



STATE OF NEW JERSEY
Board of Public Utilities
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CLEAN ENERGY

IN THE MATTER OF STRAW PROPOSAL OF ELECTRIC) VEHICLE INFRASTRUCTURE BUILD OUT))	ORDER ON EXTENSION OF) PROGRAMS)
IN THE MATTER OF THE PETITION OF ROCKLAND) ELECTRIC COMPANY FOR APPROVAL OF AN) ELECTRIC VEHICLE PROGRAM, ESTABLISHMENT OF) AN ELECTRIC VEHICLE SURCHARGE, AND FOR) OTHER RELIEF))	DOCKET NO. QO20050357) DOCKET NO. EO20110730)
IN THE MATTER OF THE VERIFIED PETITION OF) JERSEY CENTRAL POWER & LIGHT COMPANY FOR) APPROVAL OF AN ELECTRIC VEHICLE PROGRAM) AND AN ASSOCIATED COST RECOVERY) MECHANISM))	DOCKET NO. EO21030630)
IN THE MATTER OF THE PETITION OF ATLANTIC CITY) ELECTRIC COMPANY FOR APPROVAL OF A) VOLUNTARY PROGRAM FOR PLUG-IN VEHICLE) CHARGING))	DOCKET NO. EO18020190)
IN THE MATTER OF THE PETITION OF PUBLIC) SERVICE ELECTRIC AND GAS COMPANY FOR) APPROVAL OF ITS CLEAN ENERGY FUTURE –) ELECTRIC VEHICLE AND ENERGY STORAGE (“CEF-) EVES”) PROGRAM ON A REGULATED BASIS))	DOCKET NO. EO18101111)

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Market Participants on behalf of NJR Clean Energy Ventures Corporation, Direct Energy Business, LLC, Direct Energy Business Marketing, LLC, Direct Energy Services, LLC, Gateway Energy Services Corporation; Centrica Business Solutions; Just Energy Group, Inc. and NRG

BY THE BOARD:

By Order dated September 23, 2020, the New Jersey Board of Public Utilities ("Board") directed the State's investor-owned electric utilities ("EDC") to file petitions proposing light-duty electric vehicle ("EV") programs on or before February 28, 2021 for Board approval.¹ By this Decision and Order, the Board considers extending the term for the programs established pursuant to the September 2020 Order.

BACKGROUND

EV Act

On January 17, 2020, Governor Murphy signed the EV Act of 2020, L. 2019, c. 362; N.J.S.A. 48:25-1 *et seq.*, into law ("EV Act"). The EV Act directed the Board to adopt policies and programs to advance the adoption of electric vehicles and the development of EV charging infrastructure.

By the September 2020 Order, pursuant to the EV Act, the Board established a framework for the EDCs to create light duty EV programs, established the Minimum Filing Requirements ("MFR") for filings proposing such programs, and directed the EDCs to file petitions with the

¹ In re Straw Proposal on Electric Vehicle Infrastructure Build Out, BPU Docket No. QO20050357, Order dated September 23, 2020 ("September 2020 Order").

Board proposing plans to provide EV charging incentives no later than February 28, 2021.

Also, by the September 2020 Order, the Board determined that the MFRs should be codified in its rules and subsequently directed Board Staff (“Staff”) to take necessary steps to immediately initiate a rulemaking procedure to adopt the MFRs through formal rules. To date, Staff has not initiated a formal rulemaking procedure to establish light-duty EV rules.

Following the issuance of the September 2020 Order, Staff began development of similar MFRs for the EDCs’ medium- and heavy-duty EV programs to ensure focus on improved reliability, ensure the electric grid can support resultant EV load growth, and encourage managed charging to reduce grid impact. Development of the medium- and heavy-duty EV program MFRs prompted Staff to delay rulemaking efforts to avoid market confusion while managed charging programs are contemplated.

By Order dated April 9, 2020, Commissioner Upendra Chivukula granted the Natural Resources Defense Council (“NRDC”), ChargePoint, Inc. (“ChargePoint”), and Greenlots, Inc.’s (“Greenlots”) Motions to Intervene and Public Service Electric and Gas Company’s (“PSE&G”) and Jersey Central Power & Light Company’s (“JCP&L”) Motions to Participate in Atlantic City Electric Company’s (“ACE”) light-duty EV matter.²

By Order dated April 22, 2020, Commissioner Chivukula granted the New Jersey Large Energy Users Coalition; Enel X North America, Inc.; BlueBird Body Company; Burns and McDonnell Engineering Company, Inc.; ChargePoint; Climate Change Mitigation Technologies, LLC; EVgo; Greenlots; Tesla; Environment New Jersey; Environmental Defense Fund; NRDC; Sierra Club; Direct Energy, SunRun, Inc.; and the Mid-Atlantic Solar Energy Industries Association’s (“MSEIA”) Motions to Intervene in PSE&G’s light-duty EV matter.³ Motions to Participate by ACE, JCP&L, Rockland Electric Company (“RECO”), SemaConnect, and the Alliance for Transportation Electrification’s (“Alliance”) were also granted in the April 22, 2020 Order.

By Order dated May 13, 2020, Commissioner Chivukula granted Tesla, Inc.’s (“Tesla”) Motion for Reconsideration of Intervenor status in the ACE matter.⁴

By Order dated May 14, 2020, Commissioner Chivukula granted Power Edison’s Motion for Reconsideration and granted Power Edison Intervenor status in the PSE&G matter.⁵

² In re the Petition of Atlantic City Electric Company for Approval of a Voluntary Program for Plug-In Vehicle Charging, BPU Docket No. EO18020190, Order dated April 9, 2020.

³ Electric Motor Werks, a subsidiary of Enel X North America, filed a joint Motion to Intervene with Enel X; In re the Petition of Public Service Electric and Gas Company for Approval of its Clean Energy Future – Electric Vehicle and Energy Storage (“CEF-EVES”) Program on a Regulated Basis, BPU Docket No. EO18101111, Order dated April 22, 2020.

⁴ In re the Petition of Atlantic City Electric Company for Approval of a Voluntary Program for Plug-In Vehicle Charging, BPU Docket No. EO18020190, Order dated May 13, 2020.

⁵ In re the Petition of Public Service Electric and Gas Company for Approval of its Clean Energy Future – Electric Vehicle and Energy Storage (“CEF-EVES”) Program on a Regulated Basis, BPU Docket No. EO18101111, Order dated May 14, 2020.

By Order dated June 1, 2020, Commissioner Chivukula added Environment New Jersey (“ENJ”), Sierra Club, Tri-State Transportation Company (“TSTC”), Work Environment Council of New Jersey (“WEC”), GreenFaith, Inc., Isles, Inc. (“Isles”), and EVgo as interveners in the ACE matter.⁶

By Order dated July 13, 2020, Alliance was granted Participant status in the ACE matter.⁷

By Order dated September 9, 2020, Electrify America was granted Intervenor status in the ACE matter, and by Order dated September 17, 2020, Commissioner Chivukula granted Electrify America’s Motion to Intervene in the PSE&G matter.⁸

By Order dated January 27, 2021, the Board approved a stipulation of settlement authorizing Public Service Electric and Gas Company (“PSE&G”) to implement its light-duty EV program and authorized PSE&G to run its program until exhaustion of allocated funds.⁹ By Order dated February 17, 2021, the Board approved a stipulation of settlement authorizing Atlantic City Electric Company (“ACE”) to implement its light-duty EV program until December 31, 2026.¹⁰ By Order dated June 8, 2022, the Board approved a stipulation of settlement authorizing Jersey Central Power & Light Company (“JCP&L”) to implement its light-duty EV program, for four (4) years from the start of the program, ending in July 2026.¹¹ By Order dated October 12, 2022, the Board approved stipulation of settlement authorizing Rockland Electric Company (“RECO”) to implement its light-duty EV programs for four (4) years from the start of the program, until December 2026.¹²

⁶ In re the Petition of Atlantic City Electric Company for Approval of a Voluntary Program for Plug-In Vehicle Charging, BPU Docket No. EO18020190, Order dated June 1, 2020.

⁷ In re the Petition of Atlantic City Electric Company for Approval of a Voluntary Program for Plug-In Vehicle Charging, BPU Docket No. EO18020190, Order dated July 13, 2020.

⁸ In re the Petition of Atlantic City Electric Company for Approval of a Voluntary Program for Plug-In Vehicle Charging, BPU Docket No. EO18020190, Order dated September 9, 2020; In re the Petition of Public Service Electric and Gas Company for Approval of its Clean Energy Future – Electric Vehicle and Energy Storage (“CEF-EVES”) Program on a Regulated Basis, BPU Docket No. EO18101111, Order dated September 17, 2020.

⁹ In re the Petition of Public Service Electric and Gas Company for Approval of its Clean Energy Future – Electric Vehicle and Energy Storage (“CEF-EVES”) Program on a Regulated Basis, BPU Docket No. EO18101111, Order dated January 27, 2021.

¹⁰ In re the Petition of Atlantic City Electric Company for Approval of a Voluntary Program for Plug-In Vehicle Charging, BPU Docket No. EO18020190, Order dated February 17, 2021.

¹¹ In re the Verified Petition of Jersey Central Power & Light Company for Approval of an Electric Vehicle Program and an Associated Cost Recovery Mechanism, BPU Docket No. EO21030630, Order dated June 8, 2022.

¹² In re the Petition of Rockland Electric Company for Approval of an Electric Vehicle Program, Establishment of an Electric Vehicle Surcharge, and for Other Relief, BPU Docket No. EO20110730, Order dated October 12, 2022.

By Order dated April 8, 2021, Commissioner Robert Gordon granted ChargePoint's Motion to Intervene and PSE&G's Motion to Participate in RECO's light-duty EV program.¹³ By Order dated May 26, 2021, Commissioner Gordon granted ChargePoint, Greenlots, NJR Clean Energy Ventures Corporation ("CEV"), and Tesla's Motions to Intervene and PSE&G's and the Alliance's Motions to Participate in JCP&L's light-duty EV matter.¹⁴

Subprogram Budget Shifting

As part of the light-duty EV programs, the Board permitted the EDCs to shift their respective subprogram budgets by transferring a portion of one (1) subprogram's budget to another subprogram. Specifically, the Board permitted JCP&L to shift between six percent (6%) and twenty-four percent (24%) of each total sub-program's budget with written approval from Staff; ACE between five percent (5%) and twenty-five percent (25%) of each total sub-program's budget with written approval from Staff; and RECO between six percent (6%) and twenty-four percent (24%) of each total sub-program's budget with written approval from Staff. For each program, any subprogram budget shift above these amounts requires Board approval.

By letter dated July 26, 2024, Staff approved JCP&L's request to shift \$4.14 million from its non-residential subprograms to reopen JCP&L's residential subprogram.

By letter dated July 31, 2025, RECO sought approval to reallocate a portion of its Education and Outreach/Marketing and Materials Operations budget under its EV Charger Ready Program to provide the necessary funds to support administrative costs required to continue program administration until its end in December 2026. RECO sought to reallocate \$72,720, approximately twenty-four percent (24%) of its total program budget, from its "Education and Outreach/Marketing" and "Materials, Operations, and Maintenance" ("O&M") budgets to its Administrative Costs O&M budget, thereby increasing the Administrative Costs O&M budget from \$910,000 to \$982,720 and enabling RECO to continue supporting the two (2) employees required to continue program administration through to the end of the EV Charger Ready Program. Staff approved the requested budget shift via letter dated March 30, 2026.

By letter dated January 13, 2026, ACE sought approval to reallocate a portion of its Public DCFC and Public Level 2 ("L2") subprogram budgets under its EV Smart Program to reopen and extend its Multifamily L2 subprogram for approximately one (1) year between the time of the reopen until the program end in December 2026. ACE sought to reallocate \$1.9 million total – \$1,200,000 from its Public DCFC subprogram budget and \$675,000 from its Public L2 subprogram budget. The proposed reallocated investment of \$1.9 million would increase ACE's Multifamily L2 subprogram budget from \$1,068,000 to \$2,943,000 and enable ACE to reopen its Multifamily L2 subprogram again to new applicants. Staff approved this shift, which represented

¹³ In re the Petition of Rockland Electric Company for Approval of an Electric Vehicle Program, Establishment of an Electric Vehicle Surcharge, and for Other Relief (RECO EV), BPU Docket No. EO20110730, Order dated April 8, 2021.

¹⁴ In re the Verified Petition of Jersey Central Power & Light Company for Approval of an Electric Vehicle Program and an Associated Cost Recovery Mechanism, BPU Docket No. EO21030630, Order dated May 26, 2021.

a twenty percent (20%) of the Public DCFC subprogram and fifteen percent (15%) of the Public L2 subprogram on March 30, 2026.

Sherrill Executive Order 2

On January 20, 2026, Governor Mikie Sherrill issued Executive Order 2 (“EO 2”) which directed the Board to commence the development of a Virtual Power Plant (“VPP”) program to reduce peak demand by aggregating behind-the-meter distributed energy resources, including electric vehicle infrastructure.¹⁵ As part of this directive, EO 2 specified that the Board should “build on and advance existing programs” and effectuate operational changes necessary to enable aggregated distributed energy resources in the State.

Pursuant to the September 2020 Order, the EDCs share charging data provided by the charging networks with the Board that is useful in shaping future, behavior-based rates and to enable managed charging programs which allow considerable peak energy use savings, a primary use case for VPPs. By the September 2020 Order, the Board directed the EDCs to propose rate structures that encourage managed charging. The Board required chargers to be networked to collect charging data that would provide information on current charging behavior to enable the EDCs to propose more robust programs that incentivize EV charging habits with the least impact on distribution system reliability and cost. The data that has been collected from the residential chargers informs the future of off-peak grid charging program, allowing the State’s nearly 40,000 Level 2 chargers funded through utility and State programs to serve as a ready resource to be used when creating VPPs.

As part of their programs, the EDCs submit biennial reports which track the number of chargers installed through the programs and the number of participants in each program. In addition to the chargers, ACE and PSE&G have incorporated EV chargers into their whole house time-of-use rates, RECO has 849 EV participants enrolled in its time-of-use-rate, and JCP&L has 9565 off-peak residential EV customers enrolled in its time-of-use-rate.

DISCUSSION AND FINDINGS

The growth of light-duty EV charger installations has moved New Jersey closer to the goals of the EV Act, which are critical for encouraging EV adoption in the State. In addition, widespread EV adoption and managed charging programs are important strategies to mitigate rising distribution rates. Additionally, the success of the EDCs’ programs in encouraging adoption harnesses both peak shaving and potential capacity from EVs themselves, in furtherance of the goals and directives of EO 2.

In light of Staff’s delay in proposing rules codifying the light-duty EV program requirements and the success of the current EDC-led light-duty EV programs, the Board **HEREBY FINDS** that it is in the best interest of the State’s EV growth to continue the light-duty EV programs unimpeded until such time as formal rules have been adopted. The Board **FURTHER FINDS**, in light of the

¹⁵ Exec. Order No. 2 (Jan. 20, 2026), 58 N.J.R. 1041(a) (Feb. 17, 2026).

impact that residential and fleet-managed charging have on establishing VPPs through their existing networked infrastructure, it is reasonable and appropriate to continue the light-duty EV programs unimpeded pending adoption of light-duty EV rules to ensure the complete development of the State's VPP program.

Additionally, to ensure continued investment in light-duty EV technologies, there must be an uninterrupted incentive mechanism to facilitate proliferation of such technologies. Continuing the light-duty EV programs while the Board considers a permanent light-duty EV framework will allow the EDCs and investors in light-duty EV technologies to maintain, and benefit from, such incentives uninterrupted. As such, the Board **FURTHER FINDS** it is in the best interest of the State to continue the light-duty EV programs pending adoption of formal light-duty EV rules.

Accordingly, the Board **HEREBY DIRECTS** the EDCs to, each or jointly, file a letter petition to extend their respective light-duty EV programs ("Letter Petition"), without budget increases and as approved by the Board ("Light-Duty Extension"), until the earlier of one (1) year following the effective date of an Order approving their respective extensions or through December 31, 2027 ("Extension Date"). The Board **FURTHER DIRECTS** the EDCs to file their Letter Petitions on or before **June 22, 2026**. The Board **FURTHER DIRECTS** the Letter Petitions shall contain, but not be limited to:

- The EDC's 2025 light-duty EV program annual cost, separated by subprogram;
- A breakdown of the EDC's light-duty EV program and anticipated costs, if any, through the Extension Date;
- A breakdown, by subprogram, of the EDC's Light-Duty Extension budget; and
- An explanation of any changes to incentive levels or program requirements and why such a proposal was made.

The Board **HEREBY ORDERS** that any proposed new funding shall be recovered at a lesser rate, and the EDC's Letter Petition shall therein detail the proposed recovery mechanism and rate of recovery.

The Board **FURTHER DIRECTS** the EDCs to continue their respective light-duty EV programs as currently approved unless and until the respective Light Duty Extensions are approved by the Board.

The Board **FURTHER DIRECTS** the EDCs to each submit quarterly reports for the remainder of their respective light-duty EV programs through the Extension Date.

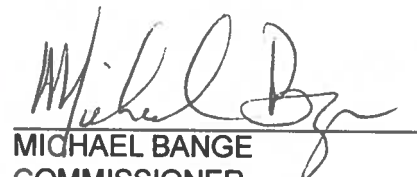
This Order shall be effective on May 28, 2026.

DATED: May 21, 2026

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BY:


CHRISTINE GUHL-SADOVY
PRESIDENT


DR. ZENON CHRISTODOULOU
COMMISSIONER


MICHAEL BANGE
COMMISSIONER


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JOSEPH COVIELLO
COMMISSIONER

ATTEST:


SHERRI 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 STRAW PROPOSAL OF ELECTRIC VEHICLE INFRASTRUCTURE BUILD OUT
Docket No. QO20050357**

**IN THE MATTER OF THE PETITION OF ROCKLAND ELECTRIC COMPANY FOR APPROVAL OF AN ELECTRIC
VEHICLE PROGRAM, ESTABLISHMENT OF AN ELECTRIC VEHICLE SURCHARGE, AND FOR OTHER RELIEF
DOCKET NO. EO20110730**

**IN THE MATTER OF THE VERIFIED PETITION OF JERSEY CENTRAL POWER & LIGHT COMPANY FOR
APPROVAL OF AN ELECTRIC VEHICLE PROGRAM AND AN ASSOCIATED COST RECOVERY MECHANISM
DOCKET NO. EO21030630**

**IN THE MATTER OF THE PETITION OF ATLANTIC CITY ELECTRIC COMPANY FOR APPROVAL OF A
VOLUNTARY PROGRAM FOR PLUG-IN VEHICLE CHARGING
DOCKET NO. EO18020190**

**IN THE MATTER OF THE PETITION OF PUBLIC SERVICE ELECTRIC AND GAS COMPANY FOR APPROVAL OF
ITS CLEAN ENERGY FUTURE – ELECTRIC VEHICLE AND ENERGY STORAGE (“CEF-EVES”) PROGRAM ON
A REGULATED BASIS
DOCKET NO. EO18101111**

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