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P.L. 2023, CHAPTER 316, *approved January 16, 2024*
Assembly Committee Substitute (*First Reprint*)
for Assembly, No. 4794

1 AN ACT concerning the establishment of demonstration projects for
2 the development of certain electric vehicle charging depots and
3 supplementing Title 48 of the Revised Statutes.

4

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

7

8 1. As used in P.L. , c. (C.) (pending before the
9 Legislature as this bill):

10 “Authority” means the New Jersey Economic Development
11 Authority established by section 4 of P.L.1974, c.80 (C.34:1B-4).

12 “Board” means the Board of Public Utilities or any successor
13 agency.

14 “Brownfield” means the same as the term is defined in section 3
15 of P.L.1999, c.23 (C.48:3-51).

16 “Class I renewable energy” means the same as the term is
17 defined in section 3 of P.L.1999, c.23 (C.48:3-51).

18 “DC fast charger” means the same as the term is defined in
19 section 2 of P.L.2019, c.362 (C.48:25-2).

20 “Demonstration project” means the demonstration project
21 authorized in response to a request for proposal developed and
22 issued by the board pursuant to section 2 of P.L. , c. (C.)
23 (pending before the Legislature as this bill).

24 “Department” means the Department of Environmental
25 Protection.

26 “Distributed energy resource” means any resource located on the
27 distribution system of any ¹electric¹ public utility in New Jersey,
28 any subsystem thereof, or behind a customer meter. These
29 resources may include, but are not limited to, electric storage
30 resources, distributed generation, demand response, energy
31 efficiency, thermal storage, and electric vehicles and their supply
32 equipment.

33 “Distributed energy resource charging center” means one or
34 more distributed energy resources consisting of a group of
35 interconnected loads, including at least one High-Powered DC Fast

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:

¹ Senate SBA committee amendments adopted January 4, 2024.

1 Charger or at least four DC fast chargers, and distributed energy
2 resources, which predominantly produce or store Class I renewable
3 energy, within clearly defined electrical boundaries and located
4 behind a single point of interconnection, that act as a single
5 controllable entity with respect to a utility's infrastructure.

6 "Electric public utility" or "utility" means a public utility, as that
7 term is defined in R.S.48:2-13, that provides electric distribution
8 service in this State.

9 "Electric vehicle" means a motor vehicle that is propelled solely
10 by an electric motor or energy storage device, and includes any
11 such fleet, medium-duty, or heavy-duty vehicle.

12 "Electric vehicle charging depot" or "depot" means a site where
13 one or more DC fast chargers or High-Powered DC Fast Chargers
14 are installed to charge electric vehicle fleets and medium- and
15 heavy-duty electric vehicles, along with any electrical equipment on
16 the customer side of the utility meter, needed to connect the
17 chargers to a distributed energy resource charging center.

18 "Electric vehicle service equipment" or "EVSE" means the same
19 as the term is defined in section 2 of P.L.2019, c.362 (C.48:25-2).

20 "Fleet vehicles" refers to a group of vehicles owned or operated
21 by a single entity, serving a specific purpose, with defined roles or
22 tasks. Fleet vehicles may be light-, medium- or heavy-duty
23 vehicles.

24 "High-Powered DC Fast Charger" means EVSE that provides at
25 least 150 kilowatts of direct current electrical power for charging
26 ¹["a plug-in] an¹ electric vehicle through a connector based on fast
27 charging equipment standards, and which is approved for
28 installation for that purpose under the National Electric Code
29 through an Underwriters Laboratories Certification or an equivalent
30 certifying organization.

31 "Medium- and heavy-duty electric vehicle make-ready" or
32 "MHD make-ready" means the same as the term "make-ready" is
33 defined in section 3.2 of P.L.1975, c.291 (C.40:55D-5).

34 ¹["Overburdened community" means the same as the term is
35 defined in section 2 of P.L.2020, c.92 (C.13:1D-158).]¹

36 "Overburdened municipality" means a subset of census blocks,
37 as defined by the board, which are located within areas defined by
38 the Department of Environmental Protection pursuant to P.L.2020,
39 c.92 (C.13:1D-157 et seq.) and that focuses incentives in
40 municipalities that either have high levels of population living
41 under a percentage of the federal poverty line or that are
42 categorized as distressed by the Department of Community Affairs.

43 "PJM Interconnection, L.L.C." or "PJM" means the same as the
44 term is defined in section 3 of P.L.1999, c.23 (C.48:3-51).

1 ¹["Plug-in electric vehicle" means the same as the term is
2 defined in section 2 of P.L.2019, c.362 (C.48:25-2).]¹

3 "Primarily operating" means that at least 50 percent of the
4 vehicle miles traveled over the course of a ¹["three year"] three-year¹
5 compliance period take place within the overburdened municipality
6 or other percentage as defined by the board to address concerns in
7 overburdened communities.

8 "Request for proposal" or "proposal" means the request for
9 proposal developed and issued by the board pursuant to section 2 of
10 P.L. , c. (C.) (pending before the Legislature as this bill).

11

12 2. a. The Board of Public Utilities, in consultation with the
13 New Jersey Economic Development Authority and the Department
14 of Environmental Protection, shall develop a request for proposal to
15 determine eligibility for the establishment of demonstration projects
16 involving the development of electric vehicle charging depots for
17 electric vehicle use. Each electric vehicle charging depot shall be
18 serviced by one or more distributed energy resource charging
19 centers, and the electric vehicle charging depots shall be located
20 within six regionally diverse locations within the State, except that
21 at least one electric vehicle charging depot, including the
22 distributed energy resource charging center servicing the depot,
23 shall be located within the service territory of each electric public
24 utility operating within this State and at least two of the electric
25 vehicle charging depots shall serve vehicles primarily operating
26 within an overburdened municipality. The proposal shall describe,
27 in detail, the requirements for the provision of electric vehicle
28 charging depots for electric vehicle charging, the production or
29 storage of Class I renewable energy, any demand management
30 plans, and the total number of electric vehicle miles traveled, which
31 depots shall, at a minimum, be capable of supporting coincident
32 peak sufficient to meet vehicle electric loads. Within the proposal,
33 the board shall provide a list and brief description of any State or
34 local incentives and support programs available to an approved
35 applicant.

36 b. Upon developing the request for proposal, the board shall
37 issue the proposal in a form and manner determined by the
38 board. The board shall establish guidelines for the approval,
39 designation, operation, ¹and¹ reporting ¹["], and re-designation¹ of a
40 demonstration project in a manner determined by the board. The
41 board may approve the development of more than one electric
42 vehicle charging depot within any of the six locations, provided that
43 the total number of approved projects satisfies the requirements of
44 subsection a. of this section.

1 c. The board, in cooperation with the authority and the
2 department, shall oversee, coordinate, and assist the demonstration
3 project approved and established pursuant to P.L. , c. (C.)
4 (pending before the Legislature as this bill) and shall allocate up to
5 \$2,000,000 in assistance per project ¹~~selected out~~ from the
6 proceeds¹ of the societal benefits charge ¹~~established~~ imposed¹
7 pursuant to ¹paragraph (3) of subsection a. of¹ section 12 of
8 P.L.1999, c.23 (C.48:3-60) to facilitate investment in electric
9 vehicle charging depots. The ¹funds allocated from the¹ societal
10 benefits charge ¹~~incentive~~¹ shall be in addition to any utility
11 investment established pursuant to section 3 of P.L. ,
12 c. (C.) (pending before the Legislature as this bill), and any
13 other incentives or ¹~~revenues streams~~ funds¹ available from PJM,
14 or other renewable energy or storage incentives that the project may
15 be eligible to receive.

16

17 3. Notwithstanding the provisions of any law, rule, regulation,
18 or order to the contrary, the board may authorize recovery through
19 utility rates of some or all of the costs associated with MHD make-
20 ready locations, in which case such costs shall be included in the
21 utility's rate base or otherwise be recoverable from the utility's
22 customers, in a manner determined by the board.

23

24 4. A request for proposal shall require an applicant intending to
25 establish a demonstration project to submit information to the
26 board, which information shall include, but not be limited to:

27 a. a statement of purpose for the proposed demonstration
28 project, which shall include, but not be limited to, the development
29 of electric vehicle charging depots serviced by distributed energy
30 resource charging centers;

31 b. a validation of any cost-saving, time-saving, or resilience
32 metrics associated with the use of electric vehicle charging depots
33 serviced by distributed energy resource charging centers, as
34 compared to the traditional capital investment approach to electric
35 public utility grid replacement for the establishment of electric
36 vehicle charging depots not serviced by distributed energy resource
37 charging centers for use by electric vehicles;

38 c. a description of the proposed electric vehicle charging depots,
39 including any distributed energy resource charging center servicing
40 the depots, and a clear explanation and map conveying the physical
41 boundaries of each proposed site;

42 d. a description of the size and configuration of the distributed
43 energy resource charging center, including, at a minimum: how
44 much Class I renewable energy is expected to be produced; how
45 much, if any, energy storage is incorporated in the design; how

- 1 much, if any, fossil fueled generation is incorporated in the design;
2 and any other information as may be required by the board;
- 3 e. the amount of incentive requested, including in total dollars,
4 dollars per electric vehicle mile ~~["electrified"]~~ traveled¹, and
5 dollars per unit of pollution abated; and
- 6 f. a statement from the applicant attesting that each distributed
7 energy resource charging center shall:
- 8 (1) allow for clean or renewable energy-sourced electric power
9 generation and energy storage provided on-site or on property
10 contiguous to the distributed energy resource charging center, in
11 addition to the ability to charge electric vehicles;
- 12 (2) comply with any electric vehicle charging infrastructure plan
13 established by the board in which distributed energy resource
14 charging center infrastructure is needed to get the most benefit for
15 electric vehicle charging;
- 16 (3) specify whether the proposed electric vehicle charging depots
17 are intended to displace existing fleet vehicles, or whether ~~["it
18 will"]~~ the depots are intended to¹ bring new vehicles into
19 overburdened municipalities;
- 20 (4) describe any plans to participate in a managed charging
21 program, including one that directs charging to off-peak periods or
22 minimizes demand charge peaks; and
- 23 (5) provide any other information required by the board.
- 24
- 25 5. The board shall give preference to any application made
26 pursuant to section 4 of P.L. , c. (C.) (pending before the
27 Legislature as this bill) for any¹ High-Powered DC Fast
28 ~~["Chargers"]~~ Charger¹ or DC Fast ~~["Chargers"]~~ Charger¹
29 demonstration ~~["projects"]~~ project¹ that ~~["result"]~~ results¹ in
30 charging infrastructure for medium- and heavy-duty vehicles or
31 fleets and¹ that:
- 32 a. is located within a brownfield;
- 33 b. is publicly accessible or designed to electrify ~~["public-
34 serving"]~~¹ fleets owned by public entities¹;
- 35 c. electrifies private fleets located in, primarily operating in, or
36 benefiting overburdened municipalities;
- 37 d. provides job creation and job training for disadvantaged
38 persons, as determined by the board, in consultation with the
39 authority;
- 40 e. is cost effective to ratepayers, considering vehicle miles
41 electrified and incentive requested;
- 42 f. is likely to lead to scalable implementation of medium- and
43 heavy-duty vehicle charging infrastructure;
- 44 g. has ~~["an"]~~ a positive¹ impact on electrified and non-electrified
45 vehicle traffic inside of overburdened municipalities;

- 1 h. effectively incorporates a managed charging program at peak
- 2 periods or minimizes demand charge peaks;
- 3 i. minimizes the use of fossil fuel infrastructure;
- 4 j. is likely to result in the reduction of emissions; ¹~~and~~ or¹
- 5 k. results in an expansion of the State's manufacturing base for
- 6 an emerging clean transportation economy and demonstrates a
- 7 collaboration with a State-certified educational training entity.

8

9 6. Upon approval by the board of an application to conduct a

10 demonstration project, the board shall require the approved

11 applicant to enter into an agreement with the board, which

12 agreement shall contain, but not be limited to:

- 13 a. a signed statement of cooperation and a description of the
- 14 roles and relationships of each entity involved in the demonstration
- 15 project;
- 16 b. a clearly identified list of goals, performance standards,
- 17 benchmarks, or milestones for the proposed demonstration projects,
- 18 with approximate dates as to when the goals, performance
- 19 standards, benchmarks, or milestones will be achieved, and a
- 20 description of how these measures will be evaluated, including a
- 21 requirement that the approved applicant shall report to the board on
- 22 the status of the applicant's achievement of these goals,
- 23 performance standards, benchmarks, or milestones;
- 24 c. a complete budget of the proposed demonstration project,
- 25 including a description and proof, as applicable, of any secured
- 26 funds, pending funds, and potential future funding sources;
- 27 d. a list of the approved applicant's assets and resources,
- 28 organizational experience, including capabilities, related
- 29 experience, facilities, techniques, resources, or any combinations
- 30 thereof, that are integral factors for achieving the proposed
- 31 objective of establishing an electric vehicle charging depot serviced
- 32 by a distributed energy resource charging center; and
- 33 e. the expectations for job development and business creation
- 34 upon the establishment and operation of an electric vehicle charging
- 35 depot serviced by a distributed energy resource charging center.

36

37 7. Within six months of the first approval for an application for

38 a demonstration project, and every six months thereafter, the board

39 shall report to the department and the authority on the progress of

40 each approved applicant in establishing the demonstration

41 project. The board shall annually post the information from these

42 reports on the board's Internet website. The board shall incorporate

43 any applicable information on the establishment of the

44 demonstration project in the Energy Master Plan, or any update

1 thereto. The board shall report, five years after the effective date of
2 P.L. , c. (C.) (pending before the Legislature as this bill),
3 to the Governor and, pursuant to section 2 of P.L.1991, c.164
4 (C.52:14-19.1), to the Legislature, on the results of the
5 demonstration projects and post a copy of the report on the board's
6 Internet website.

7

8 8. The board may seek and accept grants from public sources,
9 including, but not limited to, any federal funding to be provided for
10 the purposes of the demonstration project, except that the board
11 shall not accept a grant that is subject to conditions that are
12 inconsistent with any other law of this State.

13

14 9. This act shall take effect immediately.

15

16

17

18

19 _____
20 Requires request for proposal to establish demonstration projects
21 to develop electric vehicle charging depots serviced by distributed
energy resource charging centers for certain electric vehicle use.

ASSEMBLY, No. 4794

STATE OF NEW JERSEY 220th LEGISLATURE

INTRODUCED OCTOBER 17, 2022

Sponsored by:

Assemblyman DANIEL R. BENSON

District 14 (Mercer and Middlesex)

Assemblyman RAJ MUKHERJI

District 33 (Hudson)

Co-Sponsored by:

Assemblyman Spearman

SYNOPSIS

Requires request for proposal to establish demonstration program to develop electric vehicle charging depots serviced by distributed energy resource charging centers for certain electric vehicle use.

CURRENT VERSION OF TEXT

As introduced.



(Sponsorship Updated As Of: 2/16/2023)

1 AN ACT concerning the establishment of a demonstration program
2 for the development of certain electric vehicle charging depots
3 and supplementing Title 48 of the Revised Statutes.

4
5 **BE IT ENACTED** *by the Senate and General Assembly of the State*
6 *of New Jersey:*

7
8 1. As used in P.L. , c. (C.) (pending before the
9 Legislature as this bill):

10 “Authority” means the New Jersey Economic Development
11 Authority established by section 4 of P.L.1974, c.80 (C.34:1B-4).

12 “Board” means the Board of Public Utilities or any successor
13 agency.

14 “Brownfield” means the same as the term is defined in section 3
15 of P.L.1999, c.23 (C.48:3-51).

16 “Class I renewable energy” means electric energy produced from
17 solar technologies, photovoltaic technologies, wind energy, fuel
18 cells, geothermal technologies, wave or tidal action, small scale
19 hydropower facilities with a capacity of three megawatts or less and
20 put into service after the effective date of P.L.2012, c.24, methane
21 gas from landfills, methane gas from a biomass facility provided
22 that the biomass is cultivated and harvested in a sustainable manner,
23 or methane gas from a composting or anaerobic or aerobic digestion
24 facility that converts food waste or other organic waste to energy.

25 “DC fast charger” means the same as the term is defined in
26 section 2 of P.L.2019, c.362 (C.48:25-2).

27 “Demonstration program” means the demonstration program
28 authorized in response to a request for proposal developed and
29 issued by the authority pursuant to section 2 of P.L. ,
30 c. (C.) (pending before the Legislature as this bill).

31 “Department” means the Department of Environmental
32 Protection.

33 “Distributed energy resource” means an electricity-producing
34 resource or controllable load that is connected to an electric public
35 utility’s infrastructure, or a microgrid that is connected to a utility’s
36 infrastructure.

37 “Distributed energy resource charging center” means one or
38 more distributed energy resources consisting of a group of
39 interconnected loads, including at least one electric vehicle charger
40 and distributed energy resources within clearly defined electrical
41 boundaries that act as a single controllable entity with respect to a
42 utility’s infrastructure, which resources can connect to and
43 disconnect from a utility’s infrastructure and can operate both
44 connected to and independent of a utility’s infrastructure.

45 “Electric public utility” or “utility” means a public utility, as that
46 term is defined in R.S.48:2-13, that provides electric distribution
47 service in this State.

1 “Electric vehicle” means a motor vehicle that is propelled solely
2 by an electric motor or energy storage device, and includes any
3 such fleet, medium, or heavy-duty vehicle.

4 “Electric vehicle charging depot” or “depot” means a site where
5 one or more DC fast chargers are installed, along with any electrical
6 equipment needed to connect the chargers to a distributed energy
7 resource charging center, and any other electrical equipment, including
8 energy storage, needed to enhance the reliability and efficiency of the
9 chargers.

10 “Low-income, urban, or environmental justice community”
11 means the same as the term is defined in section 2 of P.L.2019,
12 c.362 (C.48:25-2).

13 “PJM Interconnection, L.L.C.” or “PJM” means the privately-
14 held, limited liability corporation that serves as a Regional
15 Transmission Organization approved by the Federal Energy
16 Regulatory Commission, or its successor, that manages the regional,
17 high-voltage electricity grid serving all or parts of 13 states,
18 including New Jersey and the District of Columbia, operates the
19 regional competitive wholesale electric market, manages the
20 regional transmission planning process, and establishes systems and
21 rules to ensure that the regional and in-State energy markets operate
22 fairly and efficiently.

23 “Request for proposal” or “proposal” means the request for
24 proposal developed and issued by the authority pursuant to section
25 2 of P.L. , c. (C.) (pending before the Legislature as this
26 bill).

27 “Successor Solar Incentive program” or “SUSI” means the
28 permanent successor to the solar incentive program established by
29 the Board of Public Utilities pursuant to P.L.2021, c.169 (C.48:3-
30 114 et al.), including the Administratively Determined Incentive
31 and the Competitive Solicitation Incentive subprograms, and any
32 successor programs or subprograms thereto.

33

34 2. a. The New Jersey Economic Development Authority, in
35 consultation with the Board of Public Utilities and the Department
36 of Environmental Protection, shall develop a request for proposal to
37 determine eligibility for the establishment of a demonstration
38 program involving the development of electric vehicle charging
39 depots for electric vehicle use. Each electric vehicle charging depot
40 shall be serviced by one or more distributed energy resource
41 charging centers, and the electric vehicle charging depots shall be
42 located within six regionally diverse locations within the State,
43 except that at least one electric vehicle charging depot, including
44 the distributed energy resource charging center servicing the depot,
45 shall be located within the service territory of each electric public
46 utility operating within this State. The proposal shall describe, in
47 detail, the requirements for the provision of electric vehicle

1 charging depots for electric vehicle charging, which depots shall, at
2 a minimum, be capable of supporting very high, coincident peak
3 vehicle electric loads. Within the proposal, the authority shall
4 provide a list and brief description of any State or local incentives
5 and support programs available to an approved applicant.

6 b. Upon developing the request for proposal, the authority shall
7 issue the proposal in a form and manner determined by the
8 authority. The authority shall establish guidelines for the approval,
9 designation, operation, reporting, and re-designation of a
10 demonstration program in a manner determined by the authority.
11 The authority may approve the development of more than one
12 electric vehicle charging depot within any of the six locations,
13 provided that the total number of approved programs satisfies the
14 requirements of subsection a. of this section.

15 c. The authority, in cooperation with the board and the
16 department, shall oversee, coordinate, and assist the demonstration
17 program approved and established pursuant to P.L. , c. (C.)
18 (pending before the Legislature as this bill).

19

20 3. a. A request for proposal shall require an applicant
21 intending to establish a demonstration program to submit
22 information to the authority, which information shall include, but
23 not be limited to:

24 (1) a statement of purpose for the proposed demonstration
25 program, which shall include, but not be limited to, the
26 development of electric vehicle charging depots serviced by
27 distributed energy resource charging centers to create infrastructure
28 for the very high coincident load charging of electric vehicles;

29 (2) a validation of the cost-saving, time-saving, and resilience
30 metrics associated with the use of electric vehicle charging depots
31 serviced by distributed energy resource charging centers, as
32 compared to the traditional capital investment approach to electric
33 public utility grid replacement for the establishment of electric
34 vehicle charging depots not serviced by distributed energy resource
35 charging centers for use by electric vehicles;

36 (3) a description of the proposed electric vehicle charging
37 depots, including any distributed energy resource charging center
38 servicing the depots, and a clear explanation and map conveying the
39 physical boundaries of each proposed site;

40 (4) a statement from the applicant attesting that each distributed
41 energy resource charging center shall:

42 (a) allow for clean or renewable energy-sourced electric power
43 generation and energy storage provided on-site or on property
44 contiguous to the distributed energy resource charging center, in
45 addition to the ability to charge electric vehicles; and

46 (b) comply with any electric vehicle charging infrastructure plan
47 established by the department in which distributed energy resource

1 charging center infrastructure is needed to get the most benefit for
2 electric vehicle charging; and

3 (5) a statement that the applicant will enter into an agreement
4 with an electric public utility or PJM, as applicable, where, upon
5 receiving board approval, the utility or PJM will make any
6 necessary upgrades to its transmission or distribution infrastructure
7 at locations proposed by the applicant to prepare the location for the
8 operation of a distributed energy resource charging center.

9 b. If an electric public utility makes any capital investment to
10 upgrade its transmission or distribution infrastructure to prepare a
11 location for the operation of a distributed energy resource charging
12 center under the demonstration program, the board shall allow the
13 utility to include the costs of such investments, as well as any other
14 costs related to supporting the demonstration program, in its rate
15 base for rate recovery.

16 c. When a distributed energy resource charging center includes
17 Class 1 renewable energy resources and storage, and such storage is
18 charged by electricity generated from the Class 1 renewable energy
19 resource and electricity supplied by PJM, including electricity
20 generated from non-renewable energy sources, the distributed
21 energy resource charging center may sell excess electricity
22 generation to PJM at the wholesale price of electricity.

23 d. Notwithstanding the provisions of any law or regulation to
24 the contrary, when Class 1 renewable energy resources are included
25 in a distributed energy resource charging center, these resources
26 shall be eligible for the incentives provided by the board under the
27 Successor Solar Incentive Program's Administratively Determined
28 Incentive subprogram.

29
30 4. The authority shall give preference to any application made
31 pursuant to section 3 of P.L. , c. (C.) (pending before the
32 Legislature as this bill) for a demonstration program that:

33 a. is located within a brownfield;

34 b. provides an environmental justice net public benefit, as
35 determined by the authority, within a low-income, urban, or
36 environmental justice community;

37 c. provides job creation and job training for disadvantaged
38 persons, as determined by the authority; or

39 d. results in an expansion of the State's manufacturing base for
40 an emerging clean transportation economy and demonstrates a
41 collaboration with a State-certified educational training entity.

42
43 5. Upon approval by the authority of an application to conduct
44 a demonstration program, the authority shall require the approved
45 applicant to enter into an agreement with the authority, which
46 agreement shall contain, but not be limited to:

- 1 a. a signed statement of cooperation and a description of the
2 roles and relationships of each entity involved in the demonstration
3 program;
 - 4 b. a clearly identified list of goals, performance standards,
5 benchmarks, or milestones for the proposed demonstration program,
6 with approximate dates as to when the goals, performance
7 standards, benchmarks, or milestones will be achieved, and a
8 description of how these measures will be evaluated, including a
9 requirement that the approved applicant shall report to the authority
10 on the status of the applicant's achievement of these goals,
11 performance standards, benchmarks, or milestones;
 - 12 c. a complete budget of the proposed demonstration program,
13 including a description and proof, as applicable, of any secured
14 funds, pending funds, and potential future funding sources;
 - 15 d. a list of the approved applicant's assets and resources,
16 organizational experience, including capabilities, related
17 experience, facilities, techniques, resources, or any combinations
18 thereof, that are integral factors for achieving the proposed
19 objective of establishing an electric vehicle charging depot serviced
20 by a distributed energy resource charging center; and
 - 21 e. the expectations for job development and business creation
22 upon the establishment and operation of an electric vehicle charging
23 depot serviced by a distributed energy resource charging center.
24
- 25 6. Within six months of the first approval for an application for
26 a demonstration program, and every six months thereafter, the
27 authority shall report to the department and the board on the
28 progress of each approved applicant in establishing the
29 demonstration program. The authority shall annually post the
30 information from these reports on the authority's Internet website.
31 The board shall incorporate any applicable information on the
32 establishment of the demonstration program in the Energy Master
33 Plan, or any update thereto. The authority shall report, five years
34 after the effective date of P.L. , c. (C.) (pending before the
35 Legislature as this bill), to the Governor and, pursuant to section 2
36 of P.L.1991, c.164 (C.52:14-19.1), to the Legislature, on the results
37 of the demonstration programs and post a copy of the report on the
38 authority's Internet website.
39
- 40 7. The authority may seek and accept gifts, donations, grants,
41 or loans from private or public sources, including, but not limited
42 to, any federal funding to be provided for the purposes of the
43 demonstration program, except that the authority shall not accept a
44 gift, donation, grant, or loan that is subject to conditions that are
45 inconsistent with any other law of this State.
46
- 47 8. This act shall take effect immediately.

STATEMENT

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This bill requires the New Jersey Economic Development Authority (EDA), in consultation with the Board of Public Utilities (BPU) and the Department of Environmental Protection (DEP), to develop a request for proposal (RFP) to determine eligibility for the establishment of a demonstration program (program). Under the program, approved applicants would develop electric vehicle charging depots, serviced by one or more distributed energy resource charging centers (charging centers), which would be used to charge electric vehicles.

Under the bill, the electric vehicle charging depots would be developed within six regionally diverse locations within the State, except that at least one depot is required to be developed within the service territory of each electric public utility operating in the State. However, the EDA may approve the development of more than one electric vehicle charging depot within any one service territory. The bill also requires the RFP to describe, in detail, the requirements for the provision of electric vehicle charging depots; however, at a minimum, each depot is required to be capable of supporting very high, coincident peak vehicle electric loads. The EDA would also be required to establish guidelines for the approval, designation, operation, reporting, and re-designation of the program.

Under the bill, applicants intending to establish a program would be required to submit certain information to the EDA. The bill also requires the EDA to give preference to applications for a program that: (1) is located within a brownfield; (2) provides an environmental justice net public benefit within a low-income, urban, or environmental justice community; (3) provides job creation and job training for disadvantaged persons; or (4) results in an expansion of the State's manufacturing base for an emerging clean transportation economy, and demonstrates collaboration with a State-certified educational training entity. Upon approval by the EDA, the bill requires approved applicants to enter into agreements with the EDA, which agreements contain certain information set forth in the bill.

Within six months of the first approval for an application for a demonstration program, and every six months thereafter, the EDA would be required to submit a report to the DEP and BPU concerning the progress made by approved applicants. The bill also requires the EDA to annually post information from these reports on its Internet website. Additionally, the bill requires the BPU to incorporate any applicable information from these reports in the State's Energy Master Plan. Five years after the effective date of the bill, the EDA would also be required to submit a report to the Governor and the Legislature concerning the results of the establishment of the program.

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1 Under the bill, the EDA may seek and accept gifts, donations,
2 grants, or loans from private or public sources, including, but not
3 limited to, any federal funding provided for the purposes of the
4 demonstration program. However, the EDA may not accept a gift,
5 donation, grant, or loan that is subject to any conditions that are
6 inconsistent with any other law of this State.

ASSEMBLY TRANSPORTATION AND INDEPENDENT
AUTHORITIES COMMITTEE

STATEMENT TO

ASSEMBLY, No. 4794

STATE OF NEW JERSEY

DATED: FEBRUARY 16, 2023

The Assembly Transportation and Independent Authorities Committee reports favorably Assembly Bill No. 4794.

As reported, this bill requires the New Jersey Economic Development Authority (EDA), in consultation with the Board of Public Utilities (BPU) and the Department of Environmental Protection (DEP), to develop a request for proposal (RFP) to determine eligibility for the establishment of a demonstration program (program). Under the program, approved applicants would develop electric vehicle charging depots, serviced by one or more distributed energy resource charging centers (charging centers), which would be used to charge electric vehicles.

Under the bill, the electric vehicle charging depots would be developed within six regionally diverse locations within the State, except that at least one depot is required to be developed within the service territory of each electric public utility operating in the State. However, the EDA may approve the development of more than one electric vehicle charging depot within any one service territory. The bill also requires the RFP to describe, in detail, the requirements for the provision of electric vehicle charging depots; however, at a minimum, each depot is required to be capable of supporting very high, coincident peak vehicle electric loads. The EDA would also be required to establish guidelines for the approval, designation, operation, reporting, and re-designation of the program.

Under the bill, applicants intending to establish a program would be required to submit certain information to the EDA. The bill also requires the EDA to give preference to applications for a program that: (1) is located within a brownfield; (2) provides an environmental justice net public benefit within a low-income, urban, or environmental justice community; (3) provides job creation and job training for disadvantaged persons; or (4) results in an expansion of the State's manufacturing base for an emerging clean transportation economy, and demonstrates collaboration with a State-certified educational training entity. Upon approval by the EDA, the bill requires approved applicants to enter into agreements with the EDA, which agreements contain certain information set forth in the bill.

Within six months of the first approval for an application for a demonstration program, and every six months thereafter, the EDA would be required to submit a report to the DEP and BPU concerning the progress made by approved applicants. The bill also requires the EDA to annually post information from these reports on its Internet website. Additionally, the bill requires the BPU to incorporate any applicable information from these reports in the State's Energy Master Plan. Five years after the effective date of the bill, the EDA would also be required to submit a report to the Governor and the Legislature concerning the results of the establishment of the program.

Under the bill, the EDA may seek and accept gifts, donations, grants, or loans from private or public sources, including, but not limited to, any federal funding provided for the purposes of the demonstration program. However, the EDA may not accept a gift, donation, grant, or loan that is subject to any conditions that are inconsistent with any other law of this State.

ASSEMBLY APPROPRIATIONS COMMITTEE

STATEMENT TO

ASSEMBLY, No. 4794

with committee amendments

STATE OF NEW JERSEY

DATED: MARCH 23, 2023

The Assembly Appropriations Committee favorably reports Assembly Bill No. 4794 with committee amendments.

As amended and reported, the bill requires the New Jersey Economic Development Authority (EDA), in consultation with the Board of Public Utilities (BPU) and the Department of Environmental Protection (DEP), to develop a request for proposal (RFP) to determine eligibility for the establishment of a demonstration program (program). Under the program, approved applicants would develop electric vehicle charging depots, serviced by one or more distributed energy resource charging centers (charging centers), which would be used to charge electric vehicles.

Under the bill, the electric vehicle charging depots would be developed within six regionally diverse locations within the State, except that at least one depot is required to be developed within the service territory of each electric public utility operating in the State. However, the EDA may approve the development of more than one electric vehicle charging depot within any one service territory. The bill also requires the RFP to describe, in detail, the requirements for the provision of electric vehicle charging depots; however, at a minimum, each depot is required to be capable of supporting very high, coincident peak vehicle electric loads. The EDA would also be required to establish guidelines for the approval, designation, operation, reporting, and re-designation of the program.

Under the bill, applicants intending to establish a program would be required to submit certain information to the EDA. The bill also requires the EDA to give preference to applications for a program that: (1) is located within a brownfield; (2) provides an environmental justice net public benefit within a low-income, urban, or environmental justice community; (3) provides job creation and job training for disadvantaged persons; or (4) results in an expansion of the State's manufacturing base for an emerging clean transportation economy, and demonstrates collaboration with a State-certified educational training entity. Upon approval by the EDA, the bill requires approved applicants to enter into agreements with the EDA, which agreements contain certain information set forth in the bill.

Within six months after the first approval for an application for a demonstration program, and every six months thereafter, the EDA would be required to submit a report to the DEP and BPU concerning the progress made by approved applicants. The bill also requires the EDA to annually post information from these reports on its Internet website. Additionally, the bill requires the BPU to incorporate any applicable information from these reports in the State's Energy Master Plan. Five years after the effective date of the bill, the EDA would also be required to submit a report to the Governor and the Legislature concerning the results of the establishment of the program.

Under the bill, the EDA may seek and accept gifts, donations, grants, or loans from private or public sources, including, but not limited to, any federal funding provided for the purposes of the demonstration program. However, the EDA may not accept a gift, donation, grant, or loan that is subject to any conditions that are inconsistent with any other law of this State.

COMMITTEE AMENDMENTS:

The committee amendments modify the definitions of "distributed energy resource" and "distributed energy resource charging center" under the bill. The amendments also provide technical changes to the bill, including a clarification that certain terms used in the bill are defined in accordance with the State's "Electric Discount and Energy Competition Act."

FISCAL IMPACT:

The Office of Legislative Service (OLS) finds that this bill will result in an annual State expenditure increase for the EDA to develop and administer a demonstration program involving the development of electric vehicle charging depots, which would be service one or more distributed energy resource charging centers that would be used to charge the vehicles. Since the number and attributes of projects that will participate in the demonstration program are not yet known, the OLS cannot quantify the bill's fiscal impact at this time.

ASSEMBLY BUDGET COMMITTEE

STATEMENT TO

ASSEMBLY COMMITTEE SUBSTITUTE FOR ASSEMBLY, No. 4794

STATE OF NEW JERSEY

DATED: JUNE 28, 2023

The Assembly Budget Committee reports favorably a Assembly Committee Substitute for Assembly Bill No. 4794.

The substitute bill requires the Board of Public Utilities (BPU), in consultation with the New Jersey Economic Development Authority (authority) and the Department of Environmental Protection (DEP), to develop a request for proposal (RFP) to determine eligibility for the establishment of demonstration projects (projects). Under the projects, approved applicants would develop electric vehicle charging depots, serviced by one or more distributed energy resource charging centers (charging centers), which would be used to charge electric vehicles.

Under the substitute, the electric vehicle charging depots would be developed within six regionally diverse locations within the State, except that at least one depot is required to be developed within the service territory of each electric public utility operating in the State and at least two of the electric vehicle charging depots are required serve vehicles primarily operating within an overburdened municipality, as that term is defined in the substitute. The substitute also requires the RFP to describe, in detail, the requirements for the provision of electric vehicle charging depots, the production or storage of Class I renewable energy, any demand management plans, and the total number of electric vehicle miles traveled. Within the RFP, the BPU is required to provide a list and brief description of any State or local incentives and support programs available to an approved applicant.

Under the substitute, applicants intending to establish a project would be required to submit certain information to the BPU. The substitute also requires the BPU to give preference to applications for a project that: (1) is located within a brownfield; (2) is publicly accessible or designed to electrify public-serving fleets; (3) electrifies private fleets located in, primarily operating in, or benefiting overburdened municipalities; (4) provides job creation and job training for disadvantaged persons, as determined by the BPU, in consultation with the EDA; (5) is cost effective to ratepayers, considering vehicle miles electrified and incentive requested; (6) is likely to lead to scalable implementation of medium- and heavy-duty vehicle charging infrastructure; (7) has an impact on electrified and non-electrified

vehicle traffic inside of overburdened municipalities; (8) effectively incorporates a managed charging program at peak periods or minimizes demand charge peaks; (9) minimizes the use of fossil fuel infrastructure; (10) is likely to result in the reduction of emissions; and (11) results in an expansion of the State's manufacturing base for an emerging clean transportation economy and demonstrates a collaboration with a State-certified educational training entity. Upon approval by the BPU, the substitute requires approved applicants to enter into agreements with the BPU, which agreements contain certain information set forth in the substitute.

The BPU, in cooperation with the EDA and the DEP, is also required to oversee, coordinate, and assist the demonstration project approved and established under the provisions of the substitute and is to allocate up to \$2 million in assistance per project selected out of the societal benefits charge to facilitate investment in electric vehicle charging depots. The substitute allows the BPU to authorize recovery through utility rates of some or all of the costs associated with medium- and heavy-duty electric vehicle make-ready locations.

Within six months after the first approval for an application for a demonstration project, and every six months thereafter, the BPU would be required report to the DEP and the EDA concerning the progress made by approved applicants in establishing the demonstration project. The substitute also requires the BPU to annually post information from these reports on its Internet website. Additionally, the substitute requires the BPU to incorporate any applicable information from these reports in the State's Energy Master Plan. Five years after the effective date of the substitute, the BPU would also be required to submit a report to the Governor and the Legislature concerning the results of the establishment of the demonstration projects and post a report on the BPU's Internet website.

Under the substitute, the BPU may seek and accept grants from public sources, including, but not limited to, any federal funding provided for the purposes of the demonstration project. However, the BPU may not accept a grant that is subject to conditions that are inconsistent with any other New Jersey law.

FISCAL IMPACT:

Fiscal information is currently unavailable.

SENATE BUDGET AND APPROPRIATIONS COMMITTEE

STATEMENT TO

ASSEMBLY COMMITTEE SUBSTITUTE FOR **ASSEMBLY, No. 4794**

with committee amendments

STATE OF NEW JERSEY

DATED: JANUARY 4, 2024

The Senate Budget and Appropriations Committee reports favorably and with committee amendments the Assembly Committee Substitute for Assembly Bill No. 4794.

As amended and reported, the bill requires the Board of Public Utilities (BPU), in consultation with the New Jersey Economic Development Authority (authority) and the Department of Environmental Protection (DEP), to develop a request for proposal (RFP) to determine eligibility for the establishment of demonstration projects (projects). Under the projects, approved applicants would develop electric vehicle charging depots, serviced by one or more distributed energy resource charging centers (charging centers), which would be used to charge electric vehicles.

Under the bill, the electric vehicle charging depots would be developed within six regionally diverse locations within the State, except that at least one depot is required to be developed within the service territory of each electric public utility operating in the State and at least two of the electric vehicle charging depots are required to serve vehicles primarily operating within an overburdened municipality, as that term is defined in the bill. The bill also requires the RFP to describe, in detail, the requirements for the provision of electric vehicle charging depots, the production or storage of Class I renewable energy, any demand management plans, and the total number of electric vehicle miles traveled. Within the RFP, the BPU is required to provide a list and brief description of any State or local incentives and support programs available to an approved applicant.

Under the bill, applicants intending to establish a project would be required to submit certain information to the BPU. The bill also requires the BPU to give preference to applications for any High-Powered DC Fast Charger or DC Fast Charger project that results in charging infrastructure for medium- and heavy-duty vehicles and fleets and that: (1) is located within a brownfield; (2) is publicly accessible or designed to electrify public-serving fleets; (3) electrifies private fleets located in, primarily operating in, or benefiting overburdened

municipalities; (4) provides job creation and job training for disadvantaged persons, as determined by the BPU, in consultation with the EDA; (5) is cost effective to ratepayers, considering vehicle miles electrified and incentive requested; (6) is likely to lead to scalable implementation of medium- and heavy-duty vehicle charging infrastructure; (7) has a positive impact on electrified and non-electrified vehicle traffic inside of overburdened municipalities; (8) effectively incorporates a managed charging program at peak periods or minimizes demand charge peaks; (9) minimizes the use of fossil fuel infrastructure; (10) is likely to result in the reduction of emissions; and (11) results in an expansion of the State's manufacturing base for an emerging clean transportation economy and demonstrates a collaboration with a State-certified educational training entity. Upon approval by the BPU, the bill requires approved applicants to enter into agreements with the BPU, which agreements contain certain information set forth in the bill.

The BPU, in cooperation with the EDA and the DEP, is also required to oversee, coordinate, and assist each approved demonstration project and to allocate up to \$2 million in assistance per project from the proceeds of the societal benefits charge to facilitate investment in electric vehicle charging depots. The bill allows the BPU to authorize recovery through utility rates of some or all of the costs associated with medium- and heavy-duty electric vehicle make-ready locations.

Within six months after the first approval for an application for a demonstration project, and every six months thereafter, the BPU would be required to report to the DEP and the EDA concerning the progress made by approved applicants in establishing the demonstration project. The bill also requires the BPU to annually post information from these reports on its Internet website. Additionally, the bill requires the BPU to incorporate any applicable information from these reports in the State's Energy Master Plan. Five years after the effective date of the bill, the BPU would also be required to submit a report to the Governor and the Legislature concerning the results of the establishment of the demonstration projects and post a report on the BPU's Internet website.

Under the bill, the BPU may seek and accept grants from public sources, including, but not limited to, any federal funding provided for the purposes of the demonstration project. However, the BPU may not accept a grant that is subject to conditions that are inconsistent with any other New Jersey law.

As amended and reported by the committee, the Assembly Committee Substitute to Assembly Bill No. 4794 is identical to Senate Bill No. 3224 (1R), which was also amended and reported by the committee on this date.

COMMITTEE AMENDMENTS:

The committee amendments to the bill:

- (1) remove the definitions of “overburdened community” and “plug-in electric vehicle”;
- (2) remove a requirement for the guidelines established by the BPU to include guidance concerning the re-designation of projects;
- (3) clarify the component of the societal benefits charge from which funds would be allocated by the BPU to approved projects; and
- (4) make other technical and clarifying changes to the bill.

FISCAL IMPACT:

The Office of Legislative Services (OLS) finds that this bill will likely result in an annual State expenditure increase for the Board of Public Utilities to implement and administer demonstration projects involving the development of electric vehicle charging depots. The board’s administrative costs would likely increase in proportion to the number of applications received to establish demonstration projects. Specifically, under the bill, the board would be required to provide up to \$2 million in assistance per project.

To the extent that any approved applicant receives any financial support from the State or local governments, State and local expenditures would increase.

The bill allows electric public utilities to recover some or all of the costs associated with medium- and heavy-duty electric vehicle make-ready locations. Given that all State and local government entities consume and pay for energy, indirect State and local costs will increase based on the increase in their utility bills which will be spread across the entire rate base paid by all energy consumers.

The OLS is unable to predict the number of applications for the demonstration projects that will be submitted to the board, or the number and attributes of projects that will be approved by the board. As such, the OLS cannot quantify the fiscal impact of the bill.

LEGISLATIVE FISCAL ESTIMATE

[First Reprint]

ASSEMBLY, No. 4794

STATE OF NEW JERSEY 220th LEGISLATURE

DATED: APRIL 11, 2023

SUMMARY

- Synopsis:** Requires request for proposal to establish demonstration program to develop electric vehicle charging depots serviced by distributed energy resource charging centers for certain electric vehicle use.
- Type of Impact:** Annual State expenditure increase. Potential local expenditure increase.
- Agencies Affected:** New Jersey Economic Development Authority; Board of Public Utilities; Department of Environmental Protection.

Office of Legislative Services Estimate

Fiscal Impact	<u>Annual</u>
State Expenditure Increase	Indeterminate
Potential Local Cost Increase	Indeterminate

- The Office of Legislative Services (OLS) finds that this bill will likely result in an annual State expenditure increase for the Economic Development Authority to implement and administer a demonstration program involving the development of electric vehicle charging depots. The depots would be serviced by one or more distributed energy resource charging centers. The authority's administrative costs would likely increase in proportion to the number of applications received to participate in the program.
- To the extent that the applicant receives any financial support from the State or local governments, State and local expenditures would increase.
- The bill allows electric public utilities to recover capital investment and other costs relating to the demonstration program. Given that all State and local government entities consume and pay for energy, indirect State and local costs will increase based on the increase in their utility bills which will be spread across the entire rate base paid by all energy consumers.

- The OLS is unable to predict the number of applications for the demonstration program that will be submitted to the authority, or the number and attributes of projects that will be approved by the authority. As such, the OLS cannot quantify the fiscal impact of the bill.

BILL DESCRIPTION

This bill requires the Economic Development Authority, in consultation with the Board of Public Utilities and the Department of Environmental Protection, to develop a request for proposals to determine eligibility for the establishment of a demonstration program involving the development of electric vehicle charging depots serviced by distributed energy resource charging centers.

The bill requires electric vehicle charging depots to be located in at least six regionally diverse locations in New Jersey. At least one depot is required to be located within the service territory of each electric public utility operating in New Jersey.

Within the request for proposals, the authority is to provide a list and brief description of any State or local incentives and support programs available to an approved applicant. The authority is also required to develop guidelines for the approval, designation, operation, reporting, and re-designation of a demonstration program.

The bill provides that the board is to allow an electric public utility that makes a capital investment to upgrade its transmission or distribution infrastructure to prepare the location for operation of a distributed energy resource charging center under the demonstration program, to include the costs of the investment and any other costs related to supporting the demonstration program, in its rate base for rate recovery.

In approving applications for the demonstration program, the authority is to give preference to an applicant that: (1) is located within a brownfield; (2) provides an environmental justice net public benefit within a low-income, urban, or environmental justice community; (3) provides job creation and job training for disadvantaged persons; or (4) results in an expansion of the State's manufacturing base for an emerging clean transportation economy, and demonstrates collaboration with a State-certified educational training entity.

The authority is to bi-annually report to the department and the board on the progress made by an approved applicant in establishing a demonstration program and is to annually post this information on its website. The authority is also to report, five years after the effective date of the bill, to the Governor and the Legislature on the results of the demonstration programs and post a copy of that report on the authority's website.

The authority may seek and accept gifts, donations, grants, or loans from private or public sources, including any federal funding, for the demonstration program.

FISCAL ANALYSIS

EXECUTIVE BRANCH

None received.

OFFICE OF LEGISLATIVE SERVICES

The OLS finds that this bill will likely result in an annual State expenditure increase for the Economic Development Authority to implement and administer a demonstration program involving the development of electric vehicle charging depots. The depots would be serviced by one or more distributed energy resource charging centers. The authority's administrative costs would likely increase in proportion to the number of applications received to participate in the program.

To the extent that the applicant receives any financial support from the State or local governments, State and local expenditures would increase.

The bill allows electric public utilities to recover capital investment and other costs relating to the demonstration program. Given that all State and local government entities consume and pay for energy, indirect State and local costs will increase based on the increase in their utility bills which will be spread across the entire rate base paid by all energy consumers.

The OLS is unable to predict the number of applications for the demonstration program that will be submitted to the authority, or the number and attributes of projects that will be approved by the authority. As such, the OLS cannot quantify the fiscal impact of the bill.

Section: Authorities, Utilities, Transportation and Communications

*Analyst: Michael Walker
Assistant Fiscal Analyst*

*Approved: Thomas Koenig
Legislative Budget and Finance Officer*

This legislative fiscal estimate has been produced by the Office of Legislative Services due to the failure of the Executive Branch to respond to our request for a fiscal note.

This fiscal estimate has been prepared pursuant to P.L.1980, c.67 (C.52:13B-6 et seq.).

LEGISLATIVE FISCAL ESTIMATE
ASSEMBLY COMMITTEE SUBSTITUTE FOR
ASSEMBLY, No. 4794
STATE OF NEW JERSEY
220th LEGISLATURE

DATED: JULY 6, 2023

SUMMARY

- Synopsis:** Requires request for proposal to establish demonstration projects to develop electric vehicle charging depots serviced by distributed energy resource charging centers for certain electric vehicle use.
- Type of Impact:** Annual State expenditure increase; potential local expenditure increase.
- Agencies Affected:** Board of Public Utilities; New Jersey Economic Development Authority; Department of Environmental Protection.

Office of Legislative Services Estimate

Fiscal Impact	<u>Annual</u>
State Expenditure Increase	Indeterminate
Potential Local Expenditure Increase	Indeterminate

- The Office of Legislative Services (OLS) finds that this bill will likely result in an annual State expenditure increase for the Board of Public Utilities to implement and administer demonstration projects involving the development of electric vehicle charging depots. The board's administrative costs would likely increase in proportion to the number of applications received to establish demonstration projects. Specifically, under the bill, the board would be required to provide up to \$2 million in assistance per project.
- To the extent that any approved applicant receives any financial support from the State or local governments, State and local expenditures would increase.
- The bill allows electric public utilities to recover some or all of the costs associated with medium- and heavy-duty electric vehicle make-ready locations. Given that all State and local government entities consume and pay for energy, indirect State and local costs will increase based on the increase in their utility bills which will be spread across the entire rate base paid by all energy consumers.

- The OLS is unable to predict the number of applications for the demonstration projects that will be submitted to the board, or the number and attributes of projects that will be approved by the board. As such, the OLS cannot quantify the fiscal impact of the bill.

BILL DESCRIPTION

This bill requires the Board of Public Utilities, in consultation with the New Jersey Economic Development Authority and the Department of Environmental Protection, to develop a request for proposal to determine eligibility for the establishment of demonstration projects involving the development of electric vehicle charging depots serviced by distributed energy resource charging centers.

The bill requires electric vehicle charging depots to be located in at least six regionally diverse locations in New Jersey. At least one depot is required to be located within the service territory of each electric public utility operating in the State and at least two of the electric vehicle charging depots are required serve vehicles primarily operating within an overburdened municipality.

The bill requires the proposal to describe, in detail, the requirements for the provision of electric vehicle charging depots, the production or storage of Class I renewable energy, any demand management plans, and the total number of electric vehicle miles traveled. Within the request for proposal, the board is also required to provide a list and brief description of any State or local incentives and support programs available to an approved applicant. The board is also required to develop guidelines for the approval, designation, operation, reporting, and re-designation of a demonstration project.

In approving applications for the demonstration project, the board is to give preference to an applicant that: (1) is located within a brownfield; (2) is publicly accessible or designed to electrify public-serving fleets; (3) electrifies private fleets located in, primarily operating in, or benefiting overburdened municipalities; (4) provides job creation and job training for disadvantaged persons, as determined by the board, in consultation with the authority; (5) is cost effective to ratepayers, considering vehicle miles electrified and incentive requested; (6) is likely to lead to scalable implementation of medium- and heavy-duty vehicle charging infrastructure; (7) has an impact on electrified and non-electrified vehicle traffic inside of overburdened municipalities; (8) effectively incorporates a managed charging program at peak periods or minimizes demand charge peaks; (9) minimizes the use of fossil fuel infrastructure; (10) is likely to result in the reduction of emissions; and (11) results in an expansion of the State's manufacturing base for an emerging clean transportation economy and demonstrates a collaboration with a State-certified educational training entity.

The bill requires the board, in cooperation with the authority and department to oversee, coordinate, and assist the demonstration project and is required to allocate up to \$2 million in assistance per project selected out of the societal benefits charge to facilitate investment in electric vehicle charging depots. Notably, the bill allows the board to authorize recovery through utility rates of some or all of the costs associated with medium- and heavy-duty electric vehicle make-ready locations which costs would be included in the utility's rate base case or otherwise recoverable from the utility's customers.

The board is to bi-annually report to the department and the authority on the progress made by an approved applicant in establishing a demonstration project and is to annually post this information on its website. Additionally, the bill requires the board to incorporate any applicable information from these reports in the State's Energy Master Plan. The board is also to report, five years after the effective date of the bill, to the Governor and the Legislature on the results of the demonstration projects and post a copy of that report on the board's website.

Notably, the board may seek and accept grants from public sources, including, but not limited to, any federal funding provided for the purposes of the demonstration project. However, the board may not accept a grant that is subject to conditions that are inconsistent with any other New Jersey law.

FISCAL ANALYSIS

EXECUTIVE BRANCH

None received.

OFFICE OF LEGISLATIVE SERVICES

The OLS finds that this bill will likely result in an annual State expenditure increase for the board to implement and administer demonstration projects involving the development of electric vehicle charging depots.

The depots would be serviced by one or more distributed energy resource charging centers. The board's administrative costs would likely increase in proportion to the number of applications received to participate in the projects. Specifically, under the bill, the board would be required to provide up to \$2 million in assistance per project.

To the extent that an approved applicant receives any financial support from the State or local governments, State and local expenditures would increase.

The bill allows electric public utilities to recover some or all of the costs associated with medium- and heavy-duty electric vehicle make-ready locations. Given that all State and local government entities consume and pay for energy, indirect State and local costs will increase based on the increase in their utility bills which will be spread across the entire rate base paid by all energy consumers.

The OLS is unable to predict the number of applications for the demonstration projects that will be submitted to the board, or the number and attributes of projects that will be approved by the board. As such, the OLS cannot quantify the fiscal impact of the bill.

Section: Authorities, Utilities, Transportation and Communications

*Analyst: Michael D. Walker
Assistant Fiscal Analyst*

*Approved: Thomas Koenig
Legislative Budget and Finance Officer*

This legislative fiscal estimate has been produced by the Office of Legislative Services due to the failure of the Executive Branch to respond to our request for a fiscal note.

This fiscal estimate has been prepared pursuant to P.L.1980, c.67 (C.52:13B-6 et seq.).

LEGISLATIVE FISCAL ESTIMATE

[First Reprint]

ASSEMBLY COMMITTEE SUBSTITUTE FOR

ASSEMBLY, No. 4794

STATE OF NEW JERSEY

220th LEGISLATURE

DATED: JANUARY 11, 2024

SUMMARY

- Synopsis:** Requires request for proposal to establish demonstration projects to develop electric vehicle charging depots serviced by distributed energy resource charging centers for certain electric vehicle use.
- Type of Impact:** Annual State expenditure increase; potential local expenditure increase.
- Agencies Affected:** Board of Public Utilities; New Jersey Economic Development Authority; Department of Environmental Protection.

Office of Legislative Services Estimate

Fiscal Impact	<u>Annual</u>
State Expenditure Increase	Indeterminate
Potential Local Expenditure Increase	Indeterminate

- The Office of Legislative Services (OLS) finds that this bill will likely result in an annual State expenditure increase for the Board of Public Utilities to implement and administer demonstration projects involving the development of electric vehicle charging depots. The board's administrative costs would likely increase in proportion to the number of applications received to establish demonstration projects. Specifically, under the bill, the board would be required to provide up to \$2 million in assistance per project.
- To the extent that any approved applicant receives any financial support from the State or local governments, State and local expenditures would increase.
- The bill allows electric public utilities to recover some or all of the costs associated with medium- and heavy-duty electric vehicle make-ready locations. Given that all State and local government entities consume and pay for energy, indirect State and local costs will increase based on the increase in their utility bills which will be spread across the entire rate base paid by all energy consumers.

- The OLS is unable to predict the number of applications for the demonstration projects that will be submitted to the board, or the number and attributes of projects that will be approved by the board. As such, the OLS cannot quantify the fiscal impact of the bill.

BILL DESCRIPTION

This bill requires the Board of Public Utilities, in consultation with the New Jersey Economic Development Authority and the Department of Environmental Protection, to develop a request for proposal to determine eligibility for the establishment of demonstration projects involving the development of electric vehicle charging depots serviced by distributed energy resource charging centers.

The bill requires electric vehicle charging depots to be located in at least six regionally diverse locations in New Jersey. At least one depot is required to be located within the service territory of each electric public utility operating in the State and at least two of the electric vehicle charging depots are required serve vehicles primarily operating within an overburdened municipality.

The bill requires the proposal to describe, in detail, the requirements for the provision of electric vehicle charging depots, the production or storage of Class I renewable energy, any demand management plans, and the total number of electric vehicle miles traveled. Within the request for proposal, the board is also required to provide a list and brief description of any State or local incentives and support programs available to an approved applicant. The board is also required to develop guidelines for the approval, designation, operation, and reporting of a demonstration project.

In approving applications for the demonstration project, the board is to give preference to an applicant that: (1) is located within a brownfield; (2) is publicly accessible or designed to electrify fleets owned by public entities; (3) electrifies private fleets located in, primarily operating in, or benefiting overburdened municipalities; (4) provides job creation and job training for disadvantaged persons, as determined by the board, in consultation with the authority; (5) is cost effective to ratepayers, considering vehicle miles electrified and incentive requested; (6) is likely to lead to scalable implementation of medium- and heavy-duty vehicle charging infrastructure; (7) has a positive impact on electrified and non-electrified vehicle traffic inside of overburdened municipalities; (8) effectively incorporates a managed charging program at peak periods or minimizes demand charge peaks; (9) minimizes the use of fossil fuel infrastructure; (10) is likely to result in the reduction of emissions; or (11) results in an expansion of the State's manufacturing base for an emerging clean transportation economy and demonstrates a collaboration with a State-certified educational training entity.

The bill requires the board, in cooperation with the authority and department to oversee, coordinate, and assist the demonstration project and is required to allocate up to \$2 million in assistance per project from the proceeds of the societal benefits charge to facilitate investment in electric vehicle charging depots. Notably, the bill allows the board to authorize recovery through utility rates of some or all of the costs associated with medium- and heavy-duty electric vehicle make-ready locations which costs would be included in the utility's rate base case or otherwise recoverable from the utility's customers.

The board is to bi-annually report to the department and the authority on the progress made by an approved applicant in establishing a demonstration project and is to annually post this information on its website. Additionally, the bill requires the board to incorporate any applicable information from these reports in the State's Energy Master Plan. The board is also to report, five years after the effective date of the bill, to the Governor and the Legislature on the results of the demonstration projects and post a copy of that report on the board's website.

Notably, the board may seek and accept grants from public sources, including, but not limited to, any federal funding provided for the purposes of the demonstration project. However, the board may not accept a grant that is subject to conditions that are inconsistent with any other New Jersey law.

FISCAL ANALYSIS

EXECUTIVE BRANCH

None received.

OFFICE OF LEGISLATIVE SERVICES

The OLS finds that this bill will likely result in an annual State expenditure increase for the Board of Public Utilities to implement and administer demonstration projects involving the development of electric vehicle charging depots.

The depots would be serviced by one or more distributed energy resource charging centers. The board's administrative costs would likely increase in proportion to the number of applications received to participate in the projects. Specifically, under the bill, the board would be required to provide up to \$2 million in assistance per project.

To the extent that an approved applicant receives any financial support from the State or local governments, State and local expenditures would increase.

The bill allows electric public utilities to recover some or all of the costs associated with medium- and heavy-duty electric vehicle make-ready locations. Given that all State and local government entities consume and pay for energy, indirect State and local costs will increase based on the increase in their utility bills which will be spread across the entire rate base paid by all energy consumers.

The OLS is unable to predict the number of applications for the demonstration projects that will be submitted to the board, or the number and attributes of projects that will be approved by the board. As such, the OLS cannot quantify the fiscal impact of the bill.

Section: Authorities, Utilities, Transportation and Communications

*Analyst: Michael D. Walker
Assistant Fiscal Analyst*

*Approved: Thomas Koenig
Legislative Budget and Finance Officer*

This legislative fiscal estimate has been produced by the Office of Legislative Services due to the failure of the Executive Branch to respond to our request for a fiscal note.

This fiscal estimate has been prepared pursuant to P.L.1980, c.67 (C.52:13B-6 et seq.).

SENATE, No. 3224

STATE OF NEW JERSEY
220th LEGISLATURE

INTRODUCED OCTOBER 27, 2022

Sponsored by:
Senator TROY SINGLETON
District 7 (Burlington)

SYNOPSIS

Requires request for proposal to establish demonstration program to develop electric vehicle charging depots serviced by distributed energy resource charging centers for certain electric vehicle use.

CURRENT VERSION OF TEXT

As introduced.



1 AN ACT concerning the establishment of a demonstration program
2 for the development of certain electric vehicle charging depots
3 and supplementing Title 48 of the Revised Statutes.

4
5 **BE IT ENACTED** by the Senate and General Assembly of the State
6 of New Jersey:

7
8 1. As used in P.L. , c. (C.) (pending before the
9 Legislature as this bill):

10 “Authority” means the New Jersey Economic Development
11 Authority established by section 4 of P.L.1974, c.80 (C.34:1B-4).

12 “Board” means the Board of Public Utilities or any successor
13 agency.

14 “Brownfield” means the same as the term is defined in section 3
15 of P.L.1999, c.23 (C.48:3-51).

16 “Class I renewable energy” means electric energy produced from
17 solar technologies, photovoltaic technologies, wind energy, fuel
18 cells, geothermal technologies, wave or tidal action, small scale
19 hydropower facilities with a capacity of three megawatts or less and
20 put into service after the effective date of P.L.2012, c.24, methane
21 gas from landfills, methane gas from a biomass facility provided
22 that the biomass is cultivated and harvested in a sustainable manner,
23 or methane gas from a composting or anaerobic or aerobic digestion
24 facility that converts food waste or other organic waste to energy.

25 “DC fast charger” means the same as the term is defined in
26 section 2 of P.L.2019, c.362 (C.48:25-2).

27 “Demonstration program” means the demonstration program
28 authorized in response to a request for proposal developed and
29 issued by the authority pursuant to section 2 of
30 P.L. , c. (C.) (pending before the Legislature as this bill).

31 “Department” means the Department of Environmental
32 Protection.

33 “Distributed energy resource” means an electricity-producing
34 resource or controllable load that is connected to an electric public
35 utility’s infrastructure, or a microgrid that is connected to a utility’s
36 infrastructure.

37 “Distributed energy resource charging center” means one or
38 more distributed energy resources consisting of a group of
39 interconnected loads, including at least one electric vehicle charger
40 and distributed energy resources within clearly defined electrical
41 boundaries that act as a single controllable entity with respect to a
42 utility’s infrastructure, which resources can connect to and
43 disconnect from a utility’s infrastructure and can operate both
44 connected to and independent of a utility’s infrastructure.

45 “Electric public utility” or “utility” means a public utility, as that
46 term is defined in R.S.48:2-13, that provides electric distribution
47 service in this State.

1 “Electric vehicle” means a motor vehicle that is propelled solely
2 by an electric motor or energy storage device, and includes any
3 such fleet, medium, or heavy-duty vehicle.

4 “Electric vehicle charging depot” or “depot” means a site where
5 one or more DC fast chargers are installed, along with any electrical
6 equipment needed to connect the chargers to a distributed energy
7 resource charging center, and any other electrical equipment, including
8 energy storage, needed to enhance the reliability and efficiency of the
9 chargers.

10 “Low-income, urban, or environmental justice community”
11 means the same as the term is defined in section 2 of P.L.2019,
12 c.362 (C.48:25-2).

13 “PJM Interconnection, L.L.C.” or “PJM” means the privately-
14 held, limited liability corporation that serves as a Regional
15 Transmission Organization approved by the Federal Energy
16 Regulatory Commission, or its successor, that manages the regional,
17 high-voltage electricity grid serving all or parts of 13 states,
18 including New Jersey and the District of Columbia, operates the
19 regional competitive wholesale electric market, manages the
20 regional transmission planning process, and establishes systems and
21 rules to ensure that the regional and in-State energy markets operate
22 fairly and efficiently.

23 “Request for proposal” or “proposal” means the request for
24 proposal developed and issued by the authority pursuant to section
25 2 of P.L. , c. (C.) (pending before the Legislature as this
26 bill).

27 “Successor Solar Incentive program” or “SUSI” means the
28 permanent successor to the solar incentive program established by
29 the Board of Public Utilities pursuant to P.L.2021, c.169 (C.48:3-
30 114 et al.), including the Administratively Determined Incentive
31 and the Competitive Solicitation Incentive subprograms, and any
32 successor programs or subprograms thereto.

33

34 2. a. The New Jersey Economic Development Authority, in
35 consultation with the Board of Public Utilities and the Department
36 of Environmental Protection, shall develop a request for proposal to
37 determine eligibility for the establishment of a demonstration
38 program involving the development of electric vehicle charging
39 depots for electric vehicle use. Each electric vehicle charging depot
40 shall be serviced by one or more distributed energy resource
41 charging centers, and the electric vehicle charging depots shall be
42 located within six regionally diverse locations within the State,
43 except that at least one electric vehicle charging depot, including
44 the distributed energy resource charging center servicing the depot,
45 shall be located within the service territory of each electric public
46 utility operating within this State. The proposal shall describe, in
47 detail, the requirements for the provision of electric vehicle
48 charging depots for electric vehicle charging, which depots shall, at

1 a minimum, be capable of supporting very high, coincident peak
2 vehicle electric loads. Within the proposal, the authority shall
3 provide a list and brief description of any State or local incentives
4 and support programs available to an approved applicant.

5 b. Upon developing the request for proposal, the authority shall
6 issue the proposal in a form and manner determined by the
7 authority. The authority shall establish guidelines for the approval,
8 designation, operation, reporting, and re-designation of a
9 demonstration program in a manner determined by the authority.
10 The authority may approve the development of more than one
11 electric vehicle charging depot within any of the six locations,
12 provided that the total number of approved programs satisfies the
13 requirements of subsection a. of this section.

14 c. The authority, in cooperation with the board and the
15 department, shall oversee, coordinate, and assist the demonstration
16 program approved and established pursuant to P.L. , c. (C.)
17 (pending before the Legislature as this bill).

18

19 3. a. A request for proposal shall require an applicant
20 intending to establish a demonstration program to submit
21 information to the authority, which information shall include, but
22 not be limited to:

23 (1) a statement of purpose for the proposed demonstration
24 program, which shall include, but not be limited to, the
25 development of electric vehicle charging depots serviced by
26 distributed energy resource charging centers to create infrastructure
27 for the very high coincident load charging of electric vehicles;

28 (2) a validation of the cost-saving, time-saving, and resilience
29 metrics associated with the use of electric vehicle charging depots
30 serviced by distributed energy resource charging centers, as
31 compared to the traditional capital investment approach to electric
32 public utility grid replacement for the establishment of electric
33 vehicle charging depots not serviced by distributed energy resource
34 charging centers for use by electric vehicles;

35 (3) a description of the proposed electric vehicle charging
36 depots, including any distributed energy resource charging center
37 servicing the depots, and a clear explanation and map conveying the
38 physical boundaries of each proposed site;

39 (4) a statement from the applicant attesting that each distributed
40 energy resource charging center shall:

41 (a) allow for clean or renewable energy-sourced electric power
42 generation and energy storage provided on-site or on property
43 contiguous to the distributed energy resource charging center, in
44 addition to the ability to charge electric vehicles; and

45 (b) comply with any electric vehicle charging infrastructure plan
46 established by the department in which distributed energy resource
47 charging center infrastructure is needed to get the most benefit for
48 electric vehicle charging; and

1 (5) a statement that the applicant will enter into an agreement
2 with an electric public utility or PJM, as applicable, where, upon
3 receiving board approval, the utility or PJM will make any
4 necessary upgrades to its transmission or distribution infrastructure
5 at locations proposed by the applicant to prepare the location for the
6 operation of a distributed energy resource charging center.

7 b. If an electric public utility makes any capital investment to
8 upgrade its transmission or distribution infrastructure to prepare a
9 location for the operation of a distributed energy resource charging
10 center under the demonstration program, the board shall allow the
11 utility to include the costs of such investments, as well as any other
12 costs related to supporting the demonstration program, in its rate
13 base for rate recovery.

14 c. When a distributed energy resource charging center includes
15 Class 1 renewable energy resources and storage, and such storage is
16 charged by electricity generated from the Class 1 renewable energy
17 resource and electricity supplied by PJM, including electricity
18 generated from non-renewable energy sources, the distributed
19 energy resource charging center may sell excess electricity
20 generation to PJM at the wholesale price of electricity.

21 d. Notwithstanding the provisions of any law or regulation to
22 the contrary, when Class 1 renewable energy resources are included
23 in a distributed energy resource charging center, these resources
24 shall be eligible for the incentives provided by the board under the
25 Successor Solar Incentive Program's Administratively Determined
26 Incentive subprogram.

27
28 4. The authority shall give preference to any application made
29 pursuant to section 3 of P.L. , c. (C.) (pending before the
30 Legislature as this bill) for a demonstration program that:

31 a. is located within a brownfield;

32 b. provides an environmental justice net public benefit, as
33 determined by the authority, within a low-income, urban, or
34 environmental justice community;

35 c. provides job creation and job training for disadvantaged
36 persons, as determined by the authority; or

37 d. results in an expansion of the State's manufacturing base for
38 an emerging clean transportation economy and demonstrates a
39 collaboration with a State-certified educational training entity.

40
41 5. Upon approval by the authority of an application to conduct
42 a demonstration program, the authority shall require the approved
43 applicant to enter into an agreement with the authority, which
44 agreement shall contain, but not be limited to:

45 a. a signed statement of cooperation and a description of the
46 roles and relationships of each entity involved in the demonstration
47 program;

1 b. a clearly identified list of goals, performance standards,
2 benchmarks, or milestones for the proposed demonstration program,
3 with approximate dates as to when the goals, performance
4 standards, benchmarks, or milestones will be achieved, and a
5 description of how these measures will be evaluated, including a
6 requirement that the approved applicant shall report to the authority
7 on the status of the applicant's achievement of these goals,
8 performance standards, benchmarks, or milestones;

9 c. a complete budget of the proposed demonstration program,
10 including a description and proof, as applicable, of any secured
11 funds, pending funds, and potential future funding sources;

12 d. a list of the approved applicant's assets and resources,
13 organizational experience, including capabilities, related
14 experience, facilities, techniques, resources, or any combinations
15 thereof, that are integral factors for achieving the proposed
16 objective of establishing an electric vehicle charging depot serviced
17 by a distributed energy resource charging center; and

18 e. the expectations for job development and business creation
19 upon the establishment and operation of an electric vehicle charging
20 depot serviced by a distributed energy resource charging center.

21
22 6. Within six months of the first approval for an application for
23 a demonstration program, and every six months thereafter, the
24 authority shall report to the department and the board on the
25 progress of each approved applicant in establishing the
26 demonstration program. The authority shall annually post the
27 information from these reports on the authority's Internet website.
28 The board shall incorporate any applicable information on the
29 establishment of the demonstration program in the Energy Master
30 Plan, or any update thereto. The authority shall report, five years
31 after the effective date of P.L. , c. (C.) (pending before the
32 Legislature as this bill), to the Governor and, pursuant to section 2
33 of P.L.1991, c.164 (C.52:14-19.1), to the Legislature, on the results
34 of the demonstration programs and post a copy of the report on the
35 authority's Internet website.

36
37 7. The authority may seek and accept gifts, donations, grants,
38 or loans from private or public sources, including, but not limited
39 to, any federal funding to be provided for the purposes of the
40 demonstration program, except that the authority shall not accept a
41 gift, donation, grant, or loan that is subject to conditions that are
42 inconsistent with any other law of this State.

43
44 8. This act shall take effect immediately.

STATEMENT

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This bill requires the New Jersey Economic Development Authority (EDA), in consultation with the Board of Public Utilities (BPU) and the Department of Environmental Protection (DEP), to develop a request for proposal (RFP) to determine eligibility for the establishment of a demonstration program (program). Under the program, approved applicants would develop electric vehicle charging depots, serviced by one or more distributed energy resource charging centers (charging centers), which would be used to charge electric vehicles.

Under the bill, the electric vehicle charging depots would be developed within six regionally diverse locations within the State, except that at least one depot is required to be developed within the service territory of each electric public utility operating in the State. However, the EDA may approve the development of more than one electric vehicle charging depot within any one service territory. The bill also requires the RFP to describe, in detail, the requirements for the provision of electric vehicle charging depots; however, at a minimum, each depot is required to be capable of supporting very high, coincident peak vehicle electric loads. The EDA would also be required to establish guidelines for the approval, designation, operation, reporting, and re-designation of the program.

Under the bill, applicants intending to establish a program would be required to submit certain information to the EDA. The bill also requires the EDA to give preference to applications for a program that: (1) is located within a brownfield; (2) provides an environmental justice net public benefit within a low-income, urban, or environmental justice community; (3) provides job creation and job training for disadvantaged persons; or (4) results in an expansion of the State's manufacturing base for an emerging clean transportation economy, and demonstrates collaboration with a State-certified educational training entity. Upon approval by the EDA, the bill requires approved applicants to enter into agreements with the EDA, which agreements contain certain information set forth in the bill.

Within six months of the first approval for an application for a demonstration program, and every six months thereafter, the EDA would be required to submit a report to the DEP and BPU concerning the progress made by approved applicants. The bill also requires the EDA to annually post information from these reports on its Internet website. Additionally, the bill requires the BPU to incorporate any applicable information from these reports in the State's Energy Master Plan. Five years after the effective date of the bill, the EDA would also be required to submit a report to the Governor and the Legislature concerning the results of the establishment of the program.

S3224 SINGLETON

8

1 Under the bill, the EDA may seek and accept gifts, donations,
2 grants, or loans from private or public sources, including, but not
3 limited to, any federal funding provided for the purposes of the
4 demonstration program. However, the EDA may not accept a gift,
5 donation, grant, or loan that is subject to any conditions that are
6 inconsistent with any other law of this State.

SENATE ENVIRONMENT AND ENERGY COMMITTEE

STATEMENT TO

SENATE, No. 3224

with committee amendments

STATE OF NEW JERSEY

DATED: FEBRUARY 16, 2023

The Senate Environment and Energy Committee favorably reports Senate Bill No. 3224, with committee amendments.

This bill, as amended by the committee, requires the New Jersey Economic Development Authority (EDA), in consultation with the Board of Public Utilities (BPU) and the Department of Environmental Protection (DEP), to develop a request for proposal (RFP) to determine eligibility for the establishment of a demonstration program (program). Under the program, approved applicants would develop electric vehicle charging depots, serviced by one or more distributed energy resource charging centers (charging centers), which would be used to charge electric vehicles.

Under the bill, the electric vehicle charging depots would be developed within six regionally diverse locations within the State, except that at least one depot is required to be developed within the service territory of each electric public utility operating in the State. However, the EDA may approve the development of more than one electric vehicle charging depot within any one service territory. The bill also requires the RFP to describe, in detail, the requirements for the provision of electric vehicle charging depots; however, at a minimum, each depot is required to be capable of supporting very high, coincident peak vehicle electric loads. The EDA would also be required to establish guidelines for the approval, designation, operation, reporting, and re-designation of the program.

Under the bill, applicants intending to establish a program would be required to submit certain information to the EDA. The bill also requires the EDA to give preference to applications for a program that: (1) is located within a brownfield; (2) provides an environmental justice net public benefit within a low-income, urban, or environmental justice community; (3) provides job creation and job training for disadvantaged persons; or (4) results in an expansion of the State's manufacturing base for an emerging clean transportation economy, and demonstrates collaboration with a State-certified educational training entity. Upon approval by the EDA, the bill requires approved applicants to enter into agreements with the EDA, which agreements contain certain information set forth in the bill.

Within six months after the first approval for an application for a demonstration program, and every six months thereafter, the EDA would be required to submit a report to the DEP and BPU concerning the progress made by approved applicants. The bill also requires the EDA to annually post information from these reports on its Internet website. Additionally, the bill requires the BPU to incorporate any applicable information from these reports in the State's Energy Master Plan. Five years after the effective date of the bill, the EDA would also be required to submit a report to the Governor and the Legislature concerning the results of the establishment of the program.

Under the bill, the EDA may seek and accept gifts, donations, grants, or loans from private or public sources, including, but not limited to, any federal funding provided for the purposes of the demonstration program. However, the EDA may not accept a gift, donation, grant, or loan that is subject to any conditions that are inconsistent with any other law of this State.

The committee amendments to the bill:

- (1) modify the definitions of "distributed energy resource" and "distributed energy resource charging center"; and
- (2) make other technical and clarifying changes.

SENATE BUDGET AND APPROPRIATIONS COMMITTEE

STATEMENT TO

[First Reprint]

SENATE, No. 3224

with committee amendments

STATE OF NEW JERSEY

DATED: JANUARY 4, 2024

The Senate Budget and Appropriations Committee reports favorably and with committee amendments Senate Bill No. 3224 (1R).

As amended and reported, the bill requires the Board of Public Utilities (BPU), in consultation with the New Jersey Economic Development Authority (authority) and the Department of Environmental Protection (DEP), to develop a request for proposal (RFP) to determine eligibility for the establishment of demonstration projects (projects). Under the projects, approved applicants would develop electric vehicle charging depots, serviced by one or more distributed energy resource charging centers (charging centers), which would be used to charge electric vehicles.

Under the bill, the electric vehicle charging depots would be developed within six regionally diverse locations within the State, except that at least one depot is required to be developed within the service territory of each electric public utility operating in the State and at least two of the electric vehicle charging depots are required to serve vehicles primarily operating within an overburdened municipality, as that term is defined in the bill. The bill also requires the RFP to describe, in detail, the requirements for the provision of electric vehicle charging depots, the production or storage of Class I renewable energy, any demand management plans, and the total number of electric vehicle miles traveled. Within the RFP, the BPU is required to provide a list and brief description of any State or local incentives and support programs available to an approved applicant.

Under the bill, applicants intending to establish a project would be required to submit certain information to the BPU. The bill also requires the BPU to give preference to applications for any High-Powered DC Fast Charger or DC Fast Charger project that results in charging infrastructure for medium- and heavy-duty vehicles and fleets and that: (1) is located within a brownfield; (2) is publicly accessible or designed to electrify public-serving fleets; (3) electrifies private fleets located in, primarily operating in, or benefiting overburdened municipalities; (4) provides job creation and job training for

disadvantaged persons, as determined by the BPU, in consultation with the EDA; (5) is cost effective to ratepayers, considering vehicle miles electrified and incentive requested; (6) is likely to lead to scalable implementation of medium- and heavy-duty vehicle charging infrastructure; (7) has a positive impact on electrified and non-electrified vehicle traffic inside of overburdened municipalities; (8) effectively incorporates a managed charging program at peak periods or minimizes demand charge peaks; (9) minimizes the use of fossil fuel infrastructure; (10) is likely to result in the reduction of emissions; and (11) results in an expansion of the State's manufacturing base for an emerging clean transportation economy and demonstrates a collaboration with a State-certified educational training entity. Upon approval by the BPU, the bill requires approved applicants to enter into agreements with the BPU, which agreements contain certain information set forth in the bill.

The BPU, in cooperation with the EDA and the DEP, is also required to oversee, coordinate, and assist each approved demonstration project and to allocate up to \$2 million in assistance per project from the proceeds of the societal benefits charge to facilitate investment in electric vehicle charging depots. The bill allows the BPU to authorize recovery through utility rates of some or all of the costs associated with medium- and heavy-duty electric vehicle make-ready locations.

Within six months after the first approval for an application for a demonstration project, and every six months thereafter, the BPU would be required to report to the DEP and the EDA concerning the progress made by approved applicants in establishing the demonstration project. The bill also requires the BPU to annually post information from these reports on its Internet website. Additionally, the bill requires the BPU to incorporate any applicable information from these reports in the State's Energy Master Plan. Five years after the effective date of the bill, the BPU would also be required to submit a report to the Governor and the Legislature concerning the results of the establishment of the demonstration projects and post a report on the BPU's Internet website.

Under the bill, the BPU may seek and accept grants from public sources, including, but not limited to, any federal funding provided for the purposes of the demonstration project. However, the BPU may not accept a grant that is subject to conditions that are inconsistent with any other New Jersey law.

As amended and reported by the committee, Senate Bill No. 3224 (1R) is identical to the Assembly Committee Substitute to Assembly Bill No. 4794, which was also amended and reported by the committee on this date.

COMMITTEE AMENDMENTS:

The committee amendments to the bill:

(1) modify the definitions of “distributed energy resource,” “distributed energy resource charging center,” and “electric vehicle charging depot”;

(2) remove the definitions of “low-income, or environmental justice community” and “Successor Solar Incentive Program”;

(3) add the definitions of “electric vehicle service equipment,” “fleet vehicles,” “high-powered DC fast charger,” “medium- and heavy-duty electric vehicle make-ready,” “overburdened municipality,” and “primarily operating”;

(4) change the term “demonstration program” to “demonstration project”;

(5) change the State agency charged with developing the RFP from the EDA to the BPU;

(6) add the requirement that at least two of the electric vehicle charging depots serve vehicles primarily operating within an overburdened municipality;

(7) provide that the RFP also is required to include requirements pertaining to the production or storage of Class I renewable energy, any demand management plans, and the total number of electric vehicle miles traveled;

(8) require the BPU to allocate up to \$2,000,000 from the proceeds of the societal benefits charge for each approved project;

(9) permit the board to authorize recovery through utility rates of some or all of the costs associated with MHD make-ready locations;

(10) require applicants intending to establish a project to provide certain additional information to the BPU, including a description of the size and configuration of the distributed energy resource charging center, the amount of the incentive requested, a statement whether the depots are intended to displace existing fleet vehicles, a statement of any plans to participate in a managed charging program, and other information as required by the BPU;

(11) remove a requirement for an applicant to submit a statement to the BPU attesting that the applicant will enter into an agreement with an electric public utility or PJM, as applicable, where, upon receiving board approval, the utility or PJM will make any necessary upgrades to its transmission or distribution infrastructure;

(12) remove an allowance for electric public utilities to include certain costs of capital investments related to the upgrading of transmission or distribution infrastructure in the utility’s rate base;

(13) remove an allowance for a distributed energy resource charging center to sell excess electricity generation to PJM at the wholesale price of electricity;

(14) remove a provision of the bill, which specified that when Class I energy resources are included in a distributed energy resource

charging center, those resources would qualify for certain other incentives provided by the BPU;

(15) provide additional factors the BPU is required to take into consideration when giving preference to applications for projects;

(16) remove the ability of the board to seek and accept gifts, donations, or loans from private sources;

(17) update the title and synopsis to reflect changes to the bill; and

(18) make other technical and clarifying changes.

FISCAL IMPACT:

The Office of Legislative Services (OLS) finds that this bill will likely result in an annual State expenditure increase for the Economic Development Authority to implement and administer a demonstration program involving the development of electric vehicle charging depots. The depots would be serviced by one or more distributed energy resource charging centers. The authority's administrative costs would likely increase in proportion to the number of applications received to participate in the program.

To the extent that the applicant receives any financial support from the State or local governments, State and local expenditures would increase.

The bill allows electric public utilities to recover capital investment and other costs relating to the demonstration program. Given that all State and local government entities consume and pay for energy, indirect State and local costs will increase based on the increase in their utility bills which will be spread across the entire rate base paid by all energy consumers.

The OLS is unable to predict the number of applications for the demonstration program that will be submitted to the authority, or the number and attributes of projects that will be approved by the authority. As such, the OLS cannot quantify the fiscal impact of the bill.

LEGISLATIVE FISCAL ESTIMATE

[First Reprint]

SENATE, No. 3224 STATE OF NEW JERSEY 220th LEGISLATURE

DATED: APRIL 11, 2023

SUMMARY

- Synopsis:** Requires request for proposal to establish demonstration program to develop electric vehicle charging depots serviced by distributed energy resource charging centers for certain electric vehicle use.
- Type of Impact:** Annual State expenditure increase. Potential local expenditure increase.
- Agencies Affected:** New Jersey Economic Development Authority; Board of Public Utilities; Department of Environmental Protection.

Office of Legislative Services Estimate

Fiscal Impact	<u>Annual</u>
State Expenditure Increase	Indeterminate
Potential Local Cost Increase	Indeterminate

- The Office of Legislative Services (OLS) finds that this bill will likely result in an annual State expenditure increase for the Economic Development Authority to implement and administer a demonstration program involving the development of electric vehicle charging depots. The depots would be serviced by one or more distributed energy resource charging centers. The authority's administrative costs would likely increase in proportion to the number of applications received to participate in the program.
- To the extent that the applicant receives any financial support from the State or local governments, State and local expenditures would increase.
- The bill allows electric public utilities to recover capital investment and other costs relating to the demonstration program. Given that all State and local government entities consume and pay for energy, indirect State and local costs will increase based on the increase in their utility bills which will be spread across the entire rate base paid by all energy consumers.

- The OLS is unable to predict the number of applications for the demonstration program that will be submitted to the authority, or the number and attributes of projects that will be approved by the authority. As such, the OLS cannot quantify the fiscal impact of the bill.

BILL DESCRIPTION

This bill requires the Economic Development Authority, in consultation with the Board of Public Utilities and the Department of Environmental Protection, to develop a request for proposals to determine eligibility for the establishment of a demonstration program involving the development of electric vehicle charging depots serviced by distributed energy resource charging centers.

The bill requires electric vehicle charging depots to be located in at least six regionally diverse locations in New Jersey. At least one depot is required to be located within the service territory of each electric public utility operating in New Jersey.

Within the request for proposals, the authority is to provide a list and brief description of any State or local incentives and support programs available to an approved applicant. The authority is also required to develop guidelines for the approval, designation, operation, reporting, and re-designation of a demonstration program.

The bill provides that the board is to allow an electric public utility that makes a capital investment to upgrade its transmission or distribution infrastructure to prepare the location for operation of a distributed energy resource charging center under the demonstration program, to include the costs of the investment and any other costs related to supporting the demonstration program, in its rate base for rate recovery.

In approving applications for the demonstration program, the authority is to give preference to an applicant that: (1) is located within a brownfield; (2) provides an environmental justice net public benefit within a low-income, urban, or environmental justice community; (3) provides job creation and job training for disadvantaged persons; or (4) results in an expansion of the State's manufacturing base for an emerging clean transportation economy, and demonstrates collaboration with a State-certified educational training entity.

The authority is to bi-annually report to the department and the board on the progress made by an approved applicant in establishing a demonstration program and is to annually post this information on its website. The authority is also to report, five years after the effective date of the bill, to the Governor and the Legislature on the results of the demonstration programs and post a copy of that report on the authority's website.

The authority may seek and accept gifts, donations, grants, or loans from private or public sources, including any federal funding, for the demonstration program.

FISCAL ANALYSIS

EXECUTIVE BRANCH

None received.

OFFICE OF LEGISLATIVE SERVICES

The OLS finds that this bill will likely result in an annual State expenditure increase for the Economic Development Authority to implement and administer a demonstration program involving the development of electric vehicle charging depots. The depots would be serviced by one or more distributed energy resource charging centers. The authority's administrative costs would likely increase in proportion to the number of applications received to participate in the program.

To the extent that the applicant receives any financial support from the State or local governments, State and local expenditures would increase.

The bill allows electric public utilities to recover capital investment and other costs relating to the demonstration program. Given that all State and local government entities consume and pay for energy, indirect State and local costs will increase based on the increase in their utility bills which will be spread across the entire rate base paid by all energy consumers.

The OLS is unable to predict the number of applications for the demonstration program that will be submitted to the authority, or the number and attributes of projects that will be approved by the authority. As such, the OLS cannot quantify the fiscal impact of the bill.

Section: Authorities, Utilities, Transportation and Communications

*Analyst: Michael Walker
Assistant Fiscal Analyst*

*Approved: Thomas Koenig
Legislative Budget and Finance Officer*

This legislative fiscal estimate has been produced by the Office of Legislative Services due to the failure of the Executive Branch to respond to our request for a fiscal note.

This fiscal estimate has been prepared pursuant to P.L.1980, c.67 (C.52:13B-6 et seq.).

LEGISLATIVE FISCAL ESTIMATE

[Second Reprint]

SENATE, No. 3224

STATE OF NEW JERSEY 220th LEGISLATURE

DATED: JANUARY 11, 2024

SUMMARY

- Synopsis:** Requires request for proposal to establish demonstration projects to develop electric vehicle charging depots serviced by distributed energy resource charging centers for certain electric vehicle use.
- Type of Impact:** Annual State expenditure increase; potential local expenditure increase.
- Agencies Affected:** Board of Public Utilities; New Jersey Economic Development Authority; Department of Environmental Protection.

Office of Legislative Services Estimate

Fiscal Impact	<u>Annual</u>
State Expenditure Increase	Indeterminate
Potential Local Expenditure Increase	Indeterminate

- The Office of Legislative Services (OLS) finds that this bill will likely result in an annual State expenditure increase for the Board of Public Utilities to implement and administer demonstration projects involving the development of electric vehicle charging depots. The board's administrative costs would likely increase in proportion to the number of applications received to establish demonstration projects. Specifically, under the bill, the board would be required to provide up to \$2 million in assistance per project.
- To the extent that any approved applicant receives any financial support from the State or local governments, State and local expenditures would increase.
- The bill allows electric public utilities to recover some or all of the costs associated with medium- and heavy-duty electric vehicle make-ready locations. Given that all State and local government entities consume and pay for energy, indirect State and local costs will increase based on the increase in their utility bills which will be spread across the entire rate base paid by all energy consumers.

- The OLS is unable to predict the number of applications for the demonstration projects that will be submitted to the board, or the number and attributes of projects that will be approved by the board. As such, the OLS cannot quantify the fiscal impact of the bill.

BILL DESCRIPTION

This bill requires the Board of Public Utilities, in consultation with the New Jersey Economic Development Authority and the Department of Environmental Protection, to develop a request for proposal to determine eligibility for the establishment of demonstration projects involving the development of electric vehicle charging depots serviced by distributed energy resource charging centers.

The bill requires electric vehicle charging depots to be located in at least six regionally diverse locations in New Jersey. At least one depot is required to be located within the service territory of each electric public utility operating in the State and at least two of the electric vehicle charging depots are required serve vehicles primarily operating within an overburdened municipality.

The bill requires the proposal to describe, in detail, the requirements for the provision of electric vehicle charging depots, the production or storage of Class I renewable energy, any demand management plans, and the total number of electric vehicle miles traveled. Within the request for proposal, the board is also required to provide a list and brief description of any State or local incentives and support programs available to an approved applicant. The board is also required to develop guidelines for the approval, designation, operation, and reporting of a demonstration project.

In approving applications for the demonstration project, the board is to give preference to an applicant that: (1) is located within a brownfield; (2) is publicly accessible or designed to electrify fleets owned by public entities; (3) electrifies private fleets located in, primarily operating in, or benefiting overburdened municipalities; (4) provides job creation and job training for disadvantaged persons, as determined by the board, in consultation with the authority; (5) is cost effective to ratepayers, considering vehicle miles electrified and incentive requested; (6) is likely to lead to scalable implementation of medium- and heavy-duty vehicle charging infrastructure; (7) has a positive impact on electrified and non-electrified vehicle traffic inside of overburdened municipalities; (8) effectively incorporates a managed charging program at peak periods or minimizes demand charge peaks; (9) minimizes the use of fossil fuel infrastructure; (10) is likely to result in the reduction of emissions; or (11) results in an expansion of the State's manufacturing base for an emerging clean transportation economy and demonstrates a collaboration with a State-certified educational training entity.

The bill requires the board, in cooperation with the authority and department to oversee, coordinate, and assist the demonstration project and is required to allocate up to \$2 million in assistance per project from the proceeds of the societal benefits charge to facilitate investment in electric vehicle charging depots. Notably, the bill allows the board to authorize recovery through utility rates of some or all of the costs associated with medium- and heavy-duty electric vehicle make-ready locations which costs would be included in the utility's rate base case or otherwise recoverable from the utility's customers.

The board is to bi-annually report to the department and the authority on the progress made by an approved applicant in establishing a demonstration project and is to annually post this information on its website. Additionally, the bill requires the board to incorporate any applicable information from these reports in the State's Energy Master Plan. The board is also to report, five years after the effective date of the bill, to the Governor and the Legislature on the results of the demonstration projects and post a copy of that report on the board's website.

Notably, the board may seek and accept grants from public sources, including, but not limited to, any federal funding provided for the purposes of the demonstration project. However, the board may not accept a grant that is subject to conditions that are inconsistent with any other New Jersey law.

FISCAL ANALYSIS

EXECUTIVE BRANCH

None received.

OFFICE OF LEGISLATIVE SERVICES

The OLS finds that this bill will likely result in an annual State expenditure increase for the Board of Public Utilities to implement and administer demonstration projects involving the development of electric vehicle charging depots.

The depots would be serviced by one or more distributed energy resource charging centers. The board's administrative costs would likely increase in proportion to the number of applications received to participate in the projects. Specifically, under the bill, the board would be required to provide up to \$2 million in assistance per project.

To the extent that an approved applicant receives any financial support from the State or local governments, State and local expenditures would increase.

The bill allows electric public utilities to recover some or all of the costs associated with medium- and heavy-duty electric vehicle make-ready locations. Given that all State and local government entities consume and pay for energy, indirect State and local costs will increase based on the increase in their utility bills which will be spread across the entire rate base paid by all energy consumers.

The OLS is unable to predict the number of applications for the demonstration projects that will be submitted to the board, or the number and attributes of projects that will be approved by the board. As such, the OLS cannot quantify the fiscal impact of the bill.

Section: Authorities, Utilities, Transportation and Communications

*Analyst: Michael D. Walker
Assistant Fiscal Analyst*

*Approved: Thomas Koenig
Legislative Budget and Finance Officer*

This legislative fiscal estimate has been produced by the Office of Legislative Services due to the failure of the Executive Branch to respond to our request for a fiscal note.

This fiscal estimate has been prepared pursuant to P.L.1980, c.67 (C.52:13B-6 et seq.).

Governor Murphy Takes Action on Legislation

01/16/2024

TRENTON – Today, Governor Murphy signed the following bills into law:

SCS for S-281/ACS for A-3791 (Greenstein, Turner/Sumter, Reynolds-Jackson) – w/STATEMENT - Concerns automatic fire sprinkler systems within newly constructed townhouses

[Copy of Statement](#)

S-539wGR/A-2140 (Ruiz, Pou/Reynolds-Jackson, Wimberly, Mosquera) - Permits online purchase of eligible foods using WIC funds and use of WIC funds for grocery delivery charges

S-659/A-2014 (Oroho, Greenstein/Conaway, Wirths, Umba) - “Manufacturing in Higher Education Act”; requires various State entities to promote manufacturing career pathways for students and provides assistance to manufacturing industry

S-1110/A-3936 (Polistina, Singleton/Guardian, Swift, McClellan) - Authorizes CRDA to finance transportation projects between Atlantic City Airport and Atlantic City Tourism District

S-1662/A-3526 (Ruiz, Codey/Lampitt, Benson, Saucikie) - Requires NJ Youth Suicide Prevention Advisory Council to prepare report regarding suicide prevention instruction in public schools

S-1680wGR/A-2257 (Pou, Ruiz/Murphy, Quijano, Wimberly) - Designates each community college in State as provider of allowable services under SNAP employment and training program

S-2076/ACS for A-3319 (Zwicker, Greenstein/McKnight, Lampitt) - Establishes “Twelfth Grade Postsecondary Transition Year Pilot Program” in Department of Education

S-2535wGR/A-4048 (Polistina, Pou/Benson, McKnight, Reynolds-Jackson, Carter) - Requires health benefits coverage of hearing aids and cochlear implants

S-2841/A-4292 (Scutari, Bramnick/Carter) - Raises minimum amount of liability coverage for commercial motor vehicles and autocabs

SCS for S-3080/ACS for-398 (Ruiz, Burgess/Caputo, Giblin, Tucker) - Establishes position of Youth Disconnection Prevention and Recovery Ombudsperson; establishes “School Disconnection Prevention Task Force”; appropriates \$200,000

S-3102/A-4715 (Smith, Singleton/Stanley, Benson) - Establishes uptime requirement for electric vehicle charging station incentive programs

S-3176/A-4760 (Greenstein, Smith/Swain, Haider, Tully) - Requires DEP and Drinking Water Quality Institute to perform study concerning regulation and treatment of perfluoroalkyl and polyfluoroalkyl substances

SCS for S-3632 and 3649w/GR/ACS for A-1948 (Johnson, Cryan/Haider, Conaway, Quijano) - Requires labeling of non-flushable disposable wipes

S-3758/A-5343 (Cryan/Karabinchak) - Changes deadline for unaffiliated mail-in voters to declare their political party before primary election

S-3837/A-5438 (Pou, Cruz-Perez/Pintor Marin, Wimberly) - Clarifies process for administrative appropriations to UEZs

S-3897/A-5578 (Ruiz, Sarlo/Jasey, Carter, Reynolds-Jackson) - Authorizes Higher Education Student Assistance Authority to award annual summer tuition aid grants

S-4040/A-5881 (Polistina, Lagana/Tully, Guardian, Swift) - Concerns jurisdiction and operations of regional municipal courts

S-4084/A-5851 (Ruiz, Cruz-Perez/Moriarty, Calabrese, Moen) - Concerns temporary registration certificates and license plates

S-4130/A-5849 (Codey/Jasey, Tucker) - Special legislation to change name of “Township of South Orange Village” to “South Orange Village”; changes titles of certain municipal officials; permits nonpartisan municipal elections to be moved to November; permits stipend for governing body members

S-4206/A-5856 (Sarlo/Calabrese) - Changes number of signatures required on primary election petition to nominate certain municipal candidates in certain municipalities

S-4209/A-5879 (Sarlo/Pintor Marin) - Eliminates vote on school budgets for Type II school districts in April elections, except for separate proposals to spend above cap

S-4268/A-5911 (Scutari/Danielsen) - Permits certain special State officers to represent cannabis businesses

A-203/S-2884 (Rooney, Benson, Caputo/A.M. Bucco) - Authorizes creation of special license plates commemorating horse as State animal

A-1100/S-995 (Calabrese, Mukherji, McKnight/Ruiz, Stack) - Requires entities to remove abandoned lines and mark information on certain lines

A-1107/S-770 (Chaparro, Murphy, Mukherji/Pou, Beach) - Directs Chief Technology Officer to conduct study on impacts of redacting handwritten signatures published on State websites; allows for protocols for such redactions to be established by rules and regulations

ACS for A-1255/SS for S-1794 (Stanley, Conaway, Benson/Gopal, Singer) - Updates requirements and standards for authorization and prior authorization of health care services

A-1727/S-3300 (Speight, Reynolds-Jackson, Verrelli/Stanfield, Ruiz) - Requires Attorney General to perform outreach and provide services to victims of human trafficking under certain circumstances

A-1729/S-3550 (Speight, Reynolds-Jackson, McKnight/Greenstein, Ruiz) - Requires AG to address human trafficking in underserved communities

A-1755/S-2505 (McKeon, Calabrese, Conaway/Smith, Greenstein) - Requires installation of operational automatic rain sensor or smart sprinkler as condition of sale of certain real properties, and on certain commercial, retail, and industrial properties and common interest communities within specified timeframes

A-2146wGR/S-855 (Reynolds-Jackson, Wimberly, Sumter/Singleton, Beach) - Creates State business assistance program to establish contracting agency procurement goals for socially and economically disadvantaged business enterprises

A-2581/S-2503 (Lampitt, Park/Beach) - Provides that certain cosmetology and hairstyling courses may be taught using distance learning technology

A-3142/S-1564 (Moen, Moriarty, Benson/Singleton, Corrado) - Authorizes grants to purchase and rehabilitate abandoned homes for homeless veterans

A-3211/S-2302 (Speight, Haider, Swain/Gopal, Ruiz) - Establishes “New Jersey Feminine Hygiene Products for the Homeless Act”

A-3980/S-2706 (Speight, McKnight, Atkins/Zwicker, Turner) - Grants child placed in resource family care and resource family parents the right to be notified when case manager or supervisor is assigned to child; grants child in resource family care right to be notified of certain property and benefits

A-4033wGR/S-2657 (Coughlin, Wimberly/Sarlo, Ruiz) - Extends deadline for completion of school district’s annual audit

A-4049/S-3495 (McKnight, Reynolds-Jackson, Benson/Vitale, Johnson) - Provides for presumptive eligibility for home and community-based services and services provided through program of all-inclusive care for the elderly under Medicaid

A-4105/S-4202 (Lopez, Jimenez, Quijano/Vitale, Turner) - Establishes Interagency Council on Homelessness

A-4183/S-4264 (Haider/Singleton) - Concerns local unit filing requirement for certain shared services agreements

A-4212/S-2762 (Pintor Marin, Reynolds-Jackson, Verrelli/Ruiz, Cunningham) - Establishes Center for Career Relevant Education and Talent Evaluation of New Jersey at Thomas Edison State University

A-4337/S-4156 (Conaway, Atkins, Rooney/Singleton, Pou) - Requires Department of Health to provide information to Statewide 2-1-1 telephone system regarding the location of safe disposal sites for hypodermic syringes and needles and prescription drugs

ACS for A-4496/SCS for S-3247 (Coughlin, Lampitt, Karabinchak, Wimberly/Zwicker, Greenstein) - Revises various provisions of law governing construction of school facilities projects and operations of New Jersey Schools Development Authority; establishes "Charter School and Renaissance School Project Facilities Loan Program" in EDA

A-4522/S-3234 (Moen, McKnight, Quijano/Singer, Singleton) - Requires certain disclosures by sellers of single-family homes with solar panels installed

A-4691/S-1530 (Swain, DeAngelo, Speight/Greenstein, Zwicker) - Requires hazard mitigation plans to include climate change-related threat assessments and hazard prevention and mitigation strategies

A-4723/S-2740 (McKeon, Moriarty, Rooney/Codey, Scutari) - Requires motor vehicle dealer to offer to delete personal information in motor vehicles in certain situations

A-4791/S-3184 (Kennedy, Haider, McKeon/Diegnan, Sarlo) - Establishes "Resiliency and Environmental System Investment Charge Program"

ACS for A-4794/S-3224 (Benson, Mukherji/Singleton, Turner) - Requires request for proposal to establish demonstration projects to develop electric vehicle charging depots serviced by distributed energy resource charging centers for certain electric vehicle use

A-4814/S-1023 (Moen, Wimberly/Singleton, Gopal) - Removes expected family contribution from calculation of financial need under circumstances in which public institutions of higher education may reduce student's institutional financial aid

ACS for A-4821 and 4823wGR/S-3283 (Karabinchak, Conaway, Schaer/Greenstein, Zwicker) - Directs DEP to take certain actions concerning identification and testing of microplastics in drinking water, and requires DEP and BPU to study and promote use of microplastics removal technologies

A-4955/S-3531 (S. Kean, Thomson/Singer, Gopal) - Designates portion of State Highway Route 71 as "John Tarantino Highway"

A-5094/S-3476 (Spearman/Beach, Greenstein) - Concerns licensing of security officer companies

A-5227/S-3662 (Danielsen, Space/Smith, Oroho) - Expands eligibility for "fishing buddy license" fee

A-5285/SCS for S-3708 (Greenwald, Haider, Lopez/Greenstein, A.M. Bucco) - Requires copies of certain law enforcement records to be provided to victims of domestic violence upon request

A-5293/S-3746 (Greenwald, McKnight, Rooney/Gopal, Ruiz) - Concerns New Jersey Civic Information Consortium

A-5311/S-3061 (Verrelli, McKnight, Matsikoudis/Stanfield, Turner) - Enters New Jersey into Counseling Compact

A-5391/S-3765 (DeAngelo/Diegnan, Corrado) - Imposes conditions on drivers approaching disabled vehicles

A-5412/S-3850 (Greenwald, Swain, Jasey/Gopal, Singer) - Establishes nonpublic school transportation program to provide funding to consortiums of nonpublic schools that will assume responsibility for mandated nonpublic school busing

A-5416wGR/S-3883 (Wimberly, Giblin, Haider/Greenstein, Turner) - Requires State Board of Education to authorize alternate route to expedite teacher certification of persons employed as paraprofessionals in school districts

A-5442/S-3793 (Karabinchak, Conaway, McKeon/Smith, Greenstein) - Directs BPU to conduct study to determine feasibility, marketability, and costs of implementing large-scale geothermal heat pump systems in State

A-5462/S-3867 (Coughlin, McKnight, Speight/Vitale, Turner) - Revises law establishing Office of Food Security Advocate, and establishes certain conditions for use of monies appropriated to emergency food organizations

ACS for A-5495/SCS for S-3846 (Danielsen/Scutari, A.M. Bucco) - Clarifies types of firearms allowed to be carried or transported while hunting

A-5516/S-4047 (Reynolds-Jackson, Verrelli, Conaway/Burgess, Turner) - Requires certain health care professionals to undergo bias training

A-5565/S-3971 (S. Kean, Thomson/Gopal) - Provides that 10-year term does not apply to lease of certain municipal properties unless they are waterfront properties or related to waterfront concessions

A-5567/S-3807 (Torrissi, Calabrese/A.M. Bucco, Sarlo) - Extends period of usefulness of fire engines for bonding purposes from 10 to 20 years; eliminates exclusion of passenger cars and station wagons

A-5582/S-3781 (Swain, Simonsen/Lagana, Cryan) - Establishes grant program for NJ YouthBuild programs through DOLWD; makes appropriation

A-5610wGR/S-3954 (Greenwald, Spearman, Chaparro/Beach, A.M. Bucco) - Revises penalties for possession or consumption of alcoholic beverages by underage persons

A-5748/S-4166 (Spearman, Moen, Moriarty/Cruz-Perez, Madden) - Amends definition of "participating county" under County Option Hospital Fee Program

A-5755/S-4183 (Carter, Sumter, Wimberly, Quijano/Scutari, Singleton) - Enhances notice requirements and occupancy restrictions for hotels and multiple dwellings following determination of potentially hazardous condition

A-5799/S-1472 (Moen, Moriarty/Beach, Stack) - Authorizes DOT to establish and administer toll collection and enforcement system on behalf of NJ toll authorities and to enter into reciprocal agreements for enforcement of toll violations with toll authorities from other states

A-5806/S-4165 (Moriarty, Sauickie/Greenstein, Oroho) - Appropriates \$48 million from constitutionally dedicated CBT revenues to DEP for State acquisition of lands for recreation and conservation purposes, including Blue Acres projects, and Green Acres Program administrative costs

A-5807/S-4138 (Freiman/Johnson, Schepisi) - Appropriates \$58 million from constitutionally dedicated CBT revenues for recreation and conservation purposes to DEP for State capital and park development projects

A-5808/S-4135 (Park, Freiman, Lopez/Beach, Turner) - Appropriates \$15,564,293 from constitutionally dedicated CBT revenues to NJ Historic Trust for grants for certain historic preservation projects and associated administrative expenses

A-5809/S-4097 (Swain, Lopez, Sauickie/Zwicker, Gopal) - Amends lists of projects eligible to receive loans for environmental infrastructure projects from NJ Infrastructure Bank for FY 2024

A-5810/S-4098 (Sampson, Sauickie, Lopez/Greenstein, Stanfield) - Amends lists of environmental infrastructure projects approved for long-term funding by DEP under FY 2024 environmental infrastructure funding program

A-5828/S-4201 (Lopez/Vitale) - Authorizes State Treasurer to sell as surplus certain real property and improvements in Township of Woodbridge in Middlesex County

A-5835/S-4134 (Greenwald, Lampitt/Beach, Turner) - Authorizes regional authority to develop and operate regional rehabilitation and reentry center

A-5836/S-4212 (DeAngelo, Sumter, Wimberly/Gopal, Greenstein) - Makes supplemental appropriation of \$650,000 to New Jersey Division of State Police for trooper recruitment and retention

A-5910/S-4266 (Egan/Codey) - Increases annual salary of certain public employees and officers

AJR-200/SJR-138 (Park, Freiman, Calabrese/Lagana) - Designates November 22 of each year as Kimchi Day

Governor Murphy pocket vetoed the following bills:

S-2989/A-1739 (Pou, Singer/McKeon, Quijano, Flynn) - Makes certain for-profit debt adjusters eligible for licensing to conduct business in State

S-3172/A-4689 (Gopal, Turner/Lampitt, Matsikoudis, McKnight) - Establishes teacher certification route for candidates with Montessori teaching credentials

- S-3287/ACS for A-4852 and 1170 (Turner/Reynolds-Jackson, Jasey, Dunn, Wimberly, Calabrese, Spearman, Verrilli)** - Requires institutions of higher education to maintain supply and develop policy governing use of naloxone hydrochloride nasal spray for opioid overdose emergencies
- A-1476/S-930 (Benson, Dancer/Holzapfel, Diegnan)** - Exempts certain motor vehicles that are owned by certain nutrition programs and certain nonprofit organizations that offer social services from motor vehicle registration fees
- A-3642/S-665 (Wirths, Murphy, Benson, Oroho/Greenstein)** - Requires MVC to place designation on motor vehicle's registration information indicating registrant is deaf
- A-3945/S-1660 (Quijano, Reynolds-Jackson, Carter/Ruiz, Singleton)** - Establishes "Male Teachers of Color Mentorship Pilot Program"; appropriates \$95,000
- A-4177/S-2478 (Mosquera, Swain, McKnight, Tucker, Dunn/Ruiz, Vitale)** - Extends duration of law requiring certain provider subsidy payments for child care services be based on enrollment
- A-4396/S-2927 (Lampitt, Jasey, Caputo/Codey)** - Establishes timelines for review and approval by Commissioner of Education of annual certified audits submitted by approved private schools for students with disabilities
- A-4621/S-3156 (Mosquera, Greenwald, Swain/Madden)** - Requires issuance of report on certain information and data on processing of applications for professional and occupational licenses and mandates review of training and call intake in Division of Consumer Affairs.
- A-4740/S-2970 (Mukherji, DeAngelo, McKnight/Cruz-Perez, Turner)** - Provides employee access to employee's employment records on file with DOLWD
- A-5294/S-1825 (Greenwald, Swain, Rooney/Steinhardt, Sarlo, Doherty)** - Exempts sales of investment metal bullion and investment coins from sales and use tax
- A-5893/S-4228 (Karabinchak, Calabrese, Sauckie/Gopal, Sarlo)** - Extends annual horse racing purse subsidies through State fiscal year 2029