



## ***It Pay\$ to Plug In: NJ's Electric Vehicle Charging Grant Program***

### **Frequently Asked Questions**

1. Are completed projects eligible for a grant?
  - No. Department must approve the grant application and finalize a grant agreement with the applicant before the charging stations are purchased and before work begins on the installation.
  
2. Does the grant money have to be applied only to purchase of the charging station?
  - No. The grant money can cover purchase, installation, and up to a 5-year maintenance agreement for the charging stations. Signage and painting specific to the electric vehicle parking spots are eligible installation costs.
  
3. How much are the grants?
  - Upon completion of work in accordance with the eligibility criteria, NJDEP will reimburse each applicant for a percentage of eligible costs, up to a maximum of:
    - Level 1: \$750 per Level 1 charging port;
    - Level 2: \$4,000 per Level 2 charging port;
    - DC Fast Charger: \$200,000 per location.

<b>Location</b>	<b>Exclusively available to the general public</b>	<b>Located on government-owned property</b>	<b>Located on non-government-owned property</b>
Public place	Yes	100% up to maximum	80% up to maximum
Workplace	No	60% up to maximum	60% up to maximum
Multi-unit dwelling	No	60% up to maximum	60% up to maximum
Corridor	Yes	100% up to maximum	80% up to maximum

Reimbursement will not exceed payment receipts.

4. Are DC Fast Chargers eligible for grants?
  - DC Fast Chargers are currently eligible for corridor projects and eMobility projects. A corridor project is located within one (1) mile driving distance from an exit or intersection along designated major travel corridors. A corridor is the following heavily traveled roadways: toll roads, interstates, US routes, and NJ routes. The site must not have any existing DC Fast Charging Stations in operation, the charging station must be a minimum of 150 kW, and it must be available for public use (see [FAQs #12 – 23](#) below for additional details). An eMobility project is shared mobility, such as electric taxis, car sharing, and ride hailing services. See [FAQs #35 and #36](#) below for additional information on how to submit a proposal for an eMobility project. The Department will also consider funding for DC Fast Chargers for other use cases such as community locations, urban charging hubs, etc., upon completion of the Department's strategic infrastructure planning.

5. Can you recommend a charging station vendor?
  - No, the Department does not endorse or recommend any particular brands or vendors of equipment.
6. If a charging station is donated to us, can we still apply for a grant?
  - Yes. If the applicant will retain ownership of the charging station, they may still apply for a grant to cover the installation costs and up to a 5-year maintenance agreement.
7. Who pays for the electricity?
  - The owner of the charging stations will pay for the electricity, unless another arrangement has been made with their property owner. The charging station owner may impose a reasonable fee for the electricity on users of the equipment.
8. How many charging stations can an applicant apply for?

**Level 1 Charging Stations**

- Applicants must install a minimum of 5 charging ports.
- Level 1 and Level 2 charging station applicants may not be approved for more than \$500,000.00 in projects in a calendar year.

**Level 2 Charging Stations**

- Applicants must install a minimum of 2 charging ports per location and may apply for a maximum of 20 ports per location.
- Level 1 and Level 2 charging station applicants may not be approved for more than \$500,000.00 in projects in a calendar year.

**DC Fast Charging Stations**

- Applicants must install a minimum of 2 charging ports per location.
- Applicants may only receive reimbursement for 2 charging ports per location. Additional ports may be installed, but they will not be covered by the grant program.

9. Is a Tax ID the same as a Vendor ID#?
  - No. A Vendor ID# is a New Jersey-specific identifier that all organizations doing business with the State must maintain in order to be properly input in the New Jersey Department of Treasury system.
10. How do I get a Vendor ID#?
  - When an organization signs up for [NJStart](#), the New Jersey Department of Treasury will email the Vendor ID# to the organization's contact person.
11. Is there still funding available?
  - Funding is currently available for the program. In those instances when we are between funding sources, we accept applications for the waiting list.



## Questions About Direct Current Fast Charging (DCFC) Corridor Projects

12. How can I find the Suitability Score for a location?

- Suitability Scores have been calculated for exits and intersections along the [eligible roadways](#). You can view the [complete list of Suitability Scores](#), or visit the interactive mapping tool called [Strategic Mapping For Electric Vehicle DC Fast Charging Station Locations](#). In the mapping tool, colored circles mark the exits and intersections that have been scored. Click on a colored circle to see the Suitability Score for that location.

13. Will Suitability Scores change over time as additional public DCFCs are installed?

- No. Suitability Scores are a function of traffic volume, population density, and commercial activity (the number of restaurants, shops/stores, gas stations, etc.) within a one-mile radius of a location. The scores are not a function of proximity to other DCFC, so the scores will not change as new DCFCs are installed.

14. Do the Suitability Scores apply just to exits and intersections? What about a potential DCFC site that is a quarter mile or a half mile away from an intersection?

- The Suitability Score at an intersection reflects conditions within a one-mile radius of the intersection, not just conditions right at the intersection. We recognize that the scores may not fully capture the benefits of a proposed site, and we welcome additional information that supports your proposal, including details about amenities within walking distance of your proposed site. On June 15, 2020 we revised the [DCFC grant application form](#) to provide space for applicants to submit supporting information. When you apply, please ensure that you use the June 2020 version of the form. Applicants who submitted using the previous version of the form will be offered the opportunity to submit supporting information if they wish to do so.

15. Is the Suitability Score the only factor that DEP will use when evaluating proposals for DCFC grants?

- No. One of the goals of the program is to expand the network of public fast chargers throughout New Jersey. So, one of the factors we will consider, in addition to Suitability Scores, is the distance of the proposed project from existing compliant DCFCs. Some areas of NJ have low Suitability Scores because they have less traffic, population, and/or amenities. However, they may be desirable locations because there are no public DCFCs nearby. We expect to fund some proposals with high Suitability Scores, and some proposals with relatively low Suitability Scores that help fill “charging deserts.” In addition to distance from existing DCFC, we may also consider [current and projected future electric vehicle registrations](#) when we evaluate proposals.

16. The mapping tool shows a 25-mile radius around existing and planned DCFC stations that meet the requirements of the EV Law for “corridor locations.” Are projects inside the 25-mile radius eligible for DCFC grants?

- Yes. The 25-mile radius shown in the mapping tool help us to see which parts of the states have no fast chargers nearby that are compliant with the EV Law. We expect to fund proposals inside and outside of the 25-mile radius.



17. The [Overview and Instructions](#) say one of the selection criteria is “gaps in coverage along major corridors (to comply with the 25 mile EV Law requirement.” Can you say more about that?

- Two DCFC projects that are less than 25 miles apart can both be eligible for grants only if they are located on different eligible roads.

For example, a DCFC project on the Garden State Parkway that is less than 25 miles from a DCFC project on Route 195 would be eligible for a grant.

In contrast, a DCFC project on the Garden State Parkway must be more than 25 miles from another DCFC project on the Garden State Parkway to be eligible for a grant.

This 25-mile criteria also applies to the distance between a proposed DCFC project and compliant corridor DCFC locations. Compliant DCFCs meet the requirements of [New Jersey’s EV Law](#) for corridor locations (at least two dual-standard DCFC of at least 150 kW each, open to the public at all times). Compliant corridor DCFC locations are shown as stars on the interactive mapping tool [Strategic Mapping For Electric Vehicle DC Fast Charging Station Locations](#).

18. The [Overview and Instructions](#) say DCFC stations must be exclusively available to the general public. Can you say more about what “exclusively available to the general public” means?

- The DCFCs must be open to the general public 24 hours a day, 7 days a week. In contrast, for example, DCFCs located on a company’s property and used to charge that company’s fleet vehicles during the day, but open to the general public on evenings and weekends, would not qualify for a grant.

19. The [Overview and Instructions](#) say the site must not have any existing DC Fast Charging Stations in operation to qualify for a grant. Are there any exceptions?

- Yes. If there are Tesla Superchargers in operation at the site, but there are no DCFCs with a CHAdeMO and/or CCS connector at the site, that site would be eligible for a grant. Tesla Superchargers can only be used by Tesla drivers, so they do not qualify as public chargers under [New Jersey’s EV Law](#).

20. Would a project that installs new Tesla Superchargers and at least two new DCFCs that meet the requirements for corridor chargers be eligible?

- Yes. However, only costs associated with the non-Tesla chargers would be eligible costs when submitting for reimbursement.

21. What is the estimated installation cost for a DCFC?

- Installation costs vary widely depending on site conditions. Two publications that are useful for understanding these costs are [Costs Associated With Non-Residential Electric Vehicle Supply Equipment \(U.S. Department of Energy, 2015\)](#) and [Reducing EV Charging Infrastructure Costs \(Rocky Mountain Institute, 2019\)](#). Additional resources are available from [DriveGreenNJ](#) in the “Public Charging Resources” section.



22. Does DEP plan to offer grants for lower-power DCFC that are not necessarily located on the most heavily traveled roads?
- Yes. DEP anticipates expanding *It Pay\$ to Plug In* to include grants for lower power DCFC, particularly in “community locations” as defined in [New Jersey’s EV Law](#). Subscribe to the [Stop the Soot Listserv](#) and the [NJ Volkswagen Settlement Listserv](#) to be notified when these grants are available.
23. How can I be notified if DEP announces another solicitation for DCFC grants in the future?
- Subscribe to the [Stop the Soot Listserv](#) and the [NJ Volkswagen Settlement Listserv](#) for periodic email notices about grant opportunities, program updates, and other NJ electric vehicles updates.

### Questions about Workplace Charging Projects

24. Where can I find more information for workplace charging hosts?
- See the “Workplace Charging Resources” box at [www.drivegreen.nj.gov/charging.html](http://www.drivegreen.nj.gov/charging.html)
25. Can I offer free charging to my employees?
- You can offer free charging as an amenity for your employees, or you can require a reasonable fee to cover electricity costs and/or a minor administrative cost. It’s up to you.
26. Are fleets eligible to apply?
- Yes, fleets are eligible for Level 1 and Level 2 charging station grants as long as the fleet owner and project otherwise satisfy the eligibility criteria.
27. For a workplace charging project, can the charging stations also be made available to the public?
- Yes, as long as the charging stations are available for employee parking or fleet charging during regular business hours.
28. Is there a requirement for a minimum number of employees to drive electric vehicles to be eligible for a grant?
- No.

### Questions about Public Charging Projects

29. Where can I find more information for public charging station hosts?
- See the “Public Charging Resources” box at [www.drivegreen.nj.gov/charging.html](http://www.drivegreen.nj.gov/charging.html)
30. What are some examples of public charging projects?
- These are charging stations that are available to the public. Examples include, but are not limited to, charging stations in downtown areas, public parking lots and garages, hotels, transit centers, destinations and attractions, colleges and universities, retail parking areas, and public parks. If you’re not sure whether your project would qualify, contact us!



### Questions about Multi-Unit Dwelling Charging Projects

31. Where can I find more information for charging station hosts at Multi-Unit Dwellings?
- See the “Residential/Multi-Unit Dwelling Resources” box at [www.drivegreen.nj.gov/charging.html](http://www.drivegreen.nj.gov/charging.html)
32. What qualifies as a Multi-Unit Dwelling?
- Apartments, condominiums, and townhouses. There must be a minimum of 4 units to qualify for a grant.
33. Who can apply for a grant for a Multi-Unit Dwelling project?
- The property owner, property manager, or Homeowners Association can apply.
34. Can an individual tenant or condominium owner apply for a grant?
- No, individual residents can not apply. The property owner, property manager, or Homeowners Association must apply.

### Questions about eMobility Projects

35. What are eMobility projects?
- eMobility is shared mobility, such as electric taxis, car sharing, and ride hailing services.
36. Are charging stations for eMobility program vehicles eligible for grants?
- eMobility projects are not part of the It Pay\$ to Plug In program as these types of projects are unique. Currently, DEP is accepting eMobility proposals which can include vehicles and charging stations. Project proposals should be submitted by using the following form: <https://www.state.nj.us/dep/vw/eMobility%20project%20proposal.pdf>. The Department will prioritize projects that will benefit low or moderate income communities disproportionately impacted by air pollution.

### For More Information

37. I read through the materials, and I’m still not sure whether my project would qualify. What now?
- Please email us at [DriveGreen@dep.nj.gov](mailto:DriveGreen@dep.nj.gov) or call (609) 292-7953. We have several funding sources for the program; different projects may qualify for grants depending on the funding source.
38. Where can I find more information for potential charging station hosts?
- NJDEP’s DriveGreen New Jersey website is a good place to start. See the “Charging” section of the site at [www.drivegreen.nj.gov/charging.html](http://www.drivegreen.nj.gov/charging.html)
39. I have more questions about It Pay\$ to Plug In.
- For further information, please email [DriveGreen@dep.nj.gov](mailto:DriveGreen@dep.nj.gov) or call (609) 292-7953.