

# ASSEMBLY, No. 4819

## STATE OF NEW JERSEY 218th LEGISLATURE

INTRODUCED DECEMBER 17, 2018

**Sponsored by:**

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**District 14 (Mercer and Middlesex)**

**Assemblywoman NANCY J. PINKIN**

**District 18 (Middlesex)**

**Assemblyman JAMES J. KENNEDY**

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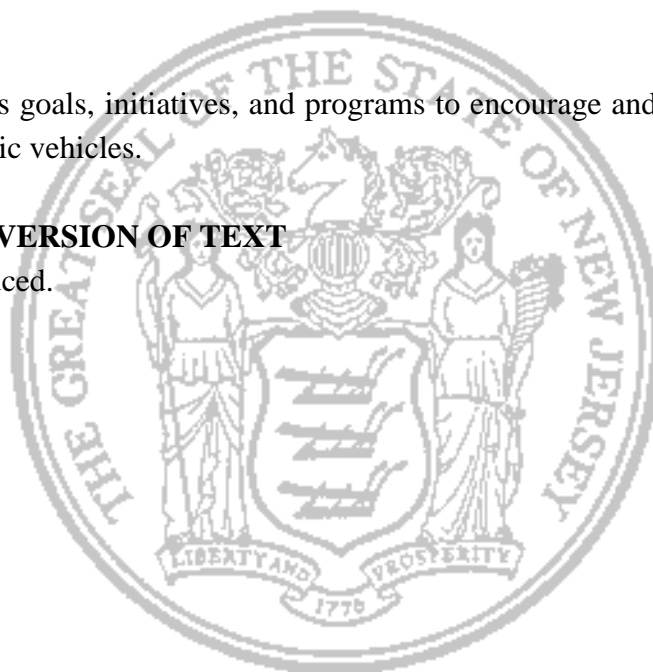
**Assemblyman Karabinchak, Assemblywomen Lopez, Jones, Carter, Assemblymen Holley, DeAngelo, Land, Assemblywoman Murphy, Assemblymen McKeon, Calabrese, Assemblywoman Jasey, Assemblyman Mejia, Assemblywomen McKnight, Tucker, Speight, Jimenez, Timberlake, Reynolds-Jackson, Assemblyman Schaer, Assemblywoman Vainieri Huttel, Assemblymen Zwicker, Armato, Mazzeo and Assemblywoman Chaparro**

**SYNOPSIS**

Establishes goals, initiatives, and programs to encourage and support use of plug-in electric vehicles.

**CURRENT VERSION OF TEXT**

As introduced.



**(Sponsorship Updated As Of: 12/13/2019)**

1 AN ACT concerning the use of electric vehicles, and amending and  
2 supplementing various parts of the statutory law.

3

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

6

7 1. (New section) The Legislature finds and declares that plug-  
8 in electric vehicle technology has improved significantly, for light  
9 duty vehicles in particular; that plug-in electric vehicles with longer  
10 ranges are now widely available at a lower cost and present a viable  
11 alternative to vehicles fueled by fossil fuels; that more plug-in  
12 electric vehicle makes and models will be introduced in the State  
13 motor vehicle market over the next several years; that vehicle  
14 electrification offers a wide range of benefits, such as improved air  
15 quality, reduced greenhouse gas emissions, and savings in motor  
16 vehicle operating costs for vehicle owners; that increased use of  
17 plug-in electric vehicles can contribute significantly to the  
18 attainment of existing State air pollution and energy goals,  
19 including the objectives of the “Global Warming Response Act,”  
20 P.L.2007, c.112 (C.26:2C-37 et seq.) and the State’s Energy Master  
21 Plan; and that New Jersey is already committed to implementing the  
22 California Low Emission Vehicle Program pursuant to P.L.2003,  
23 c.266 (C.26:2C-8.15 et al.), and part of this program is a  
24 commitment to increasing the use of low emission vehicles and zero  
25 emission vehicles, including plug-in electric vehicles.

26 The Legislature further finds and declares that the State has not  
27 established goals for the use of plug-in electric vehicles or programs  
28 to encourage the use of these vehicles; that an important part of  
29 increasing the use of plug-in electric vehicles is the development of  
30 a Statewide plug-in electric vehicle charging infrastructure that  
31 supports the use of plug-in electric vehicles, as well as policies,  
32 regulations, and programs to support that development; that State  
33 agencies require clear direction to create and implement the  
34 necessary policies, regulations, programs, initiatives, and  
35 incentives; that the two major market barriers that limit the  
36 purchase of light duty plug-in electric vehicles by consumers are  
37 price and range anxiety, which is a concern on the part of the public  
38 that plug-in electric vehicles cannot be reliably operated over long  
39 distances because of a lack of convenient, publicly accessible  
40 charging infrastructure.

41 The Legislature therefore determines that it is in the public  
42 interest to establish goals for the increased use of plug-in electric  
43 vehicles, pursue attainment of those goals through the development  
44 of a Statewide plug-in electric vehicle charging infrastructure, and  
45 develop this infrastructure by establishing a Statewide electric

**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.**

1 vehicle charging infrastructure plan; that this plan shall be  
2 incorporated into the State Energy Master Plan and any subsequent  
3 updates to the State Energy Master Plan; that the State shall include  
4 State agencies, market stakeholders, and other subject matter  
5 experts in the development and establishment of the plan; and that  
6 the State shall further bolster the increased use of plug-in electric  
7 vehicles by providing rebates for the purchase of these vehicles, and  
8 maximize consumer awareness of the availability of rebates and  
9 public plug-in electric vehicle charging infrastructure through  
10 Statewide public education programs.

11

12 2. (New section) As used in sections 1 through 7 of  
13 P.L. , c. (C. ) (pending before the Legislature as this bill):

14 “Advanced mobility solution” means an alternative method for  
15 providing mobility to an entire community, through novel business  
16 models that change vehicle ownership and use, including, but not  
17 limited to, ride hailing services, car sharing services, fractional  
18 ownership and vehicle subscription services, autonomous vehicles,  
19 and transportation network companies.

20 “Board” means the Board of Public Utilities.

21 “Charger ready” means the pre-wiring of electrical infrastructure  
22 at a parking space, or set of parking spaces, to facilitate easy and  
23 cost-efficient future installation of electric vehicle service  
24 equipment, including, but not limited to, Level Two EVSE and DC  
25 Fast Charger, and a clearly defined process by which prospective  
26 users of vehicle chargers may request and benefit from installation  
27 of an appropriate EVSE at the pre-wired parking space;

28 “Charging location” means a publicly accessible parking space  
29 or set of parking spaces, with visible signage designating that the  
30 parking space or spaces are available for use by the public for  
31 charging plug-in electric vehicles.

32 “Community location” means a charging location that is not a  
33 corridor location, and that is established in a town center,  
34 commercial area, retail center, or other site, or near concentrations  
35 of multi-family dwellings, to provide vehicle charging services to  
36 local plug-in electric vehicle drivers near where they live or work.

37 “Corridor location” means a charging location located along a  
38 travel corridor roadway, or within two miles of that roadway, which  
39 is intended to provide access to vehicle charging services for long  
40 distance drivers and en-route vehicle charging services for local  
41 drivers.

42 “DC Fast Charger” means electric vehicle service equipment that  
43 provides at least 50 kilowatts of direct current electrical power for  
44 charging a plug-in electric vehicle through a standardized  
45 connector, and which is approved for installation for that purpose  
46 under the National Electric Code through Underwriters Laboratories  
47 Certification or an equivalent certifying organization.

1       “Department” means the Department of Environmental  
2 Protection.

3       “Electric vehicle service equipment” or “EVSE” means the  
4 equipment, including the cables, cords, conductors, connectors,  
5 couplers, enclosures, attachment plugs, power outlets, switches and  
6 controls, network interfaces, and point of sale equipment and  
7 associated apparatus designed and used for the purpose of  
8 transferring energy from the electric supply system to a plug-in  
9 electric vehicle. “EVSE” may deliver either alternating current or  
10 direct current electricity as determined by industry equipment  
11 standards.

12       “Essential public charging network” or “network” means the  
13 public charging infrastructure installed pursuant to section 10 of  
14 P.L. , c. (C. ) (pending before the Legislature as this bill), as part  
15 of the Statewide initiative to encourage the plug-in electric vehicle  
16 market in the State, and which provides a basic level of Statewide  
17 public charging infrastructure sufficient to minimize range anxiety  
18 and meet other public charging needs.

19       “Industry equipment standards” means the electric vehicle  
20 charging equipment industry standards, including the CHAdeMO  
21 standard and the Society of Automotive Engineers Combined  
22 Charging Standard (CCS).

23       “Level One EVSE” means a supply of single phase 120 Vac  
24 electricity, presented as either a standard wall plug into which the  
25 charging cord provided with a plug-in electric vehicle can be  
26 connected, or an EVSE with a standard vehicle plug connector that  
27 complies with SAE J1772, or an equivalent standard for 120 Vac  
28 charging as may be adopted in the future and accepted by the board,  
29 and which is approved for installation for this purpose under the  
30 National Electric Code through Underwriters Laboratories  
31 Certification or an equivalent certifying organization.

32       “Level Two EVSE” means EVSE that provides a plug-in electric  
33 vehicle with single phase alternating current electrical power at  
34 208-240 Vac, through a standardized plug connector that complies  
35 with SAE J1772 standards, or an equivalent wireless power transfer  
36 interface, or equivalent standards for 208-240 Vac charging as may  
37 be adopted in the future and accepted by the board, and which is  
38 approved for installation for this purpose under the National  
39 Electric Code through Underwriters Laboratories Certification or an  
40 equivalent certifying organization.

41       “Light duty vehicle” means any two-axle, four-wheel vehicle,  
42 designed primarily for passenger travel or light duty commercial  
43 use, and approved for travel on public roads. “Light duty vehicle”  
44 includes, but is not limited to, any vehicle commonly referred to as  
45 a car, minivan, sport utility vehicle, cross-over, or pick-up truck.

46       “Local government unit” means a county, municipality, or any  
47 board, commission, committee, authority or agency thereof that is  
48 subject to the provisions of the “Local Public Contracts Law,”

1 P.L.1971, c.198 (C.40A:11-1 et seq.), including a housing authority  
2 or redevelopment agency created or continued under the "Local  
3 Redevelopment and Housing Law," P.L.1992, c.79 (C.40A:12A-1 et  
4 seq.).

5 "Low-income, urban, or environmental justice community"  
6 means a community where at least half of the households have a  
7 household income that does not exceed 2.50 times the official  
8 federal poverty level based on family size, established and adjusted  
9 under the federal "Community Services Block Grant Act," 42  
10 U.S.C. s.9902(2); is urban, as determined by the Department of  
11 Community Affairs, due to the population and development density  
12 in the community; or has been burdened with environmental justice  
13 issues, as determined by the Department of Environmental  
14 Protection, including, but not limited to, exposure to high levels of  
15 air pollution, close proximity to major industrial facilities or  
16 hazardous waste sites, or other environmental hazards.

17 "Owner or operator" means an entity that owns or operates  
18 EVSE locations or equipment for use by plug-in electric vehicle  
19 drivers, including an electric public utility, a site host, or a third-  
20 party provider.

21 "Plug-in electric vehicle" means a vehicle that has a battery or  
22 equivalent energy storage device that can be charged from an  
23 electricity supply external to the vehicle with an electric plug.  
24 "Plug-in electric vehicle" includes a plug-in hybrid vehicle. A plug-  
25 in electric vehicle may be a light duty, medium duty, or heavy duty  
26 vehicle.

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

30 "Range anxiety" means consumer concerns that public electric  
31 charging infrastructure may not be widely available, resulting in  
32 fewer electric vehicle purchases due to a perceived risk that a plug-  
33 in electric vehicle driver may be stranded with a fully discharged  
34 battery while on the road with no recharging source.

35 "Routine charging" means vehicle charging that takes place  
36 where a vehicle is parked for a long period of time, such as at the  
37 owner's residence overnight, a hotel, or a workplace during work  
38 hours, and which provides the primary and most common form of  
39 vehicle charging.

40 "Site host" means the entity with authority to host EVSE and  
41 network services at a given location in the State, proposing to serve  
42 as a charging location for use by the public or other authorized  
43 users.

44 "Third-party provider" means a non-utility entity that owns or  
45 provides EVSE or related equipment, or provides related services  
46 for the development, financing, design, installation, and operation  
47 of charging locations and the associated EVSE.

1 “Travel corridor” means the subset of heavily used public roads  
2 designated by the Electric Vehicle Working Group pursuant to  
3 section 4 of P.L. , c. (C. ) (pending before the Legislature  
4 as this bill) for inclusion in the essential public charging network  
5 established pursuant to section 10 of P.L. , c. (C. ) (pending  
6 before the Legislature as this bill), including the Garden State  
7 Parkway, the New Jersey Turnpike, the Atlantic City Expressway,  
8 federal interstate highways, and the subset of federal or State roads  
9 which collectively support the majority of long distance travel  
10 through and within the State as well as the majority of daily travel  
11 by local drivers.

12

13 3. (New section) a. There are established the following State  
14 goals for the use of plug-in electric vehicles and the development of  
15 plug-in electric vehicle charging infrastructure in the State to  
16 support that use:

17 (1) at least 330,000 of the registered light duty vehicles in the  
18 State shall be plug-in electric vehicles by December 31, 2025;

19 (2) at least 2,000,000 of the registered light duty vehicles in the  
20 State shall be plug-in electric vehicles by December 31, 2035;

21 (3) at least 90 percent of all new light duty vehicles sold in the  
22 State shall be plug-in electric vehicles by December 31, 2040;

23 (4) (a) By December 31, 2021, at least 600 DC Fast Chargers  
24 shall be available for public use at no less than 300 charging  
25 locations in the State, in addition to any charging locations or EVSE  
26 already in place as of January 1, 2019; and (b) at least 100 of the  
27 300 or more charging locations shall be at travel corridor locations,  
28 equipped with at least two DC Fast Chargers per location, each  
29 capable of providing at least 150 kilowatts of charging power, and  
30 no more than 25 miles between the charging locations; and (c) at  
31 least 200 of the 300 or more charging locations shall be community  
32 locations, equipped with at least two DC Fast Chargers per location,  
33 each capable of providing at least 50 kilowatts of charging power or  
34 more, and 150 kilowatts or more where feasible; and

35 (5) By December 31, 2021, at least 1000 Level Two chargers  
36 shall be available for public use across the State, and after initial  
37 installation, those EVSE may be upgraded to higher power or DC  
38 Fast Chargers as appropriate by the owner or operator; and

39 (6) (a) By December 31, 2025, 25 percent of all multi-family  
40 residential properties in the State shall be equipped with electric  
41 vehicle charging equipment for the routine charging of electric  
42 vehicles by residents through a combination of Level One EVSE,  
43 Level Two EVSE, or charger ready parking spaces, which  
44 collectively shall serve a percentage of resident parking spaces  
45 equal to the percentage of light duty vehicles registered in the State  
46 that are plug-in electric vehicles at the end of the preceding  
47 calendar year, or the percentage of vehicles owned by residents that  
48 are plug-in electric vehicles, whichever is higher, and (b) by

1 December 31, 2030, 50 percent of all multi-family properties shall  
2 be equipped for electric vehicle charging as described in  
3 subparagraph (a) of this paragraph;

4 (7) (a) By December 31, 2025, 25 percent of all overnight  
5 lodging establishments shall be equipped with electric vehicle  
6 charging equipment for routine electric vehicle charging by guests  
7 of the establishment by providing Level Two EVSE, which  
8 collectively shall serve a percentage of the guest parking spaces  
9 equal to the percentage of light duty vehicles registered in the State  
10 that are plug-in electric vehicles at the end of the preceding  
11 calendar year, and (b) by December 31, 2030, 50 percent of all  
12 overnight lodging establishments shall be equipped for electric  
13 vehicle charging as described in subparagraph (a) of this paragraph;

14 (8) (a) By December 31, 2025, 25 percent of all places of  
15 employment in the State shall provide at least two dedicated  
16 parking spaces and two charging plugs for either Level One or  
17 Level Two EVSE to their employees for routine electric vehicle  
18 charging on or near the property, and (b) by December 31, 2030, 50  
19 percent of all places of employment in the State shall provide  
20 parking spaces and electric vehicle charging equipment as described  
21 in subparagraph (a) of this paragraph;

22 (9) (a) By December 31, 2025, at least 40 percent of State-  
23 owned non-emergency light duty vehicles shall be plug-in electric  
24 vehicles, and (b) by December 31, 2035 and thereafter, 100 percent  
25 of State-owned non-emergency light duty vehicles shall be plug-in  
26 electric vehicles; and

27 (10) (a) By the end of calendar year 2019, at least 5 percent of  
28 the new bus purchases made by the New Jersey Transit Corporation  
29 shall be plug-in electric vehicles, and (b) the percentage of plug-in  
30 electric vehicle purchases shall increase to 10 percent in 2020, 20  
31 percent in 2021, 40 percent in 2022, 60 percent in 2023, 80 percent  
32 in 2024, and 100 percent in 2025 and thereafter, with vehicle  
33 electrification prioritized for low-income, urban, or environmental  
34 justice communities; and

35 (11) By December 31, 2020, other benchmarks shall be  
36 established for vehicle electrification and infrastructure  
37 development that address medium-duty and heavy-duty on-road  
38 diesel vehicles and associated charging infrastructure, similar to the  
39 State goals for light duty vehicles and consistent with the  
40 technology and electric vehicle markets for those vehicle types.

41 b. No later than January 1, 2020, and every five years  
42 thereafter, until December 31, 2040, the Department of  
43 Environmental Protection shall prepare and submit to the Governor  
44 and, pursuant to section 2 of P.L.1991, c.164 (C.52:14-19.1), to the  
45 Legislature, a report that:

46 (1) assesses the current state of the plug-in electric vehicle  
47 market in New Jersey;

1 (2) measures the State's progress towards the goals established  
2 in subsection a. of this section;

3 (3) identifies barriers to the achievement of the goals; and

4 (4) makes recommendations for legislative or regulatory action  
5 to address the barriers.

6

7 4. (New section) a. There is established in the Department of  
8 Environmental Protection the Electric Vehicle Working Group. The  
9 working group shall develop a Statewide Vehicle Charging  
10 Infrastructure Plan for the long-term development and installation  
11 of plug-in electric vehicle charging infrastructure of all types across  
12 the State, and monitor its implementation and its effectiveness in  
13 advancing the State goals for electric vehicle use established  
14 pursuant to section 3 of P.L. , c. (C. ) (pending before the  
15 Legislature as this bill).

16 b. The working group shall consist of 19 members as follows:

17 (1) the Commissioner of Environmental Protection, the  
18 President of the Board of Public Utilities, the Commissioner of  
19 Transportation, the Executive Director of the New Jersey Transit  
20 Corporation, the Executive Director of the New Jersey Turnpike  
21 Authority, the Executive Director of the South Jersey  
22 Transportation Authority, the Commissioner of Community Affairs,  
23 the Executive Director of the Port Authority of New York and New  
24 Jersey, the Chief Executive Officer of the New Jersey Economic  
25 Development Authority, and the Director of the Division of Rate  
26 Counsel in, but not of, the Department of the Treasury, who shall  
27 serve ex officio, or their respective designees; and

28 (2) the following public members, appointed by the Governor:

29 (a) one representative of a stakeholder group representing the  
30 interests of the plug-in electric vehicle market in New Jersey;

31 (b) three representatives each representing a different electric  
32 public utility in the State;

33 (c) one representative of a potential site host for electric vehicle  
34 charging equipment;

35 (d) one representative of a third-party provider of electric  
36 vehicle charging locations or charging equipment;

37 (e) two representatives with appropriate expertise in plug-in  
38 electric vehicles, charging infrastructure, or transportation  
39 corridors, one of whom shall be recommended to the Governor by  
40 the Commissioner of Environmental Protection and one of whom  
41 shall be recommended to the Governor by the President of the  
42 Board of Public Utilities; and

43 (f) one representative of local governments in the State.

44 c. All appointments to the working group shall be made no  
45 later than 90 days after the effective date of P.L. , c. (C. )  
46 (pending before the Legislature as this bill). The term of office of  
47 each public member shall be five years. Each public member shall  
48 serve until a successor has been appointed and qualified, and



1 vacancies shall be filled in the same manner as the original  
2 appointments for the remainder of the unexpired term. A public  
3 member is eligible for reappointment to the working group. The  
4 members of the working group shall serve without compensation,  
5 but shall be eligible for necessary and reasonable expenses incurred  
6 in the performance of their official duties within the limits of funds  
7 appropriated or otherwise made available for the working group's  
8 purposes.

9 d. The working group shall organize as soon as practicable  
10 following the appointment of its members and shall select a  
11 chairperson and a vice-chairperson from among its members, as  
12 well as a secretary who need not be a member of the working group.  
13 A majority of the membership of the working group shall constitute  
14 a quorum for the transaction of working group business. The  
15 working group may meet and hold hearings at the place or places  
16 the working group designates.

17 The working group shall be entitled to call to its assistance and  
18 avail itself of the services of the employees of any State, county, or  
19 municipal department, board, bureau, commission, or agency as the  
20 working group may require and as may be available to the working  
21 group for its purposes.

22 e. Within 90 days after organization, the working group shall  
23 develop a public education program to be implemented by the  
24 Department of Environmental Protection to educate consumers  
25 about the availability and benefits of plug-in electric vehicles in  
26 New Jersey, public vehicle charging infrastructure, programs or  
27 policies that provide incentives for the use of plug-in electric  
28 vehicles, and the State goals set forth in section 3 of  
29 P.L. , c. (C. ) (pending before the Legislature as this bill).

30 f. (1) Within 180 days after organization, the working group,  
31 in consultation with the Department of Transportation, the New  
32 Jersey Transit Corporation, the New Jersey Turnpike Authority, the  
33 South Jersey Transportation Authority, and the Port Authority of  
34 New York and New Jersey, shall designate the travel corridors to be  
35 integrated into, and serviced by, the essential public charging  
36 network, established pursuant to section 10 of P.L. , c. (C. )  
37 (pending before the Legislature as this bill). Upon designation of  
38 the travel corridors, the working group shall notify the necessary  
39 entities for implementation of the essential public charging network  
40 and compliance with the requirements of section 10 of  
41 P.L. , c. (C. ) (pending before the Legislature as this bill).

42 (2) The working group may from time to time include additional  
43 public roads in the essential public charging network as necessary  
44 to achieve the density of public charging locations sufficient to  
45 reduce range anxiety and provide efficient and effective access to  
46 public electric vehicle servicing equipment.

47 g. No later than one year after its first organizational meeting,  
48 the working group shall publish the Statewide Vehicle Charging

1 Infrastructure Plan. The working group shall annually update the  
2 plan in accordance with the information provided by the  
3 Department of Environmental Protection in the reports and plug-in  
4 electric vehicle market updates issued pursuant to subsection b. of  
5 section 3 of P.L. , c. (C. ) (pending before the Legislature  
6 as this bill).

7 h. The working group shall incorporate into the Statewide  
8 Vehicle Charging Infrastructure Plan:

9 (1) Estimates of the quantity and types of electric vehicle  
10 charging equipment and infrastructure required to be installed  
11 through calendar year 2035 to achieve the plug-in electric vehicle  
12 goals established in section 3 of P.L. , c. (C. ) (pending  
13 before the Legislature as this bill), and a schedule for installation of  
14 that charging equipment and infrastructure, including but not  
15 limited to, public DC fast chargers, Level Two EVSE, workplace  
16 charging facilities, overnight charging facilities at overnight  
17 lodging establishments, fleet charging infrastructure of various  
18 types, residential charging for single family homes, and residential  
19 charging for multi-family homes;

20 (2) Strategies for creating general market conditions necessary  
21 for long-term development of public electric vehicle charging  
22 infrastructure that fully address range anxiety, meet routine  
23 charging needs, ensure attainment of the goals established in  
24 P.L. , c. (C. ) (pending before the Legislature as this bill),  
25 and establish minimum standards for equitable, reliable, and  
26 convenient access to highly visible electric vehicle charging  
27 infrastructure of all types;

28 (3) Methods for monitoring and compiling data on Statewide  
29 plug-in electric vehicle purchases, EVSE use, the percentage of  
30 Statewide electric vehicle miles traveled, utility distribution system  
31 impacts, and other statistics for assessing plug-in electric vehicle  
32 adoption and developing and maintaining effective charging  
33 infrastructure;

34 (4) Guidelines to ensure that infrastructure is being made  
35 available across all socioeconomic and geographic segments of the  
36 State, and programs that support the vehicle electrification needs for  
37 low-income, urban, or environmental justice communities,  
38 including electrified public transportation and innovative electrified  
39 advanced mobility solutions;

40 (5) Recommended policies, regulations, programs, and other  
41 initiatives that ensure responsible integration of plug-in electric  
42 vehicle charging infrastructure with the electric grid, and which  
43 maximize the beneficial impact of that infrastructure and vehicle  
44 charging for the plug-in electric vehicle market and utility  
45 ratepayers;

46 (6) Recommended policies, regulations, programs, or other  
47 initiatives that may be taken by State agencies, the public electric  
48 utilities, and other organizations or market participants to achieve

1 the long-term success of the goals established in  
2 P.L. , c. (C. ) (pending before the Legislature as this bill);

3 (7) Statewide consumer awareness campaigns that highlight the  
4 availability of electric vehicle charging infrastructure in the State,  
5 with a specific focus on addressing consumer concerns about range  
6 anxiety and the availability of public charging infrastructure, to be  
7 implemented by the government entities represented in the working  
8 group; and

9 (8) Updates on the implementation of the essential public  
10 charging network pursuant to sections 10 through 14 of  
11 P.L. , c. (C. ) (pending before the Legislature as this bill)  
12 and the Light Duty Plug-in Vehicle Rebate Program pursuant to  
13 sections 15 through 20 of P.L. , c. (C. ) (pending before the  
14 Legislature as this bill).

15 i. The working group shall coordinate the development and  
16 publication of the Statewide Vehicle Charging Infrastructure Plan  
17 with development and revision of the State Energy Master Plan,  
18 incorporating relevant provisions to ensure that implementation of  
19 the plans are consistent.

20 j. (1) The working group shall also study, develop, and  
21 identify needs, opportunities, and strategies for expanding  
22 electrification of vehicles beyond private ownership of light duty  
23 plug-in electric vehicles, and to provide funding and programs to:

24 (a) ensure equitable participation in vehicle electrification  
25 benefits and programs by low-income, urban, or environmental  
26 justice communities and other communities that suffer from  
27 deficient mobility options and disproportionate negative  
28 environmental impacts;

29 (b) ensure the development of electric advanced mobility  
30 solutions and other transportation alternatives that serve those  
31 communities; and

32 (c) expand the electrification of the wide range of heavy duty  
33 and medium duty vehicles typically powered by diesel fuel, that  
34 may also benefit from electrification, including, but not limited to,  
35 public buses, medium and heavy duty trucks, drayage equipment,  
36 and other off-road transportation, with particular focus on the use of  
37 these vehicles and equipment at and around New Jersey ports.

38 (2) The working group may develop any other programs to  
39 further the use of electric vehicles in the State and shall incorporate  
40 its findings and recommendations into its annual reports.

41 k. The working group shall issue a final report on the Statewide  
42 Vehicle Charging Infrastructure Plan during the calendar year 2035  
43 and shall dissolve 30 days after the final report is issued.

44 l. After dissolution of the working group, the Department of  
45 Environmental Protection shall update and implement the Statewide  
46 Vehicle Charging Infrastructure Plan.

1       5. (New section) The Department of Environmental Protection  
2 shall adopt, pursuant to the “Administrative Procedure Act,”  
3 P.L.1968, c.410 (C.52:14B-1 et seq.), rules and regulations as may  
4 be necessary for the development and installation of plug-in electric  
5 vehicle charging infrastructure to achieve the goals set forth in  
6 section 3 of P.L. , c. (C. ) (pending before the Legislature  
7 as this bill) and for implementation of any initiatives and programs  
8 established pursuant to P.L. , c. (C. ) (pending before the  
9 Legislature as this bill).

10  
11       6. (New section) The Department of Community Affairs shall  
12 adopt, pursuant to the “Administrative Procedure Act,” P.L.1968,  
13 c.410 (C.52:14B-1 et seq.), rules and regulations as may be  
14 necessary to achieve the goals set forth in section 3 of  
15 P.L. , c. (C. ) (pending before the Legislature as this bill)  
16 and to implement the programs established pursuant to  
17 P.L. , c. (C. ) (pending before the Legislature as this bill),  
18 including:

19       a. new policies, guidelines, and regulations affecting  
20 municipalities, revision of building codes, standards, permitting,  
21 and other processes or procedures related to electric vehicle  
22 charging infrastructure of all types, in all impacted building types  
23 that would facilitate development of routine charging infrastructure  
24 in a variety of settings; and

25       b. new programs, procedures, rules and regulations, and  
26 guidelines that would facilitate development of vehicle charging  
27 infrastructure of all types by local government units in the State,  
28 including issuance of formal guidance that would allow local  
29 government units to utilize the competitive contracting provisions  
30 of the “Local Public Contracts Law,” P.L.1971, c.198 (C.40A:11-1  
31 et seq.), in order to partner with private parties for the design,  
32 permitting, financing, installation, operation, and management of all  
33 EVSE installations; and

34       c. any new programs, procedures, rules and regulations, and  
35 guidelines that would increase the use of plug-in electric vehicles  
36 and expand the number of EVSE installations available for the  
37 public use.

38  
39       7. (New section) The Department of Transportation, in  
40 consultation with the New Jersey Transit Corporation, the New  
41 Jersey Turnpike Authority, the South Jersey Transportation  
42 Authority, and the New Jersey Economic Development Authority,  
43 shall adopt, pursuant to the “Administrative Procedure Act,”  
44 P.L.1968, c.410 (C.52:14B-1 et seq.), rules and regulations as may  
45 be necessary for the development and installation of infrastructure  
46 to achieve the goals set forth in section 3 of P.L. , c. (C. )  
47 (pending before the Legislature as this bill) and for implementation

1 of programs established pursuant to P.L. , c. (C. ) (pending  
2 before the Legislature as this bill).

3

4 8. (New section) As used in sections 8 through 20 of  
5 P.L. , c. (C. ) (pending before the Legislature as this bill):

6 “Board” means the Board of Public Utilities.

7 “Charger ready” means the pre-wiring of electrical infrastructure  
8 at a parking space, or set of parking spaces, to facilitate easy and  
9 cost-efficient future installation of electric vehicle service  
10 equipment, including, but not limited to, Level Two EVSE, and a  
11 clearly defined process by which prospective users of vehicle  
12 chargers may request and benefit from installation of an appropriate  
13 EVSE at the pre-wired parking space;

14 “Charging location” means a publicly accessible parking space  
15 or set of parking spaces, with visible signage designating that the  
16 parking space or spaces are available for use by the public for  
17 charging plug-in electric vehicles.

18 “Community location” means a charging location that is not a  
19 corridor location, and that is established in a town center,  
20 commercial area, retail center, or other site, or near concentrations  
21 of multi-family dwellings, to provide vehicle charging services to  
22 local plug-in electric vehicle drivers near where they live or work.

23 “Corridor location” means a charging location located along a  
24 travel corridor roadway, or within two miles of that roadway, which  
25 is intended to provide access to vehicle charging services for long  
26 distance drivers and en-route vehicle charging services for local  
27 drivers.

28 “DC Fast Charger” means electric vehicle service equipment that  
29 provides at least 50 kilowatts of direct current electrical power for  
30 charging a plug-in electric vehicle through a standardized  
31 connector, and which is approved for installation for that purpose  
32 under the National Electric Code through Underwriters Laboratories  
33 Certification or an equivalent certifying organization.

34 “Department” means the Department of Environmental  
35 Protection.

36 “Electric vehicle service equipment” or “EVSE” means the  
37 equipment, including the cables, cords, conductors, connectors,  
38 couplers, enclosures, attachment plugs, power outlets, switches and  
39 controls, network interfaces, and point of sale equipment and  
40 associated apparatus designed and used for the purpose of  
41 transferring energy from the electric supply system to a plug-in  
42 electric vehicle. “EVSE” may deliver either alternating current or  
43 direct current electricity as determined by industry standards.

44 “Eligible recipient” means any purchaser of an eligible vehicle  
45 who did not receive the applicable electric vehicle rebate at the time  
46 of purchase as part of a reduction of the eligible vehicle’s purchase  
47 price, or any seller of an eligible vehicle who has disbursed the  
48 electric vehicle rebate pursuant to P.L. , c. (C. ) (pending

1 before the Legislature as this bill) to a purchaser at the time of sale  
2 through a pass-through reduction in the sale price.

3 “Eligible vehicle” means a new light duty plug-in electric  
4 vehicle, with an MSRP of \$55,000 or less, purchased after the  
5 effective date of P.L. , c. (C. ) (pending before the  
6 Legislature as this bill).

7 “Essential public charging network” or “network” means the  
8 public charging infrastructure installed pursuant to section 9 of  
9 P.L. , c. (C. ) (pending before the Legislature as this bill), as part  
10 of the Statewide initiative to encourage the plug-in electric vehicle  
11 market in the State, and which provides a basic level of Statewide  
12 public charging infrastructure sufficient to minimize range anxiety  
13 and meet other public charging needs.

14 “Industry equipment standards” means the electric vehicle  
15 charging equipment industry standards, including the CHAdeMO  
16 standard and the Society of Automotive Engineers Combined  
17 Charging Standard (CCS).

18 “Level Two EVSE” means EVSE that provides a plug-in electric  
19 vehicle with single phase alternating current electrical power at  
20 208-240 Vac, through a standardized plug connector that complies  
21 with SAE J1772 standards, or an equivalent wireless power transfer  
22 interface, or equivalent standards for 208-240 Vac charging as may  
23 be adopted in the future and accepted by the board, and which is  
24 approved for installation for this purpose under the National  
25 Electric Code through Underwriters Laboratories Certification or an  
26 equivalent certifying organization.

27 “Light duty vehicle” means any two-axle, four-wheel vehicle,  
28 designed primarily for passenger travel or light duty commercial  
29 use, and approved for travel on public roads. “Light duty vehicle”  
30 includes, but is not limited to, any vehicle commonly referred to as  
31 a car, minivan, sport utility vehicle, cross-over, or pick-up truck.

32 “Light Duty Plug-in Electric Vehicle Rebate Program” or “rebate  
33 program” means the program established pursuant to section 14 of  
34 P.L. , c. (C. ) (pending before the Legislature as this bill) to  
35 encourage the purchase of light duty plug-in electric vehicles.

36 “Local government unit” means a county, municipality, or any  
37 board, commission, committee, authority or agency thereof that is  
38 subject to the provisions of the “Local Public Contracts Law,”  
39 P.L.1971, c.198 (C.40A:11-1 et seq.), including a housing authority  
40 or redevelopment agency created or continued under the "Local  
41 Redevelopment and Housing Law," P.L.1992, c.79 (C.40A:12A-1 et  
42 seq.).

43 “Managed charging” means policies, programs, regulations,  
44 technologies, specially designed rates or tariffs, or other methods  
45 that influence or control when or how vehicle charging takes place  
46 in order to minimize harmful impacts to the electric distribution  
47 system or the electric transmission system while maximizing  
48 electric vehicle charging benefits.

1 “MSRP” means the published manufacturer’s suggested retail  
2 price, as set by a vehicle’s manufacturer, at the time of sale.

3 “Owner or operator” means an entity that owns or operates  
4 EVSE locations or equipment for use by plug-in electric vehicle  
5 drivers, including an electric public utility, a site host, or a third-  
6 party provider.

7 “Plug-in electric vehicle” means a vehicle that has a battery or  
8 equivalent energy storage device that can be charged from an  
9 electricity supply external to the vehicle with an electric plug.  
10 “Plug-in electric vehicle” includes a plug-in hybrid vehicle. A plug-  
11 in electric vehicle may be a light duty, medium duty, or heavy duty  
12 vehicle.

13 “Plug-in Electric Vehicle Rebate Fund” or "fund" means a non-  
14 lapsing account established to fund rebate disbursements under the  
15 Light Duty Plug-in Electric Vehicle Rebate Program, established  
16 pursuant to section 16 of P.L. , c. (C. ) (pending before the  
17 Legislature as this bill).

18 “Plug-in hybrid vehicle” means a vehicle that can be charged  
19 from a source of electricity external to the vehicle through an  
20 electric plug, but is not exclusively powered by electricity.

21 “Range anxiety” means consumer concerns that public electric  
22 charging infrastructure may not be widely available, resulting in  
23 fewer electric vehicle purchases due to a perceived risk that a plug-  
24 in electric vehicle driver may be stranded with a fully discharged  
25 battery while on the road with no recharging source.

26 “Rebate disbursement” means the payment of an electric vehicle  
27 rebate, established by the Board of Public Utilities pursuant to  
28 section 14 of P.L. , c. (C. ) (pending before the Legislature  
29 as this bill), to an eligible recipient.

30 “Seller of an eligible vehicle” means an entity that sells an  
31 eligible vehicle to a consumer or fleet owner in the State, and may  
32 include an automobile dealership, third-party financing entity,  
33 manufacturer selling directly to the public, or any other entity  
34 selling motor vehicles to consumers in the State.

35 “Site host” means the entity with authority to host EVSE and  
36 network services at a given location in the State, proposing to serve  
37 as a charging location for use by the public or other authorized  
38 users.

39 “Third-party provider” means a non-utility entity that owns or  
40 provides EVSE or related equipment, or provides related services  
41 for the development, financing, design, installation, and operation  
42 of charging locations and the associated EVSE.

43 “Travel corridor” means the subset of heavily used public roads  
44 designated by the Electric Vehicle Working Group pursuant to  
45 section 4 of P.L. , c. (C. ) (pending before the Legislature  
46 as this bill) for inclusion in the essential public charging network  
47 established pursuant to section 9 of P.L. , c. (C. ) (pending  
48 before the Legislature as this bill), including the Garden State

1 Parkway, the New Jersey Turnpike, the Atlantic City Expressway,  
2 federal interstate highways, and the subset of federal or State roads  
3 which collectively support the majority of long distance travel  
4 through and within the State as well as the majority of daily travel  
5 by local drivers.

6  
7 9. (New section) a. Within 90 days after the designation of  
8 travel corridors by the Electric Vehicle Working Group pursuant to  
9 paragraph (1) of subsection f. of section 4 of P.L. , c. (C. )  
10 (pending before the Legislature as this bill), the Board of Public  
11 Utilities, in cooperation with the electric public utilities in the State,  
12 the Department of Transportation, the New Jersey Turnpike  
13 Authority, and the South Jersey Transportation Authority, shall  
14 develop the essential public charging network, to be implemented  
15 by the electric public utilities pursuant to subsection b. of this  
16 section and section 10 of P.L. , c. (C. ) (pending before the  
17 Legislature as this bill). The essential public charging network  
18 shall:

19 (1) provide sufficient public charging infrastructure to support a  
20 significant expansion in the use of plug-in electric vehicles in the  
21 State and consumer confidence in using these vehicles;

22 (2) integrate with the electric distribution system and the  
23 electric transmission system; and

24 (3) provide a level of public charging infrastructure sufficient to  
25 minimize consumer range anxiety.

26 b. By December 31, 2021 or as soon thereafter as practicable,  
27 the board shall require electric public utilities, through contracts  
28 with third-party providers and site hosts in their respective service  
29 territories, to implement the charging network Statewide,  
30 collectively providing, at a minimum, and in addition to any electric  
31 vehicle service equipment in place on or before January 1, 2018:

32 (1) 100 DC Fast Charger locations at corridor locations  
33 equipped with at least two DC Fast Chargers per location, each  
34 capable of providing at least 150 kilowatts of power, with no more  
35 than 25 miles between locations wherever feasible;

36 (2) 200 DC Fast Charger locations at community locations  
37 equipped with at least two DC Fast Chargers per location, each  
38 capable of providing at least 50 kilowatts of power and up to at  
39 least 150 kilowatts wherever feasible; and

40 (3) 1000 publicly accessible Level Two EVSE, which after the  
41 initial installation may be upgraded to DC Fast Chargers or higher  
42 power levels as deemed appropriate by the owner or operator of the  
43 EVSE at the network location.

44 The provisions of this subsection shall not preclude the  
45 installation of additional EVSE at any network location, or a Level  
46 Two EVSE or DC Fast Charger of 50 KW or above, as considered  
47 appropriate by the owner or operator of the EVSE at the network  
48 location.



1 c. (1) All network DC Fast Chargers shall provide at least two  
2 plug types, compliant with the industry equipment standards as  
3 defined at the time of installation, and other additional standards as  
4 may be introduced based on technology improvements or changes  
5 in applicable technical standards and approved for inclusion by the  
6 board.

7 (2) All network equipment and infrastructure shall be equally  
8 accessible by all plug-in electric vehicles, and the operators thereof,  
9 and shall be available for use by the public without unreasonable  
10 commercial or technical restrictions.

11 (3) All network charging locations shall be highly visible along  
12 public roadways, with standardized signage easily visible on  
13 roadways, and the locations shall be posted on line in a manner that  
14 makes them easy to identify and locate.

15 (4) All network infrastructure development plans shall make use  
16 of design innovations, technologies, and other methods to:

17 (a) minimize harmful impact on the electric grid wherever  
18 needed and the integration and operation costs; and

19 (b) maximize the beneficial impact vehicle charging and  
20 charging infrastructure may have on the electric grid.

21

22 10. (New section) a. No later than one year after the effective  
23 date of P.L. , c. (C. ) (pending before the Legislature as this  
24 bill), each electric public utility in the State shall submit to the  
25 board a proposed plan for the construction and long-term operation  
26 of the essential public charging network within its service territory.  
27 The proposed charging network plan shall:

28 (1) establish a process and timeframe for identifying site hosts,  
29 third-party providers, and potential locations for the DC Fast  
30 Chargers at corridor locations and community locations, and for the  
31 publicly accessible Level Two EVSE required to be installed  
32 pursuant to paragraph (2) of subsection b. of section 9 of  
33 P.L. , c. (C. ) (pending before the Legislature as this bill);

34 (2) outline the terms of the agreements and contracts to be  
35 entered into by the electric public utility and each of the site hosts  
36 and third-party providers in order to install the components of the  
37 network required pursuant to subsection b. of section 9 of  
38 P.L. , c. (C. ) (pending before the Legislature as this bill) by  
39 December 31, 2021, which may include, pending board approval, a  
40 variety of approaches for owning and operating the network,  
41 including (a) site host owned and operated EVSE, (b) third party  
42 provider or electric public utility owned and operated EVSE, or (c)  
43 mixed arrangements whereby multiple entities are involved in  
44 owning and operating the locations and EVSE;

45 (3) provide cost estimates for the installation and operation of  
46 the required network components;

47 (4) provide methods for the development, installation, and  
48 operation of the network locations, EVSE, and electrical

1 infrastructure and for financing its installation and operation,  
2 including, but not necessarily limited to (a) financing plans,  
3 financial incentives, new rate designs, tariffs, and how the costs of  
4 any programs offered in the proposal shall be recovered fully and in  
5 a timely fashion through a separate utility rate clause as approved  
6 by the board, (b) partnership programs with local government units  
7 or other parties, managed charging or demand response programs,  
8 streamlined processes and programs to facilitate interconnection, (c)  
9 marketing and other programs to build consumer awareness, and (d)  
10 technology trials or other programs that support the goals of  
11 P.L. , c. (C. ) (pending before the Legislature as this bill).

12 b. The board may determine any electric public utility proposed  
13 charging network plan submitted within 18 months prior to the  
14 effective date of P.L. , c. (C. ) (pending before the  
15 Legislature as this bill) fulfills the requirements of subsection a. of  
16 this section if the board determines the proposed charging network  
17 plan is consistent with the goals and requirements of  
18 P.L. , c. (C. ) (pending before the Legislature as this bill).  
19 The board shall make the determination no later than 90 days after  
20 the effective date of P.L. , c. (C. ) (pending before the  
21 Legislature as this bill) and shall notify the electric public utility  
22 immediately:

23 (1) if the proposed charging network plan is determined to be  
24 inconsistent with the goals and requirements of  
25 P.L. , c. (C. ) (pending before the Legislature as this bill);  
26 and

27 (2) the date by which the electric public utility shall be required  
28 to submit a new proposed charging network plan in compliance  
29 with this section.

30 c. No later than 180 days after receipt of a proposed charging  
31 network plan pursuant to subsection a. or b. of this section, the  
32 board shall review and issue a determination approving, rejecting,  
33 or approving with modifications the proposed charging network  
34 plan. The board shall apply the following criteria for this review  
35 and determination:

36 (1) The proposed charging network plan is consistent with, and  
37 supports attaining the goals of P.L. , c. (C. ) (pending  
38 before the Legislature as this bill);

39 (2) The expenditures estimated and set forth in the proposed  
40 charging network plan are reasonable for attaining the goals of  
41 P.L. , c. (C. ) (pending before the Legislature as this bill);  
42 and

43 (3) The proposed charging network plan is likely to accomplish  
44 the installation of the required elements of the network in a timely  
45 manner.

46 d. The board order approving, or approving with modifications,  
47 an electric public utility's proposed charging network plan shall  
48 provide for and approve full and timely recovery through a separate

1 utility rate clause covering all reasonable costs, which may be  
2 included in the electric public utility's rate base as either a capital  
3 or regulatory asset. The electric public utility shall implement its  
4 charging network plan by using funding sources other than  
5 recovering electric public utility expenditures through customer  
6 rates whenever feasible.

7 e. (1) Upon approval of a charging network plan pursuant to  
8 this section, the electric public utility shall implement the charging  
9 network plan, and may enter into any necessary agreements or  
10 contracts with site hosts or third-party providers.

11 (2) An electric public utility charging network plan that  
12 provides for network locations developed by site hosts or third-  
13 party providers shall;

14 (a) use a competitive process, wherever feasible, to engage site  
15 hosts or third-party providers, as applicable, in (i) developing  
16 projects, (ii) providing EVSE and services, and (iii) owning and  
17 operating the locations and EVSE for public use;

18 (b) leverage private investment wherever possible;

19 (c) provide customer choice in equipment;

20 (d) optimize net benefit for ratepayers;

21 (e) avoid unfair limits on the involvement of non-utility market  
22 participants;

23 (f) maximize public benefit by (i) ensuring universal access, (ii)  
24 encouraging the use of open standards, (iii) promoting  
25 interoperability and network roaming, (iv) providing a consistent  
26 consumer experience, and (v) provide for appropriate consideration  
27 of future infrastructure needs; and

28 (g) promote development of a competitive market for continued  
29 growth in public charging infrastructure beyond the network.

30 f. An electric public utility charging network plan that  
31 provides for utility ownership and operation of locations or EVSE  
32 as part of the network, as approved by the board, shall:

33 (1) use a competitive process to engage site hosts or third-party  
34 providers for EVSE and services, as applicable;

35 (2) provide customer choice in equipment;

36 (3) optimize net benefit for ratepayers;

37 (4) avoid unfair limits on the involvement of non-utility market  
38 participants; and

39 (5) maximize public benefit by (a) ensuring universal access, (b)  
40 encouraging the use of open standards, (c) promoting  
41 interoperability and network roaming, and providing a consistent  
42 consumer experience, (d) providing for appropriate consideration of  
43 future infrastructure needs, and (e) promoting development of a  
44 competitive market for continued growth in public charging  
45 infrastructure beyond the network.

46 g. The electric public utilities shall propose tariffs, incentive  
47 programs, or other methods that ensure electricity costs for public  
48 charging facilities are not restrictive during early market conditions

1 when utilization is low, as determined by the board, including  
2 consideration of demand charge impacts, and the costs of such  
3 tariffs, programs, or methods shall be recovered fully and in a  
4 timely fashion through a separate utility rate clause as approved by  
5 the board. The tariffs, programs, or other methods may be approved  
6 for EVSE that are part of the network, or for any other EVSE that is  
7 available for public use and which meets any additional  
8 requirements deemed necessary by the board.

9 h. Electric public utilities may propose other programs,  
10 incentives, tariffs, or initiatives to support the development of  
11 vehicle charging infrastructure of all types, consistent with the  
12 goals of P.L. , c. (C. ) (pending before the Legislature as  
13 this bill), including but not limited to:

14 (1) workplace EVSE programs for use by employees;

15 (2) EVSE programs for lodging establishments for use by  
16 overnight guests;

17 (3) EVSE programs for residential use in multi-family and  
18 single-family housing;

19 (4) EVSE for fleet operators;

20 (5) EVSE for NJ Transit Corporation;

21 (6) marketing and consumer awareness campaigns;

22 (7) innovative market or technology trials;

23 (8) solutions addressing demand charge implications on  
24 electricity costs;

25 (9) programs that facilitate renewable energy and electricity  
26 storage integration;

27 (10) programs that encourage vehicle charging at optimal times  
28 of day; and

29 (11) programs or technology that enable interactive use of plug-  
30 in electric vehicles as distributed energy resources that support and  
31 enhance operation of the public grid through two-way exchanges of  
32 electricity.

33 i. Unless otherwise specifically provided pursuant to Title 48  
34 of the Revised Statutes or any other federal or State law, an entity  
35 owning, controlling, operating, or managing an electric vehicle  
36 charging station shall not be deemed an electric public utility solely  
37 because of that ownership, control, operation, or management. The  
38 charging of an electric vehicle shall be deemed a service and not a  
39 sale of electricity by an electric power supplier or basic generation  
40 service provider pursuant to P.L.1999, c.23 (C.48:3-49 et al.).

41  
42 11. (New section) a. The New Jersey Turnpike Authority shall,  
43 consistent with a charging network plan approved by the board  
44 pursuant to section 9 of P.L. , c. (C. ) (pending before the  
45 Legislature as this bill):

46 (1) By December 31, 2021, or as soon thereafter as practicable,  
47 establish publicly accessible EVSE parking spaces for the exclusive

1 use by plug-in electric vehicles at each of the service areas along  
2 the New Jersey Turnpike and the Garden State Parkway;

3 (2) Provide at least two parking spaces for network DC Fast  
4 Chargers with supporting EVSE at each location by December 31,  
5 2021, and at least eight spaces for DC Fast Chargers at each  
6 location that are charger ready with the electrical infrastructure  
7 required to support future DC Fast Charger installations. The  
8 allocation of these spaces shall not preclude the installation of  
9 EVSE in addition to those required for the network, as the New  
10 Jersey Turnpike Authority determines to be beneficial to the  
11 increased use of electric vehicles in the State;

12 (3) Monitor usage of all EVSE at all of the New Jersey Turnpike  
13 and Garden State Parkway service areas, and expand the EVSE  
14 equipment and number of spaces served by EVSE as needed to  
15 ensure reliable and convenient use by the public;

16 (4) Pursue public-private partnerships for the purpose of  
17 facilitating the development, funding, and operation of the public  
18 electric vehicle charging infrastructure required pursuant to P.L. ,  
19 c. (C. ) (pending before the Legislature as this bill); and

20 (5) Charge electric vehicle drivers using the EVSE a reasonable  
21 amount to recover costs associated with installation and operation  
22 of EVSE for public use, either directly, or through third parties that  
23 have been contracted to provide vehicle charging services at each  
24 service area.

25 b. For EVSE located on State-owned properties, or on  
26 properties owned or controlled by local government units, and  
27 which are owned or operated by a third party, charges for service  
28 may include a fee that is transferable to the State agency or local  
29 government unit as a concession pursuant to a written agreement  
30 between the owner or operator and the State agency or local  
31 government unit.

32

33 12. (New section) a. The South Jersey Transportation Authority  
34 shall, consistent with a charging network plan approved by the  
35 board pursuant to section 9 of P.L. , c. (C. ) (pending before  
36 the Legislature as this bill):

37 (1) By December 31, 2021, or as soon thereafter as practicable,  
38 establish publicly accessible EVSE parking spaces for the exclusive  
39 use by plug-in electric vehicles at each of the service areas along  
40 the Atlantic City Expressway;

41 (2) Provide at least two parking spaces for network DC Fast  
42 Chargers with supporting EVSE at each location by December 31,  
43 2021, and at least eight spaces for DC Fast Chargers at each  
44 location that are charger ready with the electrical infrastructure  
45 required to support future DC Fast Charger installations. The  
46 allocation of these spaces shall not preclude the installation of  
47 EVSE in addition to those required for the network, as the South

1 Jersey Transportation Authority determines to be beneficial to the  
2 increased use of electric vehicles in the State;

3 (3) Monitor usage of all EVSE at all of the Atlantic City  
4 Expressway service areas, and expand the EVSE equipment and  
5 number of spaces served by EVSE as needed to ensure reliable and  
6 convenient use by the public;

7 (4) Pursue public-private partnerships for the purpose of  
8 facilitating the development, funding, and operation of the public  
9 electric vehicle charging infrastructure required pursuant to P.L. ,  
10 c. (C. ) (pending before the Legislature as this bill); and

11 (5) Charge electric vehicle drivers using the EVSE a reasonable  
12 amount to recover costs associated with installation and operation  
13 of EVSE for public use, either directly, or through third parties that  
14 have been contracted to provide vehicle charging services at each  
15 service area.

16 b. For EVSE located on State agency-owned properties, or on  
17 properties owned or controlled by local government units, and  
18 which are owned or operated by a third party, charges for service  
19 may include a fee that is transferable to the State agency or local  
20 government unit as a concession pursuant to a written agreement  
21 between the owner or operator and the State agency or local  
22 government unit.

23

24 13. (New section) a. The Department of Transportation shall,  
25 consistent with a charging network plan approved by the board  
26 pursuant to section 9 of P.L. , c. (C. ) (pending before the  
27 Legislature as this bill):

28 (1) By December 31, 2021, or as soon thereafter as practicable,  
29 establish publicly accessible EVSE parking spaces at rest areas  
30 along Interstate highways under its jurisdiction;

31 (2) In cooperation and consultation with the New Jersey  
32 Turnpike Authority and the South Jersey Transportation Authority,  
33 and other State and local authorities as required, shall establish  
34 consistent and effective signage along the travel corridors and local  
35 roadways in the State and at EVSE locations to inform the public of  
36 EVSE locations, provide guidance for reaching the publicly  
37 accessible charging locations, and indicate the type of EVSE  
38 available at the location. The signage shall indicate the availability  
39 of DC Fast Chargers wherever they are available;

40 (3) Coordinate with federal authorities to (a) ensure the use of  
41 standardized signage indicating the availability of nearby EVSE  
42 along federal interstate highways, similar to current signage in use  
43 regarding fuel and other local amenities, and (b) negotiate any  
44 necessary agreements or contracts to facilitate the installation of  
45 EVSE at charging locations in the State along federal interstate  
46 highways and the charging of electric vehicle drivers using the  
47 EVSE a reasonable amount to recover New Jersey electric public  
48 utility costs associated with installation and operation of EVSE for

1 public use, either directly, or through third parties that have been  
2 contracted to provide vehicle charging services at each service area.

3 b. For EVSE located on State agency-owned properties, or on  
4 properties owned or controlled by local government units, and  
5 which are owned or operated by a third party, charges for service  
6 may include a fee that is transferable to the State agency or local  
7 government unit as a concession pursuant to a written agreement  
8 between the owner or operator and the State agency or local  
9 government unit.

10

11 14. (New section) a. No later than 90 days after the effective  
12 date of P.L. , c. (C. ) (pending before the Legislature as this  
13 bill), the Board of Public Utilities, in cooperation with the State  
14 Treasurer and the Department of Environmental Protection, shall  
15 establish and implement a “Light Duty Plug-in Electric Vehicle  
16 Rebate Program” for the purpose of encouraging the purchase of  
17 light duty plug-in electric vehicles.

18 b. The board shall implement the rebate program until June  
19 30th of the 10th year after the rebate program begins, or after  
20 \$300,000,000 in rebate disbursements have been paid from the  
21 fund, whichever occurs first.

22 c. (1) The board shall establish the electric vehicle rebate as a  
23 one-time payment to the purchaser of a new light duty plug-in  
24 electric vehicle in an amount set and calculated by the department  
25 as equal to at least \$25 per mile of the eligible vehicle’s electric  
26 power range as certified by the United States Environmental  
27 Protection Agency and determined by the Department of  
28 Environmental Protection, up to a maximum of \$5,000 per eligible  
29 vehicle.

30 (2) The board, in consultation with the department, shall  
31 determine the electric vehicle rebate amount consistent with the  
32 provisions of this section for all eligible vehicles available for sale  
33 in the State and shall publish the schedule of rebate amounts for all  
34 eligible vehicles quarterly.

35 (3) The board may adjust the rebate amount provided in  
36 paragraph (1) of this subsection as necessary to achieve or sustain  
37 the State’s electric vehicle goals established pursuant to section 3 of  
38 P.L. , c. (C. ) (pending before the Legislature as this bill),  
39 provided that electric vehicle rebate amounts shall not be not  
40 changed more frequently than once per aggregate disbursement of  
41 \$100,000,000 from the "Plug-in Electric Vehicle Rebate Fund,"  
42 established pursuant to section 16 of P.L. , c. (C. ) (pending  
43 before the Legislature as this bill).

44 (4) The board may establish limits on the number of electric  
45 vehicle rebates issued to a purchaser as necessary.

46 d. The board shall monitor the rebate disbursements, and shall  
47 annually reassess the design and implementation of the rebate

1 program. Provided the board's action does not violate the  
2 provisions of subsection c. of this section, the board may:

3 (1) revise the rebate program, any aspect of the rebates, or the  
4 related implementation procedures or processes; and

5 (2) establish additional rebates consistent with the goals of  
6 P.L. , c. (C. ) (pending before the Legislature as this bill).

7 e. Notwithstanding any other provision of law to the contrary,  
8 a light duty plug-in hybrid vehicle shall not qualify for a rebate  
9 under the "Light Duty Plug-in Electric Vehicle Rebate Program"  
10 after December 31, 2022. An eligible recipient seeking a rebate for  
11 a light duty plug-in hybrid vehicle shall file an application for the  
12 rebate pursuant to section 17 of P.L. , c. (C. ) (pending  
13 before the Legislature as this bill) on or before December 31, 2022.

14 f. The board, in cooperation and consultation with the Electric  
15 Vehicle Working Group established pursuant to section 4 of P.L. ,  
16 c. (C. ) (pending before the Legislature as this bill), shall  
17 develop and implement a Statewide public education program to  
18 publicize the availability of the electric vehicle rebates pursuant to  
19 the rebate program and shall coordinate with motor vehicle  
20 dealerships, electric public utilities, plug-in electric vehicle  
21 manufacturers doing business in the State, and other relevant  
22 stakeholder organizations to ensure public awareness of the rebate  
23 program.  
24

25 15. (New section) a. The seller of an eligible vehicle shall offer  
26 the electric vehicle rebate in conjunction with, and in addition to,  
27 any other incentive offered by the seller of the eligible vehicle.

28 b. A vehicle dealership, at its discretion, may provide a  
29 purchaser the option to have the amount of the electric vehicle  
30 rebate deducted from the final negotiated and agreed upon sale  
31 price of the eligible vehicle, in which case the full amount of the  
32 electric vehicle rebate shall be passed through to the purchaser in  
33 full and payment thereof shall be effective immediately at the time  
34 of the final sale and transfer of the eligible vehicle to the purchaser.

35 c. If the vehicle dealership does not deduct the amount of the  
36 electric vehicle rebate from the final negotiated and agreed upon  
37 sale price of the eligible vehicle, or the purchaser does not receive  
38 the electric vehicle rebate at the time of purchase, the purchaser  
39 may apply directly to the State Treasurer, pursuant to section 17 of  
40 P.L. , c. (C. ) (pending before the Legislature as this bill),  
41 to receive any applicable rebate. The vehicle dealership shall  
42 provide to those purchasers at the time of the final sale and transfer  
43 of the ownership of the eligible vehicle all the paperwork and  
44 transaction-related documentation required by the State Treasurer  
45 pursuant to section 17 of P.L. , c. (C. ) (pending before the  
46 Legislature as this bill) for the purchaser to apply for the electric  
47 vehicle rebate.



1 d. The Board of Public Utilities shall provide a website,  
2 accessible by the public, that provides up-to-date information about  
3 rebate availability, and a mechanism for securing for a specified,  
4 limited time rebate commitment for an eligible vehicle purchase.

5 e. The board shall require each seller of a new plug-in electric  
6 vehicle to notify the board, upon the final sale and transfer of  
7 vehicle to a purchaser, the following information regarding each  
8 plug-in electric vehicle sold:

9 (1) the vehicle's make, model, and battery size; and

10 (2) the physical address of the location where the vehicle is  
11 expected to typically reside overnight.

12 f. The board shall provide on a quarterly basis to any electric  
13 public utility operating in the State the information required and  
14 collected pursuant to subsection e. of this section in order to  
15 facilitate the appropriate planning for, and reinforcement of,  
16 electricity distribution and infrastructure affected by vehicle  
17 charging requirements.

18

19 16. (New section) a. There is established in the Department of  
20 the Treasury a special, nonlapsing fund to be known as the "Plug-in  
21 Electric Vehicle Rebate Fund," also referred to as "the fund." The  
22 fund shall be administered by the State Treasurer and shall be  
23 credited with:

24 (1) moneys deposited by the Board of Public Utilities pursuant  
25 to this subsection for the purposes of the fund;

26 (2) moneys as are appropriated by the Legislature; and

27 (3) any return on investment of moneys deposited in the fund.

28 The board may deposit into the fund moneys received from the  
29 societal benefits charge established pursuant to section 11 of  
30 P.L.1999, c.23 (C.48:3-60), moneys made available to the board  
31 pursuant to the implementation of the Regional Greenhouse Gas  
32 Initiative and P.L.2007, c.340 (C.26:2C-45 et seq.), and moneys  
33 available from other funding sources as determined by the board.

34 b. Moneys in the fund may be used by the Department of the  
35 Treasury solely for authorized rebate disbursements to eligible  
36 recipients. The moneys in the fund shall not be used for any  
37 administrative costs incurred by the Board of Public Utilities, the  
38 Department of Environmental Protection, or the State Treasurer to  
39 implement P.L. , c. (C. ) (pending before the Legislature as  
40 this bill).

41 c. Notwithstanding the provisions of the "Local Budget Law,"  
42 N.J.S.40A:4-1 et seq., to the contrary, a county, municipality, or an  
43 authority as that term is defined in section 3 of P.L.1983, c.313  
44 (C.40A:5A-3) required to comply with the provisions of P.L.2005,  
45 c.219 (C.26:2C-8.26 et al.) may anticipate in its annual budget, or  
46 any amendments or supplements thereto, those sums to be  
47 reimbursed from the fund for the purchase of new light duty plug-in  
48 electric vehicles by the county, municipality, or authority. For the

1 purposes of subsection 1. of section 3 of P.L.1976, c.68 (C.40A:4-  
2 45.3) and subsection g. of section 4 of P.L.1976, c.68 (C.40A:4-  
3 45.4), any rebate provided pursuant to P.L. , c. (C. )  
4 (pending before the Legislature as this bill) shall be considered an  
5 amount to be received from State funds in disbursement for local  
6 expenditures and therefore exempt from the limitation on local  
7 budgets imposed pursuant to section 2 of P.L.1976, c.68 (C.40A:4-  
8 45.2).

9  
10 17. (New section) a. An eligible recipient shall file an  
11 application for an electric vehicle rebate with the Department of the  
12 Treasury on a form to be developed by the State Treasurer and the  
13 board, and with any documentation required by the State Treasurer  
14 pursuant to subsection b. of this section. Neither the State  
15 Treasurer nor the board may charge an application fee.

16 b. Moneys in the fund shall be allocated and used to provide  
17 rebate disbursements in the manner provided in this section and  
18 section 16 of P.L. , c. (C. ) (pending before the Legislature  
19 as this bill). The State Treasurer, in consultation with the board and  
20 the department, shall determine the applicability and the calculation  
21 of an electric vehicle rebate in accordance with section 14 of  
22 P.L. , c. (C. ) (pending before the Legislature as this bill).  
23 The State Treasurer may require an eligible recipient to submit any  
24 documentation the State Treasurer determines necessary, including,  
25 but not limited to, an invoice of sale indicating the applicable  
26 purchase price, the amount of rebate provided to the purchaser of an  
27 eligible vehicle, and the final cost of the vehicle after the rebate was  
28 deducted.

29 c. Upon a determination that an application meets all  
30 established criteria for a rebate disbursement from the fund, the  
31 State Treasurer shall approve the application and award the  
32 appropriate disbursement to the applicant. All rebate payments  
33 shall be issued within 10 business days after the receipt of a  
34 complete application and its approval.

35 d. The State Treasurer shall certify to the board every 30 days  
36 the amount available in the fund for the next 30 days.

37  
38 18. (New section) a. The State Treasurer shall adopt, in  
39 consultation with the board and the department, pursuant to the  
40 "Administrative Procedure Act," P.L.1968, c.410 (C.52:14B-1 et  
41 seq.), rules and regulations:

42 (1) establishing the filing requirements for a complete  
43 application for a rebate disbursement from the fund; and

44 (2) prescribing the necessary documentation of the purchase of  
45 an eligible vehicle, pass through to the consumer of the applicable  
46 rebate, or any other documentation required by the State Treasurer,  
47 board, or department for rebate disbursement.

1       b. When establishing requirements for an application for rebate  
2 disbursement, the State Treasurer shall strive to minimize the  
3 complexity of the application process and any costs to an applicant  
4 for complying with application requirements.

5  
6       19. (New section) a. The State Treasurer may deny an  
7 application for rebate disbursement from the fund, and any rebate  
8 disbursement from the fund may be recoverable by the State  
9 Treasurer, upon a finding that:

10       (1) the applicant is not an eligible recipient;

11       (2) the applicant provided false information to obtain a rebate  
12 disbursement, or withheld information on an application that would  
13 render the applicant ineligible for the rebate disbursement; or

14       (3) the applicant provided false information or withheld  
15 information that resulted in the applicant receiving a larger rebate  
16 disbursement than the amount the applicant would otherwise be  
17 eligible.

18       b. Nothing in this section shall be construed to require the State  
19 Treasurer, board, department, or any other State agency to  
20 undertake an investigation or make any findings concerning the  
21 conduct described in subsection a. of this section.

22  
23       20. (New section) The Board of Public Utilities shall adopt,  
24 pursuant to the "Administrative Procedure Act," P.L.1968, c.410  
25 (C.52:14B-1 et seq.), rules and regulations as may be necessary for  
26 the development and installation of infrastructure to achieve the  
27 goals set forth in section 3 of P.L. , c. (C. ) (pending before  
28 the Legislature as this bill) and for implementation of any initiatives  
29 and programs established pursuant to P.L. , c. (C. )  
30 (pending before the Legislature as this bill).

31  
32       21. Section 2 of P.L.2003, c.266 (C.26:2C-8.16) is amended to  
33 read as follows:

34       2. As used in **【sections 1 through 7 of】** P.L.2003, c.266  
35 **【(C.2C:2C-8.15 et seq.)】** (C.26:2C-8.15 et al.):

36       "Advanced technology partial zero emission vehicle" means a  
37 vehicle certified as an advanced technology partial zero emission  
38 vehicle pursuant to the California Air Resources Board vehicle  
39 standards for the applicable model year **【;】** .

40       "California Low Emission Vehicle program" means the second  
41 phase of the low emission vehicle program being implemented in  
42 the State of California, pursuant to the provisions of the Federal  
43 Clean Air Act and the California Code of Regulations **【;】** .

44       "Commissioner" means the Commissioner of Environmental  
45 Protection **【;】** .

46       "Department" means the Department of Environmental  
47 Protection **【;】** .

1 "Federal Clean Air Act" means the federal "Clean Air Act," 42  
2 U.S.C. s.7401 et seq., and any subsequent amendments or  
3 supplements to that act [;] .

4 ["Low Emission Vehicle Review Commission" means the  
5 commission established by subsection a. of section 5 of P.L.2003,  
6 c.266 (C.26:2C-8.19);]

7 "Partial zero emission vehicle" means a vehicle certified as a  
8 partial zero emission vehicle pursuant to the California Air  
9 Resources Board vehicle standards for the applicable model year  
10 [;] .

11 "State implementation plan" means the State implementation  
12 plan for national ambient air quality standards adopted for New  
13 Jersey pursuant to the federal Clean Air Act [;] .

14 "Zero emission vehicle" means a vehicle certified as a zero  
15 emission vehicle pursuant to the California Air Resources Board  
16 zero emission vehicle standards for the applicable model year, but  
17 shall not include an advanced technology partial zero emission  
18 vehicle or a partial zero emission vehicle [; and] .

19 "Zero emission vehicle requirement" means the percentage or  
20 number of those vehicles certified as zero emission vehicles  
21 pursuant to the California Air Resources Board vehicle standards  
22 and required to be delivered by a manufacturer for sale or lease for  
23 the applicable model year, and any additional percentages or  
24 numbers of advanced technology partial zero emission vehicles or  
25 partial zero emission vehicles that may be delivered by a  
26 manufacturer for sale or lease to satisfy the zero emission vehicle  
27 requirement established by the California Air Resources Board in  
28 lieu of vehicles that meet the pure zero emission vehicle standard.  
29 (cf: P.L.2003, c.266, s.2)

30

31 22. Section 3 of P.L.2003, c.266 (C.26:2C-8.17) is amended to  
32 read as follows:

33 3. a. Notwithstanding any provision of a State implementation  
34 plan submitted by the Department of Environmental Protection to  
35 the United States Environmental Protection Agency pursuant to the  
36 requirements of the federal "Clean Air Act Amendments of 1990,"  
37 42 U.S.C. s.7403 et seq., to the contrary, the department shall  
38 implement the California Low Emission Vehicle program and the  
39 California zero emission vehicle requirements in the State  
40 beginning on January 1, 2009 [ , except as provided pursuant to  
41 sections 6 and 7 of P.L.2003, c.266 (C.26:2C-8.20 and C.26:2C-  
42 8.21)].

43 b. The Commissioner of Environmental Protection, within 30  
44 days after a proposed major substantive change to the California  
45 Low Emission Vehicle program or the California zero emission  
46 vehicle requirements that, if adopted, would necessitate a  
47 corresponding substantive change to the program in New Jersey

1 adopted pursuant to subsection a. of this section or rules and  
2 regulations adopted pursuant thereto, shall provide written notice  
3 and a summary of the proposed substantive change to the Senate  
4 Environment and Energy Committee and the Assembly  
5 Environment and Solid Waste Committee, or their successors as  
6 designated respectively by the President of the Senate and the  
7 Speaker of the General Assembly.

8 c. The commissioner shall adopt, pursuant to the  
9 "Administrative Procedure Act," P.L.1968, c.410 (C.52:14B-1 et  
10 seq.), any rules and regulations necessary to implement the  
11 California Low Emission Vehicle program and the California zero  
12 emission vehicle requirements in the State beginning on January 1,  
13 2009.

14 (cf: P.L.2003, c.266, s.3)

15

16 23. Section 4 of P.L.2003, c.266 (C.26:2C-8.18) is amended to  
17 read as follows:

18 4. a. **【The】** Except as provided in subsection e. of this section,  
19 the Commissioner of Environmental Protection shall establish a  
20 zero emission vehicle credit bank to allow manufacturers to earn  
21 and bank vehicle equivalent credits for any advanced technology  
22 partial zero emission vehicle or partial zero emission vehicle  
23 produced and delivered for sale or lease in the State **【on or after**  
24 **January 1, 1999 and through December 31, 2008】**.

25 (1) In establishing the credit bank required by this section, the  
26 commissioner shall use the highest multiplier used by the California  
27 Air Resources Board for determining the allowable vehicle  
28 equivalent credits for each advanced technology partial zero  
29 emission vehicle or partial zero emission vehicle delivered for sale  
30 or lease in the State by a manufacturer on or after January 1, 1999  
31 until the effective date of P.L.2003, c.266 (C.26:2C-8.15 et al.).

32 (2) Beginning on the effective date of P.L.2003,  
33 c.266 (C.26:2C-8.15 et al.), the commissioner shall use the  
34 multiplier used by the California Air Resources Board for the  
35 applicable model year for each advanced technology partial zero  
36 emission vehicle or partial zero emission vehicle delivered for sale  
37 or lease in the State by a manufacturer on or after the effective date  
38 of P.L.2003, c.266 (C.26:2C-8.15 et al.) **【and through December**  
39 **31, 2008】**.

40 b. (1) Within 180 days after the effective date of P.L.2003,  
41 c.266 (C.26:2C-8.15 et al.), the commissioner shall publish a list in  
42 the New Jersey Register of the make and model of those motor  
43 vehicles that qualify as advanced technology partial zero emission  
44 vehicles or partial zero emission vehicles for the 1999 through 2003  
45 model years.

46 (2) Annually thereafter, the commissioner shall publish a list in  
47 the New Jersey Register of the make and model of those motor

1 vehicles that qualify as advanced technology partial zero emission  
2 vehicles or partial zero emission vehicles for that respective model  
3 year.

4 (3) The commissioner may revise any list published pursuant to  
5 this subsection as necessary to comply with the California Air  
6 Resources Board vehicle standards for the applicable model year.

7 c. Notwithstanding the provisions of the "Administrative  
8 Procedure Act," P.L.1968, c.410 (C.52:14B-1 et seq.) to the  
9 contrary, the commissioner shall, immediately upon filing the  
10 proper notice with the Office of Administrative Law, adopt such  
11 temporary rules and regulations as necessary to establish a zero  
12 emission vehicle credit bank pursuant to subsection a. of this  
13 section. These rules and regulations may include, but need not be  
14 limited to, the documentation to be submitted by a manufacturer to  
15 determine eligibility and participation in the credit bank established  
16 pursuant to subsection a. of this section, and fees for administrative  
17 services provided to implement the zero emission vehicle credit  
18 bank to be assessed to those manufacturers seeking to earn and bank  
19 credits. The temporary rules and regulations shall be in effect for a  
20 period not to exceed 270 days after the date of the filing, except that  
21 in no case shall the temporary rules and regulations be in effect one  
22 year after the effective date of P.L.2003, c.266 (C.26:2C-8.15 et  
23 al.). The temporary rules and regulations shall thereafter be  
24 amended, adopted or readopted by the commissioner as the  
25 commissioner determines is necessary in accordance with the  
26 requirements of the "Administrative Procedure Act."

27 d. **【**The provisions of this section shall expire upon the passage  
28 of a concurrent resolution by the Legislature directing the  
29 department to implement the National Low Emission Vehicle  
30 program pursuant to subsection a. of section 6 of P.L.2003,  
31 c.266 (C.26:2C-8.20).**】** (Deleted by amendment, P.L. \_\_\_\_\_,  
32 c. ) (pending before the Legislature as this bill)

33 e. The Commissioner of Environmental Protection shall  
34 petition the California Air Resources Board and the Governor of the  
35 State of California to revise the California rules and regulations  
36 adopted to implement the California Low Emission Vehicle  
37 program and the California zero emission vehicle requirements to  
38 provide that the vehicles "sold or leased" in the State meet program  
39 requirements rather than vehicles "produced and delivered for sale  
40 or lease" in the State. Upon the revision by the California Air  
41 Resources Board, any reference to vehicles produced and delivered  
42 for sale or lease in the State pursuant to State laws, rules, or  
43 regulations shall be construed to mean vehicles sold or leased in the  
44 State until the appropriate revisions to State laws, rules, or  
45 regulations may be enacted or adopted.

46 (cf: P.L.2003, c.266, s.4)

1       24. Section 7 of P.L.2007, c.340 (C.26:2C-51) is amended to  
2 read as follows:

3       7. a. The agencies administering programs established pursuant  
4 to this section shall maximize coordination in the administration of  
5 the programs to avoid overlap between the uses of the fund  
6 prescribed in this section.

7       b. Moneys in the fund, after appropriation annually for  
8 payment of administrative costs authorized pursuant to subsection c.  
9 of this section, shall be annually appropriated and used for the  
10 following purposes:

11       (1) Sixty percent shall be allocated to the New Jersey Economic  
12 Development Authority to provide grants and other forms of  
13 financial assistance to commercial, institutional, and industrial  
14 entities to support end-use energy efficiency projects and new,  
15 efficient electric generation facilities that are state of the art, as  
16 determined by the department, including but not limited to energy  
17 efficiency and renewable energy applications, to develop combined  
18 heat and power production and other high efficiency electric  
19 generation facilities, to stimulate or reward investment in the  
20 development of innovative carbon emissions abatement  
21 technologies with significant carbon emissions reduction or  
22 avoidance potential, to develop qualified offshore wind projects  
23 pursuant to section 3 of P.L.2010, c.57 (C.48:3-87.1), and to  
24 provide financial assistance to manufacturers of equipment  
25 associated with qualified offshore wind projects. The authority, in  
26 consultation with the board and the department, shall determine:  
27 (a) the appropriate level of grants or other forms of financial  
28 assistance to be awarded to individual commercial, institutional,  
29 and industrial sectors and to individual projects within each of these  
30 sectors; (b) the evaluation criteria for selecting projects to be  
31 awarded grants or other forms of financial assistance, which criteria  
32 shall include the ability of the project to result in a measurable  
33 reduction of the emission of greenhouse gases or a measurable  
34 reduction in energy demand, provided, however, that neither the  
35 development of a new combined heat and power production facility,  
36 nor an increase in the electrical and thermal output of an existing  
37 combined heat and power production facility, shall be subject to the  
38 requirement to demonstrate such a measurable reduction; and (c)  
39 the process by which grants or other forms of financial assistance  
40 can be applied for and awarded including, if applicable, the  
41 payment terms and conditions for authority investments in certain  
42 projects with commercial viability;

43       (2) Twenty percent shall be allocated to the board to support  
44 programs that are designed to reduce electricity demand or costs to  
45 electricity customers in the low-income and moderate-income  
46 residential sector with a focus on urban areas, including efforts to  
47 address heat island effect and reduce impacts on ratepayers  
48 attributable to the implementation of P.L.2007, c.340 (C.26:2C-45

1 et al.). For the purposes of this paragraph, the board, in  
2 consultation with the authority and the department, shall determine  
3 the types of programs to be supported and the mechanism by which  
4 to quantify benefits to ensure that the supported programs result in a  
5 measurable reduction in energy demand;

6 (3) Ten percent shall be allocated to the department to support  
7 programs designed to promote local government efforts to plan,  
8 develop and implement measures to reduce greenhouse gas  
9 emissions, including but not limited to technical assistance to local  
10 governments, and the awarding of grants and other forms of  
11 assistance to local governments to conduct and implement energy  
12 efficiency, renewable energy, and distributed energy programs and  
13 land use planning where the grant or assistance results in a  
14 measurable reduction of the emission of greenhouse gases or a  
15 measurable reduction in energy demand. For the purpose of  
16 conducting any program pursuant to this paragraph, the department,  
17 in consultation with the authority and the board, shall determine:  
18 (a) the appropriate level of grants or other forms of financial  
19 assistance to be awarded to local governments; (b) the evaluation  
20 criteria for selecting projects to be awarded grants or other forms of  
21 financial assistance; (c) the process by which grants or other forms  
22 of financial assistance can be applied for and awarded; and (d) a  
23 mechanism by which to quantify benefits; and

24 (4) Ten percent shall be allocated to the department to support  
25 programs that enhance the stewardship and restoration of the State's  
26 forests and tidal marshes that provide important opportunities to  
27 sequester or reduce greenhouse gases.

28 c. (1) The department may use up to four percent of the total  
29 amount in the fund each year to pay for administrative costs  
30 justifiable and approved in the annual budget process, incurred by  
31 the department in administering the provisions of P.L.2007, c.340  
32 (C.26:2C-45 et al.) and in administering programs to reduce the  
33 emissions of greenhouse gases including any obligations that may  
34 arise under subsection a. of section 11 of P.L.2007, c.340 (C.26:2C-  
35 55).

36 (2) The board may use up to two percent of the total amount in  
37 the fund each year to pay for administrative costs justifiable and  
38 approved in the annual budget process, incurred by the board in  
39 administering the provisions of P.L.2007, c.340 (C.26:2C-45 et al.)  
40 and in administering programs to reduce the emissions of  
41 greenhouse gases including any obligations that may arise under  
42 subsection a. of section 11 of P.L.2007, c.340 (C.26:2C-55).

43 (3) The New Jersey Economic Development Authority may use  
44 up to two percent of the total amount in the fund each year to pay  
45 for administrative costs justifiable and approved in the annual  
46 budget process, incurred by the authority in administering the  
47 provisions of P.L.2007, c.340 (C.26:2C-45 et al.) and in



1 administering programs to reduce the emissions of greenhouse  
2 gases.

3 d. The State Comptroller shall conduct or supervise  
4 independent audit and fiscal oversight functions of the fund and its  
5 uses.

6 e. Notwithstanding the provisions of this section to the  
7 contrary, the first \$20,000,000 of funds received by the State each  
8 year from participation in the Regional Greenhouse Gas Initiative  
9 shall be deposited into the Plug-in Elective Vehicle Rebate Fund,  
10 established pursuant to section 16 of P.L. , c. (C. ) (pending  
11 before the Legislature as this bill) for the provision of rebates by the  
12 board pursuant to that act. Any remaining funds shall be  
13 appropriated and used pursuant to subsections b. and c. of this  
14 section.

15 (cf: P.L.2010, c.57, s.5)

16

17 25. Section 8 of P.L.2007, c.340 (C.26:2C-52) is amended to  
18 read as follows:

19 8. a. Within one year after the date of enactment of P.L.2007,  
20 c.340 (C.26:2C-45 et al.), the department, in consultation with the  
21 New Jersey Economic Development Authority and the board, shall  
22 adopt, in accordance with the "Administrative Procedure Act,"  
23 P.L.1968, c.410 (C.52:14B-1 et seq.), guidelines and a priority  
24 ranking system to be used to assist in annually allocating funds to  
25 eligible projects or programs pursuant to subsection b. of section 7  
26 of P.L.2007, c.340 (C.26:2C-51).

27 b. The guidelines and the priority ranking system developed  
28 pursuant to this section for selecting projects or programs to be  
29 awarded grants or other forms of financial assistance from the fund  
30 shall include but need not be limited to an evaluation of each  
31 eligible project or program as to its predicted ability to:

32 (1) result in a net reduction in greenhouse gas emissions in the  
33 State or in greenhouse gas emissions from electricity produced out  
34 of the State but consumed in the State or net sequestration of  
35 carbon;

36 (2) result in significant reductions in greenhouse gases relative  
37 to the cost of the project or program and the reduction of impacts on  
38 ratepayers attributable to the implementation of P.L.2007, c.340  
39 (C.26:2C-45 et al.), and the ability of the project or program to  
40 significantly contribute to achievement of the State's 2020 limit and  
41 2050 limit established pursuant to the "Global Warming Response  
42 Act," P.L.2007, c.112 (C.26:2C-37 et al.), relative to the cost of the  
43 project or program;

44 (3) reduce energy use;

45 (4) provide co-benefits to the State, including but not limited to  
46 creating job opportunities, reducing other air pollutants, reducing  
47 costs to electricity and natural gas consumers, improving local

1 electric system reliability, and contributing to regional initiatives to  
2 reduce greenhouse gas emissions; and

3 (5) be directly responsive to the recommendations when  
4 submitted by the department to the Legislature pursuant to section 6  
5 of the "Global Warming Response Act," P.L.2007, c.112 (C.26:2C-  
6 42).

7 c. Notwithstanding the provisions of subsections a. and b. of  
8 this section to the contrary, the department shall give high priority  
9 to grants for the electric vehicle rebate disbursements for the "Light  
10 Duty Plug-in Electric Vehicle Rebate Program," established  
11 pursuant to section 14 of P.L. , c. (C. ) (pending before the  
12 Legislature as this bill).

13 (cf: P.L.2007, c.340, s.8)

14

15 26. Section 12 of P.L.1999, c.23 (C.48:3-60) is amended to read  
16 as follows:

17 12. a. Simultaneously with the starting date for the  
18 implementation of retail choice as determined by the board pursuant  
19 to subsection a. of section 5 of **[this act]** P.L.1999, c.23 (C.48:3-53  
20 et seq.), the board shall permit each electric public utility and gas  
21 public utility to recover some or all of the following costs through a  
22 societal benefits charge that shall be collected as a non-bypassable  
23 charge imposed on all electric public utility customers and gas  
24 public utility customers, as appropriate:

25 (1) The costs for the social programs for which rate recovery  
26 was approved by the board prior to April 30, 1997. For the purpose  
27 of establishing initial unbundled rates pursuant to section 4 of **[this**  
28 **act]** P.L.1999, c.23 (C.48:3-53 et seq.), the societal benefits charge  
29 shall be set to recover the same level of social program costs as is  
30 being collected in the bundled rates of the electric public utility on  
31 the effective date of **[this act]** P.L.1999, c.23 (C.48:3-53 et seq.).  
32 The board may subsequently order, pursuant to its rules and  
33 regulations, an increase or decrease in the societal benefits charge  
34 to reflect changes in the costs to the utility of administering existing  
35 social programs. Nothing in **[his act]** P.L.1999, c.23 (C.48:3-53 et  
36 seq.) shall be construed to abolish or change any social program  
37 required by statute or board order or rule or regulation to be  
38 provided by an electric public utility. Any such social program  
39 shall continue to be provided by the utility until otherwise provided  
40 by law, unless the board determines that it is no longer appropriate  
41 for the electric public utility to provide the program, or the board  
42 chooses to modify the program;

43 (2) Nuclear plant decommissioning costs;

44 (3) The costs of demand side management programs that were  
45 approved by the board pursuant to its demand side management  
46 regulations prior to April 30, 1997. For the purpose of establishing  
47 initial unbundled rates pursuant to section 4 of **[this act]** P.L.1999,

1 c.23 (C.48:3-53 et seq.), the societal benefits charge shall be set to  
2 recover the same level of demand side management program costs  
3 as is being collected in the bundled rates of the electric public  
4 utility on the effective date of **【this act】** P.L.1999, c.23 (C.48:3-53  
5 et seq.). Within four months of the effective date of **【this act】**  
6 P.L.1999, c.23 (C.48:3-53 et seq.), and every four years thereafter,  
7 the board shall initiate a proceeding and cause to be undertaken a  
8 comprehensive resource analysis of energy programs, and within  
9 eight months of initiating such proceeding and after notice,  
10 provision of the opportunity for public comment, and public  
11 hearing, the board, in consultation with the Department of  
12 Environmental Protection, shall determine the appropriate level of  
13 funding for energy efficiency and Class I renewable energy  
14 programs that provide environmental benefits above and beyond  
15 those provided by standard offer or similar programs in effect as of  
16 the effective date of **【this act】** P.L.1999, c.23 (C.48:3-53 et seq.);  
17 provided that the funding for such programs be no less than 50 **【%】**  
18 percent of the total Statewide amount being collected in **【public】**  
19 electric and gas public utility rates for demand side management  
20 programs on the effective date of **【this act】** P.L.1999, c.23 (C.48:3-  
21 53 et seq.) for an initial period of four years from the issuance of  
22 the first comprehensive resource analysis following the effective  
23 date of **【this act】** P.L.1999, c.23 (C.48:3-53 et seq.), and provided  
24 that 25 **【%】** percent of this amount shall be used to provide funding  
25 for Class I renewable energy projects in the State. In each of the  
26 following fifth through eighth years, the Statewide funding for such  
27 programs shall be no less than 50 percent of the total Statewide  
28 amount being collected in **【public】** electric and gas public utility  
29 rates for demand side management programs on the effective date  
30 of **【this act】** P.L.1999, c.23 (C.48:3-53 et seq.), except that as  
31 additional funds are made available as a result of the expiration of  
32 past standard offer or similar commitments, the minimum amount  
33 of funding for such programs shall increase by an additional  
34 amount equal to 50 percent of the additional funds made available,  
35 until the minimum amount of funding dedicated to such programs  
36 reaches \$140,000,000 total. After the eighth year the board shall  
37 make a determination as to the appropriate level of funding for  
38 these programs. Such programs shall include a program to provide  
39 financial incentives for the installation of Class I renewable energy  
40 projects in the State, and the board, in consultation with the  
41 Department of Environmental Protection, shall determine the level  
42 and total amount of such incentives as well as the renewable  
43 technologies eligible for such incentives which shall include, at a  
44 minimum, photovoltaic, wind, and fuel cells. The board shall  
45 simultaneously determine, as a result of the comprehensive resource  
46 analysis, the programs to be funded by the societal benefits charge,  
47 the level of cost recovery and performance incentives for old and

1 new programs and whether the recovery of demand side  
2 management programs' costs currently approved by the board may  
3 be reduced or extended over a longer period of time. The board  
4 shall make these determinations taking into consideration existing  
5 market barriers and environmental benefits, with the objective of  
6 transforming markets, capturing lost opportunities, making energy  
7 services more affordable for low income customers and eliminating  
8 subsidies for programs that can be delivered in the marketplace  
9 without electric public utility and gas public utility customer  
10 funding;

11 (4) Manufactured gas plant remediation costs, which shall be  
12 determined initially in a manner consistent with mechanisms in the  
13 remediation adjustment clauses for the electric public utility and gas  
14 public utility adopted by the board; **[and]**

15 (5) The cost, of consumer education, as determined by the  
16 board, which shall be in an amount that, together with the consumer  
17 education surcharge imposed on electric power supplier license fees  
18 pursuant to subsection h. of section 29 of **[this act]** P.L.1999, c.23  
19 (C.48:3-53 et seq.) and the consumer education surcharge imposed  
20 on gas supplier license fees pursuant to subsection g. of section 30  
21 of **[this act]** P.L.1999, c.23 (C.48:3-53 et seq.), shall be sufficient  
22 to fund the consumer education program established pursuant to  
23 section 36 of **[this act]** P.L.1999, c.23 (C.48:3-53 et seq.); and

24 (6) The costs of electric vehicle rebates disbursed for the "Light  
25 Duty Plug-in Electric Vehicle Rebate Program," established  
26 pursuant to section 14 of P.L. , c. (C. ) (pending before the  
27 Legislature as this bill). The board may order, pursuant to its rules  
28 and regulations, an increase in the societal benefits charge to reflect  
29 these costs.

30 b. There is established in the Board of Public Utilities a  
31 nonlapsing fund to be known as the "Universal Service Fund." The  
32 board shall determine: the level of funding and the appropriate  
33 administration of the fund; the purposes and programs to be funded  
34 with monies from the fund; which social programs shall be provided  
35 by an electric public utility as part of the provision of its regulated  
36 services which provide a public benefit; whether the funds  
37 appropriated to fund the "Lifeline Credit Program" established  
38 pursuant to P.L.1979, c.197 (C.48:2-29.15 et seq.), the "Tenants'  
39 Lifeline Assistance Program" established pursuant to P.L.1981,  
40 c.210 (C.48:2-29.31 et seq.), the funds received pursuant to the Low  
41 Income Home Energy Assistance Program established pursuant to  
42 42 U.S.C. s.8621 et seq., and funds collected by electric and natural  
43 gas utilities, as authorized by the board, to offset uncollectible  
44 electricity and natural gas bills should be deposited in the fund; and  
45 whether new charges should be imposed to fund new or expanded  
46 social programs.

47 (cf: P.L.1999, c.23, s.12)

1       27. This act shall take effect immediately.

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STATEMENT

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6       This bill would establish goals, initiatives, and programs to  
7 encourage and support the use of plug-in electric vehicles in the  
8 State.

9       Specifically, section 3 of the bill would establish State goals for  
10 the use of plug-in electric vehicles and the development of plug-in  
11 electric vehicle charging infrastructure to support that use. Under  
12 the bill, no later than December 31, 2020, and every five years  
13 thereafter, the Department of Environmental Protection (DEP)  
14 would be required to prepare and submit to the Governor and the  
15 Legislature a report that: (1) assesses the state of the plug-in  
16 electric vehicle market in New Jersey; (2) measures the State's  
17 progress toward achieving the goals outlined in the bill; (3)  
18 identifies barriers to the achievement of the goals; and (4) makes  
19 recommendations for legislative or regulatory action to address  
20 those barriers.

21       Section 4 of the bill would establish the Electric Vehicle  
22 Working Group, to be composed of 19 members, including the  
23 Commissioner of Environmental Protection, the President of the  
24 Board of Public Utilities, the Commissioner of Transportation, the  
25 Executive Director of the New Jersey Transit Corporation, the  
26 Executive Director of the New Jersey Turnpike Authority, the  
27 Executive Director of the South Jersey Transportation Authority,  
28 the Commissioner of Community Affairs, the Executive Director  
29 of the Port Authority of New York and New Jersey, the Chief  
30 Executive Officer of the New Jersey Economic Development  
31 Authority, and the Director of the Division of Rate Counsel in, but  
32 not of, the Department of Treasury, or their respective designees,  
33 and various other stakeholders and subject matter experts.

34       The working group would be required to develop, and annually  
35 update, a Statewide Vehicle Charging Infrastructure Plan, and  
36 monitor implementation of that plan and its effectiveness in  
37 advancing the goals established in the bill. Subsection h. of section  
38 4 of the bill outlines the information to be incorporated into the  
39 State Vehicle Charging Infrastructure Plan. The working group  
40 would coordinate the development of the plan with the development  
41 and revision of the Statewide Energy Master Plan. The working  
42 group would also develop a public education program, to be  
43 implemented by the DEP, to inform the public about plug-in electric  
44 vehicles and the availability of vehicle charging infrastructure. The  
45 working group would issue a final report on the Statewide Vehicle  
46 Charging Infrastructure Plan during the calendar year 2035 and  
47 dissolve 30 days after the report is issued.

1 Under the bill, the Board of Public Utilities (“the board”), in  
2 cooperation with electric public utilities and various government  
3 agencies, would be required to develop the essential public charging  
4 network. The network would: (1) provide sufficient public  
5 charging infrastructure to support a significant expansion in the use  
6 of plug-in electric vehicles in the State and consumer confidence in  
7 using these vehicles; (2) integrate with the electric distribution  
8 system and the electric transmission system; and (3) provide a level  
9 of public charging infrastructure sufficient to minimize consumer  
10 range anxiety. Each electric public utility in the State would be  
11 required to implement the essential public charging network in  
12 accordance with the requirements of subsections b. and c. of section  
13 9 of the bill.

14 Within one year after the effective date of the bill, each electric  
15 public utility in the State would be required to submit to the board a  
16 proposed plan for the construction and long-term operation of the  
17 essential public charging network within its service territory in  
18 accordance with the requirements of section 10 of the bill. No later  
19 than 180 days after receipt of a proposed plan, the board would be  
20 required to review and issue a determination approving, rejecting,  
21 or approving with modifications a utility’s plan. The board order  
22 approving, or approving with modifications, a utility’s proposed  
23 plan would provide for and approve full and timely recovery,  
24 through a separate utility rate clause, all reasonable costs, which  
25 may be included in the utility’s rate base as either a capital or  
26 regulatory asset. Utilities would be permitted to use funding  
27 sources other than recovering costs through customer rates  
28 whenever feasible. The bill authorizes utilities to propose  
29 programs, incentives, tariffs, and initiatives to support the  
30 development of vehicle charging infrastructure.

31 Under the bill, the New Jersey Turnpike Authority, the South  
32 Jersey Transportation Authority, and the Department of  
33 Transportation would be required to establish publicly-accessible  
34 electric vehicle charging parking spaces for the exclusive use of  
35 plug-in electric vehicles at their respective service areas. These  
36 agencies would be directed to charge a fee to plug-in electric  
37 vehicle drivers using the charging equipment in a reasonable  
38 amount to recover costs associated with installation and operation  
39 of the charging equipment for public use, either directly or through  
40 contracted third-parties.

41 No later than 90 days after the effective date of the bill, the  
42 board, in cooperation with the State Treasurer and the DEP, would  
43 be required to establish and implement the “Light Duty Plug-in  
44 Electric Vehicle Rebate Program” for the purpose of encouraging  
45 the purchase of light duty plug-in electric vehicles. The board  
46 would implement the rebate program until June 30 of the 10th year  
47 after the rebate program begins, or after \$300 million in rebate  
48 disbursements have been paid from the fund, whichever occurs first.

1 The board would establish the rebate as a one-time payment to the  
2 purchaser of a new light duty plug-in electric vehicle in an amount  
3 set and calculated by the department as equal to at least \$25 per  
4 mile of the eligible vehicle's electric power range as certified by the  
5 U.S. Environmental Protection Agency and determined by the DEP,  
6 up to a maximum of \$5,000 per eligible vehicle. The board may  
7 adjust the rebate amount as necessary to achieve the goals outlined  
8 in the bill, but not more than once per aggregate disbursement of  
9 \$100 million in rebates. The board, in consultation with the  
10 working group, would develop and implement a Statewide public  
11 education program to publicize the availability of the rebates under  
12 the bill.

13 An "eligible" vehicle is defined in the bill as a new light duty  
14 plug-in electric vehicle with a manufacturer's suggested retail price  
15 of \$55,000 or less, purchased after the effective date of the bill.

16 "Plug-in electric vehicle" means a vehicle that has a battery or  
17 equivalent energy storage device that can be charged from an  
18 electricity supply external to the vehicle with an electric plug, and  
19 includes a plug-in hybrid vehicle. However, notwithstanding other  
20 provisions of the bill, a light duty plug-in hybrid vehicle would not  
21 qualify for a rebate after December 31, 2022.

22 Under the bill, a vehicle dealership may, in its discretion,  
23 provide a purchaser the option to have the amount of the electric  
24 vehicle rebate deducted from the final price of an eligible vehicle.  
25 The dealer would then apply to the State Treasurer to receive the  
26 rebate. A purchaser who does not receive the rebate at the time of  
27 purchase may apply directly to the State Treasurer for the rebate.  
28 The board would be required to keep track of, and provide to the  
29 public, up-to-date information about rebate availability. Sections  
30 17 through 19 establish the process by which an eligible recipient  
31 must apply to the Department of Treasury to receive the rebate, and  
32 the process by which the Department of Treasury must approve or  
33 deny an application. Section 16 of the bill would establish the  
34 "Plug-in Electric Vehicle Rebate Fund" to be used by the  
35 Department of Treasury solely to make rebate disbursements to  
36 eligible recipients. The board would be authorized to deposit into  
37 the fund moneys received from the societal benefits charge  
38 established pursuant to section 11 of P.L.1999, c.23 (C.48:3-60),  
39 moneys made available to the board pursuant to the implementation  
40 of the Regional Greenhouse Gas Initiative (RGGI) and P.L.2007,  
41 c.340 (C.26:2C-45 et seq.), and moneys available from other  
42 funding sources as determined by the board.

43 The bill amends existing law to address implementation issues  
44 under the State's adoption of the California Low Emission Vehicle  
45 Program and its zero emissions vehicle requirements. The bill  
46 would require the Commissioner of Environmental Protection to  
47 petition the California Air Resources Board and the Governor of  
48 California to revise the State's rules and regulations to provide that

1 the vehicles “sold or leased” in the State meet program  
2 requirements rather than vehicles “produced and delivered for sale  
3 or lease.” Upon revision by the California Air Resources Board, the  
4 term “produced and delivered for sale” in existing State law would  
5 be construed to mean “sold or leased,” until State law is revised.

6 The bill provides that the first \$20 million of funds received by  
7 the State each year from participation in RGGI would be deposited  
8 into the “Plug-in Electric Vehicle Rebate Fund” established in the  
9 bill. Finally, the bill would also permit the costs of electric vehicle  
10 rebates disbursed under the bill to be recovered through the societal  
11 benefits charge, and it would authorize the board, pursuant to its  
12 rules and regulations, to order an increase in the societal benefits  
13 charge to reflect these costs.