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FLOOR AMENDMENT STATEMENT: No

LEGISLATIVE FISCAL ESTIMATE: Yes 01/04/2024

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Committee Meeting of SENATE ENVIRONMENT AND ENERGY COMMITTEE
October 6, 2022 <https://hdl.handle.net/10929/107001>

NEWSPAPER ARTICLES: No

CL/MM

P.L. 2023, CHAPTER 278, *approved January 16, 2024*
Senate, No. 3102 (*Second Reprint*)

1 AN ACT concerning electric vehicle charging station incentive
2 programs and ¹amending and¹ supplementing P.L.2019, c.362
3 ¹**[(C.48:25-1 et seq.)]**¹.
4

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

8 ¹1. Section 2 of P.L.2019, c.362 (C.48:25-2) is amended to read
9 as follows:

10 2. As used in sections 1 through 11 of P.L.2019, c.362
11 (C.48:25-1 et seq.) and section 2 of P.L. , c. (C.) (pending
12 before the Legislature as this bill):

13 "Board" means the Board of Public Utilities.

14 "Charger ready" means the pre-wiring of electrical infrastructure
15 at a parking space, or set of parking spaces, to facilitate easy and
16 cost-efficient future installation of electric vehicle service
17 equipment, including, but not limited to, Level Two EVSE and DC
18 Fast Chargers.

19 "Charging location" means a publicly accessible parking space or
20 set of parking spaces, with visible signage designating that the
21 parking space or parking spaces are available for use by the public
22 for charging plug-in electric vehicles.

23 "Community location" means a charging location that is not a
24 corridor location, and that is established in a town center,
25 commercial area, retail center, or near concentrations of multi-
26 family dwellings, to provide vehicle charging services to local plug-
27 in electric vehicle drivers near where they live and work.

28 "Corridor location" means a charging location located along a
29 travel corridor roadway, or within one mile of that roadway, which
30 is intended to provide access to vehicle charging services for long
31 distance drivers and en route vehicle charging services for local
32 drivers.

33 "DC Fast Charger" means EVSE that provides at least 50
34 kilowatts of direct current electrical power for charging a plug-in
35 electric vehicle through a connector based on fast charging
36 equipment standards, and which is approved for installation for that
37 purpose under the National Electric Code through an Underwriters
38 Laboratories Certification or an equivalent certifying organization.

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:

¹Senate SBA committee amendments adopted June 27, 2023.

²Assembly AEN committee amendments adopted November 30, 2023.

1 "Department" means the Department of Environmental
2 Protection.

3 "Downtime" means any period of time during which the
4 hardware or software used to facilitate the functional operation of
5 EVSE, or both, are offline and not available for use, and during
6 which the EVSE is, consequently, unable to successfully dispense
7 electricity, as expected.

8 "Electric vehicle service equipment" or "EVSE" means the
9 equipment, including the cables, cords, conductors, connectors,
10 couplers, enclosures, attachment plugs, power outlets, switches and
11 controls, network interfaces, and point of sale equipment and
12 associated apparatus designed and used for the purpose of
13 transferring energy from the electric supply system to a plug-in
14 electric vehicle. "EVSE" may deliver either alternating current or
15 direct current electricity consistent with fast charging equipment
16 standards.

17 "Fast charging equipment standards" means standards for high
18 power direct current charging, based on the CHAdeMO standard
19 and the Society of Automotive Engineers Combined Charging
20 Standard (CCS), or other non-proprietary standards as may be
21 approved by the board in the future.

22 "Eligible vehicle" means a new light duty plug-in electric
23 vehicle, with an MSRP of below \$55,000, purchased or leased after
24 the effective date of P.L.2019, c.362 (C.48:25-1 et al.) and
25 registered in New Jersey.

26 "Exempted downtime" means any period of EVSE downtime that
27 results from factors outside the EVSE operator's control, including,
28 but not limited to, any period of EVSE downtime resulting from an
29 electricity utility service interruption, from an Internet or cellular
30 provider service interruption, or from a service outage or
31 interruption caused by a vehicle, provided that the EVSE operator
32 can demonstrate that the EVSE would otherwise be operational.

33 "In-home electric vehicle service equipment" means electric
34 vehicle service equipment used in a person's home to charge a plug-
35 in electric vehicle.

36 "Incentivized EVSE" means electric vehicle service equipment
37 that is installed, on or after the effective date of P.L. _____,
38 c. _____ (pending before the Legislature as this bill), ²using
39 any State or federal funding, or² pursuant to an EVSE installation
40 incentive authorized under P.L.2019, c.362 (C.48:25-1 et seq.) or
41 any other State law.

42 "Level One EVSE" means EVSE that provides single phase
43 120V AC electricity, presented as either a standard wall plug into
44 which the charging cord provided with a plug-in electric vehicle can
45 be connected, or an EVSE with a standard vehicle plug connector
46 that complies with SAE J1772, or an equivalent standard for 120V
47 AC charging as may be adopted in the future and accepted by the
48 board, and which is approved for installation for this purpose under

1 the National Electric Code through an Underwriters Laboratories
2 Certification or an equivalent certifying organization.

3 "Level Two EVSE" means EVSE that provides a plug-in electric
4 vehicle with single phase alternating current electrical power at
5 208-240V AC, through a standardized plug connector that complies
6 with SAE J1772 standards, or an equivalent wireless power transfer
7 interface, or equivalent standards for 08-240V AC charging as may
8 be adopted in the future and accepted by the board, and which is
9 approved for installation for this purpose under the National
10 Electric Code through Underwriters Laboratories Certification or an
11 equivalent certifying organization.

12 "Light duty vehicle" means any two-axle, four-wheel vehicle,
13 designed primarily for passenger travel or light duty commercial
14 use, and approved for travel on public roads. "Light duty vehicle"
15 includes, but is not limited to, any vehicle commonly referred to as
16 a car, minivan, sport utility vehicle, cross-over, or pick-up truck.

17 "Low-income, urban, or environmental justice community"
18 means a community: (1) in which at least one half of the households
19 are at or below twice the poverty threshold as determined annually
20 by the United States Census Bureau; (2) that is urban, as determined
21 by the Department of Community Affairs, due to the population and
22 development density in the community; or (3) that has been
23 burdened with environmental justice issues, as determined by the
24 department, including, but not limited to, exposure to high levels of
25 air pollution, close proximity to major industrial facilities or
26 hazardous waste sites, or other environmental hazards.

27 "MSRP" means the published manufacturer's suggested retail
28 price, as set by a vehicle's manufacturer, at the time of sale or lease.

29 "National Electric Vehicle Infrastructure Formula Program" or
30 "NEVI Formula Program" means the federal program, established
31 pursuant to the "Infrastructure Investment and Jobs Act" (IIJA),
32 Pub.L.117-58, and pursuant to which the Federal Highway
33 Administration is authorized to provide funding to the states to
34 facilitate the strategic, nationwide deployment of electric vehicle
35 infrastructure and the related establishment of an interconnected,
36 interstate network that is designed to facilitate data collection,
37 access, and reliability in association with the increased use of
38 electric vehicles and electric vehicle infrastructure across the
39 nation.

40 "Plug-in electric vehicle" means a vehicle that has a battery or
41 equivalent energy storage device that can be charged from an
42 electricity supply external to the vehicle with an electric plug.
43 "Plug-in electric vehicle" includes a plug-in hybrid vehicle.

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

47 "Routine charging" means vehicle charging that takes place
48 where a vehicle is parked for a long period of time, such as at the

1 owner's residence overnight, a hotel, or a workplace during work
2 hours, and which provides the primary and most common form of
3 vehicle charging.

4 "Seller or lessor of an eligible vehicle" means an entity that is
5 licensed to sell or lease an eligible vehicle to a consumer or fleet
6 owner in the State.

7 "Site-wide basis" means the average site-wide uptime status of
8 all incentivized EVSE that has been installed, at the same site of
9 operations, on or after the effective date of P.L. , c. (C.)
10 (pending before the Legislature as this bill).

11 "State agency" means any of the principal departments in the
12 Executive Branch of State Government, any division, board, bureau,
13 office, commission, or other instrumentality thereof, and any
14 independent State authority, commission, instrumentality, or
15 agency.

16 "Travel corridor" means heavily used public roads in the State,
17 as designated by the department, which shall include, but need not
18 be limited to, the Garden State Parkway, the New Jersey Turnpike,
19 the Atlantic City Expressway, federal interstate highways, and the
20 subset of federal or State roads which collectively support the
21 majority of long distance travel through and within the State as well
22 as the majority of daily travel by local drivers.

23 "Uptime" means the period of time during which the hardware
24 and software used to facilitate the functional operation of EVSE are
25 both online and are both in use or available for use, and during
26 which period of time the EVSE is capable of successfully
27 dispensing electricity, as expected.¹

28 (cf: P.L.2019, c.362, s.2)

29

30 ¹[1.] 2. (New section) a.¹ The Board of Public Utilities ¹[shall
31 require, as a condition of providing any], the Department of
32 Environmental Protection, the Department of Transportation, and
33 any other State agency that offers an¹ incentive for the installation
34 of electric vehicle service equipment^{1, 1} pursuant to P.L.2019, c.362
35 (C.48:25-1 et seq.) or any other State law, ¹shall:

36 (1) require, as a condition of providing any such incentive,¹ that
37 the electric vehicle service equipment ¹[is] subject to such
38 incentive, together with all other incentivized EVSE installed at the
39 same site, remains¹ operational at least ¹[95] 97¹ percent of the
40 time, ¹not including any period of exempted downtime, and except
41 as otherwise provided by paragraph (2) of this subsection,¹ as
42 ¹[measured] calculated¹ on an annual ¹and site-wide¹ basis¹; and

43 (2) regularly review the site-wide uptime requirement
44 established pursuant to paragraph (1) of this subsection, on at least
45 a biennial basis, in order to ensure that it is consistent with the
46 minimum uptime requirement applicable to federal funding
47 recipients under the NEVI Formula Program. Whenever a State

1 agency determines that the minimum uptime requirement
 2 established for recipients of State agency incentive funding,
 3 pursuant to paragraph (1) of this subsection, is inconsistent with the
 4 minimum uptime requirement being applied to recipients of federal
 5 funding under the NEVI Formula Program, the State agency shall
 6 take appropriate action to revise the site-wide State-level uptime
 7 requirement, established pursuant to this subsection, as necessary to
 8 ensure that it comports with the comparable federal NEVI Formula
 9 Program requirement¹. ¹**【The board】**

10 b. Each State agency subject to this section¹ shall develop and
 11 implement a ¹**【process】** system¹ to ¹**【establish,】** monitor
 12 compliance with, and enforce ¹**【this】**, the site-wide uptime¹
 13 requirement ¹established, for incentivized EVSE, pursuant to
 14 subsection a. of this section.

15 c. When reviewing or modifying the site-wide uptime
 16 requirement established pursuant to subsection a. of this section,
 17 and when developing and implementing the compliance monitoring
 18 and enforcement system required by subsection b. of this section,
 19 each State agency shall engage in a comprehensive and public
 20 stakeholder engagement process and shall review and consider the
 21 most recent standards, guidelines, and requirements related to
 22 EVSE uptime, downtime, and exempted downtime, which are
 23 applicable to federal funding recipients under the NEVI Formula
 24 Program.

25 d. The site-wide uptime requirement established pursuant to
 26 subsection a. of this section shall apply to any EVSE that is the
 27 subject of an EVSE incentive provided by a State agency, pursuant
 28 to P.L.2019, c.362 (C.48:25-1 et seq.) or any other State law, and
 29 which is installed at the site of operations either on or after the
 30 effective date of P.L. , c. (C.) (pending before the
 31 Legislature as this bill). Nothing in this section shall be deemed to
 32 require the site-wide uptime calculation performed pursuant to
 33 subsection a. of this section to include the uptime status of any
 34 EVSE installed prior to the effective date of P.L. , c. (C.)
 35 (pending before the Legislature as this bill)¹.

36 ²e. State agencies shall ensure Statewide consistency for any
 37 standards, guidelines, and requirements established pursuant to
 38 P.L. , c. (C.) (pending before the Legislature as this bill).²
 39

40 ¹**【2.】** 3.¹ This act shall take effect immediately.

41
 42
 43
 44
 45 Establishes uptime requirement for electric vehicle charging
 46 station incentive programs.

SENATE, No. 3102

STATE OF NEW JERSEY 220th LEGISLATURE

INTRODUCED SEPTEMBER 29, 2022

Sponsored by:

Senator BOB SMITH

District 17 (Middlesex and Somerset)

Senator TROY SINGLETON

District 7 (Burlington)

Co-Sponsored by:

Senator Diegnan

SYNOPSIS

Establishes uptime requirement for electric vehicle charging station incentive programs administered by BPU.

CURRENT VERSION OF TEXT

As introduced.



(Sponsorship Updated As Of: 6/26/2023)

1 AN ACT concerning electric vehicle charging station incentive
2 programs and supplementing P.L.2019, c.362 (C.48:25-1 et seq.).
3

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

7 1. The Board of Public Utilities shall require, as a condition of
8 providing any incentive for the installation of electric vehicle
9 service equipment pursuant to P.L.2019, c.362 (C.48:25-1 et seq.)
10 or any other State law, that the electric vehicle service equipment is
11 operational at least 95 percent of the time, as measured on an
12 annual basis. The board shall develop and implement a process to
13 establish, monitor compliance with, and enforce this requirement.
14

15 2. This act shall take effect immediately.
16
17

18 STATEMENT
19

20 This bill would direct the Board of Public Utilities (BPU) to
21 establish a requirement, as a condition of providing any incentive
22 for the installation of electric vehicle service equipment pursuant to
23 P.L.2019, c.362 (C.48:25-1 et seq.) or any other State law, that the
24 station is operational at least 95 percent of the time, as measured on
25 an annual basis.. The bill would also direct the BPU to develop and
26 implement a process to establish, monitor compliance with, and
27 enforce this requirement. As used in the bill, "electric vehicle
28 service equipment" means the equipment, including the cables,
29 cords, conductors, connectors, couplers, enclosures, attachment
30 plugs, power outlets, switches and controls, network interfaces, and
31 point of sale equipment and associated apparatus designed and used
32 for the purpose of transferring energy from the electric supply
33 system to a plug-in electric vehicle.

ASSEMBLY ENVIRONMENT AND SOLID WASTE
COMMITTEE

STATEMENT TO

[First Reprint]

SENATE, No. 3102

STATE OF NEW JERSEY

DATED: NOVEMBER 30, 2023

The Assembly Environment and Solid Waste Committee reports favorably and with committee amendments Senate Bill No. 3102 (1R).

This bill, as amended by the committee, would direct the Board of Public Utilities (BPU), the Department of Environmental Protection, the Department of Transportation, and any other State agency that offers an incentive for the installation of electric vehicle service equipment (EVSE), pursuant to P.L.2019, c.362 (C.48:25-1 et seq.) or any other State law, to require compliance with a minimum EVSE uptime requirement as a condition of granting such incentive. EVSE is the equipment, including the cables, cords, conductors, connectors, couplers, enclosures, attachment plugs, power outlets, switches and controls, network interfaces, and point of sale equipment and associated apparatus, that is designed and used for the purpose of transferring energy from the electric supply system to a plug-in electric vehicle.

Specifically, the bill would require the BPU or any other State agency, as a condition of issuing a State-level EVSE incentive payment, to require the EVSE for which the incentive is granted, together with all other incentivized EVSE installed at the same site, to remain operational at least 97 percent of the time, not including any period of exempted downtime, and except as otherwise provided by the bill, as measured on an annual and site-wide basis. "Site-wide basis" is defined to mean the average site-wide uptime status of all incentivized EVSE that has been installed, at the same site of operations, on or after the bill's effective date. The bill would not require the site-wide uptime calculation to consider the uptime status of EVSE that has been installed, at the site, prior to the bill's effective date, even if such EVSE was installed pursuant to a State-level incentive. "Exempted downtime" is further defined to mean any EVSE downtime that results from factors outside the EVSE operator's control, including, but not limited to, any period of EVSE downtime resulting from an electricity utility or Internet service interruption or from a service outage or interruption caused by a vehicle.

The bill would require State agencies to regularly review the site-wide uptime requirement being established by the bill, on at least a biennial basis, in order to ensure that it is consistent with the minimum uptime requirement that is applicable to recipients of federal funds under the National Electric Vehicle Infrastructure (NEVI) Formula Program, established pursuant to the federal “Infrastructure Investment and Jobs Act,” Pub.L.117-58. Whenever a State agency determines that the minimum uptime requirement established for recipients of State funding is inconsistent with the minimum uptime requirement being applied to recipients of federal funding, under the NEVI Formula Program, the agency would be required to take appropriate action to revise the State-level uptime requirement, established pursuant to the bill, as necessary to ensure that it comports with the comparable federal NEVI Formula Program requirement.

Each State agency, which is subject to the bill, would be directed to develop and implement a process to monitor compliance with, and to enforce, the site-wide uptime requirement established and modified under the bill. The bill would further require each State agency, when reviewing or modifying the site-wide uptime requirement, or when developing and implementing the compliance monitoring and enforcement system required by the bill, to engage in a comprehensive and public stakeholder engagement process and to review and consider the most recent standards, guidelines, and requirements related to EVSE uptime, downtime, and exempted downtime, which are applicable to federal funding recipients under the NEVI Formula Program.

As reported by the committee, this bill is identical to Assembly Bill No. 4715, as also amended and reported by the committee.

COMMITTEE AMENDMENTS:

The committee amendments to the bill:

- 1) clarify the definition of “incentivized EVSE”; and
- 2) provide that State agencies must ensure Statewide consistency for any standards, guidelines, and requirements established pursuant to the bill.

ASSEMBLY APPROPRIATIONS COMMITTEE

STATEMENT TO

[Second Reprint]

SENATE, No. 3102

STATE OF NEW JERSEY

DATED: JANUARY 4, 2024

The Assembly Appropriations Committee reports favorably Senate Bill No. 3102 (2R).

This bill would direct the Board of Public Utilities (BPU), the Department of Environmental Protection, the Department of Transportation, and any other State agency that offers an incentive for the installation of electric vehicle service equipment (EVSE), pursuant to P.L.2019, c.362 (C.48:25-1 et seq.) or any other State law, to require compliance with a minimum EVSE uptime requirement as a condition of granting such incentive. EVSE is the equipment, including the cables, cords, conductors, connectors, couplers, enclosures, attachment plugs, power outlets, switches and controls, network interfaces, and point of sale equipment and associated apparatus, that is designed and used for the purpose of transferring energy from the electric supply system to a plug-in electric vehicle.

Specifically, the bill would require the BPU or any other State agency, as a condition of issuing a State-level EVSE incentive payment, to require the EVSE for which the incentive is granted, together with all other incentivized EVSE installed at the same site, to remain operational at least 97 percent of the time, not including any period of exempted downtime, and except as otherwise provided by the bill, as measured on an annual and site-wide basis. “Site-wide basis” is defined to mean the average site-wide uptime status of all incentivized EVSE that has been installed, at the same site of operations, on or after the bill’s effective date. The bill would not require the site-wide uptime calculation to consider the uptime status of EVSE that has been installed, at the site, prior to the bill’s effective date, even if such EVSE was installed pursuant to a State-level incentive. “Exempted downtime” is further defined to mean any EVSE downtime that results from factors outside the EVSE operator’s control, including, but not limited to, any period of EVSE downtime resulting from an electricity utility or Internet service interruption or from a service outage or interruption caused by a vehicle.

The bill would require State agencies to regularly review the site-wide uptime requirement being established by the bill, on at least a biennial basis, in order to ensure that it is consistent with the minimum uptime requirement that is applicable to recipients of federal funds

under the National Electric Vehicle Infrastructure (NEVI) Formula Program, established pursuant to the federal “Infrastructure Investment and Jobs Act,” Pub.L.117-58. Whenever a State agency determines that the minimum uptime requirement established for recipients of State funding is inconsistent with the minimum uptime requirement being applied to recipients of federal funding, under the NEVI Formula Program, the agency would be required to take appropriate action to revise the State-level uptime requirement, established pursuant to the bill, as necessary to ensure that it comports with the comparable federal NEVI Formula Program requirement.

Each State agency, which is subject to the bill, would be directed to develop and implement a process to monitor compliance with, and to enforce, the site-wide uptime requirement established and modified under the bill. The bill would further require each State agency, when reviewing or modifying the site-wide uptime requirement, or when developing and implementing the compliance monitoring and enforcement system required by the bill, to engage in a comprehensive and public stakeholder engagement process and to review and consider the most recent standards, guidelines, and requirements related to EVSE uptime, downtime, and exempted downtime, which are applicable to federal funding recipients under the NEVI Formula Program.

As reported by the committee, Senate Bill No. 3102 (2R) is identical to Assembly Bill No. 4715 (1R), which was also reported by the committee on this date.

FISCAL IMPACT:

The Office of Legislative Services (OLS) determines that the bill would result in a one-time State expenditure increase for the Board of Public Utilities, the Department of Environmental Protection, the Department of Transportation, and other State agencies providing electric vehicle service equipment incentives. Each State agency subject to the bill would need to establish a system, rather than a process, to monitor and enforce compliance with the site-wide uptime requirement. This shift may require additional resources and funding to develop and maintain robust monitoring systems.

The bill requires the State agencies to engage in comprehensive and public stakeholder engagement processes when developing the compliance monitoring system and periodically reviewing and modifying the site-wide uptime requirement. These stakeholder engagements could involve costs associated with gathering input, organizing meetings, and incorporating feedback.

The OLS notes aligning the minimum uptime requirement with the federal standard under the National Electric Vehicle Infrastructure Formula Program may necessitate ongoing adjustments and updates to ensure consistency between State and federal requirements. This

regular review and modification of the minimum uptime requirement may entail administrative efforts and potential costs.

The OLS also notes that the bill directs the Board of Public Utilities, the Department of Environmental Protection, and the Department of Transportation to monitor and enforce compliance with the requirements of the bill. Due to the number of charging stations that will need to be monitored in the State on an annual basis, the board may require an additional staff member, with an estimated annual compensation in the range of \$80,000 to \$120,000.

SENATE ENVIRONMENT AND ENERGY COMMITTEE

STATEMENT TO

SENATE, No. 3102

STATE OF NEW JERSEY

DATED: OCTOBER 6, 2022

The Senate Environment and Energy Committee favorably reports Senate Bill No. 3102.

This bill would direct the Board of Public Utilities (BPU) to establish a requirement, as a condition of providing any incentive for the installation of electric vehicle service equipment pursuant to P.L.2019, c.362 (C.48:25-1 et seq.) or any other State law, that the station is operational at least 95 percent of the time, as measured on an annual basis. The bill would also direct the BPU to develop and implement a process to establish, monitor compliance with, and enforce this requirement. As used in the bill, "electric vehicle service equipment" means the equipment, including the cables, cords, conductors, connectors, couplers, enclosures, attachment plugs, power outlets, switches and controls, network interfaces, and point of sale equipment and associated apparatus designed and used for the purpose of transferring energy from the electric supply system to a plug-in electric vehicle.

SENATE BUDGET AND APPROPRIATIONS COMMITTEE

STATEMENT TO

SENATE, No. 3102

with committee amendments

STATE OF NEW JERSEY

DATED: JUNE 27, 2023

The Senate Budget and Appropriations Committee favorably reports Senate Bill No. 3102, with committee amendments.

As amended by the committee, this bill would direct the Board of Public Utilities (BPU), the Department of Environmental Protection, the Department of Transportation, and any other State agency that offers an incentive for the installation of electric vehicle service equipment (EVSE), pursuant to P.L.2019, c.362 (C.48:25-1 et seq.) or any other State law, to require compliance with a minimum EVSE uptime requirement as a condition of granting such incentive. EVSE is the equipment, including the cables, cords, conductors, connectors, couplers, enclosures, attachment plugs, power outlets, switches and controls, network interfaces, and point of sale equipment and associated apparatus, that is designed and used for the purpose of transferring energy from the electric supply system to a plug-in electric vehicle.

Specifically, the bill would require the BPU or any other State agency, as a condition of issuing a State-level EVSE incentive payment, to require the EVSE for which the incentive is granted, together with all other incentivized EVSE installed at the same site, to remain operational at least 97 percent of the time, not including any period of exempted downtime, and except as otherwise provided by the bill, as measured on an annual and site-wide basis. “Site-wide basis” is defined to mean the average site-wide uptime status of all incentivized EVSE that has been installed, at the same site of operations, on or after the bill’s effective date. The bill would not require the site-wide uptime calculation to consider the uptime status of EVSE that has been installed, at the site, prior to the bill’s effective date, even if such EVSE was installed pursuant to a State-level incentive. “Exempted downtime” is further defined to mean any EVSE downtime that results from factors outside the EVSE operator’s control, including, but not limited to, any period of EVSE downtime resulting from an electricity utility or Internet service interruption or from a service outage or interruption caused by a vehicle.

The bill would require State agencies to regularly review the site-wide uptime requirement being established by the bill, on at least a biennial basis, in order to ensure that it is consistent with the minimum

uptime requirement that is applicable to recipients of federal funds under the National Electric Vehicle Infrastructure (NEVI) Formula Program, established pursuant to the federal “Infrastructure Investment and Jobs Act,” Pub.L.117-58. Whenever a State agency determines that the minimum uptime requirement established for recipients of State funding is inconsistent with the minimum uptime requirement being applied to recipients of federal funding, under the NEVI Formula Program, the agency would be required to take appropriate action to revise the State-level uptime requirement, established pursuant to the bill, as necessary to ensure that it comports with the comparable federal NEVI Formula Program requirement.

Each State agency, which is subject to the bill, would be directed to develop and implement a process to monitor compliance with, and to enforce, the site-wide uptime requirement established and modified under the bill. The bill would further require each State agency, when reviewing or modifying the site-wide uptime requirement, or when developing and implementing the compliance monitoring and enforcement system required by the bill, to engage in a comprehensive and public stakeholder engagement process and to review and consider the most recent standards, guidelines, and requirements related to EVSE uptime, downtime, and exempted downtime, which are applicable to federal funding recipients under the NEVI Formula Program.

COMMITTEE AMENDMENTS:

The committee amended the bill to:

1) increase the minimum EVSE uptime requirement, being established under the bill, to 97 percent (as opposed to 95 percent, as was provided by the introduced bill), in order to comport with the updated federal uptime requirement that is applicable under the National Electric Vehicle Infrastructure (NEVI) Formula Program;

2) clarify that the calculation of uptime is to be done on a site-wide basis – i.e., is to be based on the average uptime status of all incentivized EVSE installed at the same site of operations rather than being based on the uptime status of a single incentivized charger or other piece of EVSE;

3) clarify that the bill’s site-wide uptime requirement is not retroactive and applies only to incentivized EVSE installed on or after the bill’s effective date, and further clarify that the site-wide calculation, used to determine compliance with the bill’s uptime requirement, is not to account for the uptime status of any EVSE installed prior to the bill’s effective date;

4) include new definitions of the terms, “downtime,” “exempted downtime,” “incentivized EVSE,” “National Electric Vehicle Infrastructure (NEVI) Formula Program,” “site-wide basis,” “State agency,” and “uptime”;

5) require the bill's uptime requirement to be applied by the BPU, as well as by the Department of Environmental Protection, the Department of Transportation, and any other State agency that offers an incentive for the installation of EVSE, as a condition of providing an EVSE installation incentive;

6) require State agencies to regularly review and update the State-level minimum uptime requirement being established by the bill, as necessary to ensure that the requirement, as applied by each such State agency, is consistent with the minimum uptime requirement being applied to recipients of federal funds under the NEVI Formula Program;

7) require State agencies, when reviewing or modifying the minimum uptime requirement established pursuant to the bill, or when developing and implementing the compliance monitoring and enforcement system required by the bill, to engage in a comprehensive and public stakeholder engagement process and to review and consider the most recent standards, guidelines, and requirements related to EVSE uptime, downtime, and exempted downtime, which are applicable to federal funding recipients under the NEVI Formula Program; and

8) update the bill's synopsis to reflect the changes being made to the bill.

FISCAL IMPACT:

The Office of Legislative Services (OLS) determines that the bill would result in a one-time State expenditure increase for the Board of Public Utilities, the Department of Environmental Protection, the Department of Transportation, and other State agencies providing electric vehicle service equipment incentives. Each State agency subject to the bill would need to establish a system, rather than a process, to monitor and enforce compliance with the site-wide uptime requirement. This shift may require additional resources and funding to develop and maintain robust monitoring systems.

The bill requires the State agencies to engage in comprehensive and public stakeholder engagement processes when developing the compliance monitoring system and periodically reviewing and modifying the site-wide uptime requirement. These stakeholder engagements could involve costs associated with gathering input, organizing meetings, and incorporating feedback.

The OLS notes aligning the minimum uptime requirement with the federal standard under the National Electric Vehicle Infrastructure Formula Program may necessitate ongoing adjustments and updates to ensure consistency between State and federal requirements. This regular review and modification of the minimum uptime requirement may entail administrative efforts and potential costs.

The OLS also notes that the bill directs the Board of Public Utilities, the Department of Environmental Protection, the Department

of Transportation to monitor and enforce compliance with the requirements of the bill. Due to the number of charging stations that will need to be monitored in the State on an annual basis, the board may require an additional staff members, each with an estimated annual compensation in the range of \$80,000 to \$120,000.

LEGISLATIVE FISCAL ESTIMATE
SENATE, No. 3102
STATE OF NEW JERSEY
220th LEGISLATURE

DATED: MARCH 20, 2023

SUMMARY

Synopsis: Establishes uptime requirement for electric vehicle charging station incentive programs administered by BPU.

Type of Impact: Annual State expenditure increase.

Agencies Affected: Board of Public Utilities.

Office of Legislative Services Estimate

Fiscal Impact	<u>Year 1</u>	<u>Year 2 and Thereafter</u>
State Expenditure Increase	\$80,000 - \$140,000	\$80,000 - \$120,000

- The Office of Legislative Services (OLS) determines that the bill would result in a one-time State expenditure increase for the Board of Public Utilities to develop and implement a process that would monitor the compliance of electric vehicle service equipment.
- The OLS notes that the bill directs the Board of Public Utilities to monitor and enforce compliance with the requirements of the bill. Due to the number of charging stations that will need to be monitored in the State on an annual basis, the board may require an additional staff member, with an estimated annual compensation in the range of \$80,000 to \$120,000 .

BILL DESCRIPTION

This bill would direct the Board of Public Utilities to establish a requirement, as a condition of providing any incentive for the installation of electric vehicle service equipment pursuant to P.L.2019, c.362 or any other State law, that the station is operational at least 95 percent of the time, as measured on an annual basis. The bill would also direct the board to develop and implement a process to establish, monitor compliance with, and enforce this requirement.

FISCAL ANALYSIS

EXECUTIVE BRANCH

None received.

OFFICE OF LEGISLATIVE SERVICES

The OLS determines that the bill would result in a one-time State expenditure increase for the Board of Public Utilities to develop and implement a process that would monitor the compliance of electric vehicle service equipment. Specifically, it would require that the electric vehicle service equipment are operational at least 95 percent of the time, as measured on an annual basis. In addition, the OLS notes that the bill directs the board to monitor and enforce compliance with the requirements of the bill. Due to the number of charging stations that will need to be monitored in the State on an annual basis, the board may require an additional staff member, with an estimated annual compensation in the range of \$80,000 to \$120,000.

Many times electric vehicle charging stations are operated by a private company known as a charge point operator. A charge point operator provides services for the owner of the charging station including charging station service management. The management could include radar sensors to know if a car occupies a charging station, if a vehicle occupying a station is charging or not, and if any issues arise with the hardware, the software, or any other electric vehicle service equipment. The data from these sensors frequently goes to a platform that can be accessed by the owner of the charging station. Thus, the Board of Public Utilities could require the owner of a charging station to have a system set in place to monitor the operational status of the electric vehicle service equipment at a charging station and require reports to be sent electronically to the board. This would likely mitigate the enforcement costs of the bill. However, the OLS notes that each owner of a charging station may manage their charging station differently.

The OLS determines that to accomplish the monitoring and compliance under this bill, there will be an annual expenditure increase from hiring an additional full-time staff member. The OLS notes that there will be an increasing number of charging stations over the next several years. Thus, there will be more electric vehicle service equipment to monitor for compliance. Specifically, pursuant to P.L.2019, c.362, the State's goal is that there is to be at least 400 chargers available for public use at no fewer than 200 charging locations in the State by December 31, 2025, at least 1,000 chargers available for public use across the State by December 31, 2025, at least 15 percent of all multi-family residential properties in the State be equipped with charging stations for residents by December 31, 2025, and 20 percent of all franchised overnight lodging establishments be equipped with charging stations by December 31, 2025. The Board of Public Utilities is currently providing incentives for the installation of electric vehicle chargers in multi-family residential properties, overnight lodging establishments, and local and State government entities. Incentives available under the program range from \$4,000 to \$6,000 depending on the type of charging station and location of the charging station. Currently, 40 applicants have received approximately \$1 million in incentives for the installation of charging stations in multi-family residential properties. As the board would only be required to monitor the compliance of chargers at those multi-family residential properties or other facilities for which an incentive was awarded, the costs incurred by the board may be mitigated based on the number of charging stations installed by the recipients of the incentives. In addition, it is unknown how many charging station installations will be provided with State incentives in future years. The board is authorized to develop additional incentives beyond those currently authorized. If fewer incentives are provided, this too will mitigate the costs for the board.

FE to S3102

3

Section: Environment, Agriculture, Energy, and Natural Resources

*Analyst: Neha Patel
Senior 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]

SENATE, No. 3102 STATE OF NEW JERSEY 220th LEGISLATURE

DATED: JULY 6, 2023

SUMMARY

- Synopsis:** Establishes uptime requirement for electric vehicle charging station incentive programs.
- Type of Impact:** Annual State expenditure increase.
- Agencies Affected:** Board of Public Utilities, Department of Environmental Protection, and Department of Transportation.

Office of Legislative Services Estimate

Fiscal Impact	<u>Year 1</u>	<u>Year 2 and Thereafter</u>
State Expenditure Increase	\$80,000 - \$140,000	\$80,000 - \$120,000

- The Office of Legislative Services (OLS) determines that the bill would result in a one-time State expenditure increase for the Board of Public Utilities, the Department of Environmental Protection, the Department of Transportation, and other State agencies providing electric vehicle service equipment incentives. Each State agency subject to the bill would need to establish a system, rather than a process, to monitor and enforce compliance with the site-wide uptime requirement. This shift may require additional resources and funding to develop and maintain robust monitoring systems.
- The bill requires the State agencies to engage in comprehensive and public stakeholder engagement processes when developing the compliance monitoring system and periodically reviewing and modifying the site-wide uptime requirement. These stakeholder engagements could involve costs associated with gathering input, organizing meetings, and incorporating feedback.
- The OLS notes aligning the minimum uptime requirement with the federal standard under the National Electric Vehicle Infrastructure Formula Program may necessitate ongoing adjustments and updates to ensure consistency between State and federal requirements. This regular review and modification of the minimum uptime requirement may entail administrative efforts and potential costs.

- The OLS also notes that the bill directs the Board of Public Utilities, the Department of Environmental Protection, and the Department of Transportation to monitor and enforce compliance with the requirements of the bill. Due to the number of charging stations that will need to be monitored in the State on an annual basis, the board may require an additional staff member, with an estimated annual compensation in the range of \$80,000 to \$120,000.

BILL DESCRIPTION

This bill would direct the Board of Public Utilities, the Department of Environmental Protection, the Department of Transportation, and any other State agency that offers an incentive for the installation of electric vehicle service equipment, pursuant to P.L.2019, c.362 or any other State law, to require compliance with a minimum uptime requirement as a condition of granting such incentive. Electric vehicle service equipment is the equipment, including the cables, cords, conductors, connectors, couplers, enclosures, attachment plugs, power outlets, switches and controls, network interfaces, and point of sale equipment and associated apparatus, that is designed and used for the purpose of transferring energy from the electric supply system to a plug-in electric vehicle.

Specifically, the bill would require the Board of Public Utilities or any other State agency, as a condition of issuing a State-level electric vehicle service equipment incentive payment, to require the equipment for which the incentive is granted, together with all other incentivized equipment installed at the same site, to remain operational at least 97 percent of the time, not including any period of exempted downtime, and except as otherwise provided by the bill, as measured on an annual and site-wide basis.

The bill would require State agencies to regularly review the site-wide uptime requirement being established by the bill, on at least a biennial basis, in order to ensure that it is consistent with the minimum uptime requirement that is applicable to recipients of federal funds under the National Electric Vehicle Infrastructure Formula Program, established pursuant to the federal Infrastructure Investment and Jobs Act.

Each State agency, which is subject to the bill, would be directed to develop and implement a process to monitor compliance with, and to enforce, the site-wide uptime requirement established and modified under the bill. The bill would further require each State agency, when reviewing or modifying the site-wide uptime requirement, or when developing and implementing the compliance monitoring and enforcement system required by the bill, to engage in a comprehensive and public stakeholder engagement process and to review and consider the most recent standards, guidelines, and requirements related to electric vehicle service equipment uptime, downtime, and exempted downtime, which are applicable to federal funding recipients under the National Electric Vehicle Infrastructure Formula Program.

FISCAL ANALYSIS

EXECUTIVE BRANCH

None received.

OFFICE OF LEGISLATIVE SERVICES

The OLS determines that the bill would result in a one-time State expenditure increase for the Board of Public Utilities to develop and implement a process that would monitor the compliance of electric vehicle service equipment. Specifically, it would require that the electric vehicle service equipment are operational at least 97 percent of the time, as measured on an annual basis. In addition, the OLS notes that the bill directs the board to monitor and enforce compliance with the requirements of the bill. Due to the number of charging stations that will need to be monitored in the State on an annual basis, the board may require an additional staff member, with an estimated annual compensation in the range of \$80,000 to \$120,000.

The OLS determines that the bill would result in a marginal annual State expenditure increase for Board of Public Utilities, the Department of Environmental Protection, the Department of Transportation, and other State agencies providing electric vehicle service equipment incentives. Each State agency subject to the bill would need to establish a system to monitor and enforce compliance with the site-wide uptime requirement. This shift may require resources and funding to develop and maintain robust monitoring systems.

The OLS notes aligning the minimum uptime requirement with the federal standard under the National Electric Vehicle Infrastructure Formula Program may necessitate ongoing adjustments and updates to ensure consistency between State and federal requirements. This regular review and modification of the minimum uptime requirement may entail administrative efforts and potential costs.

Many times electric vehicle charging stations are operated by a private company known as a charge point operator. A charge point operator provides services for the owner of the charging station including charging station service management. The management could include radar sensors to know if a car occupies a charging station, if a vehicle occupying a station is charging or not, and if any issues arise with the hardware, the software, or any other electric vehicle service equipment. The data from these sensors frequently goes to a platform that can be accessed by the owner of the charging station. Thus, the Board of Public Utilities could require the owner of a charging station to have a system set in place to monitor the operational status of the electric vehicle service equipment at a charging station and require reports to be sent electronically to the board. This would likely mitigate the enforcement costs of the bill. However, the OLS notes that each owner of a charging station may manage their charging station differently.

The OLS determines that to accomplish the monitoring and compliance under this bill, there will be an annual expenditure increase from hiring an additional full-time staff member. The OLS notes that there will be an increasing number of charging stations over the next several years. Thus, there will be more electric vehicle service equipment to monitor for compliance. Specifically, pursuant to P.L.2019, c.362, the State's goal is that there is to be at least 400 chargers available for public use at no fewer than 200 charging locations in the State by December 31, 2025, at least 1,000 chargers available for public use across the State by December 31, 2025, at least 15 percent of all multi-family residential properties in the State be equipped with charging stations for residents by December 31, 2025, and 20 percent of all franchised overnight lodging establishments be equipped with charging stations by December 31, 2025. The Board of Public Utilities is currently providing incentives for the installation of electric vehicle chargers in multi-family residential properties, overnight lodging establishments, and local and State government entities. Incentives available under the program range from \$4,000 to \$6,000 depending on the type of charging station and location of the charging station. Currently, 40 applicants have received approximately \$1 million in incentives for the installation of charging stations in multi-family residential properties. As the board would only be required to monitor the compliance of chargers at those multi-family residential properties or other facilities for which an incentive was

awarded, the costs incurred by the board may be mitigated based on the number of charging stations installed by the recipients of the incentives. In addition, it is unknown how many charging station installations will be provided with State incentives in future years. The board is authorized to develop additional incentives beyond those currently authorized. If fewer incentives are provided, this too will mitigate the costs for the board.

The bill requires the State agencies to engage in comprehensive and public stakeholder engagement processes when developing the compliance monitoring system and periodically reviewing and modifying the site-wide uptime requirement. These stakeholder engagements could involve costs associated with gathering input, organizing meetings, and incorporating feedback.

Section: Environment, Agriculture, Energy, and Natural Resources

*Analyst: Neha Patel
Senior 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. 3102 STATE OF NEW JERSEY 220th LEGISLATURE

DATED: JANUARY 5, 2024

SUMMARY

- Synopsis:** Establishes uptime requirement for electric vehicle charging station incentive programs.
- Type of Impact:** Annual State expenditure increase.
- Agencies Affected:** Board of Public Utilities, Department of Environmental Protection, and Department of Transportation.

Office of Legislative Services Estimate

Fiscal Impact	<u>Year 1</u>	<u>Year 2 and Thereafter</u>
State Expenditure Increase	\$80,000 - \$140,000	\$80,000 - \$120,000

- The Office of Legislative Services (OLS) determines that the bill would result in a one-time State expenditure increase for the Board of Public Utilities, the Department of Environmental Protection, the Department of Transportation, and other State agencies providing electric vehicle service equipment incentives. Each State agency subject to the bill would need to establish a system, rather than a process, to monitor and enforce compliance with the site-wide uptime requirement. This shift may require additional resources and funding to develop and maintain robust monitoring systems.
- The bill requires the State agencies to engage in comprehensive and public stakeholder engagement processes when developing the compliance monitoring system and periodically reviewing and modifying the site-wide uptime requirement. These stakeholder engagements could involve costs associated with gathering input, organizing meetings, and incorporating feedback.
- The OLS notes aligning the minimum uptime requirement with the federal standard under the National Electric Vehicle Infrastructure Formula Program may necessitate ongoing adjustments and updates to ensure consistency between State and federal requirements. This regular review and modification of the minimum uptime requirement may entail administrative efforts and potential costs.

- The OLS also notes that the bill directs the Board of Public Utilities, the Department of Environmental Protection, and the Department of Transportation to monitor and enforce compliance with the requirements of the bill. Due to the number of charging stations that will need to be monitored in the State on an annual basis, the board may require an additional staff member, with an estimated annual compensation in the range of \$80,000 to \$120,000.

BILL DESCRIPTION

This bill would direct the Board of Public Utilities, the Department of Environmental Protection, the Department of Transportation, and any other State agency that offers an incentive for the installation of electric vehicle service equipment, pursuant to P.L.2019, c.362 or any other State law, to require compliance with a minimum uptime requirement as a condition of granting such incentive. Electric vehicle service equipment is the equipment, including the cables, cords, conductors, connectors, couplers, enclosures, attachment plugs, power outlets, switches and controls, network interfaces, and point of sale equipment and associated apparatus, that is designed and used for the purpose of transferring energy from the electric supply system to a plug-in electric vehicle.

Specifically, the bill would require the Board of Public Utilities or any other State agency, as a condition of issuing a State-level electric vehicle service equipment incentive payment, to require the equipment for which the incentive is granted, together with all other incentivized equipment installed at the same site, to remain operational at least 97 percent of the time, not including any period of exempted downtime, and except as otherwise provided by the bill, as measured on an annual and site-wide basis.

The bill would require State agencies to regularly review the site-wide uptime requirement being established by the bill, on at least a biennial basis, in order to ensure that it is consistent with the minimum uptime requirement that is applicable to recipients of federal funds under the National Electric Vehicle Infrastructure Formula Program, established pursuant to the federal Infrastructure Investment and Jobs Act.

Each State agency, which is subject to the bill, would be directed to develop and implement a process to monitor compliance with, and to enforce, the site-wide uptime requirement established and modified under the bill. The bill would further require each State agency, when reviewing or modifying the site-wide uptime requirement, or when developing and implementing the compliance monitoring and enforcement system required by the bill, to engage in a comprehensive and public stakeholder engagement process and to review and consider the most recent standards, guidelines, and requirements related to electric vehicle service equipment uptime, downtime, and exempted downtime, which are applicable to federal funding recipients under the National Electric Vehicle Infrastructure Formula Program.

FISCAL ANALYSIS

EXECUTIVE BRANCH

None received.

OFFICE OF LEGISLATIVE SERVICES

The OLS determines that the bill would result in a one-time State expenditure increase for the Board of Public Utilities to develop and implement a process that would monitor the compliance of electric vehicle service equipment. Specifically, it would require that the electric vehicle service equipment are operational at least 97 percent of the time, as measured on an annual basis. In addition, the OLS notes that the bill directs the board to monitor and enforce compliance with the requirements of the bill. Due to the number of charging stations that will need to be monitored in the State on an annual basis, the board may require an additional staff member, with an estimated annual compensation in the range of \$80,000 to \$120,000.

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The OLS notes aligning the minimum uptime requirement with the federal standard under the National Electric Vehicle Infrastructure Formula Program may necessitate ongoing adjustments and updates to ensure consistency between State and federal requirements. This regular review and modification of the minimum uptime requirement may entail administrative efforts and potential costs.

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The OLS determines that to accomplish the monitoring and compliance under this bill, there will be an annual expenditure increase from hiring an additional full-time staff member. The OLS notes that there will be an increasing number of charging stations over the next several years. Thus, there will be more electric vehicle service equipment to monitor for compliance. Specifically, pursuant to P.L.2019, c.362, the State's goal is that there is to be at least 400 chargers available for public use at no fewer than 200 charging locations in the State by December 31, 2025, at least 1,000 chargers available for public use across the State by December 31, 2025, at least 15 percent of all multi-family residential properties in the State be equipped with charging stations for residents by December 31, 2025, and 20 percent of all franchised overnight lodging establishments be equipped with charging stations by December 31, 2025. The Board of Public Utilities is currently providing incentives for the installation of electric vehicle chargers in multi-family residential properties, overnight lodging establishments, and local and State government entities. Incentives available under the program range from \$4,000 to \$6,000 depending on the type of charging station and location of the charging station. Currently, 40 applicants have received approximately \$1 million in incentives for the installation of charging stations in multi-family residential properties. As the board would only be required to monitor the compliance of chargers at those multi-family residential properties or other facilities for which an incentive was

awarded, the costs incurred by the board may be mitigated based on the number of charging stations installed by the recipients of the incentives. In addition, it is unknown how many charging station installations will be provided with State incentives in future years. The board is authorized to develop additional incentives beyond those currently authorized. If fewer incentives are provided, this too will mitigate the costs for the board.

The bill requires the State agencies to engage in comprehensive and public stakeholder engagement processes when developing the compliance monitoring system and periodically reviewing and modifying the site-wide uptime requirement. These stakeholder engagements could involve costs associated with gathering input, organizing meetings, and incorporating feedback.

Section: Environment, Agriculture, Energy, and Natural Resources

*Analyst: Neha Patel
Senior 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.).

ASSEMBLY, No. 4715

STATE OF NEW JERSEY 220th LEGISLATURE

INTRODUCED OCTOBER 11, 2022

Sponsored by:

Assemblyman STERLEY S. STANLEY

District 18 (Middlesex)

Assemblyman DANIEL R. BENSON

District 14 (Mercer and Middlesex)

SYNOPSIS

Establishes uptime requirement for electric vehicle charging station incentive programs administered by BPU.

CURRENT VERSION OF TEXT

As introduced.



(Sponsorship Updated As Of: 10/11/2022)

1 AN ACT concerning electric vehicle charging station incentive
2 programs and supplementing P.L.2019, c.362 (C.48:25-1 et seq.).
3

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

7 1. The Board of Public Utilities shall require, as a condition of
8 providing any incentive for the installation of electric vehicle
9 service equipment pursuant to P.L.2019, c.362 (C.48:25-1 et seq.)
10 or any other State law, that the electric vehicle service equipment is
11 operational at least 95 percent of the time, as measured on an
12 annual basis. The board shall develop and implement a process to
13 establish, monitor compliance with, and enforce this requirement.
14

15 2. This act shall take effect immediately.
16
17

18 STATEMENT
19

20 This bill would direct the Board of Public Utilities (BPU) to
21 establish a requirement, as a condition of providing any incentive
22 for the installation of electric vehicle service equipment pursuant to
23 P.L.2019, c.362 (C.48:25-1 et seq.) or any other State law, that the
24 station is operational at least 95 percent of the time, as measured on
25 an annual basis. The bill would also direct the BPU to develop and
26 implement a process to establish, monitor compliance with, and
27 enforce this requirement. As used in the bill, "electric vehicle
28 service equipment" means the equipment, including the cables,
29 cords, conductors, connectors, couplers, enclosures, attachment
30 plugs, power outlets, switches and controls, network interfaces, and
31 point of sale equipment and associated apparatus designed and used
32 for the purpose of transferring energy from the electric supply
33 system to a plug-in electric vehicle.

ASSEMBLY ENVIRONMENT AND SOLID WASTE
COMMITTEE

STATEMENT TO

ASSEMBLY, No. 4715

with committee amendments

STATE OF NEW JERSEY

DATED: NOVEMBER 30, 2023

The Assembly Environment and Solid Waste Committee reports favorably and with committee amendments Assembly Bill No. 4715.

This bill, as amended by the committee, would direct the Board of Public Utilities (BPU), the Department of Environmental Protection, the Department of Transportation, and any other State agency that offers an incentive for the installation of electric vehicle service equipment (EVSE), pursuant to P.L.2019, c.362 (C.48:25-1 et seq.) or any other State law, to require compliance with a minimum EVSE uptime requirement as a condition of granting such incentive. EVSE is the equipment, including the cables, cords, conductors, connectors, couplers, enclosures, attachment plugs, power outlets, switches and controls, network interfaces, and point of sale equipment and associated apparatus, that is designed and used for the purpose of transferring energy from the electric supply system to a plug-in electric vehicle.

Specifically, the bill would require the BPU or any other State agency, as a condition of issuing a State-level EVSE incentive payment, to require the EVSE for which the incentive is granted, together with all other incentivized EVSE installed at the same site, to remain operational at least 97 percent of the time, not including any period of exempted downtime, and except as otherwise provided by the bill, as measured on an annual and site-wide basis. "Site-wide basis" is defined to mean the average site-wide uptime status of all incentivized EVSE that has been installed, at the same site of operations, on or after the bill's effective date. The bill would not require the site-wide uptime calculation to consider the uptime status of EVSE that has been installed, at the site, prior to the bill's effective date, even if such EVSE was installed pursuant to a State-level incentive. "Exempted downtime" is further defined to mean any EVSE downtime that results from factors outside the EVSE operator's control, including, but not limited to, any period of EVSE downtime

resulting from an electricity utility or Internet service interruption or from a service outage or interruption caused by a vehicle.

The bill would require State agencies to regularly review the site-wide uptime requirement being established by the bill, on at least a biennial basis, in order to ensure that it is consistent with the minimum uptime requirement that is applicable to recipients of federal funds under the National Electric Vehicle Infrastructure (NEVI) Formula Program, established pursuant to the federal “Infrastructure Investment and Jobs Act,” Pub.L.117-58. Whenever a State agency determines that the minimum uptime requirement established for recipients of State funding is inconsistent with the minimum uptime requirement being applied to recipients of federal funding, under the NEVI Formula Program, the agency would be required to take appropriate action to revise the State-level uptime requirement, established pursuant to the bill, as necessary to ensure that it comports with the comparable federal NEVI Formula Program requirement.

Each State agency, which is subject to the bill, would be directed to develop and implement a process to monitor compliance with, and to enforce, the site-wide uptime requirement established and modified under the bill. The bill would further require each State agency, when reviewing or modifying the site-wide uptime requirement, or when developing and implementing the compliance monitoring and enforcement system required by the bill, to engage in a comprehensive and public stakeholder engagement process and to review and consider the most recent standards, guidelines, and requirements related to EVSE uptime, downtime, and exempted downtime, which are applicable to federal funding recipients under the NEVI Formula Program.

As amended and reported by the committee, this bill is identical to Senate Bill No. 3102 (1R), as also amended and reported by the committee.

COMMITTEE AMENDMENTS:

The committee amendments to the bill:

1) increase the minimum EVSE uptime requirement, being established under the bill, to 97 percent (as opposed to 95 percent, as was provided by the introduced bill), in order to comport with the updated federal uptime requirement that is applicable under the National Electric Vehicle Infrastructure (NEVI) Formula Program;

2) clarify that the calculation of uptime is to be done on a site-wide basis – i.e., is to be based on the average uptime status of all incentivized EVSE installed at the same site of operations rather than being based on the uptime status of a single incentivized charger or other piece of EVSE;

3) clarify that the bill’s site-wide uptime requirement is not retroactive and applies only to incentivized EVSE installed on or after the bill’s effective date, and further clarify that the site-wide

calculation, used to determine compliance with the bill's uptime requirement, is not to account for the uptime status of any EVSE installed prior to the bill's effective date;

4) include new definitions of the terms, "downtime," "exempted downtime," "incentivized EVSE," "National Electric Vehicle Infrastructure (NEVI) Formula Program," "site-wide basis," "State agency," and "uptime";

5) require the bill's uptime requirement to be applied by the BPU, as well as by the Department of Environmental Protection, the Department of Transportation, and any other State agency that offers an incentive for the installation of EVSE, as a condition of providing an EVSE installation incentive;

6) require State agencies to regularly review and update the State-level minimum uptime requirement being established by the bill, as necessary to ensure that the requirement, as applied by each such State agency, is consistent with the minimum uptime requirement being applied to recipients of federal funds under the NEVI Formula Program;

7) require State agencies, when reviewing or modifying the minimum uptime requirement established pursuant to the bill, or when developing and implementing the compliance monitoring and enforcement system required by the bill, to engage in a comprehensive and public stakeholder engagement process and to review and consider the most recent standards, guidelines, and requirements related to EVSE uptime, downtime, and exempted downtime, which are applicable to federal funding recipients under the NEVI Formula Program; and

8) update the bill's synopsis to reflect the changes being made to the bill.

ASSEMBLY APPROPRIATIONS COMMITTEE

STATEMENT TO

[First Reprint]

ASSEMBLY, No. 4715

STATE OF NEW JERSEY

DATED: JANUARY 4, 2024

The Assembly Appropriations Committee reports favorably Assembly Bill No. 4715 (1R).

This bill would direct the Board of Public Utilities (BPU), the Department of Environmental Protection, the Department of Transportation, and any other State agency that offers an incentive for the installation of electric vehicle service equipment (EVSE), pursuant to P.L.2019, c.362 (C.48:25-1 et seq.) or any other State law, to require compliance with a minimum EVSE uptime requirement as a condition of granting such incentive. EVSE is the equipment, including the cables, cords, conductors, connectors, couplers, enclosures, attachment plugs, power outlets, switches and controls, network interfaces, and point of sale equipment and associated apparatus, that is designed and used for the purpose of transferring energy from the electric supply system to a plug-in electric vehicle.

Specifically, the bill would require the BPU or any other State agency, as a condition of issuing a State-level EVSE incentive payment, to require the EVSE for which the incentive is granted, together with all other incentivized EVSE installed at the same site, to remain operational at least 97 percent of the time, not including any period of exempted downtime, and except as otherwise provided by the bill, as measured on an annual and site-wide basis. “Site-wide basis” is defined to mean the average site-wide uptime status of all incentivized EVSE that has been installed, at the same site of operations, on or after the bill’s effective date. The bill would not require the site-wide uptime calculation to consider the uptime status of EVSE that has been installed, at the site, prior to the bill’s effective date, even if such EVSE was installed pursuant to a State-level incentive. “Exempted downtime” is further defined to mean any EVSE downtime that results from factors outside the EVSE operator’s control, including, but not limited to, any period of EVSE downtime resulting from an electricity utility or Internet service interruption or from a service outage or interruption caused by a vehicle.

The bill would require State agencies to regularly review the site-wide uptime requirement being established by the bill, on at least a biennial basis, in order to ensure that it is consistent with the minimum uptime requirement that is applicable to recipients of federal funds

under the National Electric Vehicle Infrastructure (NEVI) Formula Program, established pursuant to the federal “Infrastructure Investment and Jobs Act,” Pub.L.117-58. Whenever a State agency determines that the minimum uptime requirement established for recipients of State funding is inconsistent with the minimum uptime requirement being applied to recipients of federal funding, under the NEVI Formula Program, the agency would be required to take appropriate action to revise the State-level uptime requirement, established pursuant to the bill, as necessary to ensure that it comports with the comparable federal NEVI Formula Program requirement.

Each State agency, which is subject to the bill, would be directed to develop and implement a process to monitor compliance with, and to enforce, the site-wide uptime requirement established and modified under the bill. The bill would further require each State agency, when reviewing or modifying the site-wide uptime requirement, or when developing and implementing the compliance monitoring and enforcement system required by the bill, to engage in a comprehensive and public stakeholder engagement process and to review and consider the most recent standards, guidelines, and requirements related to EVSE uptime, downtime, and exempted downtime, which are applicable to federal funding recipients under the NEVI Formula Program.

As reported by the committee, Assembly Bill No. 4715 (1R) is identical to Senate Bill No. 3102 (2R), which was also reported by the committee on this date.

FISCAL IMPACT:

The Office of Legislative Services (OLS) determines that the bill would result in a one-time State expenditure increase for the Board of Public Utilities, the Department of Environmental Protection, the Department of Transportation, and other State agencies providing electric vehicle service equipment incentives. Each State agency subject to the bill would need to establish a system, rather than a process, to monitor and enforce compliance with the site-wide uptime requirement. This shift may require additional resources and funding to develop and maintain robust monitoring systems.

The bill requires the State agencies to engage in comprehensive and public stakeholder engagement processes when developing the compliance monitoring system and periodically reviewing and modifying the site-wide uptime requirement. These stakeholder engagements could involve costs associated with gathering input, organizing meetings, and incorporating feedback.

The OLS notes aligning the minimum uptime requirement with the federal standard under the National Electric Vehicle Infrastructure Formula Program may necessitate ongoing adjustments and updates to ensure consistency between State and federal requirements. This

regular review and modification of the minimum uptime requirement may entail administrative efforts and potential costs.

The OLS also notes that the bill directs the Board of Public Utilities, the Department of Environmental Protection, and the Department of Transportation to monitor and enforce compliance with the requirements of the bill. Due to the number of charging stations that will need to be monitored in the State on an annual basis, the board may require an additional staff member, with an estimated annual compensation in the range of \$80,000 to \$120,000.

LEGISLATIVE FISCAL ESTIMATE

[First Reprint]

ASSEMBLY, No. 4715

STATE OF NEW JERSEY 220th LEGISLATURE

DATED: JANUARY 5, 2024

SUMMARY

- Synopsis:** Establishes uptime requirement for electric vehicle charging station incentive programs.
- Type of Impact:** Annual State expenditure increase.
- Agencies Affected:** Board of Public Utilities, Department of Environmental Protection, and Department of Transportation.

Office of Legislative Services Estimate

Fiscal Impact	<u>Year 1</u>	<u>Year 2 and Thereafter</u>
State Expenditure Increase	\$80,000 - \$140,000	\$80,000 - \$120,000

- The Office of Legislative Services (OLS) determines that the bill would result in a one-time State expenditure increase for the Board of Public Utilities, the Department of Environmental Protection, the Department of Transportation, and other State agencies providing electric vehicle service equipment incentives. Each State agency subject to the bill would need to establish a system, rather than a process, to monitor and enforce compliance with the site-wide uptime requirement. This shift may require additional resources and funding to develop and maintain robust monitoring systems.
- The bill requires the State agencies to engage in comprehensive and public stakeholder engagement processes when developing the compliance monitoring system and periodically reviewing and modifying the site-wide uptime requirement. These stakeholder engagements could involve costs associated with gathering input, organizing meetings, and incorporating feedback.
- The OLS notes aligning the minimum uptime requirement with the federal standard under the National Electric Vehicle Infrastructure Formula Program may necessitate ongoing adjustments and updates to ensure consistency between State and federal requirements. This regular review and modification of the minimum uptime requirement may entail administrative efforts and potential costs.

- The OLS also notes that the bill directs the Board of Public Utilities, the Department of Environmental Protection, and the Department of Transportation to monitor and enforce compliance with the requirements of the bill. Due to the number of charging stations that will need to be monitored in the State on an annual basis, the board may require an additional staff member, with an estimated annual compensation in the range of \$80,000 to \$120,000.

BILL DESCRIPTION

This bill would direct the Board of Public Utilities, the Department of Environmental Protection, the Department of Transportation, and any other State agency that offers an incentive for the installation of electric vehicle service equipment, pursuant to P.L.2019, c.362 or any other State law, to require compliance with a minimum uptime requirement as a condition of granting such incentive. Electric vehicle service equipment is the equipment, including the cables, cords, conductors, connectors, couplers, enclosures, attachment plugs, power outlets, switches and controls, network interfaces, and point of sale equipment and associated apparatus, that is designed and used for the purpose of transferring energy from the electric supply system to a plug-in electric vehicle.

Specifically, the bill would require the Board of Public Utilities or any other State agency, as a condition of issuing a State-level electric vehicle service equipment incentive payment, to require the equipment for which the incentive is granted, together with all other incentivized equipment installed at the same site, to remain operational at least 97 percent of the time, not including any period of exempted downtime, and except as otherwise provided by the bill, as measured on an annual and site-wide basis.

The bill would require State agencies to regularly review the site-wide uptime requirement being established by the bill, on at least a biennial basis, in order to ensure that it is consistent with the minimum uptime requirement that is applicable to recipients of federal funds under the National Electric Vehicle Infrastructure Formula Program, established pursuant to the federal Infrastructure Investment and Jobs Act.

Each State agency, which is subject to the bill, would be directed to develop and implement a process to monitor compliance with, and to enforce, the site-wide uptime requirement established and modified under the bill. The bill would further require each State agency, when reviewing or modifying the site-wide uptime requirement, or when developing and implementing the compliance monitoring and enforcement system required by the bill, to engage in a comprehensive and public stakeholder engagement process and to review and consider the most recent standards, guidelines, and requirements related to electric vehicle service equipment uptime, downtime, and exempted downtime, which are applicable to federal funding recipients under the National Electric Vehicle Infrastructure Formula Program.

FISCAL ANALYSIS

EXECUTIVE BRANCH

None received.

OFFICE OF LEGISLATIVE SERVICES

The OLS determines that the bill would result in a one-time State expenditure increase for the Board of Public Utilities to develop and implement a process that would monitor the compliance of electric vehicle service equipment. Specifically, it would require that the electric vehicle service equipment are operational at least 97 percent of the time, as measured on an annual basis. In addition, the OLS notes that the bill directs the board to monitor and enforce compliance with the requirements of the bill. Due to the number of charging stations that will need to be monitored in the State on an annual basis, the board may require an additional staff member, with an estimated annual compensation in the range of \$80,000 to \$120,000.

The OLS determines that the bill would result in a marginal annual State expenditure increase for Board of Public Utilities, the Department of Environmental Protection, the Department of Transportation, and other State agencies providing electric vehicle service equipment incentives. Each State agency subject to the bill would need to establish a system to monitor and enforce compliance with the site-wide uptime requirement. This shift may require resources and funding to develop and maintain robust monitoring systems.

The OLS notes aligning the minimum uptime requirement with the federal standard under the National Electric Vehicle Infrastructure Formula Program may necessitate ongoing adjustments and updates to ensure consistency between State and federal requirements. This regular review and modification of the minimum uptime requirement may entail administrative efforts and potential costs.

Many times electric vehicle charging stations are operated by a private company known as a charge point operator. A charge point operator provides services for the owner of the charging station including charging station service management. The management could include radar sensors to know if a car occupies a charging station, if a vehicle occupying a station is charging or not, and if any issues arise with the hardware, the software, or any other electric vehicle service equipment. The data from these sensors frequently goes to a platform that can be accessed by the owner of the charging station. Thus, the Board of Public Utilities could require the owner of a charging station to have a system set in place to monitor the operational status of the electric vehicle service equipment at a charging station and require reports to be sent electronically to the board. This would likely mitigate the enforcement costs of the bill. However, the OLS notes that each owner of a charging station may manage their charging station differently.

The OLS determines that to accomplish the monitoring and compliance under this bill, there will be an annual expenditure increase from hiring an additional full-time staff member. The OLS notes that there will be an increasing number of charging stations over the next several years. Thus, there will be more electric vehicle service equipment to monitor for compliance. Specifically, pursuant to P.L.2019, c.362, the State's goal is that there is to be at least 400 chargers available for public use at no fewer than 200 charging locations in the State by December 31, 2025, at least 1,000 chargers available for public use across the State by December 31, 2025, at least 15 percent of all multi-family residential properties in the State be equipped with charging stations for residents by December 31, 2025, and 20 percent of all franchised overnight lodging establishments be equipped with charging stations by December 31, 2025. The Board of Public Utilities is currently providing incentives for the installation of electric vehicle chargers in multi-family residential properties, overnight lodging establishments, and local and State government entities. Incentives available under the program range from \$4,000 to \$6,000 depending on the type of charging station and location of the charging station. Currently, 40 applicants have received approximately \$1 million in incentives for the installation of charging stations in multi-family residential properties. As the board would only be required to monitor the compliance of chargers at those multi-family residential properties or other facilities for which an incentive was

awarded, the costs incurred by the board may be mitigated based on the number of charging stations installed by the recipients of the incentives. In addition, it is unknown how many charging station installations will be provided with State incentives in future years. The board is authorized to develop additional incentives beyond those currently authorized. If fewer incentives are provided, this too will mitigate the costs for the board.

The bill requires the State agencies to engage in comprehensive and public stakeholder engagement processes when developing the compliance monitoring system and periodically reviewing and modifying the site-wide uptime requirement. These stakeholder engagements could involve costs associated with gathering input, organizing meetings, and incorporating feedback.

Section: Environment, Agriculture, Energy, and Natural Resources

*Analyst: Neha Patel
Senior 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 ch

S-659/A-2014 (Oroho, Greenstein/Conaway, Wirths, Umba) - "Manufacturing in Higher Education Act"; requires various State entities to promote manufacturing career pathways 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 Dis

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

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 thru 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 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 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 served 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 or 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 recreational 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 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 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 support 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 (Wirhiths, 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, Sauickie/Gopal, Sarlo) - Extends annual horse racing purse subsidies through State fiscal year 2029