

**STATE OF NEW JERSEY  
BOARD OF PUBLIC  
UTILITIES**

**I/M/O THE PETITION OF ROCKLAND ELECTRIC  
COMPANY FOR APPROVAL OF AN ELECTRIC VEHICLE  
PROGRAM, ESTABLISHMENT OF AN ELECTRIC  
VEHICLE SURCHARGE, AND FOR OTHER RELIEF**

BPU Docket No. EO20110730

**ROCKLAND ELECTRIC COMPANY ANNUAL REPORT ON THE ELECTRIC  
VEHICLE CHARGER READY PROGRAM, DIRECT CURRENT FAST  
CHARGING INCENTIVE PROGRAM, VOLUNTARY TIME-OF-DAY RATE, AND  
OUTREACH AND EDUCATION PROGRAM FOR CALENDAR YEAR 2024**

BPU Docket No. EO23030124

**IN THE MATTER OF THE PROVISION OF BASIC GENERATION SERVICE (BGS)  
FOR THE PERIOD BEGINNING JUNE 1, 2024**

March 15, 2025

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## Introduction

The New Jersey Board of Public Utilities (“NJBP”) approved Rockland Electric Company’s (“RECO” or “the Company”) electric vehicle (“EV”) program for light duty EVs (“EV Program”) in the EV Order.<sup>1</sup> RECO’s EV Program contains the following five individual subprograms:

- (i) Charger Ready Program;
- (ii) Voluntary Time-of-Day (“TOD”) Rate Program;
- (iii) Direct Current Fast Charger (“DCFC”) Incentive Program;
- (iv) Outreach and Education Program; and
- (v) Direct Current Fast Charger (“DCFC”) Incentive-BGS (“DCFC Incentive-BGS”) Program.

Pursuant to the EV Order,<sup>2</sup> RECO is required to provide a Progress Report on the deployment of the EV Program. This Progress Report covers the annual period ended December 31, 2024. This Report provides charger data for 282 residential customers with 286 L2 plugs, 19 commercial projects with 72 commercial L2 EV plugs, and 20 commercial DCFC plugs.

RECO launched the Voluntary TOD Rate Program and Outreach and Education Program on October 12, 2022. On December 19, 2022, RECO launched the Charger Ready Residential Program, Charger Ready Commercial Program, and DCFC Incentive Program. RECO launched the DCFC Incentive-BGS Program, on June 1, 2024.

The Charger Ready Program incentivizes make-ready infrastructure for eligible Level 2 (“L2”) and DCFC EV charging stations for light-duty EVs. The DCFC Incentive Program provides an annual declining per-plug incentive to qualifying DCFC EV Station operators through December 18, 2026, to assist in lowering operating costs through demand charge relief. The Voluntary TOD Rate is a residential rate option that applies to the entire home and encourages EV charging and other home consumption during off-peak periods. The TOD Rate will assist in the management of the Company’s electric distribution system peak, which benefits both customers and the electric distribution system. The Outreach and Education Program includes a variety of activities and tools targeted to increase consumer awareness of EVs, incentives, and charging alternatives; reduce range anxiety through charger-related information; and provide opportunities for consumers to interact with knowledgeable individuals. The DCFC Incentive-BGS Program provides eligible customers with an incentive of up to 75% of the BGS-CIEP capacity charge of the customer bill, with an annual cap of \$12,600 per DCFC Plug. This two-year pilot program addresses the immediate challenges of DCFC deployment through BGS-CIEP capacity charge relief in the near- to medium-term, while station utilization increases to a level at which such support can be reduced or eliminated.

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<sup>1</sup> *In the Matter of the Petition of Rockland Electric Company for Approval of an Electric Vehicle Program, Establishment of an Electric Vehicle Surcharge, and For Other Relief*, BPU Docket No. EO 201107730, Decision and Order Approving Stipulation (dated October 12, 2022) (“EV Order”)

<sup>2</sup> EV Order, p. 10.

# Requirement 1: Quantity of Work and Major Tasks Completed

## Major Task

### Qualified Charger List

The major tasks completed during the reporting period include updating of the Residential and Commercial Qualified Chargers lists. To be a qualified EV charger, the Original Equipment Manufacturer must agree to meet the program reporting requirements set forth in the Program Terms and Conditions. EnergyHub, RECO’s data aggregator vendor, has contracted with 20 EV charger networks to list their different model chargers on the Residential and Commercial Qualified Charger List. Out of these 20 EV charger networks, 66 manufacturers, and 395 qualified EVSE models meet the program’s requirements. EnergyHub collects plug and charging session data from customers’ qualified chargers and provides this data to RECO. To meet the data collection requirements of the EV Order, EnergyHub collects interval usage data for each charging session at the plug level. This data supplements the utility meter interval data collected by the Company at the meter level.

### Qualified Vehicle List

To align with the other three Electric Distribution Companies (“EDCs”) in New Jersey, RECO developed a Qualified Vehicle List, in addition to the Qualified Charger List, for the Charger Ready Residential Program. Utilizing telematics and developing a Qualified Vehicle List will make the residential incentive available to additional RECO customers whose EVSEs do not meet the Program data requirements. The Tesla Cybertruck, Model 3, Model S, Model X, and Model Y have been added to the list.

## Charger Ready Residential

**Table 1: Charger Ready Residential # Of L2 Plugs**

	Dec 19, 2022- Dec 31, 2022	Jan 1, 2023- Dec 31, 2023	Jan 1, 2024- Dec 31, 2024	Jan 1, 2025- Dec 31, 2025	Jan 1, 2026- Dec 19, 2026	Total
Goal	0	145	290	435	580	1,448
Completed	0	122	164	-	-	286

\*Table contains data as of December 31 of the applicable reporting year as per the Stipulation of Settlement in the EV Order.

[RECO’s Residential Qualified Chargers list](#) includes 13 EV charger networks (*i.e.*, AmpedUp! Networks, Autel, Blink-SemaConnect, ChargeLab, ChargePoint, Cyber Switching, Evgateway, Evoke, Future EV, Liberty Access Technology, OK2Charge, PowerPump, Wevo Energy), with a total of 27 manufacturers, and 79 charger models.

As noted in Table 1 above, during this annual reporting period, 163 L2 residential projects were completed with 164 plugs. Throughout the program, 282 L2 residential projects were completed with 286 plugs in the RECO service territory.

## Charger Ready Commercial

**Table 2: Charger Ready Commercial # Of L2 Plugs**

	Dec 19, 2022- Dec 31, 2022	Jan 1, 2023- Dec 31, 2023	Jan 1, 2024- Dec 31, 2024	Jan 1, 2025- Dec 31, 2025	Jan 1, 2026- Dec 19, 2026	Totals
L2 Goal	0	41	80	120	172	413
L2 Completed	0	6	66	-	-	72
L2 Contracts	0	37	68	-	-	68

\*Table contains data as of December 31 of the applicable reporting year as per the Stipulation of Settlement in the EV Order.

**Table 3: Charger Ready Commercial # Of DCFC Plugs**

	Dec 19, 2022- Dec 31, 2022	Jan 1, 2023- Dec 31, 2023	Jan 1, 2024- Dec 31, 2024	Jan 1, 2025- Dec 31, 2025	Jan 1, 2026- Dec 19, 2026	Totals
DCFC Goal	0	4	6	8	12	30
DCFC Completed	0	0	20	-	-	20
Contracts	0	0	10	-	-	10

\*Table contains data as of December 31 of the applicable reporting year as per the Stipulation of Settlement in the EV Order.

[RECO's Commercial Qualified Chargers List](#) includes 19 charger networks (*i.e.*, AmpedUp! Networks, Autel, Blink-SemaConnect, ChargeLab, ChargePoint, EVConnect, EverCharge, Evgateway, Evoke, Future EV, Liberty Access Technology, Lynkwell, OK2Charge, PowerPump, Stay-N-Charge, SWITCH, Tesla, Wevo Energy, Zef Energy), with a total of 59 manufacturers, and 325 models.

As noted in Table 2 above, during the annual reporting period, 11 L2 commercial projects were completed with 66 plugs in the RECO service territory. Throughout the program, 15 L2 commercial projects were completed with 72 plugs in the RECO service territory.

As noted in Table 3 above, during the annual reporting period and throughout the program, four DCFC commercial projects were completed with 20 DCFC plugs. As of December 31, 2024, there are 68 L2 plugs and 10 DCFC plugs pre-approved and under construction in the RECO service territory.

### Direct Current Fast Charger Incentive (DCFC Incentive)

The DCFC Incentive Program is intended to address cost barriers, and encourage DCFC deployment, by effectively lowering operating costs through demand charge relief in the near-to medium-term while station utilization increases to levels at which such support can be reduced or eliminated. As noted in Table 4 below, as of December 31, 2024, 14 plugs are enrolled in the program. No incentives were paid as payments are made after every 12 months of participation during the program term.

**Table 4: DCFC Incentive # Of Plugs**

	Dec 19, 2022- Dec 31, 2022	Jan 1, 2023 - Dec 31, 2023	Jan 1, 2024 - Dec 31, 2024	Jan 1, 2025 - Dec 31, 2025	Jan 1, 2026 - Dec 31, 2026	Total
Goal	5	6	8	12	12	31
Enrolled	0	0	14	-	-	14

\*Table contains data as of December 31 of the applicable reporting year as per the Stipulation of Settlement in the EV Order.

**DCFC Incentive for Basic Generation Service charges (DCFC Incentive – BGS)**

RECO launched the pilot program, DCFC Incentive -BGS Program, on June 1, 2024 as approved by Board Order.<sup>3</sup> The DCFC Incentive-BGS program provides eligible customers with an incentive of up to 75% of the BGS-CIEP capacity charge of the customer bill, with an annual cap of \$12,600 per DCFC Plug. RECO will administer incentives annually that are available to DCFC stations taking service under the BGS-CIEP tariff. The program ends in May 2026.

As part of the launch, RECO updated its application portal to include the DCFC Incentive-BGS program application, developed a Participant Agreement which is included on the application portal, and updated RECO’s Charger Ready program manual to include both the DCFC Incentive-BGS program and RECO’s DCFC Per Plug Incentive program (the latter of which provides incentives toward the demand charges on the customer’s electric bill). In addition, RECO updated its website to include information on the DCFC Incentive-BGS program. RECO also developed processes and procedures to calculate and track the incentives paid. As noted in Table 5 below, to date, no DCFCs have enrolled in the DCFC Incentive-BGS program, and RECO has incurred no costs to date.

This filing is intended to meet the requirements of the Board’s November 17, 2023 Order in which the Board directed the EDCs to file quarterly reports with the Board and Rate Counsel related to their DCFC pilot programs.

**Table 5: DCFC Incentive – BGS Quarterly Report Information**

	Jun 1 - Jun 30, 2024	Jul 1 - Sep 30, 2024	Oct 1 - Dec 31, 2024	Jan 1 - Mar 3, 2025	Apr 1 - Jun 30, 2025	July 1- Sep 30, 2025	Oct 1- Dec 3, 2025	Jan 1 - Mar 31, 2026	Apr 1 - May 31 2026
Participants	0	0	0						
Associated Costs	\$0	\$0	\$0						

\*Table contains data as of December 31 of the applicable reporting year as per the Stipulation of Settlement in the EV Order.

**Voluntary Time-of-Day Rate**

The Voluntary TOD Rate, which the Company launched on October 12, 2022, is a voluntary residential rate option that applies to the customer’s entire home usage. Customers may opt-out

<sup>3</sup> In the Matter of the Provision of Basic Generation Service (BGS) for the Period Beginning June 1, 2024, Docket No. ER23030124, Decision and Order (dated November 17, 2023) (“November 17, 2023 Order”).

of this rate at any time. A one-time, no risk price guarantee is available for the period of one year commencing with the first full billing cycle after the customer registers his/her plug-in electric vehicle (“PEV”) with the Company. The Company established the process to compare a customer’s bill under the TOD Rate to a bill on the standard residential rate. To the extent that the customer paid more on the TOD rate, the price guarantee results in a credit to the customer’s account for any increase due to the TOD Rate.

**Table 6: TOD Rate # of PEV Customers**

	Oct 12, 2022 Dec 31, 2022	Jan 1, 2023 - Dec 31, 2023	Jan 1, 2024 - Dec 31, 2024	Jan 1, 2025 - Dec 31, 2025	Total
Enrolled	30	265	353	-	648

\*Table contains data as of December 31 of the applicable reporting year as per the Stipulation of Settlement in the EV Order.

As noted in Table 6 above, 648 customers with PEVs enrolled in the voluntary TOD rate. The increase in participation of the TOD rate program resulted from successful email blasts and marketing efforts. Customers are also encouraged to sign up for the TOD rate after submitting a Charger Ready application.

### Education & Outreach

To educate RECO customers on EV incentive programs, the Company implemented various outreach initiatives, such as customer emails, bill inserts, physical ads, postcards, and social media posts showcasing the benefits of residential and commercial Charger Ready infrastructure programs. (see [Appendix B to this Report](#))

The Company updated several webpages on the Company website where customers can find up-to-date EV Program information, including how to enroll in the programs, and other State and Federal benefits and programs information. The webpages can be found at: [EVs for Customers in New Jersey | Orange & Rockland \(oru.com\)](#).

The Company’s tactics to reach customers to date have included bill inserts, internal and external communications such as emails and blog posts, social media, and outreach events. Since program launch, RECO participated in 27 outreach events. To market these programs and promote general EV awareness, the Company developed promotional flyers and banners to be used at these outreach events. (see [Appendix B to this Report](#))

To serve the Company’s overburdened communities (“OBC”) (see [Appendix A to this Report](#)) and multifamily dwellings, RECO has developed targeted marketing materials to raise awareness and educate the OBCs. The Residential and Commercial Charger Ready Programs are designed to allow both Multifamily Dwelling (“MFD”) owners and tenants to participate (see [Appendix C to this Report](#)). Both owners and tenants will follow the same equipment and operational eligibility requirements as the Charger Ready Residential and Charger Ready Commercial Programs, as described throughout the [Charger Ready Program Manual](#).

Looking ahead, the Company will build on its prior and proven success of utilizing a variety of media channels, as well as in-person engagement, to recruit new participants. These media channels may include traditional print collateral, social media, and targeted digital engagement. RECO will review opportunities

for in-person engagement (*e.g.*, through ride-and-drive events, auto enthusiast meetups, sponsorships) on a rolling basis and seek to focus on events with high impact returns to program enrollment.

## Requirement 2: EV Investments Cost

Item	Reporting Period	Program To Date	Program Budget
Charger Ready	\$1,296,057.01	\$1,738,413.00	\$5,420,000.00
DCFC Incentives	\$0.00	\$0.00	\$314,000.00
Voluntary TOD Rate System Modifications	\$250.00	\$19,000.00	\$19,000.00
Education and Outreach: IT System Upgrades	\$0.00	\$0.00	\$124,000.00
<b>Total</b>	<b>\$1,172,307.01</b>	<b>\$1,757,413.00</b>	<b>\$5,877,000.00</b>

\*Education and Outreach: IT System Upgrades Program To Date expenses of \$124,000.00 are now included in Charger Ready Program To Date expenses..

## Requirement 3: O&M Expenses Cost

Item	Reporting Period	Program To Date	Program Budget
Charger Ready: Software License	\$0.00	\$110,000.00	\$110,000.00
Education and Outreach: Marketing	\$20,749.82	\$33,828.30	\$303,000.00
Administrative Costs	\$130,830.02	\$542,875.78	\$910,000.00
Data Acquisition	\$25,125.00	\$370,107.39	\$400,000.00
<b>Total</b>	<b>\$176,704.84</b>	<b>\$1,056,811.47</b>	<b>\$1,723,000.00</b>

\*Administrative Costs include \$491.68 Voluntary TOD credits.

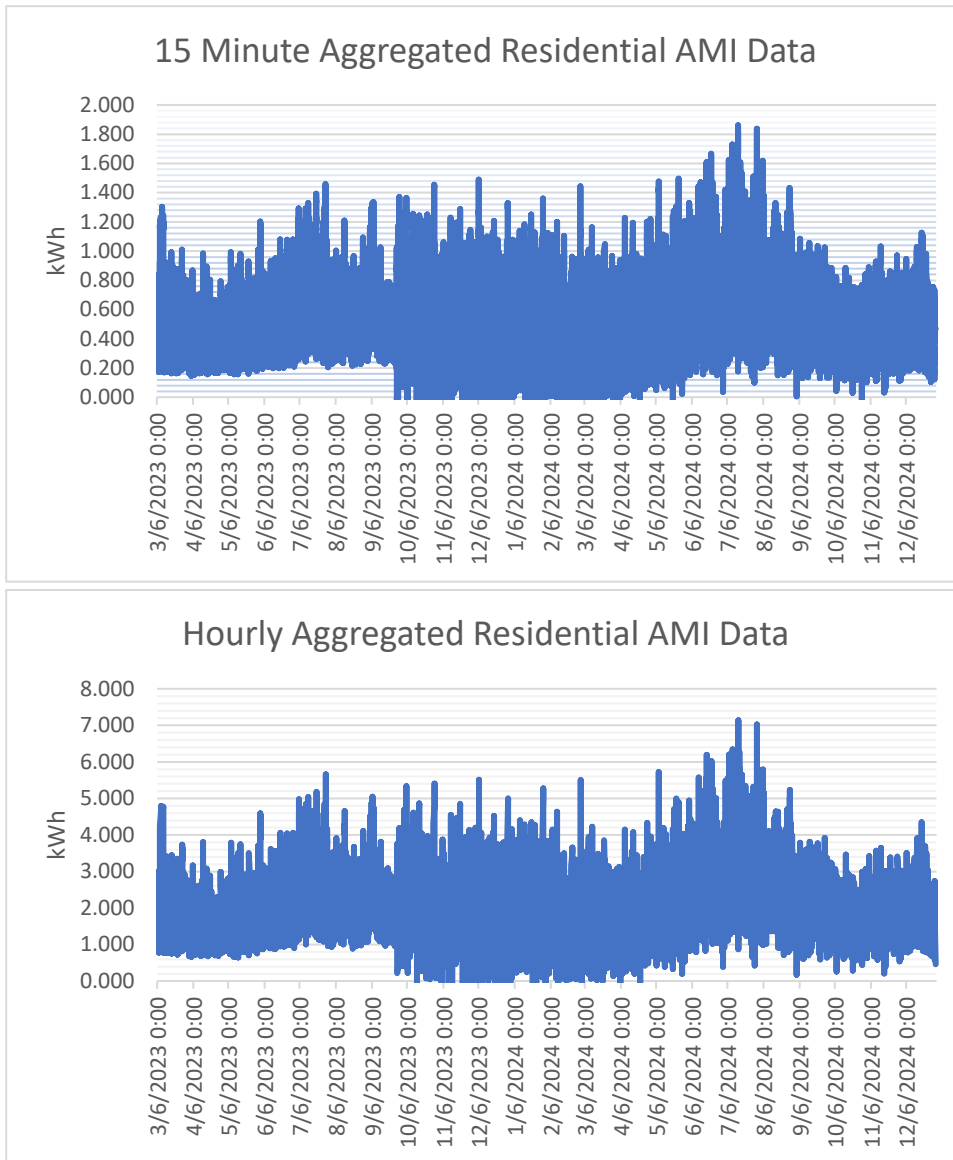
## Requirement 4: Aggregated, Anonymized Charger Ready Program-level AMI Data

In this Report, RECO will aggregate and anonymize Charger Ready AMI data at the program level, subject to the appropriate privacy standard.

### Charger Ready Residential

Throughout the Program, 282 residential customers participated in the Charger Ready Residential Program, with 286 plugs installed. Hourly and 15-minute non-aggregated interval data will be provided confidentially.

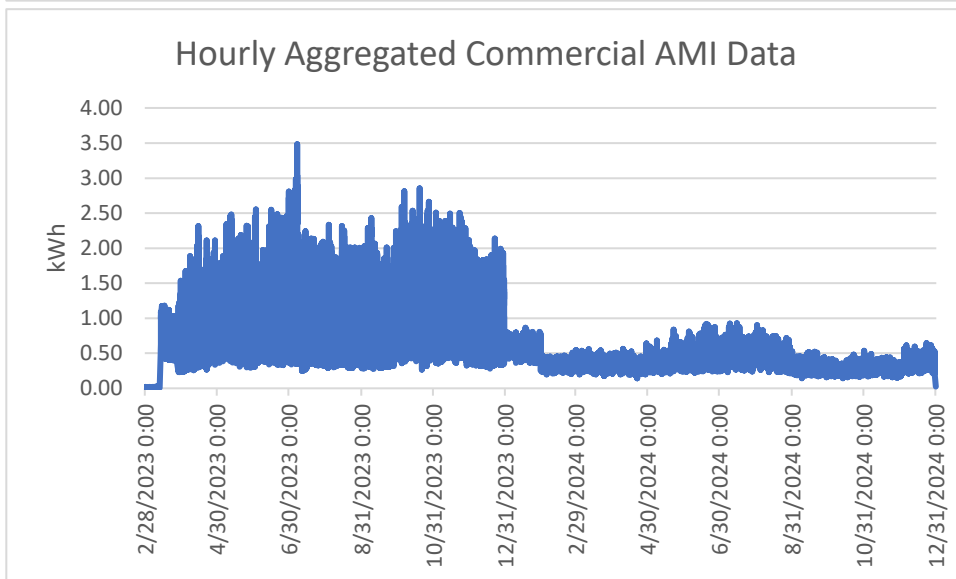
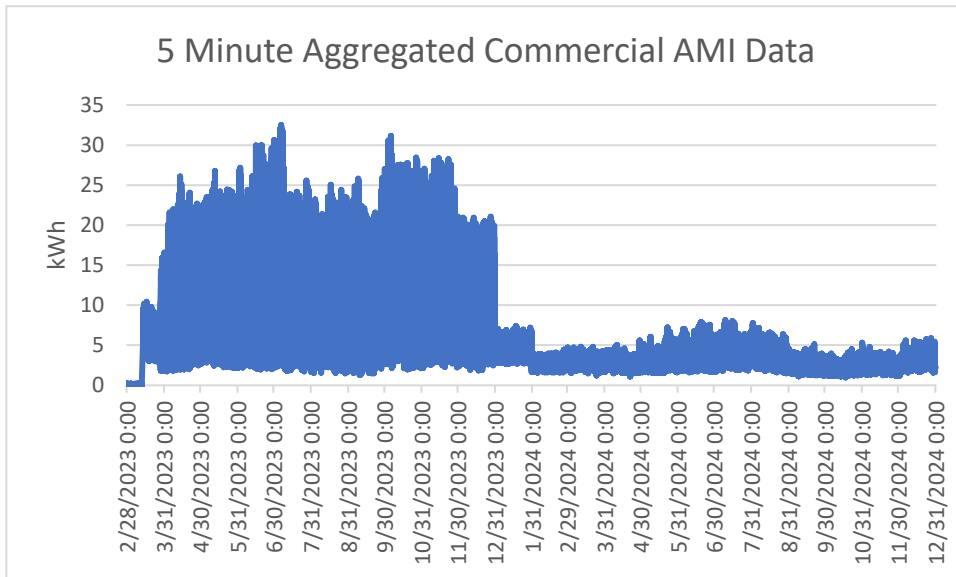




### Charger Ready Commercial

During the annual reporting period, 11 L2 commercial projects were completed with 66 plugs in the RECO service territory. Throughout the program, 15 L2 commercial projects were completed with 72 plugs in the RECO service territory.

During the annual reporting period and throughout the program, four DCFC commercial projects were completed with 20 DCFC plugs. As of December 31, 2024, there are 68 L2 plugs and 10 DCFC plugs pre-approved and under contract in the RECO service territory. If multiple projects were completed at the same facility, and on the same meter, they were combined in the charts below (*i.e.*, 19 projects and 17 displayed in charts). Hourly and 5-minute non-aggregated interval data will be provided confidentially.



### DCFC Incentive

During the reporting period, three customers enrolled in DCFC Incentive Program. No graph is shown here publicly due to lack of sufficient sample size to comply with the 15/15 privacy standard.

### DCFC PPI – BGS

During the reporting period, no customers enrolled in the DCFC PPI-BGS program.

### Requirement 5: Hourly Energy in kWh (obtained by AMI)

In this Report, RECO will anonymize hourly energy data in kWh, obtained via AMI meters in a manner so that it can be reported to Board Staff and Rate Counsel, who may in turn share these reports publicly.

### Charger Ready Residential

Since Program launch, 282 residential customers participated in the Charger Ready Residential Program, with 286 plugs installed. Hourly and 15-minute anonymized, non-aggregated interval data will be provided confidentially.

### Commercial Charger Ready

During the annual reporting period, 11 L2 commercial projects were completed with 66 plugs in the RECO service territory. Throughout the program, 15 L2 commercial projects were completed with 72 plugs in the RECO service territory.

During the annual reporting period and throughout the program, four DCFC commercial projects were completed with 20 DCFC plugs. As of December 31, 2024, there are 68 L2 plugs and 10 DCFC plugs pre-approved and under contract in the RECO service territory. No interval data is shown here publicly due to lack of sufficient sample size to comply with the 15/15 privacy standard.

### DCFC Incentive

During the reporting period, three customers enrolled in the DCFC Incentive Program. No interval data is shown here publicly due to lack of sufficient sample size to comply with the 15/15 privacy standard.

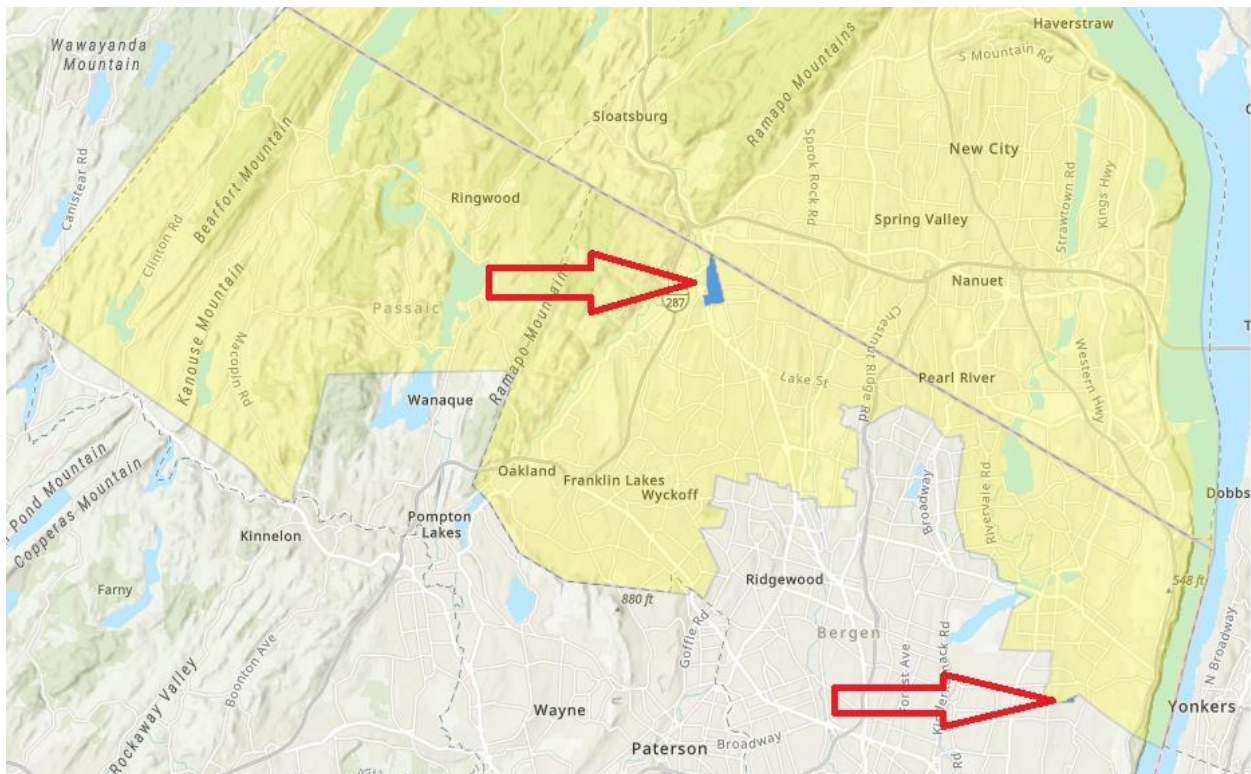
### DCFC PPI – BGS

During the reporting period, no customers enrolled in the DCFC PPI-BGS program

## Appendix

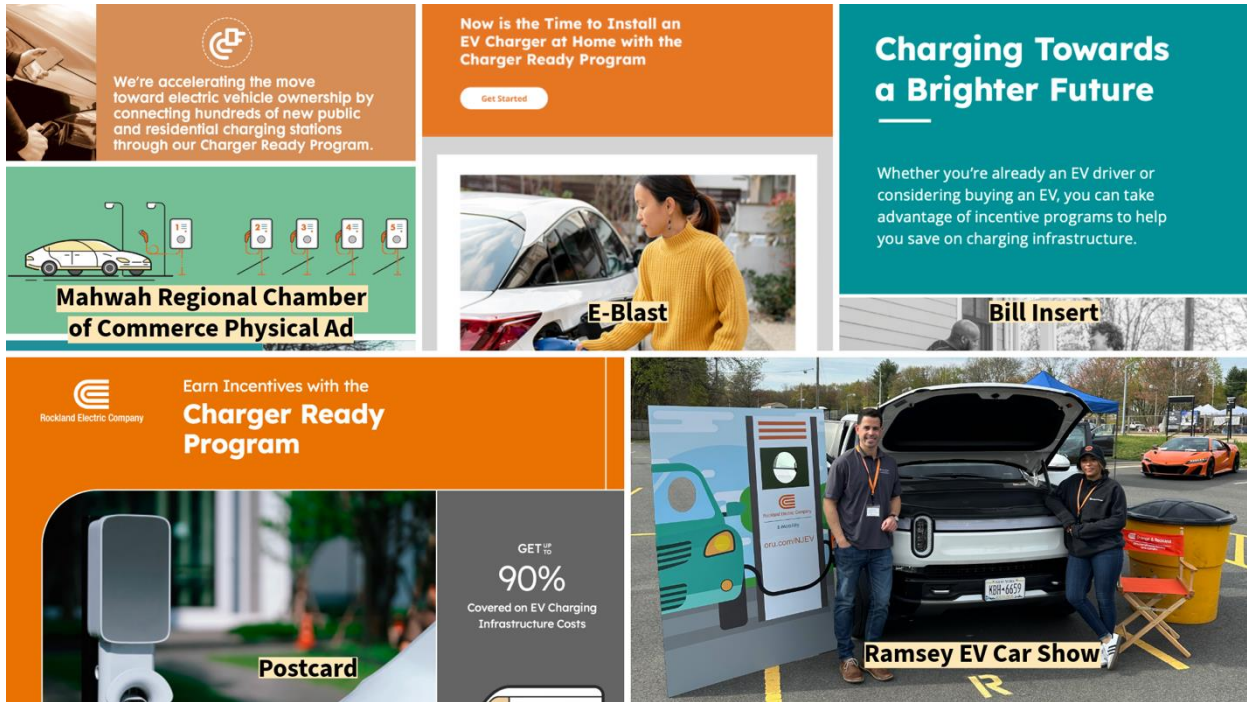
### Appendix A: Hosting Capacity Map

**Overburdened Community** is defined as any census block group, as determined in accordance with the most recent United States Census, in which at least one half of the households qualify as low income households and either: (1) at least 40% of the residents of the census block group identify as Black, African American, Hispanic or Latino, Asian, Pacific Islander, or as members of a State recognized tribal community; or (2) at least 40% of the households in the census block group have limited English proficiency. Locations of defined Overburdened Communities in the RECO service territory can be found at: [RECO Hosting Capacity Map](#).



\*Overburdened Communities Highlighted Blue

## Appendix B: Outreach and Education



## Appendix C: Multifamily Dwellings

To confirm which program, Charger Ready Residential or Charger Ready Commercial, in which your MFD project qualifies to participate, please use the below chart:

Customer of Record	Multifamily Dwelling Owner		Multifamily Dwelling Tenant	
	Building is Master Metered	Separate Dedicated Meter for EV Charger	Apartment and EV Charger Are On the Same Meter	Separate Dedicated Meter for Charger
Charger Ready Commercial - L2	Yes	Yes	No	No
Charger Ready Commercial - DCFC	Yes	Yes	No	No
Charger Ready Residential- L2	No	No	Yes	Yes