

**Housing Affordability Impact Analysis**

The proposed amendments shall have no impact on housing affordability and there is an extreme unlikelihood that the proposed amendments would evoke a change in the average costs associated with housing, as the rules pertain to the name of a correctional facility and gender neutrality in this chapter.

**Smart Growth Impact Development Analysis**

The proposed amendments will have no impact on the achievement of smart growth and there is an extreme unlikelihood the proposed amendments will evoke a change in housing production within Planning Areas 1 or 2, or within designated centers, under the State Development and Redevelopment Plan, as the rules pertain to the name of a correctional facility and gender neutrality in this chapter.

**Racial and Ethnic Community Criminal Justice and Public Safety Impact**

The Department of Corrections has evaluated this rulemaking and determined that it will not have an impact on pretrial detention, sentencing, or probation in the State. Accordingly, no further analysis is required.

Full text of the proposal follows (additions indicated in boldface thus; deletions indicated in brackets [thus]):

**SUBCHAPTER 6. PREGNANT INMATES**

**10A:16-6.4 Termination of pregnancy**

(a)-(c) (No change.)

(d) A pregnancy shall be terminated only at a [state-licensed] State-licensed medical facility or hospital. Follow-up medical care shall be provided in the [Edna Mahan] Correctional Facility for Women.

**10A:16-6.5 [Father] Non-gestational parent of the child**

(a) The [father] **non-gestational parent**, if not incarcerated, may attend the birth of [his] the child in the delivery room.

(b) The [father's] **non-gestational parent's** presence in the delivery room is contingent upon approval by the:

1.-3. (No change.)

**TRANSPORTATION**

(a)

**PLANNING, MULTIMODAL, AND GRANTS ADMINISTRATION**

**MULTIMODAL SERVICES**

**Truck Access**

**Proposed Readoption with Amendments: N.J.A.C. 16:32**

Authorized By: Diane Gutierrez-Scaccetti, Commissioner, Department of Transportation.

Authority: N.J.S.A. 27:1A-5, 27:1A-6, and 39:3-84 et seq.; 23 CFR Part 658; and P.L. 1991, c. 115.

Calendar Reference: See Summary below for explanation of exception to calendar requirement.

Proposal Number: PRN 2022-097.

Submit written comments by September 30, 2022, to:

Paul F. Sprewell  
Administrative Practice Officer  
New Jersey Department of Transportation  
PO Box 600  
Trenton, NJ 08625-0600  
Fax: (609) 530-4638  
Submit electronically at [njdotRules@dot.state.nj.us](mailto:njdotRules@dot.state.nj.us).

This rule may be viewed or downloaded from the Department's website at <http://www.state.nj.us/transportation/about/rules/proposals.shtm>.

The agency proposal follows:

**Summary**

Pursuant to N.J.S.A. 52:14B-5.1.c, the rules at N.J.A.C. 16:32 were scheduled to expire July 2, 2022. As the Department of Transportation (Department) has filed this notice prior to that date, pursuant to N.J.S.A. 52:14B-5.1.c(2), the expiration date is extended 180 days to December 29, 2022. N.J.A.C. 16:32 outlines the standards and procedures applicable to large truck operations within the State of New Jersey in regard to permitted routes, width restrictions, length requirements, and access to terminals and other facilities. Large trucks, as referenced in this chapter, include double-trailer truck combinations and 102-inch-wide standard trucks. The State rules are promulgated in compliance with Federal regulations (23 CFR Part 658) promulgated by the Federal Highway Administration (FHWA). The Federal regulations pertain to truck size and weight limitations, and reasonable access provisions for commercial motor vehicles as authorized by the Federal Surface Transportation Assistance Act of 1982 (STAA), as amended.

This chapter identifies those roadways suitable for travel by large trucks, by establishing a hierarchy of roadways upon which these trucks should travel within the State of New Jersey. The hierarchy includes the National Network, the New Jersey Access Network, and all other unrestricted roads in New Jersey. This hierarchy was established based upon the function of the roadways and the character of the service they are intended to provide; while balancing the need to protect the safety of the traveling public and the need to provide the trucking industry with an efficient and economical system of roadways upon which to travel within New Jersey. Vehicles are required to utilize the National Network to the extent feasible and consistent with their destination. Trips off the National Network should be for the purpose of seeking food, fuel, rest, repairs, or to reach a terminal by the direct route (shortest distance). Upon completing each trip, the vehicle should return to the National Network in a manner consistent with reaching its next terminal. Trips off the National Network or the New Jersey Access Network (access network) onto all other local unrestricted roadways should be only for the purpose of accessing a terminal on those roadways by the direct route.

N.J.A.C. 16:32 Appendix B lists the county "500" series roads that are not designated travel routes for double-trailer truck combinations and 102-inch-wide standard trucks.

The Department reviewed these rules and determined that they are necessary, reasonable, and proper for the purposes for which they were originally promulgated. Amendments are necessary in order to update contact information and revise appendices. The Department is proposing to readopt the rules with amendments as set forth below.

The chapter is summarized as follows:

Subchapter 1 provides the purpose and scope; general provisions; designated National Network travel routes; designated New Jersey Access Network travel routes; guidelines for reasonable access to terminals; additions and deletions to the New Jersey Access Network travel routes; and information regarding maps.

Subchapter 2 provides the definitions found in this chapter.

Appendix A identifies State highway routes that are not designated as through routes for double-trailer truck combinations and 102-inch-wide standard trucks, although some of these routes may be usable by these trucks under other provisions of this chapter.

Appendix B identifies county "500" series routes that are not designated as access routes for double-trailer truck combinations and 102-inch-wide standard trucks, although some of these routes may be usable by these trucks under other provisions of this chapter.

Appendix C identifies county "600" routes that are designated as access routes for double-trailer truck combinations and 102-inch-wide standard trucks.

The proposed amendments are as follows:

Throughout the chapter, technical amendments are proposed that do not affect the substance of the chapter and are not discussed further below.

N.J.A.C. 16:32-1.1(a) is proposed for amendment to be more concise as to avoiding travel on local roads. N.J.A.C. 16:32-1.2(d) and 1.5(a)3 are proposed for amendment to expand access to include food, fuel, repairs, and rest. N.J.A.C. 16:32-1.5(b) is proposed for deletion to remove duplication as set forth at N.J.A.C. 16:32-1.2(d). N.J.A.C. 16:32-1.7(b) is

proposed for amendment to update contact information. N.J.A.C. 16:32-2.1 is proposed for amendment to define an unrestricted roadway, for clarity.

Appendix B is proposed for amendment to add the following route to the restricted list:

- County Road 527, between Canal Road (CR 623) in South Bound Brook Borough, Somerset County and East Main Street (CR 533/CR 607) in Bound Brook Borough, Somerset County. A bridge located on this segment has signage with a posted height of 13 feet, one inch. The typical tractor trailer needs a height clearance of 13 feet, six inches. Accidents involving large trucks have occurred that cause damage, traffic delays, and road closures. In order to safeguard the traveling public and the infrastructure, the Department believes that this segment should be added to the restricted list for trucks over 13 feet, one inch.
- The segment of County Road 531 between U.S. Route 22 in North Plainfield and I-78 in Watchung Borough, Somerset County. This addition is based on safety measures due to recent crashes and roadway geometrics. Large trucks fail to negotiate the roadway due to its steep grade and slippery surface conditions during periods of inclement weather. There currently is a restriction of commercial motor vehicles over five tons on Route 531 (Hillcrest Rd.) in the Township of Warren and Borough of Watchung, Somerset County, between Route I-78 and County Route 527 (Valley Road). The restriction was approved by the New Jersey Department of Transportation on March 17, 1989, pursuant to N.J.A.C. 16:32-1.6(a) and to the Somerset County Resolution Number 88-518. Local deliveries are exempt from this restriction. The roadway is listed on the New Jersey Access Network Large Truck Map (map), which is in conflict with the approved restriction. The map should also reflect the approved restriction.

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

#### Social Impact

The rules proposed for readoption with amendments balance the need to protect the safety of the traveling public by providing the trucking industry with an efficient and economical system of routes on the most appropriate roadways as they travel to their destinations. The proposed rulemaking should have a positive social impact.

#### Economic Impact

Owing to an expected reduction in accidents involving oversize trucks attempting to go under a bridge that measures 13 feet, one inch, the proposed amendment at Appendix B related to the restriction of a segment of Route 527 is likely to have a positive economic impact on owners and operators of commercial vehicles using that roadway.

#### Federal Standards Statement

N.J.A.C. 16:32, Truck Access, are Federally required rules pursuant to 23 CFR Part 658. The Federal Surface Transportation Assistance Act of 1982, Pub. L. No. 97-424, as amended, requires that each state adopt or establish a network of highway routes and associated local access policies to accommodate trucks with widths in excess of 96 inches and up to 102 inches, and for trucks with double-trailer combinations. Furthermore, the Federal rules require states to give trucks reasonable access to terminals, food, fuel, repair services, and rest.

The rules proposed for readoption with amendments do not exceed any Federal laws, standards, or requirements. Therefore, a Federal standards analysis pursuant to Executive Order No. 27 (1994), P.L. 1995, c. 65 is not required.

#### Jobs Impact

The rules proposed for readoption with amendments will have no effect on jobs in New Jersey as the Department does not expect that the rules will result in the generation or loss of jobs.

#### Agriculture Industry Impact

The rules proposed for readoption with amendments will have no direct impact on the agriculture industry and are not intended to regulate farming, crop, or animal production. They may have an indirect impact on

the agriculture industry as that industry, as do most industries in New Jersey, relies on the trucking industry for the movement of goods. Those indirect impacts will be the same for those truckers moving agricultural goods, as those described throughout the rulemaking for the trucking industry, in general.

#### Regulatory Flexibility Analysis

The rules proposed for readoption with amendments do not place any reporting or recordkeeping requirements, nor necessitate the employment of professional services by small businesses, as the term is defined by the Regulatory Flexibility Act, N.J.S.A. 52:14B-16 et seq. However, the rules do place travel and size restrictions on truckers and household goods carriers, who may be small businesses, as the term is defined by the Regulatory Flexibility Act, N.J.S.A. 52:14B-16 et seq. Small businesses are not expected to incur costs in complying with the rules. No differentiation in requirements or exceptions can be provided, as these requirements are imposed under Federal law and are intended to protect the quality of life, public health, and safety.

#### Housing Affordability Impact Analysis

The rules proposed for readoption with amendments will have no impact on the affordability of housing in New Jersey. This chapter outlines the standards and procedures applicable to large truck operations within the State of New Jersey in regard to permitted routes, width restrictions, length requirements, and access to terminals and other facilities. The Department believes that it is extremely unlikely that the rules would bring about a change in the average costs associated with housing or impact the affordability of housing in New Jersey.

#### Smart Growth Development Impact Analysis

The rules proposed for readoption with amendments will have no impact on smart growth. The Department believes that it is extremely unlikely that the rules for readoption with amendments would bring about a change in housing production in Planning Areas 1 or 2, or within designated centers, under the State Development and Redevelopment Plan because the rules outline the standards and procedures applicable to large truck operations within the State of New Jersey in regard to permitted routes, width restrictions, length requirements, and access to terminals and other facilities.

#### Racial and Ethnic Community Criminal Justice and Public Safety Impact

The rules proposed for readoption with amendments outline the standards and procedures applicable to large truck operations within the State of New Jersey in regard to permitted routes, width restrictions, length requirements, and access to terminals and other facilities. The Department believes that it is extremely unlikely that the rules proposed for readoption with amendments will have any impact on pretrial detention, sentencing, probation, or parole policies concerning adults or juveniles in the State. Therefore, 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. 16:32.

Full text of the proposed amendments follows (additions indicated in boldface thus; deletions indicated in brackets [thus]):

#### SUBCHAPTER 1. DESIGNATED TRAVEL ROUTES FOR DOUBLE-TRAILER TRUCK COMBINATIONS AND [102-INCH WIDE] 102-INCH-WIDE STANDARD TRUCKS

##### 16:32-1.1 Purpose and scope

(a) The New Jersey Department of Transportation has determined that it is in the public's best interest to direct the travel of large trucks within New Jersey. Large trucks restricted in this chapter [include] are double-trailer truck combinations and [102-inch wide] 102-inch-wide standard trucks. The purpose of this chapter is to establish the hierarchy of roadways, upon which double-trailer truck combinations and [102-inch wide] 102-inch-wide standard trucks should travel within the State of New Jersey, so as to avoid through-traffic on local roads. This hierarchy has been established based upon the function of the roadways and the character of the service they are intended to provide; balancing

the need to protect the safety of the traveling public and the need to provide the trucking industry with an efficient and economical system of roadways upon which to travel within New Jersey. The hierarchy of roadways, setting forth the priority of routes for travel by double-trailer truck combinations and [102-inch wide] 102-inch-wide standard trucks in New Jersey, is as follows:

1.-3. (No change.)

(b) Consistent with the requirements of 23 CFR 658.9, New Jersey's National Network provides the highest level of mobility facilitating interstate and interregional travel. The New Jersey Access Network provides connections to the National Network and facilitates access to terminals. All other local unrestricted roadways shall be used only to provide access to terminals. This chapter sets forth the standards and procedures applicable to double-trailer truck combinations and [102-inch wide] 102-inch-wide standard truck operations within the State of New Jersey with regard to [permitted] routes, width restrictions, length requirements, access to terminals, and network addition or deletion procedures. Reasonable access shall be permitted to terminals and to facilities for food, fuel, repairs, and rest.

#### 16:32-1.2 General provisions

(a) Double-trailer truck combinations and [102-inch wide] 102-inch-wide standard trucks are permitted to operate in New Jersey only to the extent and under the conditions authorized by the rules in this chapter.

(b) Double-trailer truck combinations and [102-inch wide] 102-inch-wide standard trucks must complete all trips using the National Network, but may leave the National Network in order to seek access to terminals pursuant to this chapter.

(c) Double-trailer truck combinations and [102-inch wide] 102-inch-wide standard trucks may be permitted to detour off the authorized routes only to the extent necessary to bypass road closings, and route restrictions, such as weight or vertical clearance limits. Double-trailer truck combinations and [102-inch wide] 102-inch-wide standard trucks shall return to the designated network as soon as practicable during a detour movement.

(d) To the extent feasible, a trip to a terminal, or facilities for food, fuel, repairs, and rest, shall avoid residential areas.

(e) The rules of this chapter do not supersede other State rules outside of this chapter, municipal ordinances, and county resolutions, which may otherwise restrict or control the [movements] through-movements of trucks or other vehicles. An example of such a restriction is a maximum weight posting or the designation of local "truck route" restrictions, which] that have been adopted and posted as provided [in] at N.J.S.A. 40:67-16.1 et seq.

(f) The maximum width permitted on the routes designated [in] at N.J.A.C. 16:32-1.4(c) and 1.6 is 102 inches, exclusive of mirrors and other safety devices.

#### 16:32-1.4 Designated New Jersey Access Network travel routes for double-trailer truck combinations and [102-inch wide] 102-inch-wide standard trucks

(a) The following routes are hereinafter designated as the "New Jersey National Network" for travel by double-trailer truck combinations and [102-inch wide] 102-inch-wide standard trucks:

1.-4. (No change.)

(b) Double-trailer truck combinations and [102-inch wide] 102-inch-wide standard trucks operating on the New Jersey Turnpike and the Atlantic City Expressway are subject to the rules of the New Jersey Turnpike Authority and the South Jersey Transportation Authority, respectively.

1.-5. (No change.)

(c) Designation of any route in this chapter as a New Jersey Access Network travel route for double-trailer truck combinations and [102-inch wide] 102-inch-wide standard trucks is a designation that pertains to permissible widths only. Such designation does not always guarantee free movement of all double-trailer truck combinations and [102-inch wide] 102-inch-wide standard trucks. Some [double-trailer truck combinations and 102-inch wide standard] truck movements may be restricted on a route because of route or bridge weight restrictions and/or vertical clearance restrictions.

#### 16:32-1.5 Reasonable access to terminals

(a) Double-trailer truck combinations and [102-inch wide] 102-inch-wide standard trucks must complete all trips using the National Network except as follows:

1. They may use the New Jersey Access Network to reach a terminal or the National Network by the direct route. Upon completing a trip, the [vehicle] truck must return to the National Network in a manner consistent with reaching its next terminal, unless continued use of the New Jersey Access Network provides the direct route to the [vehicle's] truck's next terminal. For the purposes of this subsection, backtracking to reach the National Network in a manner inconsistent with accessing the next terminal shall not be required, as long as the trip complies with the route priorities established by this chapter;

2. [They] A 102-inch-wide standard truck may use local unrestricted roadways only as necessary to:

i.-ii. (No change.)

3. Double-trailer truck combinations and [102-inch wide] 102-inch-wide standard trucks shall not use a roadway [list in] listed at N.J.A.C. 16:32 Appendices A and B [of this chapter], unless that roadway provides the only access to a terminal, or facilities for food, fuel, repairs, and rest.

[(b) To the extent feasible, a trip to a terminal shall avoid residential areas.]

[(c)] (b) When accessing terminals off the National Network, double-trailer truck combinations and [102-inch wide] 102-inch-wide standard trucks may use acceptable forms of documentation to demonstrate that they are traveling in a manner consistent with the provisions of this chapter, which may include, but are not limited to:

1.-8. (No change.)

[(d)] (c) Unless otherwise prohibited as provided [in] at (a) above and pursuant to 23 CFR 658.19, [102-inch wide] 102-inch-wide standard trucks in the following categories are permitted free access to points of loading and unloading:

1.-3. (No change.)

#### 16:32-1.6 Additions and deletions to the New Jersey Access Network travel routes

(a) (No change.)

(b) Approval or denial of such requests will be issued based on:

1.-6. (No change.)

7. The operating characteristics of double-trailer truck combinations and [102-inch wide] 102-inch-wide standard trucks; and

8. (No change.)

(c)-(d) (No change.)

#### 16:32-1.7 Maps

(a) (No change.)

(b) Maps and graphic depictions of the double-trailer truck combinations and the [102-inch wide] 102-inch-wide standard truck designated network may be obtained from the Department. Requests should be submitted to the Manager, [Bureau] Office of [Transportation Data and Safety] Freight Planning, [P.O.] PO Box [613] 600, Trenton, New Jersey [08625-0613] 08625-0600. Truck network maps and rules are also available on the Department's website at: <http://www.state.nj.us/transportation/freight/trucking/map.shtml>.

### SUBCHAPTER 2. DEFINITIONS

#### 16:32-2.1 Definitions

The following words and terms, when used in this subchapter, shall have the following meanings, unless the context clearly indicates otherwise.

... "102-inch wide] 102-inch-wide standard truck" means a truck greater than 96 inches, but not greater than 102 inches in width, exclusive of mirrors and other safety devices, which meets the equipment length [requirements] as set forth [in] at N.J.S.A. 39:3-84(3) and (4), as amended.

...

“Unrestricted roadway” means any roadway not subject to a height, weight, or width restriction by a municipality, county, or State agency.

APPENDIX B

The following county “500” series are not part of the New Jersey Access Network although some of these routes may be accessible [under] pursuant to the provisions [of] at N.J.A.C. 16:32-1.5:

Route	Description
...	
Rt. 527	Between M.P. 49.67 and Co. 619 in Franklin Twp., Somerset Co.
---	Between Canal Road (CR 623) in South Bound Brook Borough and East Main Street (CR 533/CR 607) in Bound Brook Borough, Somerset Co.
...	
Rt. 531	Between US 22 in North Plainfield Borough and I-78 in Watchung Borough, Somerset Co.
...	

TREASURY—GENERAL

(a)

NEW JERSEY CANNABIS REGULATORY COMMISSION

Personal Use Cannabis Rules

Proposed Readoption of Specially Adopted New Rules with Amendments: N.J.A.C. 17:30

Proposed New Rules: N.J.A.C. 17:30-12, 13, 15, and 20.7

Proposed Recodification with Amendments: N.J.A.C. 17:30-2.2 as 2.3

Authorized By: New Jersey Cannabis Regulatory Commission, Dianna Houenou, Chair.

Authority: N.J.S.A. 24:6I-31 et seq.

Calendar Reference: See Summary below for explanation of exception to calendar requirement.

Proposal Number: PRN 2022-101.

Submit written comments by September 30, 2022, electronically at: [nj.gov/cannabis/proposed-updated-rules](https://nj.gov/cannabis/proposed-updated-rules). Each comment should identify the commenter’s name and affiliation. Alternatively, comments may be submitted by regular mail postmarked by September 30, 2022, to:

Dave Tuason, Deputy Counsel  
 New Jersey Cannabis Regulatory Commission  
 PO Box 216  
 Trenton, NJ 08625-0216

The notice of proposed readoption may be viewed or downloaded from the New Jersey Cannabis Regulatory Commission (Commission’s) website at <https://www.nj.gov/cannabis/resources/cannabis-laws/>.

The agency proposal follows:

Summary

As the Commission has provided a 60-day comment period on this notice of proposed readoption with amendments and new rules, this notice is excepted from the rulemaking calendar requirement pursuant to N.J.A.C. 1:30-3.3(a)5.

The personal use cannabis market was established through a series of State laws and rules. On December 16, 2019, the New Jersey State Legislature passed a resolution placing a constitutional amendment on the New Jersey Statewide ballot that, if ratified, would legalize the growth, cultivation, processing, manufacturing, preparing, packaging, transferring, and retail purchasing and consumption of cannabis, or products created from, or which include cannabis, for persons 21 years of

age and older. In accordance with the constitutional amendment, the New Jersey Cannabis Regulatory Commission would oversee the new personal-use cannabis market. The Commission’s enabling statute had been established in 2019 by the Jake Honig Compassionate Use Medical Cannabis Act, N.J.S.A. 24:6I-1 et seq., to oversee the State’s medical cannabis program.

On November 3, 2020, 67 percent of voters in New Jersey voted yes to ratify the legislatively referred constitutional amendment.

Governor Philip D. Murphy signed, and made effective, the New Jersey Cannabis Regulatory, Enforcement Assistance, and Marketplace Modernization Act (Act), N.J.S.A. 24:6I-31 et seq., on February 22, 2021. The Act authorized for the first time, the sale and personal use of products that contain useable cannabis or cannabis resin in New Jersey by persons 21 years of age or older and further directed the Commission to oversee the development, regulation, and enforcement of activities associated with the personal use of cannabis. To achieve this, the Act directed the Commission to “adopt rules and regulations prepared by the [C]ommission necessary or proper to enable it to carry out the [C]ommission’s duties, functions, and powers with respect to overseeing the development, regulation, and enforcement of activities associated with the personal use of cannabis ...” (See N.J.S.A. 24:6I-34.d(1)(a)).

As a result, in accordance with N.J.S.A. 24:6I-34.d(1)(b), the Commission adopted the Personal Use Cannabis Rules at N.J.A.C. 17:30, effective August 19, 2021. The Act directs that these rules be adopted, amended, or readopted after consultation with the Attorney General, State Treasurer, Commissioner of the Department of Health, and Commissioner of the Department of Banking and Insurance.

The Commission is now proposing to readopt the Personal Use Cannabis Rules with amendments and new rules reflecting the consultation with the above-mentioned agencies, as well as other agencies and individuals who provided input to the Commission regarding the rules. The specially adopted new rules were scheduled to expire on August 19, 2022, pursuant to the Act at N.J.S.A. 24:6I-34.d(1)(b). Pursuant to N.J.S.A. 52:14B-5.1.c(2), as the Commission filed this notice of proposed readoption with the Office of Administrative Law prior to August 19, 2022, the expiration date is extended 180 days to February 15, 2023.

A summary of the rules proposed for readoption with amendments and new rules follows. Throughout the chapter, technical amendments are proposed without further discussion that are non-substantive or grammatical in nature, update codifications and cross-references, and correct punctuation and are not discussed in detail below.

Subchapter 1 addresses general provisions. The Commission proposes a technical edit to the definition of “billboard” to remove “off-premise.” The Commission proposes to amend the existing definition of the term “cannabis business delivery personnel,” to add cannabis paraphernalia as an item for delivery. The Commission proposes to amend the existing definition of the term “cannabis business identification card,” to add the phrase “required to register with the Commission pursuant to N.J.A.C. 17:30-8.1(a).” The Commission proposes a new definition for “cannabis wholesaler,” which was not part of the initial specially adopted rules. The Commission proposes a technical edit to the definition of “Compassionate and Medical Use Acts” by changing the word “Medical” to “Personal.” The Commission proposes an edit to the definition “employee” to including interns.

The Commission proposes technical edits to the definition of “expanded ATC” to spell out the names of the terms. The Commission proposes technical and clarifying edits to the definition of “financial source,” to give clarity to the phrase “ownership interest.” The Commission proposes an edit to the definition “immediate family” by adding “whether biological or adopted.” The Commission proposes an addition to the definition of “license applicant” by including those with pending applications. The Commission proposes a technical edit to the definition of “license holder” to also mean “licensee.” The Commission proposes edits to the definition of “nonprofit entity” to indicate that paragraphs 3 and 4 require the entity be “certified as exempt,” not merely be “exempt.” The Commission proposes adding a non-exhaustive list of examples of the types of officers to the definition of “officer.”

The Commission proposes adding to the definition of “owner,” which clarifies ownership interest for nonprofit entities, trusts, and qualified institutional investors. The Commission proposes adding to the definition