

[First Reprint]
SENATE, No. 1818

STATE OF NEW JERSEY

INTRODUCED JANUARY 27, 1997

By Senator SACCO

1 AN ACT concerning the use of high occupancy vehicle lanes by
2 alternative fuel vehicles and amending P.L.1992, c.32.

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

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7 1. Section 4 of P.L.1992, c.32 (C.27:26A-4) is amended to read as
8 follows:

9 4. a. To the end that the problems of traffic congestion and its
10 attendant economic, social and environmental costs and effects shall
11 be dealt with in a comprehensive manner, the department shall analyze
12 already existing data related to commutation patterns, including
13 origin-destination data; and shall engage in or analyze comprehensive
14 traffic congestion studies in order to provide for a more complete and
15 detailed picture of the level and sources of congestion on State
16 highways, county and municipal roads, as well as toll bridges and toll
17 roads.

18 b. Based upon this analysis or study, the department shall develop
19 a comprehensive strategy of transportation control measures to deal
20 with congestion and air pollution problems in the State, including but
21 not limited to placing special emphasis on the completion of "missing
22 links" in the State highway system, use of high occupancy vehicle
23 lanes, priority treatment of high occupancy vehicles, the adoption of
24 traffic system management, such as improved signage, synchronization
25 of traffic lights, resurfacing of highway pavements, the use of
26 "intelligent vehicle" highways, the maximum possible use of public
27 transportation and other appropriate measures to facilitate the smooth
28 flow of traffic in the State. No high occupancy vehicle lanes shall be
29 established on a highway unless public transit alternatives are
30 evaluated and marketed for that highway. The department shall permit
31 alternative fuel vehicles to use high occupancy vehicle lanes and

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

Matter underlined thus is new matter.

Matter enclosed in superscript numerals has been adopted as follows:

¹ Senate STR committee amendments adopted May 15, 1997.

1 receive the same priority treatment as high occupancy vehicles. ¹[For
2 the purposes of this act, "alternative fuel vehicle" means any vehicle
3 that operates on methanol, ethanol, or other alcohols, natural gas,
4 compressed natural gas, propane, liquefied petroleum gas, hydrogen,
5 coal-derived liquid fuels, electricity, or any other fuel substantially
6 composed of nonpetroleum substances as defined pursuant to the
7 "Energy Policy Act of 1992," Pub.L.102-486 (42 U.S.C. §13211 et
8 seq.).]

9 c. As used in this act:

10 "Alternative fuel" means methanol, denatured ethanol, and other
11 alcohols; mixtures containing 85% or more by volume of methanol,
12 denatured ethanol, and other alcohols with gasoline or other fuels;
13 natural gas; liquefied petroleum gas (propane); hydrogen; coal-derived
14 liquid fuels; fuels (other than alcohol) derived from biological
15 materials; and electricity.

16 "Alternative fuel vehicle" means a motor vehicle that is a dedicated
17 alternative fuel vehicle or a dual-fuel alternative fuel vehicle.

18 "Dedicated alternative fuel vehicle" means a motor vehicle
19 constructed or converted to operate solely on alternative fuel.

20 "Dual-fuel alternative fuel vehicle" means a motor vehicle
21 constructed or converted to be 1) bi-fuel, or capable of operating on
22 alternative fuel and capable of operating on gasoline or diesel fuel; 2)
23 flexi-fuel, or capable of operating on a mixture containing 85% or
24 more by volume of methanol, denatured ethanol, and other alcohols
25 with gasoline or other fuels.¹

26 (cf: P.L.1992, c.32, s.4.)

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28 2. This act shall take effect immediately.

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33 Directs DOT to permit alternative fuel vehicles to operate in high
34 occupancy vehicle lanes and receive the same priority treatment.