



**The FY26 Multi-Unit Dwellings EV Charging Program**

**Terms and Conditions**

**Version Two**

**July 1, 2025**

## Table of Contents

Definitions .....	3
Program Overview .....	4
Program Administrator .....	6
Goals and Eligibility .....	6
Equipment Eligibility .....	6
Procedure.....	7
Cancellation Policy .....	9
Participation in other State and Utility Incentive Programs .....	9
General Terms and Conditions .....	10

## 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. 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 Program, Applications can either be submitted by the Eligible Entity or a third-party applying on behalf of an Eligible Entity.
4. **BPU or Board:** New Jersey Board of Public Utilities, also referred to as the "Board" or "BPU."
5. **Charging Port:** The system within an Electric Vehicle Supply Equipment that provides power to one electric vehicle. A charging port may have multiple connectors, but it can provide power to charge only one electric vehicle through one connector at a time.
6. **Charging Site:** The location where the chargers will be installed.
7. **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 connectors.
8. **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 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.
  - d. 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 Applicant must provide documentation for verification, such as a single-line diagram.

**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.

9. **Eligible Entity:** An organization that meets the eligibility requirements of the 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.
10. **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 Clean Fleet 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.
11. **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.
12. **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.
13. **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”).
14. **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 [www.dep.nj.gov/ej/communities/](http://www.dep.nj.gov/ej/communities/).
- 15.
16. **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”).
17. **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.
18. **Program:** The Multi-Unit Dwelling Electric Vehicle Charging Incentive Program.

## Program Overview

By Order dated April 23, 2025, the Board authorized the Program for Fiscal Year 2026, from July 1, 2025 through June 30, 2026 (“FY26”), and is offering incentives to MUDs in New Jersey to support the purchase

and installation of eligible L2 Chargers.<sup>1</sup> Subject to the availability of funds, via the Program, the Board will award incentives in the form of reimbursement via checks payable to the applicant. Awards available under the Program include:

- Up to \$4,000 toward the purchase of a 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 Applicants in a Non-Investor-Owned Utility Territory.

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

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

All L2 charger incentives shall be assessed on a per unit basis. EV chargers located in, or requested by, developments in either 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 applicant submits one eligible application, a bonus will be applied to that application (if applicable). 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 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) with:	Number of Dual-Port Charger:
5-40 Units	Up to 3
41-100 Units	Up to 6
101-200 units	Up to 12
200+ Units	Up to 24

---

<sup>1</sup> In re the Clean Energy Programs and Budget for Fiscal Year 2025 – True-Up, Revised Budgets and Program Changes, BPU Docket No. QO24040224, Order dated April 23, 2025.

## 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](mailto: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 electric vehicle charging equipment 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.
- Applicants may apply for any number of L2 chargers, up the applicable annual award cap, through the Program. Applicants are not required to apply for their entire allotment at once.
- If an Applicant has received funding from the New Jersey Department of Environmental Protection’s “It Pay\$ to Plug-In” program, documentation showing that the chargers are different than those funded by the Pay\$ to Plug-In program will be required when the applicant submits its Program Phase 2 Application.
- The BPU reserves the right to inspect the charging station(s) for Program verification purposes.

## Equipment Eligibility

The L2 Chargers covered under the FY26 Program may be of any brand Applicants selects, 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;
- The equipment is a Dual-Port Charger;

- The equipment chosen is ENERGY STAR® certified, as required by the Appliance Standards Act;<sup>2</sup> dual-port charger capable of charging two (2) vehicles at the same time;<sup>3</sup>
- The equipment is listed by a Nationally Recognized Testing Laboratory to comply with UL 2594;
- The equipment must have OCPP 1.6 Certification or later;
- The equipment must have networking capability with one (1) of the State's Compliant Network Service Providers;<sup>4</sup> 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.<sup>5</sup>

## Procedure

The Program involves a two (2)-phase Application process. The Phase 1 and Phase 2 Applications are located on the [Program website](#).

- In Phase 1, Applicants provides details of the intended charger purchase(s) and installation(s), and, if approved, incentive funding will be reserved.
  - Eligible L2 chargers must be purchased, received, and installed prior to submitting the Phase 2 Application.
- In Phase 2, Applicants provides proof of charger purchase(s) and installation(s) and, if approved, claims their incentive.
- Completed Applications will have funding reserved on a first-come, first-served basis pending successful completion and submittal of the Phase 1 Application.

---

<sup>3</sup> See N.J.S.A. 52:27D-141.20; -141.21(h).

<sup>3</sup> 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.

<sup>4</sup> <https://dep.nj.gov/drivegreen/network-service-providers/>

<sup>5</sup> <https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements>

- Payments shall be in the form of a paper check mailed via USPS Standard Mail to the Applicant, based on proof of purchase and installation of an eligible L2 charger. All Applicants will be required to complete and receive approval of a Phase 2 Application to receive the incentive.

**Step 1:** Complete the Phase 1 Application Form on the Program webpage.

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

Applicants 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; and
- third-party applicants applying for funds on behalf of the MUD are required to complete the Letter of Authorization form in the Phase 1 Application.

**Step 2:** Applicants will be notified by CSE via email of the status of their Application. Applicants **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 reserved (i.e., approval of the Phase 1 Application) are done at the Applicant's own risk. Incentive funding is not guaranteed until the Application has been approved and funding has been formally reserved by the Program Administrator. Projects must be completed within 365 days of reservation incentive, or the reservation will be cancelled. Applicants may request an Extension to the reservation expiration date from the Program Administrator, CSE, via email.

**Step 3:** Work may begin at the time of Phase 1 Application submission. Applicants must purchase chargers before submitting the Phase 2 Application. Applicants

**Step 4:** The project must be completed, with the chargers fully installed and paid for before submitting the Phase 2 Application. Complete and submit a Phase 2 Application through the Program webpage along with paid invoice(s) and proof of installation for the chargers listed on the Phase 1 Application.

Applicants should be prepared to provide:

- Proof of purchase for the incentivized chargers;
- Photos of the completed project;
- Serial Numbers for all incentivized chargers; and
- Utility bill, if applying for the Make-Ready costs in a Non-IOU Territory.

**Step 5:** After review and approval of the Phase 2 Application and required documents, incentive funds will be disbursed to the applicant via check to the mailing address on file. Applicants can expect their incentive payment to be mailed within sixty (60) days of notification of approval.



## 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 the Applicant via email of the action needed to bring the Application into compliance. The Applicant shall then have an additional fourteen (14) calendar days from the date of notification to correct any errors or omissions. If the 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 the Applicant is ineligible for reimbursement because the Applicant or equipment did not qualify for an incentive, the Program Administrator will cancel the Application and notify the Applicant via email. Applicants are 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. Applicants have no vested property right to reserved funds, and funds from cancelled Applications will be returned to the Program.

Applicants must notify CSE and the BPU 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, Applicants are obligated to return the funds to the Program. the BPU and/or the Program Administrator reserve the right to request funds to be returned to the BPU, and to receive and process that transaction.

## Participation in other State and Utility Incentive Programs

Applicants may not combine funding and/or incentives from the It Pay\$ to Plug-In program and the Program or another for the same EVSE. If the Applicant has previously received funding from the It Pay\$ to Plug-In program, documentation showing that the charging equipment detailed in an Application for the Program is different from the equipment that received funding through the It Pay\$ to Plug-In program will be required when the 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](http://aceevsmart.programprocessing.com)
- PSE&G: [www.pseg.com/ev](http://www.pseg.com/ev)
- JCP&L: [www.jcp-l.com/evdriven](http://www.jcp-l.com/evdriven)
- RECO: <https://www.oru.com/en/our-energy-future/technology-innovation/electric->

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

### General Terms and Conditions

Applicants certify that the information provided in an Application is true and correct. Applicants agree to provide any additional information that the BPU or the Program Administrator may request to confirm the accuracy of the information provided and the Applicant's eligibility for an incentive. Applicants 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 the Applicant may be subject to additional civil and criminal liability as a result. Applicants further understand that the 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.

The Program Administrator and/or the BPU, 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).

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

Neither the BPU nor CSE, 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 and are the sole responsibility of the Applicant. Neither the BPU nor CSE guarantee energy or bill savings as a result of participation in this Program.

By submitting an Application for the Program, Applicants agree to release and hold harmless the BPU and CSE, 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 the BPU nor CSE make representations or warranties regarding whether Applicants 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's funding is formally reserved upon the Phase 1 Approval notice of written acceptance from the Program Administrator and payment is dependent upon a successful Phase 2 Application and adherence to Program Terms and Conditions.

Applicants agree 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, the Applicant must first contact Board Staff at [EV.Programs@bpu.nj.gov](mailto:EV.Programs@bpu.nj.gov) within forty-five (45) calendar days of the determination regarding the subject of the appeal or dispute. The 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. Board Staff will consider appeals on a case-by-case basis. Board Staff has the discretion to approve exceptions to the rules established herein on a case-by-case basis upon the Applicant's showing of exceptional circumstances, the satisfaction of which to be determined by Board Staff in its sole discretion. After acknowledging the receipt of an appeal, Board Staff 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 the BPU.