



Agenda Date: 8/18/21  
Agenda Item: 8D

**STATE OF NEW JERSEY**  
**Board of Public Utilities**  
44 South Clinton Avenue, 1<sup>st</sup> Floor  
Post Office Box 350  
Trenton, New Jersey 08625-0350  
[www.nj.gov/bpu/](http://www.nj.gov/bpu/)

CLEAN ENERGY

IN THE MATTER OF THE FY22 CLEAN FLEET )  
ELECTRIC VEHICLE INCENTIVE PROGRAM )  
 )  
 ) ORDER  
 ) DOCKET NO. QO21070999

**Parties of Record:**

Stefanie A. Brand, Esq., Director, Division of Rate Counsel

BY THE BOARD:

By this Order, the Board of Public Utilities ("Board") considers the recommendation of Board staff ("Staff") to approve the Fiscal Year 2022 ("FY22") Clean Fleet Electric Vehicle Incentive Program ("FY22 Program").

**BACKGROUND AND PROCEDURAL HISTORY**

On April 18, 2019, the Board considered and approved BPU Staff's recommendation to allocate \$200,000 of the federally funded State Energy Program ("SEP") budget to the Board's Clean Energy Budget for the development and implementation of an electric vehicle ("EV") incentive program.<sup>1</sup> The Board found that the 2019-2020 SEP Plan would allow all New Jersey residents to have better access to EVs, and directed Staff "to take appropriate measures to implement [all programs including EV] subject to and consistent with USDOE approval of the plan." Beginning in January 2020, the Board approved applications submitted to the Clean Fleet Electric Vehicle Incentive Program ("Program"), the SEP plan to support local governmental authorities' adoption of 100% electric vehicles, also known as battery electric vehicles ("BEVs").<sup>2</sup> The Program, together with the addition of EVs to the New Jersey State Purchasing Contract under Award T0099 ("T0099")<sup>3</sup>, was designed to provide local government authorities with the opportunity to become leaders in the EV sphere and expand charging infrastructure accessibility for their residents, while also enabling such authorities to purchase EVs at the State Purchasing Contract price.

<sup>1</sup> In re the State Energy Program for Program Year July 1, 2019 - June 30, 2020, BPU Docket No. Q019030306, Order dated April 18, 2019 ("April 18, 2019 Order").

<sup>2</sup> In re Approving Applications And Authorizing The Disbursement Of Funds For The Clean Fleet Electric Vehicle Incentive Program, BPU Docket No. QO20010035, Order dated January 22, 2020.

<sup>3</sup> <https://www.state.nj.us/treasury/purchase/noa/attachments/a0099-noa.pdf>

The Fiscal Year 2021 (“FY21”) Budget Order notes that “the [Division of Clean Energy] received a grant in FY20 from the U.S. Department of Energy to establish an Electric Vehicle Program to support the purchase and use of zero-emissions vehicles and infrastructure for government entities” and indicates that this program will be continued in FY21 (“FY21 Program”).

Due to COVID-19 complications and delays, many FY21 eligible entities who applied in 2020 for inclusion in the FY21 Program later indicated that their vehicles would not be produced nor available until fiscal year 2022 (“FY22”). As a direct result of the pandemic, there was minimal marketing done to boost awareness of the FY21 Program, and many eligible entities, particularly municipal staff, were unable to focus on additional initiatives beyond their core responsibilities. Many other eligible entities had budgetary constraints as a result of COVID-19 and indicated their willingness to participate in the Program in event that it was renewed for FY22.

In June 2021, the New Jersey Clean Energy Program budget allocated \$7 million to the Program for FY22, dedicating \$6 million to the state and \$1 million to local government. Changes are proposed for the FY22 Clean Fleet Electric Vehicle Incentive Program (“FY22 Program”) in order to increase efficiency, reach more applicants, and expand the effectiveness of the FY21 Program.

### **STAFF RECOMMENDATION**

#### **Elements of FY21 Program carried over to FY22 Program**

Staff recommends that the FY22 Program be available to eligible entities for the FY22 Program, consisting of municipalities, local schools, municipal commissions, state agencies or boards, state commissions, state universities, community colleges, and county authorities (the “FY22 Eligible Entities”). Staff proposes that the technical requirements for vehicles and chargers remain the same for the FY22 Program as in the FY21 Program, as set out below.

#### **Eligible Electric Vehicle Charging Stations**

Staff recommends that the FY22 Program continue to provide incentives for Level-Two charging stations<sup>4</sup> of any brand selected by the applicant, provided the equipment chosen is a dual-port charger<sup>5</sup> and has the capacity to capture data, referred to as a “networked charger.” In addition, applicants should be required to share charging data with the Board periodically.

#### **Eligible Vehicles**

Staff recommends that the FY22 Program continue to provide incentives for all BEVs, whether new or used, and to include vehicles up to Class 2B<sup>6</sup> in order to fulfill the FY22 Program goal of beginning the transformation of government fleets from gas-powered ones to ones consisting of fully electric vehicles.

---

<sup>4</sup> Level-Two charging stations are a type of electric vehicle service equipment (“EVSE”) utilized to charge an electric vehicle from the grid.

<sup>5</sup> A dual-port charger has two charging ports, each capable of charging an electric vehicle.

<sup>6</sup> The Federal Highway Administration classifies vehicles by weight, wherein all vehicles in Class 2 weigh between 6,001 and 10,000 lbs. [See <https://afdc.energy.gov/data/10380>.]

Staff proposes that applicants continue to have the option to make their purchases through T0099, which allows government entities to purchase vehicles such as a Nissan Leaf or Chevrolet Bolt without a separate procurement process. In addition, the FY22 Program should continue the requirement, as needed, that applicants submit specification sheets with their application to show that the vehicle in question was in fact a fully electric vehicle and eligible under the program guidelines.

#### Proposed Modifications to the FY22 Program

As a result of the increased budget for the FY22 Program, specifically for EVs and related charging infrastructure, the following is proposed:

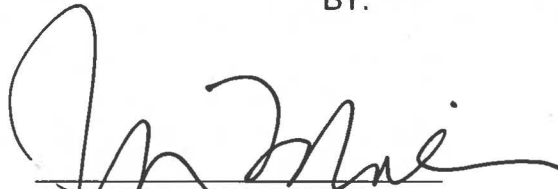
- Increasing the limit for the sub-group of FY22 Eligible Entities including local governments, local entities, and local schools serving a population over 20,000 from a cap of two vehicles to five vehicles;
- Increasing the limit for the sub-group of FY22 Eligible Entities including local governments, local entities, and local schools serving a population over 50,000 from a cap of two vehicles to seven vehicles;
- Increasing the limit for the sub-group of FY22 Eligible Entities including state governments, state agencies/boards/commissions, state universities, and counties, as well as local governments serving a population over 100,000, from a cap of two vehicles to ten vehicles;
- Increasing the limit for the sub-group of FY22 Eligible Entities that includes local governments, local entities, and local schools serving a population over 20,000 from a cap of one Level-Two charging stations to two; and
- Increasing the limit for the sub-group of FY22 Eligible Entities including state governments, state agencies/boards/commissions, state universities, and counties, as well as local governments serving a population over 50,000, from a cap of one level-two charging station to four.


The Board **HEREBY FINDS** that the modifications proposed for the FY22 Program are reasonable. Based upon the foregoing recommendations of Staff, the Board **HEREBY APPROVES** these modifications to the Program and **HEREBY DIRECTS** Staff to launch the FY22 iteration of the program. The Board **HEREBY AUTHORIZES** Staff to review program applications and disburse funding from the Program budget in accordance with established BPU procedures through June 30, 2022.

This Order shall be effective August 25, 2021.

DATED: 8/18/21

BOARD OF PUBLIC UTILITIES  
BY:

  
\_\_\_\_\_  
JOSEPH L. FIORDALISO  
PRESIDENT

  
\_\_\_\_\_  
MARY-ANNA HOLDEN  
COMMISSIONER

  
\_\_\_\_\_  
DIANNE SOLOMON  
COMMISSIONER

  
\_\_\_\_\_  
UPENDRA J. CHIVUKULA  
COMMISSIONER

  
\_\_\_\_\_  
ROBERT M. GORDON  
COMMISSIONER

ATTEST:

  
\_\_\_\_\_  
AIDA CAMACHO-WELCH  
SECRETARY

IN THE MATTER OF THE FY22 CLEAN FLEET ELECTRIC VEHICLE INCENTIVE PROGRAM

DOCKET NO. QO21070999

SERVICE LIST

Stefanie A. Brand, Esq., Director  
Division of Rate Counsel  
Post Office Box 003  
Trenton, NJ 08625-0003  
[sbrand@rpa.nj.gov](mailto:sbrand@rpa.nj.gov)

**Division of Law**

Division of Law – Public Utilities  
R.J. Hughes Justice Complex  
25 Market Street  
P.O. Box 112  
Trenton, N.J. 08625

Pamela L. Owen, DAG  
Assistant Section Chief  
[pamela.owen@law.njoag.gov](mailto:pamela.owen@law.njoag.gov)

Michael R. Beck, DAG  
[michael.beck@law.njoag.gov](mailto:michael.beck@law.njoag.gov)

**Board of Public Utilities**  
44 South Clinton Avenue, 1<sup>st</sup> Floor  
Post Office Box 350  
Trenton, NJ 08625-0350

Aida Camacho-Welch  
Secretary of the Board  
[board.secretary@bpu.nj.gov](mailto:board.secretary@bpu.nj.gov)

**Division of Clean Energy**

Kelly Mooij, Director  
[Kelly.mooij@bpu.nj.gov](mailto:Kelly.mooij@bpu.nj.gov)

Stacy Ho Richardson, Esq.  
[stacy.richardson@bpu.nj.gov](mailto:stacy.richardson@bpu.nj.gov)

Cathleen Lewis, E-Mobility Program Manager  
[Cathleen.lewis@bpu.nj.gov](mailto:Cathleen.lewis@bpu.nj.gov)

Ashley-Lynn Chrzaszcz, Clean Energy  
Specialist  
[ashleylynn.chrzaszcz@bpu.nj.gov](mailto:ashleylynn.chrzaszcz@bpu.nj.gov)

**Counsel's Office**

Rachel Boylan  
[Rachel.boylan@bpu.nj.gov](mailto:Rachel.boylan@bpu.nj.gov)

Kimberly Diamond  
[Kimberly.Diamond@bpu.nj.gov](mailto:Kimberly.Diamond@bpu.nj.gov)