal Safety  
30 Certification stickers affixed to the vehicle by the original  
31 manufacturer. This term shall not include: electric personal  
32 assistive mobility devices, motorized bicycles, low-speed vehicles,  
33 low-speed electric bicycles, or low-speed electric scooters; or  
34 motorized wheelchairs, mobility scooters, or similar mobility  
35 assisting devices used by persons with physical disabilities, or  
36 persons whose ambulatory mobility has been impaired by age or  
37 illness.

38 "Motorized skateboard" means a skateboard that is propelled  
39 otherwise than by muscular power.

40 "Motorized wheelchair" means any motor-driven wheelchair  
41 utilized to increase the independent mobility [,] in the activities of  
42 daily living [,] of an individual who has limited or no ambulation  
43 abilities [,] and includes mobility scooters manufactured  
44 specifically for such purposes and designed primarily for indoor  
45 use.

1 "Noncommercial truck" means every motor vehicle designed  
2 primarily for transportation of property, and which is not a  
3 "commercial vehicle."

4 "Official traffic control devices" means all signs, signals,  
5 markings, and devices not inconsistent with this subtitle placed or  
6 erected by authority of a public body or official having jurisdiction  
7 for the purpose of regulating, warning, or guiding traffic.

8 "Omnibus" includes all motor vehicles used for the  
9 transportation of passengers for hire, except commuter vans and  
10 vehicles used in ridesharing arrangements and school buses, if the  
11 same are not otherwise used in the transportation of passengers for  
12 hire.

13 "Operator" means a person who is in actual physical control of a  
14 vehicle or street car.

15 "Outside lane" means the lane nearest the curb or outer edge of  
16 the roadway.

17 "Owner" means a person who holds the legal title of a vehicle  
18 **[,]** or if a vehicle is the subject of an agreement for the conditional  
19 sale or lease thereof with the right of purchase upon performance of  
20 the conditions stated in the agreement and with an immediate right  
21 of possession vested in the conditional vendee or lessee **[,]** or if a  
22 mortgagor of a vehicle is entitled to possession, then the conditional  
23 vendee, lessee, or mortgagor shall be deemed the owner for the  
24 purpose of this subtitle.

25 "Parking" means the standing or waiting on a street, road, or  
26 highway of a vehicle not actually engaged in receiving or  
27 discharging passengers or merchandise, unless in obedience to  
28 traffic regulations or traffic signs or signals.

29 "Passenger automobile" means all automobiles used and  
30 designed for the transportation of passengers, other than omnibuses  
31 and school buses.

32 "Pedestrian" means a person afoot.

33 "Pedicab" means a wheeled device that: (1) contains three or  
34 more wheels; (2) is designed to transport passengers and be  
35 propelled by muscular power using pedals; (3) is designed to  
36 accommodate no more than 15 passengers in addition to the driver;  
37 (4) is operated for hire; and (5) if equipped with a motor, is  
38 equipped with an electric motor **[that meets the classifications of a**  
39 **class 1 or class 2 low-speed electric bicycle]** of less than 750 watts  
40 that provides assistance only when the driver is pedaling and that  
41 ceases to provide assistance when the wheeled device reaches the  
42 speed of 20 miles per hour; or an electric motor of less than 750  
43 watts that may be used exclusively to propel the wheeled device and  
44 that is not capable of providing assistance when the wheeled device  
45 reaches the speed of 20 miles per hour. A pedicab shall not be  
46 considered a motor vehicle or a motorcycle.

47 "Person" includes natural persons, firms, copartnerships,  
48 associations, and corporations.

- 1 "Pneumatic tire" means every tire in which compressed air is  
2 designed to support the load.
- 3 "Pole trailer" means every vehicle without motive power  
4 designed to be drawn by another vehicle and attached to the towing  
5 vehicle by means of a reach, or pole, or by being boomed or  
6 otherwise secured to the towing vehicle, and ordinarily used for  
7 transporting long or irregularly shaped loads, such as poles, pipes,  
8 or structural members capable, generally, of sustaining themselves  
9 as beams between the supporting connections.
- 10 "Private road or driveway" means every road or driveway not  
11 open to the use of the public for purposes of vehicular travel.
- 12 "Railroad train" means a steam engine, electric or other motor,  
13 with or without cars coupled thereto, operated upon rails, except  
14 street cars.
- 15 "REAL ID basic driver's license" means a basic driver's license  
16 issued by the commission that complies with the provisions of the  
17 "REAL ID Act of 2005," Pub.L.109-13, any acts amendatory or  
18 supplementary thereto, and any federal regulations adopted  
19 thereunder.
- 20 "REAL ID identification card" means an identification card  
21 issued by the commission that complies with the provisions of the  
22 "REAL ID Act of 2005," Pub.L.109-13, any acts amendatory or  
23 supplementary thereto, and any federal regulations adopted  
24 thereunder.
- 25 "REAL ID license" means any license to operate a motor vehicle  
26 issued by the commission that complies with the provisions of the  
27 "REAL ID Act of 2005," Pub.L.109-13, any acts amendatory or  
28 supplementary thereto, and any federal regulations adopted  
29 thereunder.
- 30 "REAL ID motorcycle license" means a motorcycle license  
31 issued by the commission that complies with the provisions of the  
32 "REAL ID Act of 2005," Pub.L.109-13, any acts amendatory or  
33 supplementary thereto, and any federal regulations adopted  
34 thereunder.
- 35 "REAL ID probationary license" means a probationary license  
36 issued by the commission that complies with the provisions of the  
37 "REAL ID Act of 2005," **[P.L.109-13]** Pub.L.109-13, any acts  
38 amendatory or supplementary thereto, and any federal regulations  
39 adopted thereunder.
- 40 "Recreation vehicle" means a self-propelled or towed vehicle  
41 equipped to serve as temporary living quarters for recreational,  
42 camping, or travel purposes and used solely as a family or personal  
43 conveyance.
- 44 "Residence district" means that portion of a highway and the  
45 territory contiguous thereto, not comprising a business district,  
46 where within any 600 feet along such highway there are buildings  
47 in use for business or residential purposes which occupy 300 feet or  
48 more of frontage on at least one side of the highway.

1 "Ridesharing" means the transportation of persons in a motor  
2 vehicle, with a maximum carrying capacity of not more than 15  
3 passengers, including the driver, where such transportation is  
4 incidental to the purpose of the driver. The term shall include such  
5 ridesharing arrangements known as car pools and van pools.

6 "Right-of-way" means the privilege of the immediate use of the  
7 highway.

8 "Road tractor" means every motor vehicle designed and used for  
9 drawing other vehicles and not so constructed as to carry any load  
10 thereon either independently or any part of the weight of a vehicle  
11 or load so drawn.

12 "Roadway" means that portion of a highway improved, designed,  
13 or ordinarily used for vehicular travel, exclusive of the berm or  
14 shoulder. In the event a highway includes two or more separate  
15 roadways, the term "roadway" as used herein shall refer to any such  
16 roadway separately, but not to all such roadways, collectively.

17 "Safety zone" means the area or space officially set aside within  
18 a highway for the exclusive use of pedestrians, which is so plainly  
19 marked or indicated by proper signs as to be plainly visible at all  
20 times while set apart as a safety zone.

21 "School bus" means every motor vehicle operated by, or under  
22 contract with, a public or governmental agency, or religious or other  
23 charitable organization or corporation, or privately operated for the  
24 transportation of children to or from school for secular or religious  
25 education, which complies with the regulations of the New Jersey  
26 Motor Vehicle Commission affecting school buses, including  
27 "School Vehicle Type I" and "School Vehicle Type II" as defined  
28 below:

29 "School Vehicle Type I" means any vehicle designed to transport  
30 16 or more passengers, including the driver, used to transport  
31 enrolled children, and adults only when serving as chaperones, to or  
32 from a school, **[school connected]** school-connected activity, day  
33 camp, summer day camp, summer residence camp, nursery school,  
34 child care center, preschool center, or other similar places of  
35 education. Such vehicle shall comply with the regulations of the  
36 New Jersey Motor Vehicle Commission and either the Department  
37 of Education or the Department of Human Services, whichever is  
38 the appropriate supervising agency.

39 "School Vehicle Type II" means any vehicle designed to  
40 transport less than 16 passengers, including the driver, used to  
41 transport enrolled children, and adults only when serving as  
42 chaperones, to or from a school, **[school connected]** school-  
43 connected activity, day camp, summer day camp, summer residence  
44 camp, nursery school, child care center, preschool center, or other  
45 similar places of education. Such vehicle shall comply with the  
46 regulations of the New Jersey Motor Vehicle Commission and  
47 either the Department of Education or the Department of Human  
48 Services, whichever is the appropriate supervising agency.

1 "School zone" means that portion of a highway which is either  
2 contiguous to territory occupied by a school building or is where  
3 school crossings are established in the vicinity of a school, upon  
4 which are maintained appropriate "school signs" in accordance with  
5 specifications adopted by the chief administrator and in accordance  
6 with law.

7 "School crossing" means that portion of a highway where school  
8 children are required to cross the highway in the vicinity of a  
9 school.

10 "Semitrailer" means every vehicle with or without motive power,  
11 other than a pole trailer, designed for carrying persons or property  
12 and for being drawn by a motor vehicle and so constructed that  
13 some part of its weight and that of its load rests upon or is carried  
14 by another vehicle.

15 "Shipper" means any person who shall deliver, or cause to be  
16 delivered, any commodity, produce, or article for transportation as  
17 the contents or load of a commercial motor vehicle. In the case of a  
18 sealed ocean container, "shipper" shall not be construed to include  
19 any person whose activities with respect to the shipment are limited  
20 to the solicitation or negotiation of the sale, resale, or exchange of  
21 the commodity, produce, or article within that container.

22 "Shoulder" means that portion of the highway, exclusive of and  
23 bordering the roadway, which is designed for emergency use but  
24 not ordinarily to be used for vehicular travel.

25 "Sidewalk" means that portion of a highway intended for the use  
26 of pedestrians, between the curb line or the lateral line of a  
27 shoulder, or if none, the lateral line of the roadway and the adjacent  
28 right-of-way line.

29 "Sign." See "Official traffic control devices."

30 "Slow-moving vehicle" means a vehicle run at a speed less than  
31 the maximum speed then and there permissible.

32 "Solid tire" means every tire of rubber or other resilient material  
33 which does not depend upon compressed air for the support of the  
34 load.

35 "Standard" means, when used to describe any license to operate a  
36 motor vehicle or any identification card issued by the commission  
37 under the provisions of this Title, that the issuance of the license or  
38 identification card does not require proof of lawful presence in the  
39 United States.

40 "Street" means the same as highway.

41 "Street car" means a car, other than a railroad train, used for  
42 transporting persons or property and operated upon rails principally  
43 within a municipality.

44 "Stop," when required, means complete cessation from  
45 movement.

46 "Stopping or standing," when prohibited, means any cessation of  
47 movement of a vehicle, whether occupied or not, except when

1 necessary to avoid conflict with other traffic or in compliance with  
2 the directions of a police officer or traffic control sign or signal.

3 "Suburban business or residential district" means that portion of  
4 highway and the territory contiguous thereto, where within any  
5 1,320 feet along that highway there is land in use for business or  
6 residential purposes and that land occupies more than 660 feet of  
7 frontage on one side or collectively more than 660 feet of frontage  
8 on both sides of that roadway.

9 "Through highway" means every highway or portion thereof at  
10 the entrances to which vehicular traffic from intersecting highways  
11 is required by law to stop before entering or crossing the same and  
12 when stop signs are erected as provided in this chapter.

13 "Trackless trolley" means every motor vehicle which is propelled  
14 by electric power obtained from overhead trolley wires but not  
15 operated upon rails.

16 "Traffic" means pedestrians, ridden or herded animals, vehicles,  
17 street cars, and other conveyances either singly, or together, while  
18 using any highway for purposes of travel.

19 "Traffic control signal" means a device, whether manually,  
20 electrically, mechanically, or otherwise controlled, by which traffic  
21 is alternately directed to stop and to proceed.

22 "Trailer" means every vehicle with or without motive power,  
23 other than a pole trailer, designed for carrying persons or property  
24 and for being drawn by a motor vehicle and so constructed that no  
25 part of its weight rests upon the towing vehicle.

26 "Truck" means every motor vehicle designed, used, or  
27 maintained primarily for the transportation of property.

28 "Truck tractor" means every motor vehicle designed and used  
29 primarily for drawing other vehicles and not so constructed as to  
30 carry a load other than a part of the weight of the vehicle and load  
31 so drawn.

32 "Van pooling" means seven or more persons commuting on a  
33 daily basis to and from work by means of a vehicle with a seating  
34 arrangement designed to carry seven to 15 adult passengers.

35 "Vehicle" means every device in, upon, or by which a person or  
36 property is or may be transported upon a highway, excepting  
37 devices moved by human power or used exclusively upon stationary  
38 rails or tracks or low-speed electric bicycles, low-speed electric  
39 scooters, **or** and motorized bicycles.

40 (cf: P.L.2022, c.16, s.2)<sup>1</sup>

41

42 <sup>1</sup>1. R.S.39:1-1 is amended to read as follows:

43 39:1-1. As used in this subtitle, unless other meaning is  
44 clearly apparent from the language or context, or unless inconsistent  
45 with the manifest intention of the Legislature:

46 "Alley" means a public highway wherein the roadway does not  
47 exceed 12 feet in width.

1 "Authorized emergency vehicles" means vehicles of the fire  
2 department, police vehicles and such ambulances and other vehicles  
3 as are approved by the chief administrator when operated in  
4 response to an emergency call.

5 "Autocycle" means a three-wheeled motorcycle designed to be  
6 controlled with a steering wheel and pedals in which the operator  
7 and passenger may ride in a completely or partially enclosed seating  
8 area that is equipped with a roll cage or roll hoops, safety seat belts  
9 for each occupant, and anti-lock brakes.

10 "Automobile" includes all motor vehicles except motorcycles.

11 "Berm" means that portion of the highway, exclusive of the  
12 roadway and shoulder, **[bordering]** that borders the shoulder but is  
13 not to be used for vehicular travel.

14 "Business district" means that portion of a highway and the  
15 territory contiguous thereto, where within any 600 feet along such  
16 highway there are buildings in use for business or industrial  
17 purposes, including, but not limited to, hotels, banks, office  
18 buildings, railroad stations, and public buildings which occupy at  
19 least 300 feet of frontage on one side or 300 feet collectively on  
20 both sides of the roadway.

21 "Car pool" means two or more persons commuting on a daily  
22 basis to and from work by means of a vehicle with a seating  
23 capacity of nine passengers or less.

24 "Chief Administrator" or "Administrator" means the Chief  
25 Administrator of the New Jersey Motor Vehicle Commission.

26 "Commercial motor vehicle" includes every type of motor-driven  
27 vehicle used for commercial purposes on the highways, such as the  
28 transportation of goods, wares, and merchandise, excepting such  
29 vehicles as are run only upon rails or tracks and vehicles of the  
30 passenger car type used for touring purposes or the carrying of farm  
31 products and milk, as the case may be.

32 "Commission" means the New Jersey Motor Vehicle  
33 Commission established by section 4 of P.L.2003, c.13 (C.39:2A-  
34 4).

35 "Commissioner" means the Commissioner of Transportation of  
36 this State.

37 "Commuter van" means a motor vehicle having a seating  
38 capacity of not less than seven nor more than 15 adult passengers,  
39 in which seven or more persons commute on a daily basis to and  
40 from work and which vehicle may also be operated by the driver or  
41 other designated persons for their personal use.

42 "Crosswalk" means that part of a highway at an intersection,  
43 either marked or unmarked, existing at each approach of every  
44 roadway intersection, included within the connections of the lateral  
45 lines of the sidewalks on opposite sides of the highway measured  
46 from the curbs or, in the absence of curbs, from the edges of the  
47 shoulder, or, if none, from the edges of the roadway **[; also]**, and  
48 any portion of a highway at an intersection or elsewhere distinctly

1 indicated for pedestrian crossing by lines or other marking on the  
2 surface.

3 "Curb extension" or "bulbout" means a horizontal extension of  
4 the sidewalk into the street which results in a narrower roadway  
5 section.

6 "Dealer" includes every person actively engaged in the business  
7 of buying, selling, or exchanging motor vehicles or motorcycles and  
8 who has an established place of business.

9 "Deputy Chief Administrator" means the deputy chief  
10 administrator of the commission.

11 "Driver" means the rider or driver of a horse, bicycle, or  
12 motorcycle or the driver or operator of a motor vehicle, unless  
13 otherwise specified.

14 "Electric motorized bicycle" means any two-wheeled vehicle  
15 with fully operable pedals and an electric motor capable of greater  
16 than 750 watts that is capable of reaching a speed greater than 28  
17 miles per hour.

18 "Electric vehicle charging space" means a publicly accessible  
19 charging space or set of charging spaces, with visible signage  
20 indicating that the charging space or spaces are available for use by  
21 the public for charging plug-in electric vehicles.

22 "Explosives" means any chemical compound or mechanical  
23 mixture that is commonly used or intended for the purpose of  
24 producing an explosion and which contains any oxidizing and  
25 combustive units or other ingredients in such proportions, quantities  
26 or packing that an ignition by fire, friction, [by] concussion, [by]  
27 percussion, or [by] detonator of any part of the compound or  
28 mixture may cause such a sudden generation of highly heated gases  
29 that the resultant gaseous pressures are capable of producing  
30 destructive effects on contiguous objects or of destroying life or  
31 limb.

32 "Farm tractor" means every motor vehicle designed and used  
33 primarily as a farm implement for drawing plows, mowing  
34 machines, and other implements of husbandry.

35 "Flammable liquid" means any liquid having a flash point below  
36 200 degrees Fahrenheit [,] and a vapor pressure not exceeding 40  
37 pounds.

38 "Gross weight" means the combined weight of a vehicle and a  
39 load thereon.

40 "High occupancy vehicle" or "HOV" means a vehicle which is  
41 used to transport two or more persons [and shall include] ,  
42 including public transportation, car pool, van pool, and other  
43 vehicles, as determined by regulation of the Department of  
44 Transportation.

45 "Highway" means the entire width between the boundary lines of  
46 every way publicly maintained when any part thereof is open to the  
47 use of the public for purposes of vehicular travel.

1 "Horse" includes mules and all other domestic animals used as  
2 draught animals or beasts of burden.

3 "Inside lane" means the lane nearest the center line of the  
4 roadway.

5 "Intersection" means the area embraced within the prolongation  
6 of the lateral curb lines or, if none, the lateral boundary lines of two  
7 or more highways which join one another at an angle, whether or  
8 not one such highway crosses another.

9 "Laned roadway" means a roadway which is divided into two or  
10 more clearly marked lanes for vehicular traffic.

11 "Leased limousine" means any limousine subject to regulation in  
12 the State which:

13 **【Is】** is offered for rental or lease, without a driver, to be operated  
14 by a limousine service as the lessee, for the purpose of carrying  
15 passengers for hire; and

16 **【Is】** is leased or rented for a period of one year or more  
17 following registration.

18 "Leased motor vehicle" means any motor vehicle subject to  
19 registration in this State which:

20 **【Is】** is offered for rental or lease, without a driver, to be operated  
21 by the lessee, **【his】** the lessee's agent or servant, for purposes other  
22 than the transportation of passengers for hire; and

23 **【Is】** is leased or rented for a period of one year or more  
24 following registration.

25 "Limited-access highway" means every highway, street, or  
26 roadway in respect to which owners or occupants of abutting lands  
27 and other persons have no legal right of access to or from **【the**  
28 **same】**  , except at such points only and in such manner as may be  
29 determined by the public authority having jurisdiction over such  
30 highway, street, or roadway; and includes any highway designated  
31 as a "freeway" or "parkway" by authority of law.

32 "Local authorities" means every county, municipal, and other  
33 local board or body having authority to adopt local police  
34 regulations under the Constitution and laws of this State, including  
35 every county governing body with relation to county roads.

36 "Low-speed electric bicycle" means a **【two or three-wheeled】**  
37 two-wheeled vehicle with fully operable pedals and an electric  
38 motor **【of less than 750 watts, that meets the requirements of one of**  
39 **the following classifications: "class 1 low-speed electric bicycle"**  
40 **which means a low-speed electric bicycle equipped with a motor】**  
41 that provides assistance only when the rider is pedaling, and that  
42 ceases to provide assistance when the bicycle reaches the speed of  
43 20 miles per hour **【;** or "class 2 low-speed electric bicycle" which  
44 means a low-speed electric bicycle equipped with a motor that may  
45 be used exclusively to propel the bicycle, and that is not capable of  
46 providing assistance when the bicycle reaches the speed of 20 miles  
47 per hour**】**.

1 "Low-speed electric scooter" means a scooter with a floorboard  
2 that can be stood upon by the operator, with handlebars, and an  
3 electric motor that is capable of propelling the device, with or  
4 without human propulsion, at a maximum speed of less than 19  
5 miles per hour.

6 "Low-speed vehicle" means a four-wheeled low-speed vehicle,  
7 as defined in 49 C.F.R. s.571.3(b), whose attainable speed is more  
8 than 20 miles per hour but not more than 25 miles per hour on a  
9 paved level surface and which is not powered by gasoline or diesel  
10 fuel and complies with federal safety standards as set forth in 49  
11 C.F.R. s.571.500.

12 "Magistrate" means any municipal court and the Superior Court,  
13 and any officer having the powers of a committing magistrate and  
14 the chief administrator.

15 "Manufacturer" means a person engaged in the business of  
16 manufacturing or assembling motor vehicles, who will, under  
17 normal business conditions during the year, manufacture or  
18 assemble at least 10 new motor vehicles.

19 "Metal tire" means every tire, the surface of which in contact  
20 with the highway is wholly or partly made of metal or other hard  
21 nonresilient material.

22 "Mid-block crosswalk" means a crosswalk located away from an  
23 intersection, distinctly indicated by lines or markings on the  
24 surface.

25 "Motorized bicycle" means a pedal bicycle **[having] that is**  
26 equipped with: (1) a helper motor characterized in that either the  
27 maximum piston displacement is less than 50 [cc.] cubic  
28 centimeters or [said] the helper motor is rated at no more than 1.5  
29 brake horsepower [or] ; (2) an electric motor that can provide  
30 assistance when the rider is pedaling or that, through the use of a  
31 throttle, can be used to exclusively propel the bicycle to a speed of  
32 not more than 15 miles per hour; (3) a helper motor that is powered  
33 by an electric drive motor [and said bicycle is capable of] that  
34 provides assistance when the rider is pedaling and has a maximum  
35 speed [of no more than 25] between 21 miles per hour and 28 miles  
36 per hour on a flat surface [or a pedal bicycle having] ; or (4) an  
37 electric motor that is capable of propelling the bicycle in excess of  
38 **[20]** 15 miles per hour through the use of a throttle with a  
39 maximum motor-powered speed of no more than 28 miles per hour  
40 on a flat surface. This term shall not include a low-speed electric  
41 bicycle or low-speed electric scooter, as those terms are defined in  
42 this section.

43 "Motorcycle" includes motorcycles, autocycles, motor bikes,  
44 **[bicycles with motor attached and] electric motorized bicycles,** all  
45 motor-operated vehicles of the bicycle or tricycle type, and bicycles  
46 with a motor attached, except motorized bicycles, low-speed  
47 electric bicycles, and low-speed electric scooters, as defined in this

1 section, whether the motive power be a part thereof or attached  
2 thereto and having a saddle or seat with driver sitting astride or  
3 upon it or a platform on which the driver stands.

4 "Motor-drawn vehicle" includes trailers, semitrailers, or any  
5 other type of vehicle drawn by a motor-driven vehicle.

6 "Motor vehicle" includes all vehicles propelled otherwise than by  
7 muscular power, excepting such vehicles as run only upon rails or  
8 tracks, low-speed electric bicycles, low-speed electric scooters, and  
9 motorized bicycles.

10 "Motorized scooter" means a miniature motor vehicle and  
11 includes, but is not limited to, pocket bikes, super pocket bikes,  
12 scooters, mini-scooters, sport scooters, mini choppers, mini  
13 motorcycles, motorized skateboards, and other vehicles with motors  
14 not manufactured in compliance with Federal Motor Vehicle Safety  
15 Standards and which have no permanent Federal Safety  
16 Certification stickers affixed to the vehicle by the original  
17 manufacturer. This term shall not include: electric personal  
18 assistive mobility devices, motorized bicycles, low-speed vehicles,  
19 low-speed electric bicycles, or low-speed electric scooters or  
20 motorized wheelchairs, mobility scooters, or similar mobility  
21 assisting devices used by persons with physical disabilities or  
22 persons whose ambulatory mobility has been impaired by age or  
23 illness.

24 "Motorized skateboard" means a skateboard that is propelled  
25 otherwise than by muscular power.

26 "Motorized wheelchair" means any motor-driven wheelchair  
27 utilized to increase the independent mobility **[,]** in the activities of  
28 daily living **[,]** of an individual who has limited or no ambulation  
29 abilities and includes mobility scooters manufactured specifically  
30 for such purposes and designed primarily for indoor use.

31 "Noncommercial truck" means every motor vehicle designed  
32 primarily for transportation of property and which is not a  
33 "commercial vehicle."

34 "Official traffic control devices" means all signs, signals,  
35 markings, and devices not inconsistent with this subtitle placed or  
36 erected by authority of a public body or official having jurisdiction  
37 for the purpose of regulating, warning, or guiding traffic.

38 "Omnibus" includes all motor vehicles used for the  
39 transportation of passengers for hire, except commuter vans and  
40 vehicles used in ridesharing arrangements and school buses if the  
41 same are not otherwise used in the transportation of passengers for  
42 hire.

43 "Operator" means a person who is in actual physical control of a  
44 vehicle or street car.

45 "Outside lane" means the lane nearest the curb or outer edge of  
46 the roadway.

47 "Owner" means a person who holds the legal title of a vehicle or  
48 if a vehicle is the subject of an agreement for the conditional sale or

1 lease thereof with the right of purchase upon performance of the  
2 conditions stated in the agreement and with an immediate right of  
3 possession vested in the conditional vendee or lessee [.] or if a  
4 mortgagor of a vehicle is entitled to possession, then the conditional  
5 vendee, lessee, or mortgagor shall be deemed the owner for the  
6 purpose of this subtitle.

7 "Parking" means the standing or waiting on a street, road, or  
8 highway of a vehicle not actually engaged in receiving or  
9 discharging passengers or merchandise, unless in obedience to  
10 traffic regulations or traffic signs or signals.

11 "Passenger automobile" means all automobiles used and  
12 designed for the transportation of passengers, other than omnibuses  
13 and school buses.

14 "Pedestrian" means a person afoot.

15 "Person" includes natural persons, firms, copartnerships,  
16 associations, and corporations.

17 "Plug-in electric vehicle" means a vehicle that has a battery, or  
18 an equivalent energy storage device, that can be charged from an  
19 electricity supply external to the vehicle with an electric plug. This  
20 term includes a plug-in hybrid electric vehicle.

21 "Plug-in hybrid electric vehicle" means a vehicle that can be  
22 charged from a source of electricity external to the vehicle through  
23 an electric plug, but is not exclusively powered by electricity.

24 "Pneumatic tire" means every tire in which compressed air is  
25 designed to support the load.

26 "Pole trailer" means every vehicle without motive power  
27 designed to be drawn by another vehicle and attached to the towing  
28 vehicle by means of a reach, or pole, or by being boomed or  
29 otherwise secured to the towing vehicle and ordinarily used for  
30 transporting long or irregularly shaped loads, such as poles, pipes,  
31 or structural members capable, generally, of sustaining themselves  
32 as beams between the supporting connections.

33 "Private road or driveway" means every road or driveway not  
34 open to the use of the public for purposes of vehicular travel.

35 "Railroad train" means a steam engine, electric or other motor,  
36 with or without cars coupled thereto, operated upon rails, except  
37 street cars.

38 "REAL ID basic driver's license" means a basic driver's license  
39 issued by the commission that complies with the provisions of the  
40 "REAL ID Act of 2005," Pub.L.109-13, any acts amendatory or  
41 supplementary thereto, and any federal regulations adopted  
42 thereunder.

43 "REAL ID identification card" means an identification card  
44 issued by the commission that complies with the provisions of the  
45 "REAL ID Act of 2005," Pub.L.109-13, any acts amendatory or  
46 supplementary thereto, and any federal regulations adopted  
47 thereunder.

1 "REAL ID license" means any license to operate a motor vehicle  
2 issued by the commission that complies with the provisions of the  
3 "REAL ID Act of 2005," Pub.L.109-13, any acts amendatory or  
4 supplementary thereto, and any federal regulations adopted  
5 thereunder.

6 "REAL ID motorcycle license" means a motorcycle license  
7 issued by the commission that complies with the provisions of the  
8 "REAL ID Act of 2005," Pub.L.109-13, any acts amendatory or  
9 supplementary thereto, and any federal regulations adopted  
10 thereunder.

11 "REAL ID probationary license" means a probationary license  
12 issued by the commission that complies with the provisions of the  
13 "REAL ID Act of 2005," Pub.L.109-13, any acts amendatory or  
14 supplementary thereto, and any federal regulations adopted  
15 thereunder.

16 "Recreation vehicle" means a self-propelled or towed vehicle  
17 equipped to serve as temporary living quarters for recreational,  
18 camping, or travel purposes and used solely as a family or personal  
19 conveyance.

20 "Residence district" means that portion of a highway and the  
21 territory contiguous thereto, not comprising a business district,  
22 where within any 600 feet along such highway there are buildings  
23 in use for business or residential purposes which occupy 300 feet or  
24 more of frontage on at least one side of the highway.

25 "Ridesharing" means the transportation of persons in a motor  
26 vehicle, with a maximum carrying capacity of not more than 15  
27 passengers, including the driver, where such transportation is  
28 incidental to the purpose of the driver. The term shall include such  
29 ridesharing arrangements known as car pools and van pools.

30 "Right-of-way" means the privilege of the immediate use of the  
31 highway.

32 "Road tractor" means every motor vehicle designed and used for  
33 drawing other vehicles and not so constructed as to carry any load  
34 thereon either independently or any part of the weight of a vehicle  
35 or load so drawn.

36 "Roadway" means that portion of a highway improved, designed,  
37 or ordinarily used for vehicular travel, exclusive of the berm or  
38 shoulder. In the event a highway includes two or more separate  
39 roadways, the term "roadway" as used herein shall refer to any such  
40 roadway separately, but not to all such roadways, collectively.

41 "Safety zone" means the area or space officially set aside within  
42 a highway for the exclusive use of pedestrians, which is so plainly  
43 marked or indicated by proper signs as to be plainly visible at all  
44 times while set apart as a safety zone.

45 "School bus" means every motor vehicle operated by, or under  
46 contract with, a public or governmental agency, or religious or other  
47 charitable organization or corporation, or privately operated for the  
48 transportation of children to or from school for secular or religious

1 education, which complies with the regulations of the New Jersey  
2 Motor Vehicle Commission affecting school buses, including  
3 "School Vehicle Type I" and "School Vehicle Type II" as defined  
4 below:

5 "School Vehicle Type I" means any vehicle designed to transport  
6 16 or more passengers, including the driver, used to transport  
7 enrolled children, and adults only when serving as chaperones, to or  
8 from a school, school-connected activity, day camp, summer day  
9 camp, summer residence camp, nursery school, child care center,  
10 preschool center, or other similar places of education. Such vehicle  
11 shall comply with the regulations of the New Jersey Motor Vehicle  
12 Commission and either the Department of Education or the  
13 Department of Human Services, whichever is the appropriate  
14 supervising agency.

15 "School Vehicle Type II" means any vehicle designed to  
16 transport less than 16 passengers, including the driver, used to  
17 transport enrolled children, and adults only when serving as  
18 chaperones, to or from a school, school-connected activity, day  
19 camp, summer day camp, summer residence camp, nursery school,  
20 child care center, preschool center, or other similar places of  
21 education. Such vehicle shall comply with the regulations of the  
22 New Jersey Motor Vehicle Commission and either the Department  
23 of Education or the Department of Human Services, whichever is  
24 the appropriate supervising agency.

25 "School zone" means that portion of a highway which is either  
26 contiguous to territory occupied by a school building or is where  
27 school crossings are established in the vicinity of a school, upon  
28 which are maintained appropriate "school signs" in accordance with  
29 specifications adopted by the chief administrator and in accordance  
30 with law.

31 "School crossing" means that portion of a highway where school  
32 children are required to cross the highway in the vicinity of a  
33 school.

34 "Semitrailer" means every vehicle with or without motive power,  
35 other than a pole trailer, designed for carrying persons or property  
36 and for being drawn by a motor vehicle and so constructed that  
37 some part of its weight and that of its load rests upon or is carried  
38 by another vehicle.

39 "Shipper" means any person who shall deliver, or cause to be  
40 delivered, any commodity, produce, or article for transportation as  
41 the contents or load of a commercial motor vehicle. In the case of a  
42 sealed ocean container, "shipper" shall not be construed to include  
43 any person whose activities with respect to the shipment are limited  
44 to the solicitation or negotiation of the sale, resale, or exchange of  
45 the commodity, produce, or article within that container.

46 "Shoulder" means that portion of the highway, exclusive of and  
47 bordering the roadway, which is designed for emergency use but  
48 not ordinarily to be used for vehicular travel.

1 "Sidewalk" means that portion of a highway intended for the use  
2 of pedestrians between the curb line or the lateral line of a shoulder  
3 or, if none, the lateral line of the roadway and the adjacent right-of-  
4 way line.

5 "Sign." See "Official traffic control devices."

6 "Slow-moving vehicle" means a vehicle run at a speed less than  
7 the maximum speed then and there permissible.

8 "Solid tire" means every tire of rubber or other resilient material  
9 which does not depend upon compressed air for the support of the  
10 load.

11 "Standard" means, when used to describe any license to operate a  
12 motor vehicle or any identification card issued by the commission  
13 under the provisions of this Title, that the issuance of the license or  
14 identification card does not require proof of lawful presence in the  
15 United States.

16 "Street" means the same as highway.

17 "Street car" means a car, other than a railroad train, used for  
18 transporting persons or property and operated upon rails principally  
19 within a municipality.

20 "Stop," when required, means complete cessation from  
21 movement.

22 "Stopping or standing," when prohibited, means any cessation of  
23 movement of a vehicle, whether occupied or not, except when  
24 necessary to avoid conflict with other traffic or in compliance with  
25 the directions of a police officer or traffic control sign or signal.

26 "Suburban business or residential district" means that portion of  
27 highway and the territory contiguous thereto, where within any  
28 1,320 feet along that highway there is land in use for business or  
29 residential purposes and that land occupies more than 660 feet of  
30 frontage on one side or collectively more than 660 feet of frontage  
31 on both sides of that roadway.

32 "Through highway" means every highway or portion thereof at  
33 the entrances to which vehicular traffic from intersecting highways  
34 is required by law to stop before entering or crossing the same and  
35 when stop signs are erected as provided in this chapter.

36 "Trackless trolley" means every motor vehicle which is propelled  
37 by electric power obtained from overhead trolley wires but not  
38 operated upon rails.

39 "Traffic" means pedestrians, ridden or herded animals, vehicles,  
40 street cars, and other conveyances either singly, or together, while  
41 using any highway for purposes of travel.

42 "Traffic control signal" means a device, whether manually,  
43 electrically, mechanically, or otherwise controlled, by which traffic  
44 is alternately directed to stop and to proceed.

45 "Trailer" means every vehicle with or without motive power,  
46 other than a pole trailer, designed for carrying persons or property  
47 and for being drawn by a motor vehicle and so constructed that no  
48 part of its weight rests upon the towing vehicle.

1 "Truck" means every motor vehicle designed, used, or  
2 maintained primarily for the transportation of property.

3 "Truck tractor" means every motor vehicle designed and used  
4 primarily for drawing other vehicles and not so constructed as to  
5 carry a load other than a part of the weight of the vehicle and load  
6 so drawn.

7 "Van pooling" means seven or more persons commuting on a  
8 daily basis to and from work by means of a vehicle with a seating  
9 arrangement designed to carry seven to 15 adult passengers.

10 "Vehicle" means every device in, upon, or by which a person or  
11 property is or may be transported upon a highway, excepting  
12 devices moved by human power or used exclusively upon stationary  
13 rails or tracks or low-speed electric bicycles, low-speed electric  
14 scooters, **【or】** and motorized bicycles.<sup>1</sup>

15 (cf: P.L.2025, c.155, s.1)

16

17 2. Section 8 of P.L.1977, c.267 (C.39:4-14.3f) is amended to  
18 read as follows:

19 8. Article 15 of chapter 4 of Title 39 of the Revised Statutes  
20 pertaining to accidents and reports shall be applicable to all  
21 accidents involving low-speed electric bicycles and motorized  
22 bicycles. Any law enforcement officer investigating an accident in  
23 which a low-speed electric bicycle or motorized bicycle is involved  
24 shall report the accident to the **【Division of Motor Vehicles】** New  
25 Jersey Motor Vehicle Commission and to the Department of  
26 Transportation. **【Said】** The report shall include information  
27 relating to the cause of the accident and extent of injury, if any, to  
28 the operator and such other information as may be required.

29 (cf: P.L.1977, c.267, s.8)

30

31 3. Section 2 of P.L.2019, c.121 (C.39:4-14.16) is amended to  
32 read as follows:

33 2. a. A low-speed electric bicycle or low-speed electric  
34 scooter, as defined in R.S.39:1-1, may be operated on the streets,  
35 highways, roadways, and bicycle paths of this State, except as  
36 otherwise provided in this section, section 2 of P.L.1975, c.250  
37 (C.39:4-14.3), section 9 of P.L.1983, c.105 (C.39:4-14.3i), and P.L. ,  
38 c. (C. ) (pending before the Legislature as this bill), and may  
39 be parked on a sidewalk provided that the low-speed electric  
40 bicycle or low-speed electric scooter does not impede the normal  
41 movement of pedestrian or other traffic upon the sidewalk.

42 b. On and after January 1, 2019, manufacturers and distributors  
43 of low-speed electric bicycles shall apply a label that is permanently  
44 affixed, in a prominent location, to each low-speed electric bicycle.  
45 The label shall contain the classification number, top assisted speed,  
46 and motor wattage of the low-speed electric bicycle **【,】** and shall be  
47 printed in Arial font in at least 9-point type.

1 c. A person shall not tamper with or modify a low-speed  
2 electric bicycle so as to change the motor-powered speed capability  
3 or engagement of a low-speed electric bicycle **],** unless that person  
4 appropriately replaces the label indicating the classification  
5 required in subsection b. of this section **].**

6 d. A low-speed electric bicycle or low-speed electric scooter  
7 may be operated on bicycle paths, except that a local government  
8 entity or State agency may prohibit the operation of low-speed  
9 electric bicycles or low-speed electric scooters on bicycle paths  
10 under its jurisdiction.

11 e. Unless permitted by a local government entity or State  
12 agency with jurisdiction, a low-speed electric bicycle or low-speed  
13 electric scooter shall not be operated on a trail designated for non-  
14 motorized traffic if such trail has a natural surface tread made by  
15 clearing and grading the soil and no surfacing materials have been  
16 added.

17 f. (1) The operator of a **[low-speed electric bicycle or]** low-  
18 speed electric scooter shall not be required to register the **[low-**  
19 **speed electric bicycle or]** low-speed electric scooter **],** furnish  
20 proof of insurance, **]** or have a driver's license.

21 **(2) The operator of a low-speed electric bicycle shall be**  
22 **required to register the low-speed electric bicycle and have a**  
23 **driver's license to operate the low-speed electric bicycle pursuant to**  
24 **section 2 of P.L.1975, c.250 (C.39:4-14.3).**

25 g. Except as otherwise provided by this section, section 2 of  
26 P.L.1975, c.250 (C.39:4-14.3), section 9 of P.L.1983, c.105 (C.39:4-  
27 14.3i), and P.L. , c. (C. ) (pending before the Legislature as  
28 this bill), all statutes, including the provisions of chapter 4 of Title  
29 39 of the Revised Statutes, rules, and regulations applicable to  
30 bicycles, as defined in section 1 of P.L.1991, c.465 (C.39:4-10.1),  
31 shall apply to low-speed electric bicycles and low-speed electric  
32 scooters, except those provisions which by their very nature may  
33 have no application to low-speed electric bicycles or low-speed  
34 electric scooters.

35 h. A **[low-speed electric bicycle or]** low-speed electric scooter  
36 shall be considered a motor vehicle to the extent required by 23  
37 U.S.C. s.154.

38 i. No person shall operate a low-speed electric bicycle from dusk  
39 to dawn without a reflector installed on the low-speed electric bicycle.

40 **j. No person shall sell, or offer for sale, modification kits**  
41 **designed to turn a low-speed electric bicycle into a motorized bicycle**  
42 **or an electric motorized bicycle.**

43 (cf: P.L.2019, c.121, s.2)

44  
45 4. (New section) a. As used in this section, "pedestrian" means  
46 any person who is not occupying, entering into, or alighting from a  
47 vehicle propelled by other than muscular power and designed

1 primarily for use on highways, rails, and tracks. "Pedestrian" shall  
2 include any person operating a bicycle **['], or** low-speed electric  
3 bicycle, **['or low-speed electric scooter,']** as those terms are  
4 defined in R.S.39:1-1.

5 b. If a pedestrian is involved in an accident resulting in injury  
6 or death to the pedestrian, the injury or death shall be covered by  
7 the pedestrian's personal injury coverage in accordance with section  
8 4 of P.L.1972, c.70 (C.39:6A-4).

9  
10 5. Section 2 of P.L.1975, c.250 (C.39:4-14.3) is amended to  
11 read as follows:

12 2. a. Motorized bicycles shall not be operated upon interstate  
13 highways or upon public highways divided by a grass or concrete  
14 median or highways with posted speed limits in excess of 50 miles  
15 per hour or upon the railroad or right-of-way of an operating  
16 railroad within the State of New Jersey or upon any public land  
17 where expressly prohibited by the governing body, department or  
18 agency having jurisdiction thereof.

19 The commissioner is authorized to adopt regulations either  
20 prohibiting the operation of motorized bicycles on any public road  
21 or highway with a speed limit in excess of 40 miles per hour, which,  
22 in **[his]** the commissioner's discretion, are hazardous for the  
23 operation of motorized bicycles or permitting the operation of  
24 motorized bicycles on any public road or highway, upon which the  
25 operation of motorized bicycles is otherwise prohibited by the  
26 provisions of this section, which in **[his]** the commissioner's  
27 discretion, are safe for the operation of motorized bicycles. In no  
28 case, however, shall the commissioner adopt a regulation permitting  
29 motorized bicycles to be operated on any highway with a posted  
30 speed in excess of 50 miles per hour.

31 b. No municipality shall limit or otherwise restrict the  
32 operation of motorized bicycles on any public roads or highways  
33 under its jurisdiction in contravention of the provisions of this act  
34 or any regulations adopted by the director pursuant thereto.

35 c. **[Motorized bicycles shall not be operated by a]** (1) No  
36 person who is under 15 years of age shall be permitted to operate a  
37 low-speed electric bicycle or motorized bicycle.

38 (2) No person who is 17 years of age or older shall be permitted  
39 to operate a low-speed electric bicycle or motorized bicycle, unless  
40 the person shall be in possession of a valid basic driver's license or  
41 a valid motorized bicycle license or permit.

42 (3) No person who is 15 years of age or older but under the age  
43 of 17 shall be permitted to operate a low-speed electric bicycle or  
44 motorized bicycle, unless the person shall be in possession of a  
45 valid motorized bicycle license or permit issued pursuant to  
46 subsection d. of this section.

1 (4) Notwithstanding anything to the [foregoing] contrary  
 2 herein<sup>1</sup>, the operator of a low-speed electric bicycle shall not be  
 3 required to be in possession of a valid basic driver's license or valid  
 4 motorized bicycle license or permit if the operator is renting a low-  
 5 speed electric bicycle from a company operating shared low-speed  
 6 electric bicycles under a contract with a local government, provided  
 7 that the company requires the operator to be 16 years of age or  
 8 older.

9 d. No person shall operate a low-speed electric bicycle or  
 10 motorized bicycle unless [he is] the person shall be in possession  
 11 of a valid driver's license of any class or a motorized bicycle  
 12 license, which shall be issued by the commission to any person who  
 13 is 15 years of age or older, upon proof of identity and date of birth,  
 14 and after [he] the person has passed a satisfactory examination as  
 15 to [his] the person's ability as an operator. Such examination shall  
 16 include a test of the applicant's knowledge of [such portions of] the  
 17 [mechanism] mechanisms of low-speed electric bicycles and  
 18 motorized bicycles as is necessary to [insure their] ensure the safe  
 19 operation and of the laws and ordinary usages of the road and a  
 20 demonstration of [his] the person's ability to operate a low-speed  
 21 electric bicycle or motorized bicycle.

22 The demonstration of an applicant's ability to operate a low-  
 23 speed electric bicycle or motorized bicycle shall be administered at  
 24 such municipalities that the commission shall designate, under the  
 25 supervision of the commission, or an officer, employee, or  
 26 authorized agent of the commission, in accordance with rules and  
 27 regulations promulgated by the commission.

28 The administrator may, in [his] the administrator's discretion,  
 29 issue a learner's permit to a person 15 years of age or older, upon  
 30 proof of identity and date of birth, allowing such person, for the  
 31 purpose of fitting [himself] the person to become [a motorized  
 32 bicycle driver] licensed to operate a low-speed electric bicycle or  
 33 motorized bicycle, to operate a low-speed electric bicycle or  
 34 motorized bicycle during daylight hours without supervision for a  
 35 period not to exceed 45 days. The permit shall be sufficient license  
 36 for the person to operate a low-speed electric bicycle or motorized  
 37 bicycle. No permit shall be issued unless the person applying  
 38 therefor shall pay the sum of [\$5.00] \$5 to the commission [,] or  
 39 an officer, employee or agent of the commission.

40 e. The valid driver's license, the insurance identification card,  
 41 and the registration certificate shall be in the possession of the  
 42 operator at all times when [he is] operating a motorized bicycle or  
 43 low-speed electric bicycle with motor engaged on the highways of  
 44 this State. The operator of a low-speed electric bicycle and  
 45 motorized bicycle shall exhibit [his] the operator's driver's license  
 46 when requested to do so by any police officer or magistrate, while

1 in the performance of the duties of **his** such office and shall write  
 2 **his** the operator's name in the presence of the officer, so that the  
 3 officer may thereby determine the identity of the licensee and at the  
 4 same time determine the correctness of the registration certificate,  
 5 as it relates to the registration number and number plates of the low-  
 6 speed electric bicycle or motorized bicycle for which it was issued  
 7 and the correctness of the evidence of a policy of insurance, as it  
 8 relates to the coverage of the motorized bicycle for which it was  
 9 issued. Any person violating this subsection shall be subject to a  
 10 fine not exceeding **[\$50.00]** \$50.

11 If a person charged with a violation of this subsection can exhibit  
 12 **his** the person's valid driver's license, insurance identification  
 13 card, and registration certificate, which were valid on the day he  
 14 was charged, to the judge of the municipal court before whom he is  
 15 summoned to answer to the charge, the judge may dismiss the  
 16 charge; however, the judge may impose court costs.

17 f. Unless otherwise determined by the commissioner, statutes,  
 18 rules, and regulations applicable to bicycles shall apply whenever a  
 19 motorized bicycle is operated upon any highway or upon any public  
 20 land.

21 Every person operating a motorized bicycle upon a public road  
 22 or highway shall be subject to all of the duties applicable to the  
 23 driver of a vehicle by chapter 4 of Title 39 and N.J.S.2C:11-5 and  
 24 all amendments and supplements thereto.  
 25 (cf: P.L.2003, c.13, s.49)

26  
 27 6. Section 9 of P.L.1983, c.105 (C.39:4-14.3i) is amended to  
 28 read as follows:

29 In addition to the requirements of section 2 of P.L.1975, c. 250  
 30 (C. 39:4-14.3) **and** , P.L.1977, c. 267 (C. 39:4-14.3a et seq.), and  
 31 section 2 of P.L.2019, c.121 (C.39:4-14.16), no low-speed electric  
 32 bicycle or motorized bicycle, as those terms are defined by R.S.  
 33 39:1-1, shall be operated on the public highways or on public lands  
 34 of this State unless registered by the owner thereof as provided by  
 35 this act and P.L. , c. (C. ) (pending before the Legislature as  
 36 this bill). The **Director of the Division of Motor Vehicles in the**  
 37 **Department of Law and Public Safety** Chief Administrator of the  
 38 New Jersey Motor Vehicle Commission is authorized to grant a  
 39 registration to the owner of a low-speed electric bicycle or  
 40 motorized bicycle who is at least 15 years of age, provided that the  
 41 application for registration has been properly made, the registration  
 42 fee has been paid, and the motorized bicycle is of a type approved  
 43 by the **director** chief administrator.

44 The form and contents of the registration certificate shall be  
 45 prescribed by the **director** chief administrator. The **director**  
 46 chief administrator shall maintain a record of all registration  
 47 certificates issued and their contents.

1 The registration shall expire and the registration certificate shall  
2 become void on the last day of the 11th calendar month following  
3 the calendar month in which the certificate was issued, except that  
4 the **【director】** chief administrator may suspend or revoke a  
5 registration for any violation of this act or any of the rules  
6 promulgated hereunder.

7 The **【director】** chief administrator shall issue registration  
8 certificates for the following registration period, on and after the  
9 first day of the calendar month immediately preceding the  
10 commencement of the registration period, the registration  
11 certificates to be effective immediately.

12 Application forms for all renewals of registrations for low-speed  
13 electric bicycles and motorized bicycles shall be mailed by the  
14 **【director】** chief administrator from the division to the last address  
15 of the owner of a motorized bicycle as it appears on the records of  
16 the **【division】** New Jersey Motor Vehicle Commission.

17 (cf: P.L.1983, c.105, s.9)

18

19 7. (New section) a. The New Jersey Motor Vehicle Commission  
20 shall make registration forms for low-speed electric bicycles and  
21 motorized bicycles available at all commission agency locations and  
22 on the commission's Internet website. Additionally, all sellers of low-  
23 speed electric bicycles, motorized bicycles, and electric motorized  
24 bicycles shall make the applicable registration forms available to  
25 individuals purchasing such bicycles. The form and content of the  
26 registration forms for low-speed electric bicycles and motorized  
27 bicycles shall conform to the requirements established by the rules and  
28 regulations adopted by the chief administrator pursuant to section 9 of  
29 P.L.1983, c.105 (C.39:4-14.3i).

30 b. Notwithstanding the provisions of subsection a. of this  
31 section, section 2 of P.L.1975, c.250 (C.39:4-14.3), and section 2 of  
32 P.L.2019, c.121 (C.39:4-14.16), a company operating shared low-  
33 speed electric bicycles under a contract with a local government  
34 may provide the serial number or other identifying numbers of each  
35 low-speed electric bicycle owned by the company to the  
36 commission on a quarterly basis in lieu of registering each shared  
37 low-speed electric bicycle.

38

39 8. (New section) a. The Chief Administrator of the New Jersey  
40 Motor Vehicle Commission may accept as proof of ownership an  
41 affidavit from the owner of a low-speed electric bicycle or  
42 motorized bicycle if:

43 (1) the low-speed electric bicycle or motorized bicycle was not  
44 required to be registered in this State prior to the effective date of  
45 P.L. , c. (C. ) (pending before the Legislature as this bill);

46 (2) the low-speed electric bicycle or motorized bicycle was  
47 purchased prior to the effective date of P.L. , c. (C. )  
48 (pending before the Legislature as this bill);

1 (3) there is no bill of sale or other formal proof of ownership  
2 available for the low-speed electric bicycle or motorized bicycle;  
3 and

4 (4) the affidavit sets forth with reasonable specificity the  
5 acquisition of ownership of the low-speed electric bicycle or  
6 motorized bicycle, together with any supporting documents, as  
7 proof of ownership of the low-speed electric bicycle or motorized  
8 bicycle.

9 b. It shall be a crime of the fourth degree for a person to  
10 knowingly submit a false bill of sale, false receipt of purchase, or  
11 any other false proof of ownership, or to knowingly submit any  
12 false affidavit or false supporting document regarding proof of  
13 ownership of a low-speed electric bicycle or motorized bicycle.  
14

15 9. (New section) a. Following the effective date of  
16 P.L. , c. (C. ) (pending before the Legislature as this bill),  
17 the New Jersey Motor Vehicle Commission and the Department of  
18 Transportation shall prepare and submit an annual report to the  
19 Legislature, pursuant to section 2 of P.L.1991, c.164 (C.52:14-  
20 19.1), concerning all information collected regarding the  
21 registration of motorized bicycles in this State since 2019.

22 b. One year following the effective date of  
23 P.L. , c. (C. ) (pending before the Legislature as this bill)  
24 and annually thereafter, the New Jersey Motor Vehicle Commission  
25 and the Department of Transportation shall prepare and submit an  
26 annual report to the Legislature, pursuant to section 2 of P.L.1991,  
27 c.164 (C.52:14-19.1), concerning the registration of low-speed  
28 electric bicycles and motorized bicycles in the State. The report  
29 shall include, but not be limited to:

30 (1) the number of low-speed electric bicycles and motorized  
31 bicycles registered in the State;

32 (2) the revenue generated by the fees collected and any civil  
33 penalties assessed pursuant to section 2 of P.L.1975, c.250 (C.39:4-  
34 14.3); and

35 (3) the number of registered low-speed electric bicycles and  
36 motorized bicycles disaggregated by the owner of record's county  
37 of residence.  
38

39 10. (New section) Notwithstanding any law, rule, or regulation to  
40 the contrary, for one year following the effective date of P.L. ,  
41 c. (C. ) (pending before the Legislature as this bill), the New  
42 Jersey Motor Vehicle Commission shall waive all examination,  
43 registration, and licensing fees required pursuant to P.L. ,  
44 c. (C. ) (pending before the Legislature as this bill) for the  
45 operation of low-speed electric bicycles and motorized bicycles.

1 11. (New section) A person shall have six months following the  
2 effective date of P.L. , c. (C. ) (pending before the  
3 Legislature as this bill) to obtain:

4 a. insurance for a motorized bicycle that was not required to  
5 have insurance prior to the effective date of P.L. , c. (C. )  
6 (pending before the Legislature as this bill);

7 b. a registration certificate for a low-speed electric bicycle or  
8 motorized bicycle that was not required to be registered prior to the  
9 effective date of P.L. , c. (C. ) (pending before the  
10 Legislature as this bill); and

11 c. a license to operate a low-speed electric bicycle or motorized  
12 bicycle if the person was not required to obtain a license to operate  
13 these bicycles prior to the effective date of P.L. , c. (C. )  
14 (pending before the Legislature as this bill).

15

16 12. (New section) Notwithstanding any law, rule, or regulation to  
17 the contrary, for one year following the effective date of  
18 P.L. , c. (C. ) (pending before the Legislature as this bill), no  
19 person shall sell, or offer for sale, on the Internet any electric  
20 motorized bicycle as defined in R.S.39:1-1.

21

22 13. This act shall take effect immediately <sup>1</sup>, except that section 4  
23 shall take effect on the first day of the 12th month next following  
24 the date of enactment and shall apply to every standard automobile  
25 insurance policy issued or renewed on or after that date<sup>1</sup>.

26 <sup>1</sup>**【However, the】** The<sup>1</sup> Chief Administrator of the New Jersey  
27 Motor Vehicle Commission may take any anticipatory  
28 administrative action in advance as shall be necessary for the  
29 implementation of this act.



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February 27, 2026

The Honorable Lori Wilson  
 Chair, Assembly Transportation Committee  
 Swing Space, Suite 8110  
 Sacramento, CA 95814  
*Transmitted via Electronic Mail*

**RE: AB 1557 (Papan): E-Bike Motor Peak Power Restriction - SUPPORT**

Dear Chair Wilson:

On behalf of the City/County Association of Governments of San Mateo County, I write in **SUPPORT of AB 1557 (Papan)**, which closes a loophole in existing law that allows for electric bicycle motors to be manufactured above the statutory maximum of 750 watts (750W).

Electric bicycles were first recognized by the U.S. Congress in 2002, when H.R. 727 was passed. The bill classified low-speed electric bicycles as consumer products subject to the Consumer Product Safety Act and removed them from the federal definition of a "motor vehicle." California followed Congress's lead and passed AB 1096 (2015) and AB 1271 (2024), which established the current framework for regulating e-bikes in California. California law identifies three classes and outlines specific requirements for each, including top speed, method of assistance, minimum age, and motor power. According to the DMV's motorcycle handbook, all three classes have the same 750W speed restriction, which limits acceleration.

While the limit is 750W, there is no specific language indicating whether it applies to peak power or continuous power, leaving it to the manufacturers' interpretation. Some manufacturers have taken advantage of the unclear regulations by selling e-bikes advertised as 750W but with higher output. This allows e-bikes to accelerate more quickly and reach a speed higher than the law intended. This puts consumers at risk and has even sadly led to multiple tragic accidents in California.

AB 1557 (Papan) clarifies the existing e-bike power restriction by specifying that the 750W motor limit applies to the maximum peak output. As a result, this will close the loophole that many manufacturers have been using to build powerful e-bikes that endanger people. All e-bikes with a maximum capacity exceeding 750W will cease to be legally classified as e-bikes.

For these reasons, we respectfully request that you vote "AYE" on this bill when it is heard in the Assembly Transportation Committee. Thank you for your consideration, and please contact Sean Charpentier, C/CAG Executive Director at [scharpentier@smcgov.org](mailto:scharpentier@smcgov.org) if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Adam Rak', written in a cursive style.

Adam Rak, Chair  
City/County Association of Governments of San Mateo County

CC: The Honorable Diane Papan, California State Assembly  
Members and Consultants, Assembly Transportation Committee



*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

March 17, 2026

The Honorable Lori Wilson  
Chair, Assembly Transportation Committee  
Swing Space, Suite 8110  
Sacramento, CA 95814  
*Transmitted via Electronic Mail*

**RE: AB 2346 (Wilson): Electric Bicycles Safety – SUPPORT**

Dear Chair Wilson:

On behalf of the City/County Association of Governments of San Mateo County, I write in **SUPPORT** of your bill, **AB 2346 (Wilson)**, which puts forward various changes to ensure the sale of safe & legal e-bikes, as well as protect the safety of e-bike riders and others sharing the roadway, sidewalks, & bike paths.

As e-bikes grow in popularity, local governments are faced with new safety challenges on their streets and roads. In San Mateo County and across the state, there has been a rise in severe e-bike injuries, including the recent tragic death of a 16-year-old in Half Moon Bay.

According to a recent Legislative report by the Mineta Transportation Institute, data from Rady Children's Hospital of Orange County shows a 334% increase in traumatic e-bike accidents among children since 2022, underscoring the growing safety risks associated with e-bike use, particularly among youth.<sup>1</sup>

AB 2346 puts forward various changes recommended by the Mineta Transportation Institute. Specifically, the bill:

- Requires all e-bikes being sold in California to be equipped with speedometers and integrated lights, beginning January 1, 2029.
- Requires that manufacturers and retailers selling e-bikes in California

<sup>1</sup> <https://transweb.sjsu.edu/research/2423-Electric-Bicycle-Safety-Data-Policy>

- provide consumers with a summary of e-bike laws.
- Allows local jurisdictions to impose various speed limits on a bicycle path or multi-use trail with appropriate signage.
  - Sets a statewide speed limit of 5 mph when riding on a sidewalk and 15 mph on a Class IV bikeway.
  - Sets a clear statewide speed limit of 15 mph for any minor under 15 years old, regardless of the device or where they are riding.

AB 2346 sets clearer statewide safety requirements to make our communities safer, while also empowering local governments to set local rules as appropriate. For these reasons, we support AB 2346 (Wilson) and urge your “AYE” vote when it is heard in your committee. Please contact Sean Charpentier, C/CAG Executive Director, at [scharpentier@smcgov.org](mailto:scharpentier@smcgov.org) if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Adam Rak', written in a cursive style.

Adam Rak, Chair  
City/County Association of Governments of San Mateo County

CC: Members and Consultants, Assembly Transportation Committee  
San Mateo County Legislative Delegation

**ASSEMBLY BILL****No. 2595****Introduced by Assembly Member Papan**

February 20, 2026

An act to add and repeal Section 21214.9 of the Vehicle Code, relating to vehicles.

## LEGISLATIVE COUNSEL'S DIGEST

AB 2595, as introduced, Papan. Vehicles: electric bicycles.

Existing law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a “class 1 electric bicycle” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a “class 2 electric bicycle” is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a “class 3 electric bicycle” is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Existing law prohibits a person under 16 years of age from operating a class 3 electric bicycle.

This bill, the San Mateo Electric Bicycle Safety Pilot Program, would, until January 1, 2031, authorize a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this

purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution punishable by a fine of \$25, except as specified. This bill would make a parent or legal guardian with control or custody of an unemancipated minor who violates the ordinance or resolution jointly and severally liable with the minor for the amount of the fine imposed. The bill would, if an ordinance or resolution is adopted, require the county to, by January 1, 2030, submit a report to the Legislature that includes, among other things, the total number of traffic stops initiated for a violation of the ordinance or resolution, the results of those traffic stops, and the actions taken by a peace officer during a traffic stop, as specified. The bill would require a local authority or county to administer a public information campaign for at least 30 calendar days prior to the enactment of the ordinance or resolution, as specified.

Vote: majority. Appropriation: no. Fiscal committee: no.  
 State-mandated local program: no.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. Section 21214.9 is added to the Vehicle Code,
- 2 to read:
- 3 21214.9. (a) This section shall be known, and may be cited,
- 4 as the San Mateo Electric Bicycle Safety Pilot Program.
- 5 (b) A local authority within the County of San Mateo, or the
- 6 County of San Mateo in unincorporated areas, may, by ordinance
- 7 or resolution, prohibit a person under 12 years of age from
- 8 operating a class 1 or 2 electric bicycle.
- 9 (c) (1) A violation of an ordinance or resolution adopted
- 10 pursuant to this section shall be punishable as follows:
- 11 (A) For the first 60 days after the prohibition comes into effect,
- 12 a warning notice.
- 13 (B) After the first 60 days, a violation of the ordinance or
- 14 resolution shall be an infraction punishable by a fine of twenty-five
- 15 dollars (\$25).
- 16 (2) A record of the action shall not be transmitted to the court
- 17 and a fee shall not be imposed upon a citation for this infraction
- 18 if the parent or legal guardian of the person who violated the
- 19 prohibition delivers proof to the issuing agency within 120 days
- 20 after the citation was issued that the person has completed an

1 electric bicycle safety and training program pursuant to Section  
2 894 of the Streets and Highways Code.

3 (3) If an unemancipated minor violates an ordinance or  
4 resolution adopted pursuant to this section, a parent or legal  
5 guardian with control or custody of the minor shall be jointly and  
6 severally liable with the minor for the amount of a fine imposed  
7 pursuant to this subdivision.

8 (d) (1) If an ordinance or resolution is adopted pursuant to this  
9 section, the county shall, by January 1, 2030, submit a report to  
10 the Legislature that includes all of the following:

11 (A) The total number of traffic stops initiated for a violation of  
12 the ordinance or resolution adopted pursuant to this section.

13 (B) The results of those traffic stops, including whether a  
14 warning or citation was issued, property was seized, or an arrest  
15 was made.

16 (C) The number of times a person was stopped for allegedly  
17 operating a class 1 or class 2 electric bicycle while under 12 years  
18 of age but was found to be over the age limit.

19 (D) If a warning or citation was issued, a description of the  
20 warning or the violation cited.

21 (E) If an arrest or traffic stop was made, the offense cited by  
22 the officer for the arrest or traffic stop and the perceived race or  
23 ethnicity, gender, and approximate age of the person stopped,  
24 provided that the identification of these characteristics is solely  
25 based on the observation and perception of the peace officer who  
26 initiated the traffic stop.

27 (F) The actions taken by a peace officer during a traffic stop,  
28 including, but not limited to, all of the following:

29 (i) Whether the peace officer asked for consent to search the  
30 person and, if so, whether consent was provided.

31 (ii) Whether the peace officer searched the person or property,  
32 and, if so, the basis for the search and the type of contraband or  
33 evidence discovered.

34 (iii) Whether the peace officer seized property and, if so, the  
35 type of property that was seized and the basis for seizing the  
36 property.

37 (G) The number of times a person opted to complete, and did  
38 complete, the training course in lieu of paying the fine.

39 (H) The number of times that a person under 12 years of age  
40 was operating an electric bicycle and was involved in a crash that

1 resulted in a permanent, serious injury, as defined in Section 20001,  
2 or a fatality in the six months prior to the adoption of the ordinance  
3 or resolution, the cause of the crash, and the class of the electric  
4 bicycle that was being operated at the time of the crash.

5 (I) The number of times that a person under 12 years of age was  
6 operating an electric bicycle and was involved in a crash that  
7 resulted in a permanent, serious injury, as defined in Section 20001,  
8 or a fatality after the adoption of the ordinance or resolution, the  
9 cause of the crash, and the class of the electric bicycle that was  
10 being operated at the time of the crash.

11 (2) A report submitted pursuant to this section shall be submitted  
12 in compliance with Section 9795 of the Government Code.

13 (e) A local authority shall administer a public information  
14 campaign for at least 30 calendar days prior to the enactment of  
15 an ordinance or resolution adopted pursuant to this section, which  
16 shall include public announcements in major media outlets and  
17 press releases.

18 (f) This section shall remain in effect only until January 1, 2031,  
19 and as of that date is repealed.

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