

SENATE, No. 227

STATE OF NEW JERSEY 219th LEGISLATURE

PRE-FILED FOR INTRODUCTION IN THE 2020 SESSION

Sponsored by:

Senator PATRICK J. DIEGNAN, JR.

District 18 (Middlesex)

Senator LINDA R. GREENSTEIN

District 14 (Mercer and Middlesex)

SYNOPSIS

Makes appropriation of \$3,000,000 to DOT for electric buses and \$3,000,000 to NJT for private carrier capital improvements from revenues and other funds of Transportation Trust Fund Authority.

CURRENT VERSION OF TEXT

Introduced Pending Technical Review by Legislative Counsel.



1 **A SUPPLEMENT** to "An Act making appropriations for the support
2 of the State Government and the several public purposes for the
3 fiscal year ending June 30, 2019 and regulating the disbursement
4 thereof," approved July 1, 2018 (P.L.2018, c.53).

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

8
9 1. Notwithstanding the provisions of P.L.1984, c.73 (C.27:1B-
10 1 et al.), in addition to the amounts appropriated under P.L.2018,
11 c.53, the annual appropriations act for Fiscal Year 2019, there is
12 appropriated the sum of \$3,000,000 from the revenues and other
13 funds of the New Jersey Transportation Trust Fund Authority, and
14 from the amounts on deposit in the Transportation Trust Fund
15 Subaccount for Capital Reserves as follows:

16

78 DEPARTMENT OF TRANSPORTATION		
60 Transportation Programs		
61 State and Local Highway Facilities		
<u>CAPITAL CONSTRUCTION</u>		
60-6320 State and Local Highway Facilities.....		\$3,000,000
Total Capital Construction Appropriation,		
State and Local Highway Facilities		\$3,000,000
<u>Capital Projects:</u>		
Electric bus purchase grants	(\$3,000,000)	

17
18 The amounts hereinabove appropriated for grants to be distributed by the
19 Department of Transportation for the purchase of electric buses by private
20 motorbus carriers may also be distributed for the purchase of battery
21 recharging equipment and facilities and other necessary equipment or facilities
22 necessary for the operation of electric buses by private motorbus carriers.

23
24 2. The following items and language provisions in section 1 of
25 P.L.2018, c.58, the annual State appropriations act for Fiscal Year
26 2019, is amended to read as follows:

27

78 DEPARTMENT OF TRANSPORTATION		
60 Transportation Programs		
62 Public Transportation		
<u>CAPITAL CONSTRUCTION</u>		

28
29 Notwithstanding the provisions of P.L.1984, c.73 (C.27:1B-1 et al.), there is
30 appropriated the sum of **【\$759,909,000】** \$762,909,000 from the revenues and
31 other funds of the New Jersey Transportation Trust Fund Authority, and from
32 the amounts on deposit in the Transportation Trust Fund Subaccount for
33 Capital Reserves, for the specific projects identified as follows:

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 **New Jersey Transit Corporation**

2

3 <u>Description</u>	<u>County</u>	<u>Amount</u>
4 Private Carrier Equipment Program	Various	【(\$3,000,000)】 <u>(\$6,000,000)</u>

5

6 From the amounts appropriated from the revenues and other funds of the New
7 Jersey Transportation Trust Fund Authority for the current fiscal year
8 transportation capital program, the Commissioner of Transportation **【may】**
9 shall allocate **【\$4,000,000】** \$6,000,000 of the amount listed for the Private
10 Carrier Equipment Program to the New Jersey Transit Corporation's Private
11 Carrier Capital Improvement Program (PCCIP). The amount provided herein
12 shall be allocated to the private motorbus carriers consistent with the formula
13 used to administer the PCCIP and shall be restricted to those carriers that
14 currently qualify for participation in the PCCIP. These funds may be used for
15 the procurement of any goods or services currently approved under the New
16 Jersey Transit Corporation's PCCIP, as well as: facility improvements, vehicle
17 procurement, and capital maintenance that comports with section 3 of
18 P.L.1984, c.73 (C.27:1B-3). Such maintenance and equipment procurements
19 shall apply to vehicles owned by the private motorbus carriers and used in
20 public transportation service, as well as to the New Jersey Transit Corporation
21 owned vehicles. Private motorbus carriers receiving an allocation of such
22 funds shall be required to submit to the New Jersey Transit Corporation a full
23 accounting for all expenditures, demonstrating that the funds were used to
24 increase or maintain the current level of public transportation service provided
25 by the carrier or to improve revenue vehicle maintenance. Under no
26 circumstance shall these funds be used to provide compensation of any officer
27 or owner of a private motorbus carrier.

28 (cf: P.L.2018, c.53, s.1)

29

30 3. This act shall take effect immediately.

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STATEMENT

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35 This bill appropriates a total of \$6 million in additional money
36 from the revenues and other funds of the New Jersey Transportation
37 Trust Fund Authority (TTFA) for two purposes related to improving
38 public transportation. \$3 million would be appropriated to the
39 Department of Transportation (DOT) for making grants to private
40 motorbus carriers for the purchase and operation of electric buses
41 and an extra \$3 million for a total of \$6 million would be
42 appropriated to fund the New Jersey Transit Corporation's (NJT)
43 Private Carrier Capital Improvement Program (PCCIP) for the 2019
44 fiscal year.

45 The appropriation of \$3 million for electric buses is intended to
46 promote the introduction of electric battery-powered buses into the
47 New Jersey passenger bus fleet, which promises to substantially

1 reduce greenhouse gas emissions by the operation of fossil-fueled
2 buses. According to a May 2018 report jointly authored by the New
3 Jersey Public Interest Research Group and others, on average, an
4 electric bus costs approximately \$750,000, substantially more than
5 the \$500,000 cost of a conventional diesel bus.

6 The bill also appropriates \$6 million from the funds of the TTFA
7 to the PCCIP, increasing the authorized level of PCCIP funding
8 from a maximum of \$4 million in FY2019 to \$6 million for
9 FY2020, and would require this funding. Given the fiscal year
10 implementation, this provision is to take effect on July 1, 2019.

11 Private motorbus carriers operate approximately 25 percent of
12 the scheduled bus transportation in this State and receive no
13 operating subsidy. They face the same cost pressures that underpin
14 recent increases in the operating subsidy of NJT but depend on
15 revenues from the fare box to address existing needs and to make
16 new investments. Allowing the DOT to recognize the increased
17 capital needs of private carriers and the passengers who depend on
18 them will help to ensure that the State's efforts to enhance public
19 transportation, to keep it affordable, and to improve air quality
20 benefit all New Jerseyans.