



**MIKIE SHERRILL**  
**GOVERNOR**

**DR. DALE G. CALDWELL**  
**LT. GOVERNOR**

**State of New Jersey**  
**BOARD OF PUBLIC UTILITIES**  
44 South Clinton Avenue  
Post Office Box 350  
Trenton, New Jersey 08625-0350  
[www.nj.gov/bpu/](http://www.nj.gov/bpu/)  
(609)777-3300

**Christine Guhl-Sadovy**  
**President**

Dr. Zenon Christodoulou  
**Commissioner**

Michael Bange  
**Commissioner**

Emma Rebhorn  
**Commissioner**

Joseph Coviello  
**Commissioner**

## **Notice of Fund Availability**

### **New Jersey Board of Public Utilities**

#### **Availability of Grant**

The New Jersey Board of Public Utilities (“NJBPU” or “Board”), located at 44 South Clinton Avenue, Trenton, New Jersey 08625, announces a Notice of Funding Opportunity (“NOFA”) under the Medium- and Heavy-Duty Electric Vehicle Charging Program, established by the Board via Order dated October 26, 2022.<sup>1</sup>

**Name of Program:** Medium- and Heavy-Duty Electric Vehicle Charging Program (“MHD EV Charging Program” or “Program”).

#### **Purpose**

By the October 2022 Order, the Board authorized the Medium- and Heavy-Duty (“MHD”) Electric Vehicle (“EV”) Charging Program (“Program”) on October 26, 2022, using funds from the State’s Regional Greenhouse Gas Initiative (“RGGI”).<sup>2</sup> On the December 17, 2025 Agenda, the Board opened a period for admission into the Program for grantees to receive incentives to support the purchase and installation of eligible direct current fast charger (“DCFC”) EV equipment. This updated NOFA increases the available funding from \$10,195,648 to \$10,375,648 and extends the application deadline from May 31, 2026 to

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<sup>1</sup> In re the Establishment of Programming for the 2020-2022 RGGI Strategic Funding Plan and In re the Establishment of the RGGI Medium and Heavy Duty Electric Vehicle Charging Program, BPU Docket Nos. QO22080479 and QO22080480, Order dated October 26, 2022 (“October 2022 Order”).

<sup>2</sup> “Medium-Duty Vehicle” means any motor vehicle which weighs between 10,001 and 26,000 pounds, including trucks with two (2) or more axles or with six (6) or more tires. Medium-duty fleet vehicles are further divided between vehicles classified by federal emission control regulations and serve a specific function that is pre-determined by the fleet owner or operator. Examples include delivery vans, firetrucks, and school buses.

“Heavy-Duty Vehicle” means any motor vehicle having a manufacturer’s gross vehicle weight rating greater than 26,000 pounds. Examples include, but are not limited to, tractor-trailers, city transit buses, mobile cranes, cement mixers, refuse trucks, and tractors designed to pull refrigerated trailers, dry vans, and other equipment.

July 31, 2026. It also provides additional information about the Program and resources for applicants.

## Overview

By the October 2022 Order, the Board allocated \$16,150,648 in RGGI auction proceeds for MHD charging grants via the RGGI MHD EV Charging Program. The Board reopened the Application for community charging to expend funding unencumbered in the first application round on January 1, 2026, a continuation of the MHD RGGI program initiated by the Board via the October 2022 Order. By Notice of Fund Availability issued December 17, 2025 (“December 2025 NOFA”), the Board announced \$10,195,648 in available funding for MHD charging deployment projects through a competitive application process.

By this Notice of Fund Availability, the Board hereby announces a revised **\$10,375,648 in available funding** for MHD charging deployment projects through an updated competitive application process. The Application and award process will align with the information contained herein, which reflects information contained in the October 2022 Order and the Application.

Eligible applicants (“Applicants”) include businesses located in or primarily operating in Overburdened Communities (“OBCs”), as defined by New Jersey’s Environmental Justice Law.<sup>3</sup> Businesses without fleets may also apply provided they subscribe multiple businesses to use the chargers. Nonprofits and government entities are not eligible for this grant but may be eligible for the [Clean Fleet](#) incentive.

Subject to the availability of funds, Board Staff (“Staff”) will award incentives, in the form of grants, to eligible Applicants upon a determination that such Applicants meet the requirements of the grant. Awards of up to \$225,000 per charger are available toward the purchase and installation of 150 kilowatt (“kW”) or greater dual-port, networked DCFC and related Make-Ready. Chargers must be publicly or quasi-publicly available and incentives for private fleet charging are not available for this second application period.<sup>4</sup>

Applicants may apply to receive funding for no more than six (6) eligible 150 kW or greater DCFC EV charging stations through the Program.

Preferred locations for community chargers are those accessible by several local businesses that have, or are interested in acquiring, MHD EVs, such as warehouses or depots. If selected, the grantee will own and operate the constructed chargers. The grantee would assume responsibility for identifying, recruiting, and subscribing local businesses interested in utilizing the charging infrastructure for their MHD EVs. No single subscriber may utilize more than 50% of the charging schedule.

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<sup>3</sup> See N.J.S.A. 13:1D-158.

<sup>4</sup> “Publicly Available” refers to a charger or charger bank that is available and accessible, but not limited, to MHD vehicles that are useable by the public on a drive-up basis. Such depots must be accessible twenty-four (24) hours per day, seven (7) days per week and be listed on the United States Department of Energy Alternative Fueling Station Locator. “Accessible to MHD” includes, but is not limited to, utilizing pull-through stalls.

“Quasi-Publicly Available” refers to a charger or charger bank that is available and accessible, but not limited, to MHD vehicles that the public can utilize on a subscription or scheduled basis. Such depots must be accessible twenty-four (24) hours per day, seven (7) days per week and be listed on the United States Department of Energy Alternative Fueling Station Locator. “Accessible to MHD” includes but is not limited to utilizing pull-through stalls.

Selection for participation in the Program will be based on the recommendations of a review committee consisting of Board Staff (“Review Committee”). The Review Committee will evaluate and score each Application based on the answers provided in the Application. An [Application Guide](#) and the [scoring criteria worksheet](#) utilized by the Review Committee are publicly available on the [RGGI MHD EV Charging webpage](#) and may be used by Applicants to guide the development of this Application because some items may be weighted more than others.

If an application is approved, NJBPU will provide and execute a Grant Agreement with the entity that submitted the application. To ensure award under the Program, Applicants should not purchase an EV charging station (a refundable order is permitted), undertake construction (i.e., break ground on the site), or make any expenditure in furtherance of the project(s) for which the Applicant applied for which the Applicant intends to use Program funds until the Applicant’s Grant Agreement is finalized.

The Application opened at **9:00 a.m. on January 1, 2026**. Applications must be submitted on or before **July 31, 2026 at 5:00 p.m.** Eastern Time. Eligible entities must file applications through the [SAGE Grants Management System \(“SAGE”\)](#). This NOFA provides an overview of the Application process. The [Application Guide](#) provides step by step instructions and resources.

## **Program Goals**

The primary goals of the Program are to improve New Jersey’s air quality; contribute to meeting the State’s transportation electrification goals; and assist small, local businesses gain access to EV charging equipment to ensure the equitable build-out of charging infrastructure throughout the State.

## **Available Funds**

A total of **\$10,375,648** is available for MHD EV Charging projects through this competitive application process.

Payments will be dispersed in three (3) installments.

1. The first payment will not be disbursed until all the following have been met:
  - The Board has approved the Application;
  - The Applicant’s proposed site has been reviewed and approved by their Electric Distribution Company (“EDC”) and the EDC made the Applicant aware of all associated costs; and
  - The Applicant has informed Staff that it intends to proceed with the project(s) for which the Applicant applied and subsequently signed and submitted a Grant Agreement to the Board.

This first payment will equal 25% of the total grant award.

2. The second payment, equal to 50% of the total grant award, will be disbursed after the Applicant has provided their financing plan to the Board, which is to be completed and shared within one (1) year after the date the grant is awarded. This plan must account for how the grantee intends to

cover the full cost of the charging infrastructure and all necessary make-ready costs, including any required distribution system upgrades as identified by the EDC. Grantees should also share the list of businesses that intend on utilizing the community chargers at this time.

3. The third, and final, payment, equal to 25% of the total grant award, will be in the form of a reimbursement once the full project is completed and verified by the Board. All Applicants will be required to complete a Grant Agreement with the NJBPU as well as a Grant Expenditure Report to receive the full grant award.<sup>5</sup> In total, payments may cover no more than 90% of the combined charger purchase and installation costs.

## GRANT APPLICATION PROCESS

### Eligible Entities

Eligible Applicants are businesses located or operating within an OBC as defined by New Jersey's Environmental Justice Law.<sup>6</sup> For an Applicant to "primarily operate" within a designated area, the fleet must operate in that identified territory for at least fifty-one percent (51%) of the vehicle miles traveled over the course of the compliance period. Businesses without fleets may apply for the grant provided they subscribe multiple businesses to use the chargers. Nonprofit organizations and government entities are not eligible for this grant but may be eligible for other incentives.

### Qualifications

An Applicant must be a registered business in New Jersey that is located, or primarily operates, in an OBC.

### Procedure

The Program launched, became effective on **January 1, 2026** at 9:00 a.m., and will close at 5:00 p.m. on **July 31, 2026**. Staff will accept grant Applications via SAGE no later than 5:00 p.m. on **July 31, 2026**.

To submit a complete Application, Applicants must register in the [SAGE Grants Management System](#) and follow the Application Instructions below and on SAGE. For any questions regarding the registration process in SAGE, Applicants should contact [bpuigxadmin@bpu.nj.gov](mailto:bpuigxadmin@bpu.nj.gov). The instructions in the updated NOFA are designed to guide Applicants in preparing a comprehensive Application for evaluation and include guidance on how to submit application materials during the Application. The [Application Guide](#) provides more detailed step by step instructions and resources.

Step 1:

- a) Select the MHD EV Charging Program application under the "My Opportunities" section of your home page in SAGE. Complete the Application Form via SAGE. Applicants must save their progress but should not submit the Application until Step 1) b is also complete.

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<sup>5</sup> The NJBPU must make available to selected Applicants the Acknowledgement Notice, the Grant Agreement, and the Grant Expenditure Report.

<sup>6</sup> See N.J.S.A. 13:1D-158.

- b) Concurrent with Step 1 a), Applicants must receive EDC review of the proposed site and a quote for any potential associated costs. See the “EDC Review” section for more information and instructions. Applicants must, as an attachment to the Application, submit documentation that they have received EDC review of their site and intend to peruse their project. If the project requires distribution system upgrades that are the responsibility of the Applicant, the Applicant must confirm to the NJBPU that they are willing to accept any required expense and proceed with the project.

**Step 2:** Submit the completed Application Form and required attachments to NJBPU via SAGE before **5:00 P.M. on July 31, 2026**. Applications submitted without EDC review documentation will be marked as administratively incomplete and will be returned to the Applicant for correction and must be corrected prior to the Application deadline of **5:00 P.M. on July 31, 2026**. Only administratively complete Applications will be accepted for consideration by the Review Committee. Extensions to receive EDC review documentation will not be issued. EDCs process requests on a first come first serve basis and cannot expedite requests. Applicants are encouraged to apply as soon as possible to ensure available funding under the Program.

### Timeline

The preliminary timeline for MHD process, which is subject to change, is as follows:

Date	Activity
<b>January 1, 2026 at 9:00 A.M. EST</b>	The Program Application opened and is currently available on SAGE.
<b>January 6, 2026</b>	Staff held a webinar providing an overview of the Program, Application process, and EDC review. The <a href="#">slides</a> and <a href="#">recording</a> are available on the BPU Public Notices webpage.
<b>January 29, 2026</b>	Staff held a webinar providing an overview of the Program, Application process, and EDC review.
<b>April 16, 2026</b>	Staff held a webinar providing an overview of the Program, Application process, and EDC review. Staff also addressed frequent inquiries.
<b>May, 2026</b>	Staff will hold a webinar providing an overview of the Program, Application process, and EDC review. Staff will also address frequent inquiries.
<b>June, 2026</b>	Staff will hold a webinar providing an overview of the Program, Application process, and EDC review. Staff will also address frequent inquiries.
<b>July 2026</b>	Staff will hold a webinar addressing final questions to support Applicants in submitting Applications before the deadline.
<b>July 31, 2026 at 5:00 P.M. EST</b>	The Application window for the Program closes at 5:00 P.M. EST. Applications submitted after the deadline will not be accepted.

### EDC Review

#### Process

To ensure project approval, the Applicant must first work with their Electric Distribution Company (“EDC”) to determine if their proposed site has enough pre-existing capacity for their project. This is required because a lack of capacity will necessitate the addition and installation of new utility-side make-ready such as transformers, switch-gear, and more – all components which not only greatly increase the cost of a project, but also come with their own lead times which can further delay a project.

Applicants must contact their respective EDC and request a capacity review. If the proposed site is in an IOU EDC territory; Atlantic City Electric (“ACE”), Rockland Electric Company (“RECO”), Jersey Central Power & Light (“JCP&L”), or Public Service Electric & Gas (“PSE&G”); please email or call the appropriate contacts from the list below:

- **ACE:** To request a capacity review, please visit the [Service Requests](#) webpage to initiate the request process. Questions related to electric rates and EV charging bill impacts should be directed to [evsmart@atlanticcityelectric.com](mailto:evsmart@atlanticcityelectric.com).
- **JCP&L:** To request a capacity review, please email [JEVDriven@firstenergycorp.com](mailto:JEVDriven@firstenergycorp.com). For information about electric rates and EV charging bill impacts, please visit the [Establish or Upgrade Service](#) webpage. Customers can also reach out to 888-352-0908.
- **RECO:** To request a capacity review, please visit the [Building and Service Upgrades](#) webpage. For information about electric rates and EV charging bill impacts, please email [chargerready@oru.com](mailto:chargerready@oru.com).
- **PSE&G:** To request a capacity review or for info please visit the EV Program [webpage](#) or email [PSE&G-Electric.Vehicles@pseg.com](mailto:PSE&G-Electric.Vehicles@pseg.com). For information or questions about electric rates and EV charging bill impacts please email [PSE&G-Electric.Vehicles@pseg.com](mailto:PSE&G-Electric.Vehicles@pseg.com).

If the Applicant’s site is outside of the service territories of the listed EDCs above, it is the Applicant’s responsibility to contact their EDC and determine the appropriate EDC contact and capacity review process.

#### Associated Application Documentation

Once EDC review is complete, the Applicant should fill submit one (1) of the following as an attachment to the application in the SAGE Grants Management System (“SAGE”):

1. A picture of a capacity map for the proposed site showing enough capacity for the proposed project’s load. If applicable, these can be acquired within days. However, for some sites, more study is needed, and the EDCs cannot provide a capacity map;
2. If an additional EDC study determines there is adequate capacity, the Applicant will need to submit documentation from the EDC confirming that there is sufficient capacity at the proposed site. Please be advised that lead times are approximately three (3) weeks; however, actual processing times vary and may increase during high volume EDC processing periods; or
3. If the EDC, during additional study discussed above, finds that there does not exist sufficient capacity for the proposed project, then the Applicant must request, at the Applicant’s expense, a feasibility study to be performed by the EDC. After the feasibility study is concluded, the Applicant must submit a letter from the EDC confirming the results of the EDC feasibility study, and a commitment that the Applicant will cover any additional costs associated with proceeding with the project. Please be advised that lead times for the feasibility study are approximately six (6) to fourteen (14) weeks. As the feasibility study is completed after the initial EDC study, the entire process may take approximately nine (9) to seventeen (17) weeks; however, actual processing times vary and may increase during high volume processing periods.

Applications submitted without EDC review documentation will be marked as administratively incomplete and will be returned to the Applicant for correction. Only administratively complete applications will be accepted for consideration by the Review Committee. Extensions to receive EDC review documentation will not be issued. EDCs process requests on a first come first serve basis and cannot expedite requests. Applicants should plan to leave enough time for EDC review before the application deadline.

### **Scoring Criteria**

The Review Committee will award points to eligible Applicants, based on the following scoring criteria:

- The proposed chargers are dual-port, networked, DCFC that are at least 150 kW;
- The Applicant has obtained EDC capacity review which either concluded that there is sufficient capacity or the site lacks capacity and the Applicant commits that they will cover any additional costs to attain adequate capacity and intends to proceed with the project;
- The proposed site's proximity to other DCFC locations;
- The Applicant is located or operates within an OBC;
- Proper signage posted and/or listed online at appropriate sites;
- The Applicant has an outreach plan for connecting with local businesses with MHD EVs that will utilize proposed community chargers; and
- The site is publicly-accessible or quasi-publicly accessible.
  - To be publicly-accessible the charger or charger bank must be available and accessible, but not limited, to MHD vehicles that are useable by the public on a drive-up basis. Such depots must be accessible twenty-four (24) hours per day, seven (7) days per week and be listed on the United States Department of Energy Alternative Fueling Station Locator. "Accessible to MHD" includes, but is not limited to, utilizing pull-through stalls.
  - To be quasi-publicly available the charger or charger bank must be available and accessible, but not limited, to MHD vehicles that the public can utilize on a subscription or scheduled basis. Such depots must be accessible twenty-four (24) hours per day, seven (7) days per week and be listed on the United States Department of Energy Alternative Fueling Station Locator. "Accessible to MHD" includes but is not limited to utilizing pull-through stalls.
- Whether the Applicant has identified local businesses interested in utilizing the proposed charger(s).

The full [scoring criteria worksheet](#) is available on the [RGGI MHD EV Changing Grant webpage](#).

## Eligible and Ineligible Costs

### Eligible costs include:

- **Chargers:** Reimbursable expenses include cost of the charger(s), taxes on the charger(s), warranty on the charger(s), and delivery and activation fees for the charger(s). DCFCs must have dual-port chargers and network capability with one (1) of the State’s pre-certified network providers. A list of the State’s pre-certified network providers is available at: <https://chargeup.njcleanenergy.com/network-service-providers>.
- **Make-Ready:** 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 (“EVSE”). Make-Ready includes expenses related to service panels, junction boxes, conduit, wiring, etc., necessary to make a particular location able to accommodate EVSE on a “plug and play” basis. For this Program, Make-Ready will also include distribution system upgrades needed on site to accommodate the project.

### Ineligible Costs Include:

Any additional costs not listed above, such as software subscription fees, are ineligible for the incentive.

### **Award Notification and Period of Performance:**

Successful Applicants will be notified that they have received an award of funds under the RGGI MHD EV Charging Program no later than **September 31, 2026 at 5:00 P.M. EST**.

The Applicant should be aware of the following milestones during the period of performance:

<b>Date</b>	<b>Activity</b>
<b>October 1, 2026 at 5:00 P.M.</b>	The grant term begins.
<b>No later than October 1, 2027 at 5:00 P.M.</b>	Grantee must submit their financing plan to Staff for approval.
<b>No later than September 31, 2028 at 5:00 P.M. EST</b>	Grant agreements are fully executed. Projects are completed and all required paperwork is submitted to Staff. At Staff’s discretion, grantees will also have the opportunity to apply for a project term extension if the awardee demonstrates adequate need as evaluated by Staff.

## Regulations:

Applicants are not permitted to combine funding and/or incentives from other New Jersey State programs, including, but not limited to, the New Jersey Department of Environmental Protection's It Pay\$ to Plug-In and the Economic Development Authority's New Jersey Zero-Emissions Incentive ("NJZIP") programs, and the MHD EV Charging Program for the same charging station. The MHD EV Charging Program incentive may be stacked with utility Make-Ready incentives, the amounts allowed by the utility's stipulation of settlement. If an Applicant has previously received funding from other New Jersey State Programs, documentation showing that the charging equipment detailed in this Application is different than the equipment that received funding from the other New Jersey State program will be required when submitting the Grant Expenditure Report.

Please be advised that certain EV charging stations that receive electric utility service from the State's investor-owned EDCs may be eligible for additional EV charging incentives directly from the respective EDC. Projects may be eligible for both the incentives offered by this NJBPU Program and incentives offered by the EDCs. Total combined disbursements to selected grant recipients, including from NJBPU and utility incentives, may cover no more than 90% of the combined charger purchase and installation costs. Please check ACE, JCP&L, RECO, or PSE&G program eligibility requirements before purchasing EV charging equipment, as additional conditions on types of eligible chargers may apply for utility incentives.

For questions about SAGE, please contact [contactbpuigxadmin@bpu.nj.gov](mailto:contactbpuigxadmin@bpu.nj.gov). For questions about the Program, please contact [rggi@bpu.nj.gov](mailto:rggi@bpu.nj.gov).

*Sherri L. Lewis*

Sherri L. Lewis  
Board Secretary