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SYNOPSIS

Establishes “Fleet Conversion Task Force” in DEP.

CURRENT VERSION OF TEXT

As reported by the Assembly Environment and Solid Waste Committee on September 17, 2026, with amendments.



1 AN ACT establishing a “Fleet Conversion Task Force” in the
2 Department of Environmental Protection.

3
4 **BE IT ENACTED** *by the Senate and General Assembly of the State*
5 *of New Jersey:*

6
7 1. a. The Legislature finds and declares that:

8 (1) Commercial vehicle fleets play a vital role in the economy,
9 providing transportation and logistics support to virtually every sector
10 of the economy, including manufacturers, distributors, agricultural and
11 food service companies, and retailers;

12 (2) According to data published by the United States Department
13 of Transportation, there were approximately 12 million automobiles
14 and trucks in fleets on the road in 2013, comprising five percent of all
15 registered motor vehicles;

16 (3) Transitioning to zero-emissions vehicles is a cornerstone of the
17 State's plan to reduce its greenhouse gas emissions pursuant to the
18 "Global Warming Response Act," P.L.2007, c.112 (C.26:2C-37 et
19 seq.);

20 (4) This is because, in New Jersey, the transportation sector emits
21 38 percent of the total Statewide greenhouse gas emissions, according
22 to the "2024 NJ Greenhouse Gas Emissions Inventory Report Years
23 1990-2021," produced by the Department of Environmental
24 Protection;

25 (5) Thus, vehicle fleets are responsible for approximately two
26 percent of New Jersey's greenhouse gas emissions, in addition to
27 emitting other pollutants such as carbon monoxide, particulate matter,
28 ozone, nitrogen dioxide, and sulfur dioxide; ¹**[and]**¹

29 (6) The Legislature and the Department of Environmental
30 Protection would benefit from the expertise and experience of people
31 working in the transportation sector as they develop and implement
32 policies to reduce greenhouse gas emissions from motor vehicle fleets
33 ¹; and

34 (7) Effective fleet policy must account for operational readiness,
35 service continuity, total cost of ownership, workforce impacts, and the
36 diversity of duty cycles across public and private fleets operating in
37 New Jersey¹.

38 b. The Legislature therefore determines that it is in the public
39 interest to create a Fleet Conversion Task Force to study and make
40 recommendations on the process of converting motor vehicle fleets
41 from fossil fuel-powered to zero-emission vehicles, and ¹modernizing
42 motor vehicle fleets through zero-emission, near zero-emission, and
43 other emission-reducing technologies, operational efficiencies, and
44 resilience strategies, consistent with¹ the State's ¹**[policies to reduce]**¹

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

Matter underlined thus is new matter.

Matter enclosed in superscript numerals has been adopted as follows:

¹Assembly AEN committee amendments adopted September 17, 2026.

1 greenhouse gas ¹【emissions from the transportation sector】 reduction
2 goals¹.

3
4 2. a. There is established in the Department of Environmental
5 Protection a Fleet Conversion Task Force. The duty of the task force
6 shall be to ¹:

7 (1)¹ study the challenges faced by commercial ¹and publicly
8 owned¹ motor vehicle fleet owners and operators in converting their
9 fleets to zero emission vehicles, including the fiscal impact on small
10 businesses ¹【, to】 and impacts on fleet reliability, mission readiness,
11 service continuity, total cost of ownership and workforce and
12 training requirements for fleet operators;

13 (2)¹ coordinate with the necessary stakeholders to develop a cost-
14 effective ecosystem to support the transition to zero-emission motor
15 vehicle fleets; ¹【and to】

16 (3)¹ formulate recommendations for policy changes that could ease
17 compliance with any existing laws or policies, and recommendations
18 for new policies that could more effectively and efficiently reduce
19 greenhouse gas emissions from commercial motor vehicles ¹;

20 (4) evaluate comparative technology pathways for the conversion
21 and modernization of commercial and publicly owned motor vehicle
22 fleets, including, but not limited to:

23 (a) an evaluation of battery-electric, hydrogen fuel cell, near zero-
24 emission, and other viable emission-reducing technologies;

25 (b) an assessment of the suitability of conversion technologies by
26 vehicle class and duty cycle;

27 (c) an evaluation of geographic and regional operational
28 considerations;

29 (d) an analysis of operational requirements, including performance
30 under varying weather, terrain, and load conditions; and

31 (e) a consideration of infrastructure readiness and total cost of
32 ownership;

33 (5) conduct, in coordination with the Board of Public Utilities and
34 the Department of Transportation, an assessment of electric grid
35 capacity, infrastructure readiness, and rate impacts associated with the
36 conversion of commercial and publicly owned motor vehicle fleets,
37 which shall include, but not be limited to:

38 (a) an analysis of freight corridor grid capacity and substation load
39 serving high-density freight, port, warehouse, and industrial areas of
40 the State;

41 (b) an identification of infrastructure upgrade requirements and
42 timelines;

43 (c) modeling of incremental electric load under various fleet
44 conversion scenarios and duty cycles;

45 (d) an evaluation of potential impacts on retail electricity rates,
46 including impacts related to capacity market obligations within the
47 PJM Interconnection region; and

1 (e) an assessment of how existing grid reliability, affordability, and
2 supply constraints may affect feasibility and sequencing of fleet
3 conversion; and

4 (6) conduct a distinct fiscal impact analysis of fleet conversion for
5 commercial and publicly owned motor vehicle fleets operating fewer
6 than 50 vehicles, including, but not limited to:

7 (a) modeling of total cost of ownership under financing
8 assumptions reflective of small business credit conditions, including
9 higher borrowing costs, limited access to capital markets, shorter loan
10 terms, and reduced balance sheet capacity;

11 (b) an analysis of infrastructure and make-ready costs on a per-
12 vehicle basis at small fleet scale, including fleets operating from
13 leased, shared, or space-constrained facilities;

14 (c) evaluation of potential impacts of electricity rate volatility,
15 demand charges, and capacity market costs on small fleet operating
16 expenses;

17 (d) an assessment of potential market structure impacts, including
18 risks of industry consolidation and effects on small and independently
19 owned fleet operators; and

20 (e) recommendations regarding compliance timelines, incentive
21 structures, financing mechanisms, or other policy adjustments
22 necessary to ensure economically feasible participation by small
23 fleets¹.

24 b. The task force shall be composed of 15 members, as follows:

25 (1) the Commissioner of Environmental Protection, or a designee,
26 who shall serve ex-officio as chair;

27 (2) the Commissioner of Transportation, or a designee, who shall
28 serve ex-officio as vice-chair;

29 (3) the President of the Board of Public Utilities, or a designee,
30 who shall serve ex-officio;

31 (4) the Executive Director of the New Jersey Transit Corporation,
32 or a designee, who shall serve ex-officio;

33 (5) the Executive Director of the Port Authority of New York and
34 New Jersey, or a designee, who shall serve ex-officio;

35 (6) the Executive Director of the New Jersey Economic
36 Development Authority, or a designee, who shall serve ex-officio;

37 (7) two members of the public, appointed by the Senate President,
38 with knowledge, expertise, or experience in zero-emission vehicles,
39 one of whom shall represent privately owned fleets ¹operating with 50
40 or more vehicles¹ and one of whom shall represent publicly owned
41 fleets;

42 (8) two members of the public, appointed by the Speaker of the
43 General Assembly, with knowledge, expertise, or experience in zero-
44 emission vehicles, one of whom shall represent privately owned fleets
45 ¹operating with fewer than 50 vehicles¹ and one of whom shall
46 represent publicly owned fleets; and

47 (9) five members of the public appointed by the Governor as
48 follows:

- 1 (a) one representative from an environmental justice organization;
- 2 (b) one representative from a labor organization that represents
3 trucking workers or other workers involved with motor vehicle fleets;
- 4 (c) two representatives of automotive original equipment
5 manufacturers, with experience in medium- and heavy-duty vehicles,
6 at least one of whom shall have 'direct' experience 'with fleet
7 deployment or fleet operation'¹ in zero-emission medium- and heavy-
8 duty vehicles; and
- 9 (d) one representative of publicly owned fleets, with knowledge,
10 expertise, or experience in zero-emission vehicles.
- 11 c. The members of the task force shall be appointed no later than
12 90 days after the effective date of this act. The task force shall
13 organize as soon as practicable after the appointment of the task force's
14 members. The task force may appoint a secretary who need not be
15 part of the task force. The presence of eight members shall constitute
16 a quorum.
- 17 d. The task force shall meet regularly as the task force determines
18 or at the call of the chair. A true copy of the minutes of each meeting
19 of the task force shall be published and maintained on the Department
20 of Environmental Protection's Internet website. The task force shall
21 hold public hearings in various regions of the State and shall solicit
22 feedback from the following entities:
- 23 (1) public fleets, including county, city, electric utility, water
24 district, solid waste, wastewater, education, emergency, and law
25 enforcement fleets;
- 26 (2) regional trucking and drayage companies, small-, medium- and
27 large-sized business enterprises, national carriers operating in New
28 Jersey, and first and final mile e-commerce and air cargo couriers;
- 29 (3) public and investor-owned utilities;
- 30 (4) class 1, 2, and 3 railroads, as applicable to New Jersey;
- 31 (5) producers of electric vehicle infrastructure;
- 32 (6) producers and sellers of petroleum products, biofuels, natural
33 gas, propane, and hydrogen;
- 34 (7) environmental organizations and environmental justice
35 advocates;
- 36 (8) labor organizations;
- 37 (9) the New Jersey Motor Vehicle Commission;
- 38 (10) automobile dealers, automotive original equipment
39 manufacturers, and manufacturers of internal combustion and electric
40 vehicles, including light-, medium-, and heavy-duty vehicles; and
- 41 (11) local governments.
- 42 e. The members of the task force shall serve without
43 compensation, but the department may, within the limits of funds
44 appropriated or otherwise made available to the task force, reimburse
45 members for actual expenses necessarily incurred in the discharge of
46 their official duties.
- 47 f. Any vacancies in the membership of the task force shall be
48 filled in the same manner as the original appointment.

1 g. The Department of Environmental Protection shall provide
2 stenographic, clerical, and other administrative assistance and
3 professional staff as the task force requires to carry out the task force's
4 work. The task force shall be entitled to call to the task force's
5 assistance and avail itself of the services of the employees of any
6 State, county, or municipal department, board, bureau, commission, or
7 agency as the task force may require and as may be available for the
8 task force's purposes. ¹Nothing in this section shall be construed to
9 limit or direct the independent advisory role of the task force.¹

10 h. The task force shall report its findings and recommendations¹,
11 which shall include whether or not to extend the term of the task force
12 or convert the task force to a permanent fleet advisory council,¹ to the
13 Governor and, pursuant to section 2 of P.L.1991, c.164 (C.52:14-19.1),
14 to the Legislature no later than ¹【two years】 18 months¹ following the
15 initial organizational meeting of the task force. ¹The task force shall
16 serve, during those 18 months, in an advisory capacity to the Governor
17 and the Legislature on fleet modernization, transition, and
18 implementation.¹ A written copy of the task force's report shall be
19 provided to the chair of the Senate Environment and Energy
20 Committee¹, the chair of the Senate Transportation Committee, the
21 chair of the Assembly Transportation and Independent Authorities
22 Committee,¹ and the chair of the Assembly Environment ¹【, Natural
23 Resources】¹ and Solid Waste Committee, or their successor
24 committees.

25 i. Thirty days after the submission of the report required pursuant
26 to subsection h. of this section, the task force shall dissolve.

27 ¹j. The task force may establish subcommittees as necessary to
28 examine specific issues, including, but not limited to, fleet operations,
29 infrastructure readiness, workforce and training needs, fiscal impacts,
30 and regional or sector-specific fleet considerations. The task force
31 shall establish a Transportation Infrastructure Subcommittee, led by
32 the Department of Transportation through the Commissioner of
33 Transportation, or the commissioner's designee, to evaluate
34 operational and infrastructure considerations associated with fleet
35 modernization and conversion, including freight corridors, grid
36 readiness related to transportation deployment, port and drayage
37 transition, operational performance under real-world conditions,
38 infrastructure integration, and procurement readiness associated with
39 the technology pathways evaluated pursuant to subsection a. of this
40 section.

41 k. In conducting the analysis required by paragraph (5) of
42 subsection a. of this section, the task force may consult with, in
43 addition to the Department of Environmental Protection, the Board of
44 Public Utilities, and the Department of Transportation, as appropriate,
45 one or more institutions of higher education or other subject-matter
46 experts to assist in conducting technical research, analysis, or
47 modeling related to electric capacity, infrastructure readiness,

1 electricity demand, grid reliability, and electricity rate impacts. The
2 task force may also rely on data made available by the State agencies
3 and utilities and shall protect confidential, proprietary, and security-
4 sensitive infrastructure information.¹

5

6 3. This act shall take effect immediately ¹~~["~~¹ and shall expire 30
7 days after the submission of the report required pursuant to subsection
8 h. of section ¹~~["~~¹ 2¹ of this act ¹,unless otherwise authorized by the
9 Legislature¹.