



**The FY27 Multi-Unit Dwellings EV Charging Program
Terms and Conditions**

Version One

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Definitions

All definitions are for the purposes of this program and may differ from other programs.

1. **Affordable Housing:** Housing developments that are deed restricted for all units (100% of units), per the New Jersey Department of Community Affairs' List of Affordable Developments by County. For more information on the List of Affordable Developments please see the Department of Community Affairs site at <https://www.nj.gov/dca/codes/publications/developments.shtml>.
2. **Applicant:** Either the Eligible Entity purchasing and maintaining the Charging Station or a third-party applying on behalf of an Eligible Entity that submits an Application to the Program. At the time of application, the Applicant's eligibility and Program funding is not guaranteed. The Eligible Entity has ultimate authority over Applications or installations funded through the Program and may assume management of an Application in lieu of a third-party, if necessary. The Eligible Entity has discretion in the case of a disagreement with third parties.
3. **Application:** A formal document requesting Program funding. For the Multi-Unit Dwelling Program, Applications can either be submitted by the Eligible Entity or a third-party applying on behalf of an Eligible Entity.
4. **Authority Having Jurisdiction (AHJ):** The governmental entity responsible for permitting and inspections for the Charging Station and Charging Site.
5. **Charging Connector:** A physical plug that connects an Electric Vehicle to the charging station to transfer power, and it must use a standardized connector type, such as CCS, J3400 (NACS), or J1772, depending on whether it is a Direct Current Fast Charger or Level 2 Charger.
6. **Charging Port:** The system within Electric Vehicle Supply Equipment (EVSE) that provides power to one electric vehicle. A charging port may have multiple Charging Connectors, but it can provide power to charge only one electric vehicle through one Charging Connector at a time.
7. **Charging Site:** The location where the chargers will be installed.
8. **Charging Station, Charger, Electric Vehicle Supply Equipment, or EVSE:** Electrical equipment that provides power, either via direct current or alternating current, to an Electric Vehicle for the purpose of recharging its battery. An EVSE may have one or more Charging Ports, each with one or more Charging Connectors.
9. **Combined Charging Standard (CCS):** An internationally developed connector standard, also known as Society for Automotive Engineers (SAE) J1772 Combo, for Electric Vehicle Direct Current Fast Charging.
10. **Construction Delay:** A delay in construction activities caused by circumstances beyond the Eligible Applicant's reasonable control that prevents timely progress or completion of the project, excluding delays resulting from poor planning, contractor performance issues, or failure to secure required approvals, materials, or labor in a timely manner.
11. **Dual-Port Charger:** An EVSE that is capable of charging two (2) vehicles simultaneously from the same Make-Ready. For the purposes of this Program, a pair of single-port pedestal or wall mounted

L2 EVSE will be considered eligible and counted as one (1) dual-port charger if:

- a. The pair of L2 EVSE are located directly adjacent to each other;
- b. Their pedestal or wall mount is located in between two (2) parking spaces; and
- c. The pair of L2 EVSE receive power from the same Make-Ready.

Additionally:

Pending BPU discretion on a case-by-case basis, a pair of single-port pedestal L2 EVSE that are not directly adjacent to each other may also be eligible and counted as one (1) dual-port charger if the pair of L2 EVSE are capable of charging two (2) vehicles simultaneously and receive power from the same Make-Ready. The Eligible Applicant must provide documentation for verification, such as a single-line diagram.

12. **Electric Vehicle or EV:** A vehicle that is propelled by one or more electric motors that exclusively use(s) electricity from the vehicle's battery. Mixed drivetrain vehicles, such as plug-in hybrid electric vehicles, hybrid electric vehicles, and extended range electric vehicles are not considered Electric Vehicles.
13. **Eligible Applicant:** An Applicant who agrees to the Terms and Conditions, meets all Program requirements, as detailed in the Eligibility Requirements. An Eligible Applicant may be an Eligible Entity or a third party applying on behalf of an Eligible Entity that submits an Application to the Program.
14. **Eligible Entity:** An organization that meets the eligibility requirements of the Multi-Unit Dwelling Program, including Multi-Unit Dwelling property owners or authorized third parties such as Homeowners Associations ("HOAs") or other third parties such as contractors applying on behalf on an Eligible Entity.
15. **Extraordinary Event:** An event or circumstance beyond the reasonable control of the Eligible Applicant that materially delays project development or completion, including acts of God, severe weather, natural disasters, declared public emergencies, or similar events. Extraordinary Events do not include economic hardship, changes in market conditions, contractor or labor shortages, equipment price increases, financing challenges, or delays resulting from the Eligible Applicant's action or inaction.
16. **Fiscal Year or FY:** The NJ BPU Fiscal Year which runs from July 1 through June 30. FY 2027 begins July 1, 2026 and ends June 30, 2027.
17. **Incentive Reservation:** An allocation of Program funds for an eligible Application from the total available incentive funding provided by NJ BPU, secured via a successful Phase 1 Application. Disbursement and final payment amount is contingent on a successful Phase 2 Application.
18. **J1772:** The SAE standard for electrical connectors used in Level 1 and Level 2 Electric Vehicle charging.
19. **Level 2 Charger, L2 Charger, L2, or Dual-port L2 Charger:** Electric Vehicle Supply Equipment that supplies electricity to a plug-in electric vehicle's on-board charger in the form of alternating current ("AC") using a 208/240-volt AC connection. To be eligible for the MUD Program, an L2 Charger must

be a Dual-Port Charger, as defined above. Please refer to the “Eligible Equipment Requirements” for a full explanation and requirements list.

20. **Load Management Technology:** Hardware or software, whether integrated into an EV charger or installed separately, that dynamically controls and distributes electrical power across one or more charging ports to manage total site load within available electrical capacity.
21. **Make-Ready:** The electrical infrastructure, including, but not limited to, service panels, junction boxes, conduit, wiring, etc., necessary to make a particular Charging Site able to accommodate Electric Vehicle Supply Equipment.
22. **Multi-Unit Dwelling or MUD:** Apartments, condominiums, or mixed residential locations that feature a minimum of five (5) dwelling units and have dedicated off-street parking.
23. **Network Service Provider (“NSP”):** A business entity that provides electric vehicle charging network services (EV charger software), including the collection and management of electric vehicle charging data. For more information, please visit <https://chargeup.njcleanenergy.com/network-service-providers>.
24. **NJ BPU, Board, or BPU:** The New Jersey Board of Public Utilities.
25. **Non-Investor-Owned Utility Territory or Non-IOU Territory:** A project location that does not receive electric service from Atlantic City Electric Company (ACE), Jersey City Power and Light Company (JCP&L), Public Service Electric & Gas (PSE&G), or Rockland Electric Company (RECO).
26. **North American Charging Standard (NACS):** A connector design developed by Tesla that is capable of both Level 2 and DCFC charging.
27. **Overburdened Municipalities or OBM:** An area that is a block group with at least thirty-five percent (35%) low-income households; with at least forty percent (40%) of the residents identify as a minority or as members of a State-recognized tribal community; or with at least forty percent (40%) of the households having limited English proficiency. For more information on OBMs, please see the Community Energy Planning Program site at <https://cleanenergy.nj.gov/resources/overburdened-municipalities>.
28. **Permitting Delay:** A delay attributable to the applicable Authority Having Jurisdiction (AHJ) in reviewing, issuing, or approving required permits or inspections, despite the Eligible Applicant having submitted complete and timely applications and having responded promptly to all reasonable requests for additional information.
29. **Program:** The Multi-Unit Dwelling Electric Vehicle Charging Incentive Program.
30. **Program Administrator:** The entity managing Application processing on behalf of the New Jersey Board of Public Utilities. The Program Administrator for the Multi-Unit Dwelling Program is the Center for Sustainable Energy (CSE).
31. **Related Party:** Any entity or individual that directly or indirectly owns, controls, is owned or controlled by, or is under common ownership or control with the Eligible Entity, including but not limited to subsidiaries, affiliates, or entities under common management or beneficial ownership.

32. **Single-Port Charger:** An EVSE that contains only one (1) charging port and is therefore only capable of charging one (1) vehicle at a given time.
33. **Site Control or Access Issues:** A delay caused by the temporary loss or restriction of site access or site control, including unresolved easements, rights-of-way, or access agreements, provided the Eligible Applicant demonstrates that such issues are being actively resolved and are expected to be remedied within the extension period.
34. **Supply Chain Delay:** A delay resulting from unavailability, manufacturing delay, or delayed delivery of required equipment or materials from third-party suppliers, despite the Eligible Applicant having placed orders within reasonable timeframes consistent with industry standards.
35. **Utility Delay:** A delay caused by the serving electric utility or other relevant utility provider, including delays related to interconnection review, service upgrades, inspections, or scheduling, where such delay is outside the Eligible Applicant's reasonable control.

Program Overview

By Order dated June 30, 2026, the Board authorized the Fiscal Year 2027 Multi-Unit Dwelling Electric Vehicle Charging Program, offering incentives to MUDs in New Jersey to support the purchase and installation of eligible L2 Chargers.¹ Subject to the availability of funds during the Fiscal Year 2027 (from July 1, 2026 through June 30, 2027), via the Program, the Board will award incentives in the form of reimbursement via checks payable to the Eligible Applicant. Awards available under the Program include:

- Up to \$4,000 toward the purchase of a L2 Dual-Port Charger, up to the cost of the charger.
- Fifty percent (50%) of the cost up to a maximum of \$5,000 toward the Make-Ready costs for each L2 Dual-Port Charger installation, for Eligible Applicants in a Non-Investor-Owned Utility Territory.

Developments in either an OBM,² or developments that are deed restricted, one hundred percent (100%) Affordable Housing are eligible for a fifty percent (50%) incentive bonus, equaling:

- Up to \$6,000 toward the purchase of a L2 Dual-Port Charger, up to the cost of the charger. Eligible Applicants may only receive one (1) bonus. Either NJ BPU or the Program Administrator may implement additional eligibility criteria and caps, as necessary, to ensure the effectiveness of the program.

All L2 Charging Station incentives shall be assessed on a per unit basis. Charging Stations located in, or requested by, developments in either an OBM or developments that are deed restricted, 100% Affordable Housing developments are eligible to receive a higher level incentive than other municipalities, as described above. Only one (1) bonus, either the OBM bonus or the Affordable Housing bonus, may be awarded. Bonuses are awarded on a per-application basis. If an Eligible Applicant submits one eligible Application, a bonus will be applied to that Application (if applicable). Eligible Applicants cannot receive two bonuses (i.e., an OBM bonus AND an Affordable Housing bonus) for a single Application, even if they qualify under both categories. If both criteria apply, only one bonus will be granted, never two. For charging equipment, eligible costs shall include the cost of the Charger, taxes on the Charger, delivery and activation fees, and warranty for the Charger.

An Eligible Applicant in a Non-IOU Territory will be required to provide a utility bill as proof of electric service.

Annual Award Caps for Eligible Entities per project Site or MUD Location:

Multi-Unit Dwellings (MUDs)	Number of L2 Dual-Port Chargers
5-40 Units	Up to 3
41-100 Units	Up to 6
101-200 Units	Up to 12
200+ Units	Up to 24

¹ [In re the Clean Energy Programs and Budget for Fiscal Year 2027—Programs and Budget for Fiscal Year 2027, BPU Docket No. QO26040124, Order dated June 30, 2026.](#)

² <https://cleanenergy.nj.gov/resources/overburdened-municipalities>

Program Administrator

All incentive questions should be directed to the Program Administrator, the Center for Sustainable Energy (“CSE”):

Center for Sustainable Energy
3980 Sherman Street, Suite 170
San Diego, CA 92110
Phone: 1-877-426-2474 (877-426-CHRG)
Email: njmud@energycenter.org

Goals and Eligibility

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 MUDs with the purchase and installation of EVSE to ensure the equitable build-out of charging infrastructure in the State.

- Eligible project sites include apartments, condominiums, or mixed residential locations that feature a minimum of five (5) dwelling units and have dedicated off-street parking.
- Applications must be for unique MUDs and separately owned MUDs cannot apply together.
- Eligible chargers must be located at parking spaces that are accessible to all residents. Chargers may also be accessible to visitors.
- Eligible Applicants may apply for any number of L2 chargers, up to the applicable annual award cap, through the Program. Eligible Applicants are not required to apply for their entire allotment at once.
- An Eligible Applicant may not receive funding or incentives from the New Jersey Department of Environmental Protection’s (“NJ DEP”) “It Pay\$ to Plug-In” program for the same charger in addition to, or concurrently with, an incentive under the Program.³ If an Eligible Applicant has received funding from the NJ DEP’s “It Pay\$ to Plug-In” program, the Eligible Applicant must submit documentation showing that the charger funded via the NJ DEP’s It Pay\$ to Plug-In program is different from those applied for under this Program.
- The NJ BPU reserves the right to inspect the charging station(s) for Program verification purposes.

Equipment Eligibility

The L2 Chargers covered under the FY27 Program may be of any brand Eligible Applicants select, provided that the equipment adheres to the following criteria:

- The equipment must include standard AC charging ports available for use by all EVs including, but not limited to, the J1772 and J3400 charging connector standards;

³ See overview of NJ DEP It Pay\$ to Plug-In Program [here](#).

- The equipment chosen is ENERGY STAR® certified, as required by the Appliance Standards Act,⁴
- The equipment is a Dual-Port Charger capable of charging two (2) vehicles at the same time;⁵
- The equipment is listed by a Nationally Recognized Testing Laboratory to comply with UL 2594;
- Bidirectional charging equipment must also be certified to UL 9741, where applicable;
- The equipment must have OCPP 1.6 Certification or later;
- The equipment must have networking capability and must be networked with a compliant Network Service Provider (NSP) for a minimum of five (5) years with one (1) of the State's compliant NSPs;⁶ and
- Each L2 charging port must maintain federal uptime standards, currently ninety-seven percent (97%) uptime, at a minimum, for five (5) consecutive years after installation.⁷

Procedure

The Program involves a two-phase Application process. The Phase 1 and Phase 2 Applications are located on the Program website at <https://chargeup.njcleanenergy.com/mud>.

- In Phase 1, Eligible Applicant provides details of the intended Charger purchase(s) and installation(s), and, if approved, an Incentive Reservation will be made, contingent upon a successful Phase 1 Application and the availability of Program funding.
 - Eligible L2 Chargers must be purchased, received, and installed prior to submitting the Phase 2 Application.
- Completed Applications will have funding reserved on a first-come, first-served basis pending successful completion and submittal of the Phase 1 Application.

⁴ Pursuant to the New Jersey Appliance Standards Act, EVSE sold or installed in New Jersey must be ENERGY STAR® certified. See N.J.S.A. 52:27D-141.20 and N.J.S.A. 52:27D-141.21(h).

⁵ For the purposes of the Program, a pedestal or wall-mount with two (2) single-port L2 chargers that are directly adjacent to each other, located in between two (2) parking spaces and that are connected to the same Make-Ready will be considered eligible and counted as one (1) dual-port charger for the purpose of reimbursement. Pending BPU discretion on a case-by-case basis, two (2) single port L2 chargers that are not directly adjacent to each other may also be acceptable and counted as one (1) dual-port charger for the purpose of reimbursement if both chargers are simultaneously accessible for charging and utilize the same Make-Ready configuration. Additional documentation, such as a single-line diagram of the electrical wiring, may be required for verification purposes. Two (2) paired single-port L2 chargers that can charge two (2) vehicles simultaneously, are powered from the same power source and connected to the same Make-Ready will be considered eligible and counted as one (1) dual-port charger for the purpose of reimbursement. Paired charging configurations must allow for two (2) single-port chargers to have power-sharing capabilities, where a single vehicle can receive up to the full power of both chargers, while two (2) vehicles can charge simultaneously and receive their individual chargers full power capacity. All ports must meet the federal uptime standards for five (5) years after installation, at a minimum of ninety-seven percent (97%) during this period.

⁶ <https://chargeup.njcleanenergy.com/compliant-network-service-providers>

⁷ <https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements>

- In Phase 2, Eligible Applicant provides proof of Charger purchase(s) and installation(s) and, if approved, claim their incentive.
- Payments shall be in the form of a paper check mailed via USPS Standard Mail to Eligible Applicant, based on proof of purchase and installation of an eligible L2 Charger. Eligible Applicant will be required to complete and receive approval of a Phase 2 Application to receive the incentive.

If Program funding has been expended, an announcement will be posted on the Program website. It is Eligible Applicant's responsibility to verify that Program funds are available at time of Application. Eligible Applicant's receipt of funding is not guaranteed unless the Application is wholly approved through Step 5 and payment is confirmed by the Program Administrator.

Step 1: Submit Phase 1 Application

Eligible Applicant should be prepared to provide preliminary information about their project including:

- Number and types of Chargers to be installed;
- Site information, such as addresses, site maps, and intended signage;
- Make-Ready cost estimation, if applicable; and
- If the site is in a Non-IOU Territory, a utility bill for the project will need to be uploaded;
- If Eligible Applicant is not the Eligible Entity, a Letter of Authorization from the Eligible Entity must be supplied alongside the Phase 1 Application Form.

Eligible Applicant **may not** complete the purchase of a Charger or undertake construction (i.e., breaking ground on the project site) prior to submitting the Phase 1 Application. Placing an order for charging equipment prior to submitting an Application is permitted. Any work performed or purchases made prior to receiving confirmation that funding has been formally reserved through an Incentive Reservation (i.e., approval of the Phase 1 Application) are done at the Eligible Applicant's own risk.

Step 2: Incentive Reservation

Eligible Applicant will be notified by the Program Administrator via email of the status of their Application. The Program Administrator completes the Incentive Reservation process by reviewing the Phase 1 Application and ensuring that the entity, Chargers, and other details are eligible for the Program. The Program Administrator may email Eligible Applicant to confirm information prior to finalizing the Incentive Reservation. The Incentive Reservation entails setting aside Program funding for Eligible Applicant for their planned project. Incentive Reservations are confirmed via email as an approval of their Phase 1 Application.

Step 3: Complete Project

Eligible Applicant must complete the project within 365 calendar days of receiving an Incentive Reservation. Eligible Applicant must purchase chargers before submitting the Phase 2 Application.

Step 4: Submit Phase 2 Application

Eligible Applicant must submit paid invoice(s) and proof of installation for the Charging Station listed on the Phase 1 Application.

Eligible Applicant should be prepared to provide:

- Proof of purchase for the incentivized Chargers;
- Photos of the completed project; and
- Serial Numbers for all incentivized chargers.

Step 5: Incentive Payment

After review and approval of the Phase 2 Application and required documents, incentive funds will be disbursed to Eligible Applicant via check to the mailing address on file. Eligible Applicant can expect their incentive payment to be mailed within ninety (90) calendar days of notification of Phase 2 approval; however, delays may occur.

[Selection of Approved Charging Station and Network Service Provider](#)

NSP Eligibility

The Program Administrator and NJ BPU maintain a list of approved, compliant, and eligible NSPs. An Eligible Applicant should review the list of Network Service Providers (NSPs) available on the program website and designate their intended NSP in the Phase 1 Application and their selected NSP in the Phase 2 Application.

If the NSP selected by an Eligible Applicant in a Phase 1 Application is or becomes no longer eligible under the Program prior to Phase 2 Application approval, the Program Administrator will notify Eligible Applicant via email. Eligible Applicant must enroll with a currently eligible NSP within a reasonable amount of time.

If there are factors outside of Eligible Applicant's control and Eligible Applicant has demonstrated attempts to follow program requirements in good faith, the Program Administrator and/or NJ BPU will further engage with Eligible Applicant regarding compliance.

Charging Station Eligibility

The Program Administrator and NJ BPU maintain a list of approved, eligible Charging Stations for the Program. Eligible Applicant should review the list of Charging Stations available on the program website and designate their intended make/model and quantity of Charging Station(s) in the Phase 1 Application and their installed Charging Station(s) in their Phase 2 Application.

If the Charging Station selected by an Eligible Applicant in a Phase 1 Application is no longer approved under the Program prior to Phase 2 Application approval, the Program Administrator will notify Eligible Applicant via email. Eligible Applicant must select a currently approved Charging Station within a reasonable amount of time.

If there are factors outside of Eligible Applicant's control and Eligible Applicant has demonstrated attempts to follow program requirements in good faith, the Program Administrator and/or NJ BPU will further engage with Eligible Applicant regarding compliance.

[Cancellation Policy](#)

If the Program Administrator determines that an Application or its required documents are incomplete, illegible, or missing required information, the Program Administrator will notify Applicant via email of the action needed to bring the Application into compliance. Applicant shall then have an additional fourteen (14) calendar days from the date of notification to correct any errors or omissions. If Applicant fails to

correct the errors or omissions within the additional fourteen (14) calendar days, the Program Administrator will cancel the Application.

If the Program Administrator determines Applicant is ineligible for reimbursement because Applicant or equipment did not qualify for an incentive, the Program Administrator will cancel the Application and notify Applicant via email. Applicant is responsible for ensuring that the correct contact information is provided to the Program Administrator so that they receive and review these email communications.

An approved Phase 1 Application (*i.e.*, reservation of funding) does not guarantee that an incentive will be available if the Applicant has submitted an approved Phase 2 Application beyond the 365-day timeline for reservations. Applicant has no vested property right to reserved funds, and funds from cancelled Applications will be returned to the Program.

Applicant must notify NJ BPU and the Program Administrator if there is an upcoming sale of the Charging Site property. Program requirements must be incorporated into any deeds or sale representations and documents to ensure that the Charging Station(s) meet(s) the minimum installation requirement of five (5) years.

In the event of a cancellation or inappropriate funding reservation or payment issuance, Applicant is obligated to return the funds to the Program. NJ BPU and/or the Program Administrator reserve the right to request funds to be returned to the Program.

Charger Station Operation Requirements

Charger Station

As a condition of receiving Program funds, the Eligible Applicant and the Eligible Entity agree that, for the minimum required five (5)-year performance period following installation, incentivized Charging Stations shall be operational and not be materially repurposed in a manner that is inconsistent with Program requirements, whether or not such requirements or restrictions are expressly enumerated in these Terms and Conditions.

During the required performance period, Eligible Applicant and the Eligible Entity shall comply with all Program requirements, directives, guidance, and conditions issued by NJ BPU or the Program Administrator for purposes of Program administration, oversight, evaluation, or compliance verification. If an incentivized Charging Station is replaced during the five (5)-year performance period, including as a result of a warranty claim or insurance-covered loss, the replacement Charging Station shall likewise be subject to all Program requirements for the remainder of the applicable performance period.

If the incentivized Charging Station is replaced during the five (5)-year compliance period, Eligible Applicant must notify the Program Administrator and provide the replacement Charging Station's serial number and any other information reasonably requested to verify continued compliance with Program requirements. The replacement Charging Station shall likewise be subject to all Program requirements, including data sharing requirements, for the remainder of the five (5)-year compliance period.

Data Sharing

Only an eligible L2 Electric Vehicle Charger capable of capturing data (also known as a "smart" or "networked" charger) is eligible for an Incentive. The Electric Vehicle Charger must be networked by an approved Network Service Provider available on the State's pre-qualified list. Eligible Electric Vehicle Charger models must also be approved and added to the eligibility list on the Program website. Eligible

Applicants agree to comply with all data sharing requirements as directed by the Program. The Network Service Provider may send both (i) the Eligible Applicant's address and (ii) data related to charging times, frequency, duration, energy dispensed, power levels, and equipment type to NJ BPU and the Program Administrator without additional consent needed from the Eligible Applicant. Anonymized, aggregated State-wide data may be made available in a public facing dashboard. No personally identifiable information will be made available in any data set(s) published pursuant to such data collection.

Participation in other State and Utility Incentive Programs

Eligible Applicant may not combine funding and/or incentives from the Program and the NJ DEP's It Pay\$ to Plug-In program or another incentive program for the same EVSE. If Eligible Applicant has previously received funding from the NJ DEP's It Pay\$ to Plug-In program, documentation showing that the EVSE detailed in an Application for the Program is different from the EVSE that received funding through the NJ DEP's It Pay\$ to Plug-In program will be required when Eligible Applicant submits its Phase 2 Application.

Please be advised that certain Chargers, including those at MUDs, that receive electric utility service from ACE, JCP&L, PSE&G, or RECO may be eligible for additional EV charging incentives for installation costs, such as Make-Ready costs, directly from the respective utility. Projects may be eligible for *both* the incentives offered by this Program *and* incentives offered by ACE, JCP&L, PSE&G, or RECO up to ninety percent (90%) of the total project costs. Please check the respective eligibility requirements of ACE, JCP&L, PSE&G, or RECO before purchasing EV charging equipment, as additional conditions on types of eligible equipment may apply for utility incentives. Charger incentive information for the above-referenced programs can be found at:

- ACE: aceevsmart.programprocessing.com
- PSE&G: www.pseg.com/ev
- JCP&L: www.jcp-l.com/evdriven
- RECO: <https://www.oru.com/en/our-energy-future/technology-innovation/electric-vehicles/new-jersey>

Eligible Applicants not in any of the above utility territories may be eligible for Make-Ready incentives through NJ BPU. In their Application, the Eligible Entity must identify itself as in a Non-IOU Territory.

Extension Policy

Eligible Applicant is expected to diligently manage their applications and projects, including knowing their Incentive Reservation expiration date. Eligible Applicant shall maintain accurate contact information and communicate any changes to contact details to the Program Administrator.

Eligible Applicant's project must be fully energized and operational for charging use (completed) with a submitted Phase 2 application, within 365 calendar days from the date of Incentive Reservation. If a project is not completed within this timeframe, or the Eligible Applicant has exhausted the timeframe allotted in their Appeals, the Application will be canceled.

Eligible Applicant may request up to three (3) extensions of 120 calendar days each beyond the original reservation expiration date. The Program Administrator reserves the right, in its sole discretion, to modify the duration of any approved extension or grant multiple extensions at once. Without extension approval, Eligible Applicant will be held to their current reservation expiration date. Applications that expire without

a prior approved extension are subject to cancellation.

All extension requests must be made using the Extension Request Form and delivered to the Program Administrator via email at least thirty (30) calendar days prior to the Incentive Reservation expiration date. Extension requests must be based on an eligible extension reason as identified in the Eligible Extension Reasons & Required Documentation table and must include all required supporting documentation. NJ BPU and/or the Program Administrator may request additional information as a condition of approval. Both NJ BPU and the Program Administrator retain discretion to approve or deny extension requests.

Eligible Applicant must use commercially reasonable efforts to mitigate the impact of any delay and resume project activities as soon as practicable. Failure to demonstrate reasonable mitigation efforts may result in denial of an extension request.

If a project is determined to have no viable pathway to completion, Eligible Applicant may request to substitute an alternative project site, provided the substitute site meets all program requirements and sufficient funding remains available. If an alternate project site is chosen, the reserved funding must be of equal or lesser value to the original project site.

An extension request must demonstrate that the claimed delay was the primary cause of Eligible Applicant's inability to complete the project within the reservation period. If a project experiences multiple delays at the same time, Eligible Applicant should base their request on the most impactful and time-consuming reason. Additional information on other delays can be added to the Extension Request Form. Delays that do not materially affect the project schedule, or that could reasonably have been mitigated by Eligible Applicant, shall not qualify.

NJ BPU and/or the Program Administrator may consider the cumulative impact of delays, prior extensions, and overall project progress when evaluating extension requests and may deny further extensions if the project is deemed unlikely to reach completion.

Approval of an extension shall not be construed as a waiver of any other program requirement, deadline, or obligation stated in these Terms & Conditions, unless expressly stated in writing by NJ BPU and/or the Program Administrator.

Submission of false, misleading, or incomplete information in connection with an extension request may result in denial of the request, cancellation of the Incentive Reservation, potential cancellation of future program applications, participation in future NJ BPU programs, and any other remedies available under the Program.

Eligible Extension Reasons & Required Documentation

Extension requests will be considered only for circumstances beyond the reasonable control of the Eligible Applicant. Approval of any extension is not guaranteed and is subject to review and approval at the discretion of NJ BPU and/or the Program Administrator. All documentation must be clear, legible, and sufficient to demonstrate both the cause of delay and a viable path to project completion within the remaining extension period(s).

Reason	Required Documentation
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Construction Delay	Email or equivalent documentation describing the cause of the construction delay and an updated project schedule. Photographs of the project site, dated within thirty (30) business days of the extension request, are required.
Extraordinary Event	Email or equivalent documentation demonstrating the impact to the project site, including a description of the event, dates of impact, and an estimated timeline for resumption of activities and project completion within remaining extension period(s).
Permitting or Inspection Delay	Email or equivalent documentation from the applicable Authority Having Jurisdiction (AHJ) confirming permitting status or delay, dated within thirty (30) business days of the extension request. Acceptable documentation may include permit database screenshots, correspondence from permitting staff, or other official notices.
Site Control or Access Issues	Documentation demonstrating temporary loss of site access or control (e.g., landlord correspondence, easement delays, or legal notices) and confirmation that site access has been or will be restored within the extension period.
Supply Chain Delay	Email or equivalent documentation from the equipment or materials supplier confirming order status and estimated production or delivery dates, dated within thirty (30) business days of the extension request. Additional documentation may include purchase orders, shipping notices, or manufacturer correspondence.
Utility Delay	Email or equivalent documentation from the serving utility confirming project status, interconnection timelines, or delays, dated within thirty (30) business days of the extension request. Eligible Applicants must provide utility contact information to the Program Administrator upon request.

Purpose, Intended Use, and Restrictions

Program incentive funds are provided solely to support Charging Stations that are installed and operated in a manner consistent with the Program’s stated goals and eligibility requirements.

Incentivized Charging Stations shall be operated for their intended purpose for resident and guest charging and shall not be designated, configured, marketed, or operated primarily for private, employee or public charging uses, except as expressly permitted under these Terms and Conditions.

Incentivized Charging Stations shall not be relocated, decommissioned, or transferred for a non-compliant use without the prior written approval from NJ BPU and/or the Program Administrator.

NJ BPU and/or the Program Administrator, or its authorized agents, reserve the right to verify ongoing compliance with this section during the required performance period, including through audits, site visits, or review of operational characteristics. If an incentivized Charging Station is determined to be materially non-compliant, Eligible Applicant may be required to cure the non-compliance, repay some or all Program incentive funds, and/or be deemed ineligible for future participation in NJ BPU-administered incentive programs.

Projects funded by this Program may be subject to New Jersey Prevailing Wage Act requirements.

General Terms and Conditions

Applicant certifies that the information provided in an Application is true and correct. Applicant agrees to provide any additional information that NJ BPU or the Program Administrator may request to confirm the accuracy of the information provided and Applicant's eligibility for an incentive. Applicant acknowledges and understands that obtaining an incentive by submitting intentionally inaccurate information and/or making fraudulent misrepresentations or omissions is strictly prohibited, that any wrongfully obtained incentives must be returned to the Program Administrator, and that Applicant may be subject to additional civil and criminal liability as a result. Applicant further understands that NJ BPU may report and release information concerning such wrongdoing to State and local law enforcement, the New Jersey Motor Vehicle Commission, and any other appropriate authorities.

NJ BPU and/or the Program Administrator, or its authorized agents, reserve the right to audit documents, conduct site visits, and/or request additional documentation within the five (5)-year performance period for the Charging Station(s).

The incentive payment shall be paid directly to Applicant as listed on the Application and is non-assignable and non-transferable. Applicant is responsible for paying any and all tax liability imposed as a result of receiving an incentive. It is the sole responsibility of Applicant to seek professional advice and determine any tax consequences of participation in the Program.

Neither NJ BPU nor the Program Administrator, nor any affiliates and partners make any representations, expressed or implied, regarding the design, construction, reliability, efficiency, performance, operation, maintenance, or use of any vehicle and/or equipment, discussed, selected, rejected, purchased or leased, or otherwise considered by the Applicant. Any decisions regarding the selection, design, purchase or lease, use, and operation of any vehicle and/or equipment shall be at the sole discretion of and are the sole responsibility of the Applicant. Neither NJ BPU nor the Program Administrator guarantee energy or bill savings as a result of participation in this Program.

By submitting an Application for the Program, Applicant agrees to release and hold harmless NJ BPU and the Program Administrator, its officers, directors, shareholders, employees and contractors from and against any and all causes of action, damages, losses, claims, expenses, demands, costs (including attorneys' fees and expenses and all court, arbitration or other dispute resolution costs), or any of them, resulting from, arising out of, or in any way directly connected with the Program, the Applicant's receipt of an incentive, failure to receive an incentive, any taxes associated therewith, or the Applicant's vehicle registration or registration status. Neither NJ BPU nor the Program Administrator make representations or warranties regarding whether an Applicant will or will not qualify to receive an incentive. Applicants' Application submissions are confirmed via an automatic email from the Program Administrator upon successful and accurate completion of the online Application. This confirmation email does not guarantee eligibility or a funding reservation.

Applicant agrees that these Terms and Conditions, and all matters arising out of or relating to the Program, whether sounding in contract, tort, or statute are governed by and construed in accordance with the laws of the State of New Jersey.

To appeal the denial of an Application, Applicant must first contact NJ BPU at EV.Programs@bpu.nj.gov within forty-five (45) calendar days of the determination regarding the subject of the appeal or dispute. Applicant shall provide a copy of the letter or other document that is the subject

of the dispute and as much other information as possible, including a detailed description of the issue and why the appeal should be granted. NJ BPU will consider appeals on a case-by-case basis. NJ BPU has discretion to approve exceptions to the rules established herein on a case-by-case basis upon Applicant's showing of exceptional circumstances, the satisfaction of which to be determined by NJ BPU in its sole discretion. After acknowledging the receipt of an appeal, NJ BPU will review the submitted documentation and respond as soon as possible. If all attempts to resolve the issue have been exhausted, pursuant to N.J.A.C. 14:1-8.1 et seq., the Applicant may file a petition for a formal hearing with NJ BPU.