



STATE OF NEW JERSEY
Board of Public Utilities
44 South Clinton Avenue, 1st Floor
Trenton, New Jersey 08625-0350
www.nj.gov/bpu/

CLEAN ENERGY

- IN THE MATTER OF MEDIUM AND HEAVY DUTY) ORDER DESIGNATING
- ELECTRIC VEHICLE CHARGING ECOSYSTEM) COMMISSIONERS, SETTING
-) MANNER OF SERVICE AND BAR
- IN THE MATTER OF THE PETITION OF ATLANTIC) DATES
- CITY ELECTRIC COMPANY FOR APPROVAL OF)
- ITS MEDIUM-AND-HEAVY-DUTY-ELECTRIC) DOCKET NO. QO21060946
- VEHICLE PLAN)
-) DOCKET NO. QO25020097
- IN THE MATTER OF THE VERIFIED PETITION OF)
- JERSEY CENTRAL POWER & LIGHT COMPANY) DOCKET NO. QO25020100
- FOR APPROVAL OF A MEDIUM AND HEAVY-)
- DUTY ELECTRIC VEHICLE CHARGING)
- ECOSYSTEM PROGRAM AND AN ASSOCIATED)
- COST RECOVERY MECHANISM)
- ("JCP&L MHD EV PROGRAM"))
-)
- IN THE MATTER OF THE PETITION OF PUBLIC) DOCKET NO. QO25020101
- SERVICE ELECTRIC AND GAS COMPANY FOR)
- APPROVAL OF ITS CLEAN ENERGY FUTURE-)
- ELECTRIC VEHICLE MEDIUM HEAVY-DUTY)
- ("CEF-EV MHD") PROGRAM ON A REGULATED)
- BASIS)
-)
- IN THE MATTER OF ROCKLAND ELECTRIC) DOCKET NO. QO25020096
- COMPANY FOR APPROVAL OF A MEDIUM AND)
- HEAVY DUTY ELECTRIC VEHICLE PLAN, AND)
- FOR OTHER RELIEF)

Parties of Record:

- Brian O. Lipman, Esq.**, Director, New Jersey Division of Rate Counsel
- Neil Hlawatsch, Esq.**, Assistant General Counsel, Atlantic City Electric Company
- Margaret Comes, Esq.**, Associate Counsel, Rockland Electric Company
- Michael Martelo, Esq.**, Assistant General Counsel, Jersey Central Power & Light Company
- Stacey M. Mickles, Esq.**, Associate Counsel, – Regulatory Law, Public Service Electric and Gas Company

BY THE BOARD:

By this decision and Order, the New Jersey Board of Public Utilities (“Board”) considers designating presiding commissioners over the filings made by the State of New Jersey’s electric distribution companies (“EDCs”) proposing medium- and heavy-duty (“MHD”) charging ecosystems.¹

BACKGROUND AND PROCEDURAL HISTORY

On January 17, 2020, Governor Murphy signed the New Jersey Electric Vehicle Act, L. 2019, c. 362 (“EV Act”), into law. By the EV Act, the New Jersey Legislature determined that it was in the public interest to establish goals for the increased use of plug-in electric vehicles (“EVs”) in the State and support their increased usage through incentives for the purchase or lease of such vehicles and related charging equipment.² The EV Act authorized the Board to adopt policies and incentive programs to advance the goals of the EV Act and directed the New Jersey Department of Environmental Protection (“NJDEP”), in consultation with the Board, to establish other goals for the electrification of MHD vehicles and related infrastructure consistent with those established for light-duty EVs.³

By Order dated September 23, 2020, the Board established minimum filing requirements (“MFR”) for light-duty, publicly accessible EV charging (“Light-Duty MFRs”).⁴ The utility programs that resulted from the Light-Duty MFRs were designed to increase access to EV charging in corridor and community locations, workplaces, and multi-unit dwellings; address obstacles to adoption; and provide valuable data on residential and commercial use of EVs. The light-duty MFRs utilized a shared responsibility model aimed at encouraging private investment through EDC incentives for “Make-Ready” infrastructure and from the State for specific uses of chargers.^{5,6}

Pursuant to the EV Act, the Board has provided various charger and installation incentives for specific charger uses to encourage EV adoption. The Board modified such incentives over time to adapt to utility-administered incentives.⁷ By Order dated April 12, 2023, the Board

¹ New Jersey’s EDCs include Atlantic City Electric Company (“ACE”), Jersey Central Power & Light Company (“JCP&L”), Public Service Electric and Gas Company (“PSE&G”), and Rockland Electric Company (“RECO”).

² N.J.S.A. 48:25-1.

³ N.J.S.A. 48:25-3.

⁴ In re Straw Proposal on Electric Vehicle Infrastructure Build Out, Order Adopting the Minimum Filing Requirements for Light-Duty, Publicly-Accessible Electric Vehicle Charging, BPU Docket No. QO20050357, Order dated September 23, 2020.

⁵ “Make Ready” refers to “Charger ready,” defined in the EV Act as “the pre-wiring of electrical infrastructure at a parking space, or set of parking spaces, to facilitate easy and cost-efficient future installation of electric vehicle service equipment, including, but not limited to, Level Two EVSE and DC Fast Chargers.” N.J.S.A. 48:25-2.

⁶ The 2019 Energy Master Plan highlights that EDC involvement under a shared responsibility model provides “significant opportunity for widespread charging deployment across multiple transportation modes and sectors (i.e., residential, multi-family, workplace, fleets, and public DC fast charging), using both rate-based and non-rate-based solutions, and resulting in diminished consumer ‘range anxiety’ and increased EV adoption rates.”

⁷ See In re the Clean Energy Programs and Budget for Fiscal Year 2024, BPU Docket No. QO23040236, Order dated June 29, 2023; In re the Clean Energy Programs and Budget for Fiscal Year 2023, BPU Docket No. QO22020113, Order dated June 29, 2022; In re the Clean Energy Programs and Budget for Fiscal Year

memorialized its Fiscal Year (“FY”) 2023 budget which included, in collaboration with the NJDEP, incentives in nearly all use cases for chargers only.⁸ The FY 2023 budget included incentives only for chargers so as to allow the EDCs to provide incentives for Make-Ready infrastructure, which allows applicants to obtain incentives from both the State and utilities but still requires a minimum of ten percent (10%) of costs to be covered by the owner-operator of the charging station.⁹ Each of the Board charger incentive programs in FY 2022, FY 2023, and FY 2024 utilized the bifurcated EV charging infrastructure model.

In May 2024, the NJDEP released its “MHD Roadmap,” which addressed the requirements set forth at N.J.S.A. 48:25-3(a)(10) directing the NJDEP to collaborate with the Board to establish “goals for vehicle electrification and infrastructure development that address MHD on-road diesel vehicles and associated charging infrastructure.”¹⁰ The MHD Roadmap provides an overview of New Jersey’s MHD vehicle sector and provides a framework for transitioning to zero-emission vehicles (“ZEV”).¹¹ The MHD Roadmap outlines potential near- and mid-term strategies needed to fully decarbonize New Jersey’s MHD Vehicle sector. New strategies include mapping the additional charging demand from MHD Vehicle electrification, establishing a workforce development program, funding new charging technologies, and creating a technical assistance program to help fleets transition ZEVs. New Jersey will also continue and expand upon existing programs aimed at addressing funding gaps for ZEVs and charging infrastructure.

By Order dated October 23, 2024, the Board established MFRs directing EDCs to propose programs calculated to expand access to charging for MHD EVs and all EV fleets.¹² Specifically, the Board directed each EDC to file an MHD Plan with the Board within 120 days of the effective date of the October 2024 Order. The MHD Plan requires each EDC to propose programs, subject to Board approval, that are calculated to expand access to charging for MHD EVs and all EV fleets.

By Order dated February 12, 2025, the Board denied a Motion for Reconsideration filed by the New Jersey Division of Rate Counsel (“Rate Counsel”) on November 7, 2024, whereby Rate Counsel argued that the Board erred in adopting the MHD framework contained in the October 2024 Order.¹³ By the February 2025 Order, the Board additionally clarified certain sections of the October 2024 Order pertaining to EDC prudence when preparing sites for charging infrastructure.

DISCUSSION AND FINDINGS

2022, BPU Docket No. QO21040720, Order dated June 24, 2021; and In re the Clean Energy Programs and Budget for Fiscal Year 2021, BPU Docket No. QO20080539, Order dated September 23, 2020.

⁸ In re the Clean Energy Programs and Budget for Fiscal Year 2023, BPU Docket No. QO22020113, Order dated April 12, 2023.

⁹ Ibid.

¹⁰ NJDEP, A Roadmap to Zero-Emission Medium- and Heavy-Duty Vehicles in New Jersey (May 2024) <https://dep.nj.gov/wp-content/uploads/drivegreen/pdf/mhd-roadmap.pdf> (“MHD Roadmap”); N.J.S.A. 48:25-3.

¹¹ The MHD Vehicle sector, only including vehicles, is a subset of the MHD sector which includes both vehicles and the infrastructure to support them.

¹² In re Medium and Heavy Duty Electric Vehicle Charging Ecosystem, BPU Docket No. QO21060946, Order dated October 23, 2024 (Revised October 28, 2024) (“October 2024 Order”).

¹³ In re Medium and Heavy Duty Electric Vehicle Charging Ecosystem, BPU Docket No. QO21060946, Order dated February 12, 2025 (“February 2025 Order”).

The Board determined that the petitions should be retained by the Board for hearing. Accordingly, as authorized by N.J.S.A. 48:2-32, the Board **HEREBY DESIGNATES** Commissioner Abdou as the presiding commissioner for the ACE filing, who is authorized to rule on all motions that arise during the pendency of the proceedings and modify any schedules that may be set as necessary to secure just and expeditious determination of the issues.

Additionally, the Board **HEREBY DESIGNATES** Commissioner Abdou as the presiding commissioner for JCP&L filing, who is authorized to rule on all motions that arise during the pendency of the proceedings and modify any schedules that may be set as necessary to secure just and expeditious determination of the issues.

Additionally, the Board **HEREBY DESIGNATES** Commissioner Abdou as the presiding commissioner for the PSE&G filing, who is authorized to rule on all motions that arise during the pendency of the proceedings and modify any schedules that may be set as necessary to secure just and expeditious determination of the issues.

Finally, the Board **HEREBY DESIGNATES** Commissioner Abdou as the presiding commissioner for the RECO filing, who is authorized to rule on all motions that arise during the pendency of the proceedings and modify any schedules that may be set as necessary to secure just and expeditious determination of the issues.

Further, the Board **HEREBY DIRECTS** that any entity seeking to intervene or participate in any of the utilities' filings file the appropriate application with the Board on or before May 14, 2025. Any party wishing to file a motion for admission of counsel, *pro hac vice*, should do so concurrently with any motion to intervene or participate. Any response to motions should be filed no later than May 21, 2025.

In addition, pursuant to the Board's Order dated March 19, 2020, the Board **HEREBY DIRECTS** all parties to serve all documents electronically.¹⁴ No hard copies shall be filed until the Board lifts the restrictions imposed in that Order.

¹⁴ In re the New Jersey Board of Public Utilities' Response to the COVID-19 Pandemic for a Temporary Waiver of Requirements for Certain Non-Essential Obligations, BPU Docket No. EO20030254, Order dated March 19, 2020.

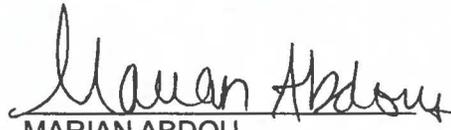
This Order shall be effective on April 30, 2025.

DATED: April 23, 2025

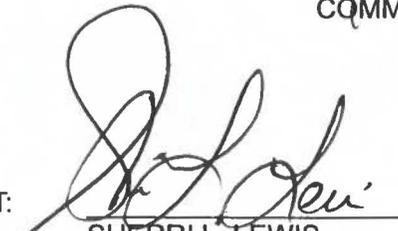
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MARIAN ABDOU
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COMMISSIONER

ATTEST: 
SHERRIL L. LEWIS
BOARD SECRETARY

I HEREBY CERTIFY that the within
document is a true copy of the original
in the files of the Board of Public Utilities.

IN THE MATTER OF MEDIUM AND HEAVY DUTY ELECTRIC VEHICLE CHARGING ECOSYSTEM - DOCKET NO. QO21060946

IN THE MATTER OF THE PETITION OF ATLANTIC CITY ELECTRIC COMPANY FOR APPROVAL OF ITS MEDIUM-AND-HEAVY-DUTY-ELECTRIC VEHICLE PLAN - DOCKET NO QO25020097

IN THE MATTER OF THE VERIFIED PETITION OF JERSEY CENTRAL POWER & LIGHT COMPANY FOR APPROVAL OF A MEDIUM AND HEAVY-DUTY ELECTRIC VEHICLE CHARGING ECOSYSTEM PROGRAM AND AN ASSOCIATED COST RECOVERY MECHANISM ("JCP&L MHD EV PROGRAM") - DOCKET NO. QO25020100

IN THE MATTER OF THE PETITION OF PUBLIC SERVICE ELECTRIC AND GAS COMPANY FOR APPROVAL OF ITS CLEAN ENERGY FUTURE-ELECTRIC VEHICLE MEDIUM HEAVY-DUTY ("CEF-EV MHD") PROGRAM ON A REGULATED BASIS - DOCKET NO. QO25020101

IN THE MATTER OF ROCKLAND ELECTRIC COMPANY FOR APPROVAL OF A MEDIUM AND HEAVY DUTY ELECTRIC VEHICLE PLAN, AND FOR OTHER RELIEF - DOCKET NO. QO25020096

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