



STATE OF NEW JERSEY
Board of Public Utilities
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Clean Fleet Electric Vehicle Incentive Program

The New Jersey Board of Public Utilities (“NJBP” or “Board”) authorized the Fiscal Year 2024 Clean Fleet Electric Vehicle Incentive Program (“FY24 Program”) on June 29, 2023 for local and State government and non-profit fleets.¹ The NJBP is offering incentives to these local and State government and non-profit entities (“Eligible Entities”) in New Jersey to support the purchase of eligible battery electric vehicles (“BEVs”), Level-Two electric vehicle (“EV”) charging equipment, and Direct Current Fast Chargers (“DCFCs”) for fleet charging. Subject to the availability of funds, the FY24 Program will award incentives in the form of grants to local, municipal and county government entities and non-profit organizations, or through a Memorandum of Understanding (“MOU”) if to State government entities. Awards available under the FY24 Program include:

- Up to \$4,000 toward the purchase of each eligible light-duty BEV;
- Up to \$10,000 toward the purchase of each eligible Class 2B-6 BEV;
- Up to \$5,000 (up to cost of the charger) toward the purchase of each public Level-Two EV charging station;
- Up to \$4,000 (up to cost of the charger) toward the purchase of each fleet Level-Two EV charging station (not available to the public);
- Up to \$50,000 (up to cost of the charger) toward the purchase of a DCFC station;
- Up to \$5,000 (up to 50% of the cost) toward the Make-Ready² for each fleet Level-Two EV Charging station; and

¹ In re the Clean Energy Programs and Budget for Fiscal Year 2024, BPU Docket No. QO23040236, Order dated June 29, 2023 (“June 29, 2023 Board Order”), available at <https://njcleanenergy.com/files/file/BPU/FY24/Budget%20Documents/FY24%20Budget%20Board%20Order.pdf>.

² “Make-Ready” means the pre-wiring of electrical infrastructure at a parking space, or a set of parking spaces, to facilitate easy and cost-efficient future installation of Electric Vehicle Service Equipment (“EVSE”), including, but not limited to, Level-Two EVSEs and DCFCs. More specifically, 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.

- Up to \$50,000 (up to 50% of the cost) toward the Make-Ready for each DCFC charging station.

Note that all charger incentives apply on a per-unit basis. In addition, chargers and vehicles obtained through the FY24 Program that are located in Overburdened Municipalities, as defined by the Office of Clean Energy Equity, are eligible to receive a 50% bonus, to be provided as either an additional incentive amount or as the applicant's eligibility for additional chargers and vehicles.³

Award Caps for FY24 Eligible Entities

Number of BEVs Eligible for Incentive:

- Local governments, local government entities (e.g., municipal utility authority, etc.), and non-profit organizations serving a population under 20,000 have a cap of four (4) vehicles;
- Local schools serving a population under 20,000 have a cap of four (4) vehicles;
- Local governments, local government entities (e.g., municipal utility authority, etc.), and non-profit organizations serving a population over 20,000 (20,001 – 50,000) have a cap of ten (10) vehicles;
- Local schools serving a population over 20,000 (20,001 – 50,000) have a cap of ten (10) vehicles;
- Local governments, local government entities (e.g., municipal utility authority, etc.), and non-profit organizations serving a population over 50,000 (50,001 – 100,000) have a cap of fourteen (14) vehicles;
- Local schools serving a population over 50,000 (50,001 – 100,000) have a cap of fourteen (14) vehicles;
- State government, State agencies/boards/commissions, State universities, county government, and county authorities have a cap of twenty (20) vehicles;
- Local governments, local entities (e.g., municipal utility authority, etc.), and non-profit organizations serving a population over 100,000 have a cap of twenty (20) vehicles; and
- Local schools serving a population over 100,000 have a cap of twenty (20) vehicles.

Number of Dual-Port Level-Two EV Charging Stations Eligible for Incentive:

- Local governments, local government entities (e.g., municipal utility authority, etc.), and non-profit organizations serving a population under 20,000 have a cap of two (2) Level-Two EV charging stations;
- Local schools serving a population 20,000 or less have a cap of two (2) Level-Two EV charging stations;
- Local governments, local government entities (e.g., municipal utility authority, etc.), and non-profit organizations serving a population over 20,000 (20,001 – 50,000) have a cap of four (4) Level-Two EV charging stations;
- Local schools serving a population over 20,000 (20,001 – 50,000) have a cap of four (4) Level-Two EV charging stations;

³ Specifically, an "Overburdened Community" is defined as one that meets the following criteria: (1) the municipality has more than 50% of its population living in an "overburdened community" census block as defined by the New Jersey Department of Environmental Protection pursuant to New Jersey's Environmental Justice Law, N.J.S.A. 13:1D-157 et seq.; and (2) the municipality meets one or both of the following criteria: (A) more than 35% of the municipality's population lives under 200% of the poverty level according to U.S. Census 2019 American Community Service data; and/or (B) the municipality is categorized as "distressed" as defined by the DCA's MRI (with a score of 50 or higher). See In re the New Jersey Clean Energy Program Fiscal Year 2022 Community Energy Planning, BPU Docket No. QO21091113, Order dated October 6, 2021, available at <https://www.bpu.state.nj.us/bpu/pdf/boardorders/2021/20211006/8A%20ORDER%20FY%2022%20Community%20Energy%20Plan%20Board.pdf>.

- Local governments, local government entities (e.g., municipal utility authority, etc.), and non-profit organizations serving a population over 50,000 (50,001 – 100,000 or more) have a cap of eight (8) Level-Two EV charging stations;
- Local schools serving a population over 50,000 (50,001 – 100,000) have a cap of eight (8) Level-Two EV charging stations;
- State government, State agencies/boards/commissions, State universities, county government, county authorities, and non-profit organizations serving a population over 100,000 have a cap of fifteen (15) Level-Two EV charging stations; and
- Local schools serving a population over 100,000 have a cap of fifteen (15) Level-Two EV charging stations.

Number of Dual-Port DCFC Charging Stations Eligible for Incentive:

- Local governments, local government entities (e.g., municipal utility authority, etc.), and non-profit organizations serving a population of 20,000 or less have a cap of one (1) DCFC charging station;
- Local schools serving a population of 20,000 or less have a cap of one (1) DCFC charging station;
- Local governments, local government entities (e.g., municipal utility authority, etc.), and non-profit organizations serving a population over 20,000 (20,001 – 50,000) have a cap of two (2) DCFC charging stations;
- Local schools serving a population over 20,000 (20,001 – 50,000) have a cap of two (2) DCFC charging stations;
- Local governments, local government entities (e.g., municipal utility authority, etc.), and non-profit organizations serving a population over 50,000 (50,001– 100,000 or more) have a cap of four (4) DCFC charging stations;
- Local schools serving a population over 50,000 (50,001 – 100,000) have a cap of four (4) DCFC charging stations;
- State government, State agencies/boards/commissions, State universities, county government, county authorities, and non-profit organizations serving a population over 100,000 have a cap of eight (8) DCFC charging stations; and
- Local schools serving a local government and local entity population over 100,000 have a cap of eight (8) DCFC charging stations.

Process

The primary goal of the grants to local, municipal, county and State government entities is to improve New Jersey’s air quality and to assist local and State government entities in transitioning their fleets to ones that are electrically-powered. NJBPU staff (“Staff”) will accept grant applications under the FY24 Program (“Grant Application”) until the earlier of either 5 p.m. Eastern Time on **November 30, 2023**, or until funds are exhausted (collectively, the “Application Due Date”). Details of the FY24 Program are as follows:

- The FY24 Program is effective as of **July 12, 2023** and will close on **November 30, 2023**.
- Eligible applicants (“Applicants”) may apply for any number of eligible BEVs and EV charging stations, up to their award cap (see above), through the FY24 Program. Applicants are not required to apply for their entire allotment at once and may submit additional Grant Applications up to and on the Application Due Date if they have not exceeded their award cap, as detailed above.

- FY24 Program applicants may be municipalities, local schools, municipal commissions, State government, State agencies or boards, State commissions, State universities, community colleges, county government and county authorities and non-profit entities. Applicants selected as grant recipients must complete and submit an Acknowledgement Notice in order to ensure funding has been reserved for them. Funding will be reserved on a first-come, first-served basis, until funds are exhausted.
- For those Applicants selected as grant recipients, grant payments shall be in the form of a reimbursement, based on proof of purchase of an eligible BEV and/or EV charging station. All Applicants selected as grant recipients will be required to complete a Grant Agreement with the NJBPU as well as a Grant Expenditure Report in order to receive their grant award.⁴
 - The vehicle(s) listed on the Applicant’s Grant Application must be the same year, make, and model listed on the Grant Expenditure Report. If for any reason a change needs to be made to the make and/or model of the vehicle(s) purchased for this grant, the Applicant should immediately notify NJBPU at EV.programs@bpu.nj.gov.
 - Applicants selected as grant recipients must have purchased and received the eligible vehicle(s) and/or charging station(s) in order to submit the Grant Expenditure Report.
- For those State government entity Applicants selected to participate in the FY24 Program, those Applicants shall enter into an MOU with the NJBPU.
- NJBPU reserves the right to inspect the vehicle and/or charging station for FY24 Program verification purposes.
- Vehicles and/or charging stations purchased prior to submitting a grant application are not eligible for the FY24 Program. Leased vehicles also are not eligible for the FY24 Program.
- Applicants are not permitted to stack funding and/or incentives from the New Jersey Department of Environmental Protection’s It Pay\$ to Plug-In Program⁵ and the FY24 Program for the same charging station. If an Applicant has received funding from the It Pay\$ to Plug-In Program, the Applicant must submit documentation showing that the charging stations funded via the It Pay\$ to Plug-In Program are different from those that are the subject of a Grant Application when submitting its Grant Expenditure Report.

⁴ The NJBPU shall make available to selected Applicants the Acknowledgement Form, Grant Agreement and the Grant Reimbursement Form.

⁵ NJDEP It Pay\$ to Plug In [overview.pdf \(nj.gov\)](#)

FY24 Clean Fleet Electric Vehicle Incentive Program Application

Applicants are required to complete all fields. Failure to include required information may delay processing of your grant application or may result in the denial of a grant. If you have questions, please email EV.programs@bpu.nj.gov.

Procedure

Step 1: Complete the Application Form for the FY24 Clean Fleet Electric Vehicle Incentive Program.

Step 2: Submit the completed Application Form to NJBPU via this email address by 5:00 p.m. EST on November 30, 2023: EV.programs@bpu.nj.gov. If grant funding for the FY24 Program has been expended before this deadline, an announcement will be posted on the NJBPU website.

Step 3: Each Applicant will be notified via email of their selection or rejection by Staff. If an eligible Applicant's ("Applicant") is selected, NJBPU will provide and execute: (i) a Grant Agreement with Applicant, if Applicant is a local government entity or non-profit organization, or (ii) an MOA with Applicant, if Applicant is a state entity. To ensure reimbursement under the FY24 Program, Applicants may not purchase charging station or undertake construction (i.e., breaking ground on the site) prior to submitting an application for this grant. Placing a refundable order for charging equipment prior to award notification is permitted.

Step 4: Once the finalized Grant Agreement or MOU is in place, Applicants must purchase and receive eligible BEV(s) and/or EV charging stations before submitting the Grant Expenditure Report. Applicants will not receive reimbursement for vehicles or charging stations purchased prior to submitting an application.

Step 5: Applicants must complete and submit a Grant Expenditure Report along with paid invoice(s) for the vehicle(s) and/or EV charging station(s) listed on the Grant Application to the NJBPU via this email address: EV.programs@bpu.nj.gov. **The deadline for submittal of the completed Grant Expenditure Report and all supplemental forms is June 3, 2025.** Applicants may request an extension if there are manufacturing or construction delays, along with proof of such delays by emailing EV.programs@bpu.nj.gov.

Step 6: After Staff reviews and approves an Applicant's Grant Expenditure Report and invoices, grant funds will be disbursed to that Applicant.

Eligible Vehicles

All new and used - BEVs up to Federal Highway Administration Class 6 will be eligible for grant funding. Applicants may make their purchases through the State Purchasing Contract under Award T0099, but are not required to do so. Neighborhood electric vehicles ("NEVs"), such as electric golf carts and other similar EVs, are not eligible for an incentive under the FY24 Program.

Eligible Electric Vehicle Charging Stations

The Level-Two EV charging stations covered under this Program may be of any brand the applicant selects, *provided* that each such EV charging station must include a standard port available for use by all EVs and the equipment chosen is an Energy Star certified, as required by the Appliance Standards Act,⁶ dual-port charger and has network capability with one of the state’s pre-certified network providers ([Home - Drive Green - Air Quality, Energy and Sustainability \(AQES\) | Department of Environmental Protection \(nj.gov\)](#)). Chargers must adhere to the federal uptime standards, which currently require 97% uptime.

The DCFC stations covered under the FY24 Program may be of any brand the Applicant selects provided the equipment chosen is a dual-port charger and has network capability with one of the state’s pre-certified network providers ([Home - Drive Green - Air Quality, Energy and Sustainability \(AQES\) | Department of Environmental Protection \(nj.gov\)](#)). No more than half of an Applicant’s eligible charging stations may be DCFCs.

Participation in other State and Utility Incentive Programs

Eligible Applicants are not permitted to combine funding/incentives from the New Jersey Department of Environmental Protection’s (“NJ DEP’s”) It Pay\$ to Plug-In Program with the Clean Fleet Electric Vehicle Program for the same charging station. If an Applicant has previously received funding from the It Pay\$ to Plug-In Program, documentation showing that the charging equipment detailed in this application is different than the equipment that received funding from the It Pay\$ to Plug-In Program will be required when submitting the Grant Expenditure Report.

Please be advised that certain EV charging stations that receive electric utility service from Atlantic City Electric Company (“ACE”), Jersey Central Power and Light Company (“JCP&L”), Public Service Electric and Gas Company (“PSE&G”), or Rockland Electric Company (“RECO”) may be eligible for additional EV charging incentives for installation costs directly from the utility. Projects may be eligible for *both* the incentives offered by this NJBPU Clean Fleet Program *and* incentives offered by the applicable electric utility (ACE, PSE&G, JCP&L, or RECO) up to 90% of the total project costs. Please check the ACE, JCP&L, PSE&G, or RECO program eligibility requirements before purchasing EV charging equipment, as additional conditions on types of eligible chargers may apply for utility incentives.

ACE EV charging incentive information can be found at: aceevsmart.programprocessing.com

PSE&G EV charging incentive information can be found at: www.pseg.com/ev

JCP&L EV charging incentive information can be found at: www.jcp-l.com/evdriven

RECO EV charging incentive information can be found at: <https://www.oru.com/en/our-energy-future/technology-innovation/electric-vehicles/new-jersey>

⁶ See N.J.S.A. 52:27D-141.20; -141.21(h).

6. Are you applying for a DCFC charging station? _____ Yes _____ No How many? _____
- a. If so, is the charging station you intend to purchase a “networked” charger capable of collecting data? _____ Yes _____ No
- b. Will the EV charging station be a dual-port unit? _____ Yes _____ No

7. Are you applying for Make-Ready for a fleet DCFC charging station? _____ Yes _____ No How many? _____

What is the anticipated cost of Make-Ready for each DCFC charging station? This must be a specific dollar amount, not an amount range. _____

8. When not in use by your electric fleet vehicle, will the DCFC be available for public use. _____

9. Please indicate how many DCFCs (if any) will be available for public use.
 _____ # of public chargers _____ # of fleet chargers

10. Where is the intended site location of each charging station? Please describe and provide an address for each (mapping is suggested).

For each charging station listed above, please provide the following information:

- a. Location: _____
- b. Where will the signage for the charging station be located?
 Location(s): _____
- c. Will this charging station be listed online and, if so, where? (Ex: [U.S. DOE Alternative Fuels Data Center Station Locator](#), [Plug Share](#), etc.):
 _____ Yes Where: _____
 _____ No

11. Is your location or community located in a non-Investment Owned Utility (non-IOU) territory?
 _____ Yes _____ No

12. If your location or community is in a non-IOU territory, are you also applying for the Make-Ready costs for installation (50% of the cost up to \$5,000 for L2 and \$50,000 for fast chargers)? If yes, please provide estimated total Make-Ready cost.
- | | | |
|-----------|----------|----------------|
| _____ Yes | _____ No | Estimated Cost |
|-----------|----------|----------------|

13. Is your location or community included on the list of NJBPU’s Overburdened Municipalities?
 _____ Yes _____ No

FY24 Clean Fleet Electric Vehicle Incentive Program Application

APPLICANT INFORMATION		
Please identify the type of entity applying for the FY24 Program in the space below. Eligible entities are local schools, municipalities, municipal commissions, State government, State agencies or boards, State commissions, State universities, community colleges, county government and county authorities.		Application Date:
Type of Entity: Are you the owner of the property? Yes _____ No _____ (If "No," the owner must supply a letter indicating the Applicant has been authorized to apply to this Program)		
Full Legal Name of Entity: _____		
NJSTART Vendor ID or Employer Identification Number (EIN)(for government entities only): _____		
Mailing Address:		
Application and Reporting Contact Person:	Phone:	Email:
Secondary Contact for Entity:	Phone:	Email:
Financial Officer's Name:	Phone:	Email:
Grant Signatory Name (Person authorized to sign the Grant Agreement or MOU on behalf of the applicant):		Title:
As the Grant Signatory, I hereby certify that I am authorized by _____ to submit and sign this application on behalf of _____ in order to apply for funding from the FY24 Clean Fleet Electric Vehicle Incentive Program.		

Print Name	
Sign Name	
Title	
Date	