The economic impact on the Commission consists of the costs of oversight of the autobus program, including the processing of applications for change or discontinuance of a route, which costs will be continued on readoption. The costs to the operator of the notification required by this chapter are de minimis, as are the costs of preparing applications in the event a change or discontinuance of a route is sought.

Jobs Impact

The rules proposed for readoption are not anticipated to result in the generation or loss of any jobs.

Federal Standards Statement

There are no Federal standards applicable to the subject matter of Subchapter 1. Subchapter 2 is consistent with, and does not exceed, the provisions of the Federal Motor Carrier Safety regulations, 49 CFR 387.25, which deal with liability insurance requirements and filing requirements for motor carriers of passengers operating in interstate or foreign commerce.

Agriculture Industry Impact

The rules proposed for readoption are not anticipated to have any impact on the agriculture industry in this State.

Regulatory Flexibility Analysis

The rules proposed for readoption impose reporting and recordkeeping requirements on autobus owners or operators, some of which may be defined as small businesses, as the term is defined by the Regulatory Flexibility Act, N.J.S.A. 52:14B-16 et seq. Subchapter 1 requires autobus and trolley owners to report changes in routes due to emergency situations and interruptions of routes anticipated to last longer than four hours. Subchapter 2 requires autobus and trolley operators to file with the Commission certificates of insurance provided by the insurance company. The cost of providing the certificates is borne by the insurance company that supplies the certificates directly to the Department of Transportation. The employment of outside professional services is not anticipated to be required in order to comply with the requirements of the rules proposed for readoption.

The Commission has given careful consideration to these matters and has determined that the rules as proposed for readoption are necessary to be applied to all autobus and trolley operators in order to promote safe, reliable, and financially responsible service. A waiver or other special accommodation for small businesses cannot, therefore, be accomplished without jeopardizing these objectives.

Housing Affordability Impact Analysis

The rules proposed for readoption will have no impact on the affordability of housing and there is an extreme likelihood that the rules would evoke a change in average costs associated with housing because they pertain solely to the operation of autobuses and trolleys.

Smart Growth Development Impact Analysis

Aside from the fact that the availability of reliable public transportation tends to combat sprawl, it is not anticipated that the rules proposed for readoption will have any effect on the achievement of smart growth or evoke a change in housing production in Planning Areas 1 or 2, or within designated centers, under the State Development and Redevelopment Plan in New Jersey because the rules pertain solely to the operation of autobuses and trolleys.

Racial and Ethnic Community Criminal Justice and Public Safety Statement

The Commission has determined that the rules proposed for readoption will have no impact on pretrial detention, sentencing, probation, or parole policies concerning juveniles and adults in the State. Accordingly, no further analysis is required.

Full text of the rules proposed for readoption may be found in the New Jersey Administrative Code at N.J.A.C. 16:52.
Summary

The Board of Trustees of the Police and Firemen’s Retirement System of New Jersey (Board) is responsible for maintaining the administrative rules at N.J.A.C. 17:4. When the Board becomes aware of a change in the laws or a court decision that could affect the Police and Firemen’s Retirement System (PFRS), the Board reviews the administrative rules to determine where changes, if any, are required. Amendments to the affected rules are then proposed, in order to uphold the new statute or court decision effectively.

On July 8, 2019, Governor Murphy signed P.L. 2019, c. 157, the Bill Ricci World Trade Center Rescue, Recovery, and Cleanup Operations Act, which permits certain members of the PFRS, State Police Retirement System (SPRS), or the Public Employees’ Retirement System (PERS) to receive accidental disability retirement allowance for disability resulting from participation in 9/11 World Trade Center rescue, recovery, or cleanup operations. The law, which became effective on July 8, 2019, states the Board shall promulgate rules necessary to implement the provisions of the law. Chapter 157 creates four categories of eligibility: 1. active members who participated for eight or more hours in the one-month period following September 11, 2001, who have already retired and have now manifest a qualifying condition or disability, and will be eligible to have their benefits recalculated; and 4. retired members who sustained an injury between September 11th and September 12th, 2001, that is a qualifying condition and prevented them from working eight hours and will be eligible to have their benefits recalculated. Therefore, the Board proposes to adopt the following new rules, which affect retirements within the PFRS.

Subchapter 8. 9/11 World Trade Center Accidental Disability

The Board proposes to add new Subchapter 8, 9/11 World Trade Center Accidental Disability, in order to include provisions of P.L. 2019, c. 157, permitting certain members of the PFRS to receive an accidental disability retirement allowance for disability resulting from participation in 9/11 World Trade Center rescue, recovery, or cleanup operations. The new subchapter will set forth the purpose of the subchapter, definitions, eligibility, and filing requirements.

As the Board has provided a 60-day comment period on the notice of proposal, the notice is excepted from the rulemaking calendar requirement, pursuant to N.J.A.C. 1:30-3.3(a).5.

Social Impact

The proposed new rules at N.J.A.C. 17:4-8 benefit certain PFRS members, retirees, and survivors of members who participated in the...