



NJ BPU:

Driving EV Adoption

September 26, 2023

ACUA

- At least 330,000 registered light-duty plug-in EVs by December 2025;
- At least 2 million registered light-duty plug-in EVs by December 2035;
- At least 85 percent of all new light-duty vehicles sold or leased in the State shall be plug-in EVs by December 2040;
- At least 25 percent of State-owned non-emergency light-duty vehicles shall be plug-in EVs by December 2025; and
- 100 percent of State-owned non-emergency light duty vehicles shall be plug-in EVs by December 2035.

EV Goals

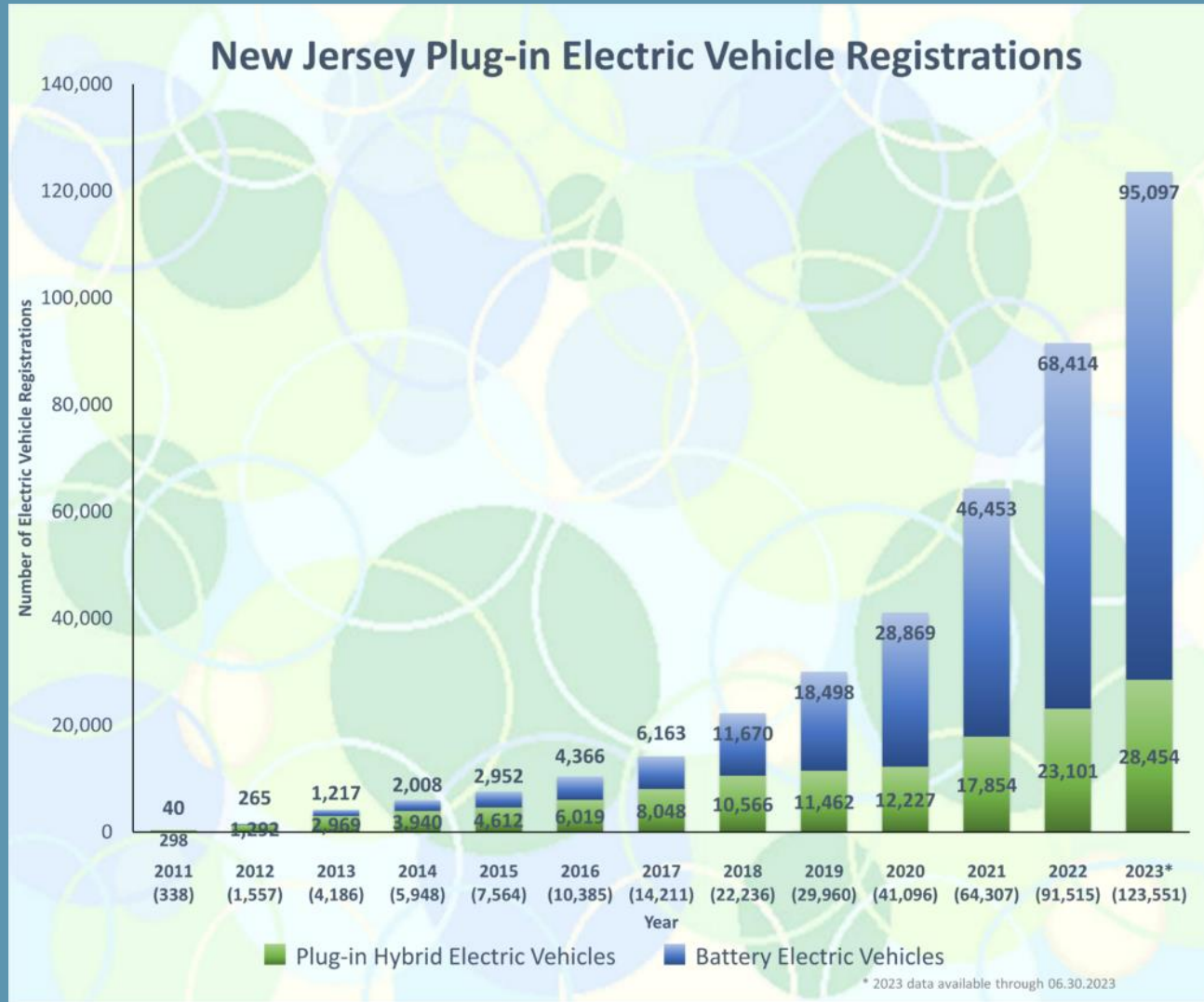


EV Charging Goals

- At least **400 DC Fast Chargers** shall be available for public use at no fewer than 200 charging locations in the State by December 2025.
- At least **1,000 Level Two chargers** shall be available for public use across the State by December 2025.
- At least **15 percent** of all multi-family residential properties in the State shall be equipped with EVSE for the routine charging of plug-in electric vehicles by December 2025.
- At least **20 percent** of all franchised overnight lodging establishments shall be equipped with EVSE for routine electric vehicle charging by guests of the establishment by providing Level Two EVSE by December 2025.



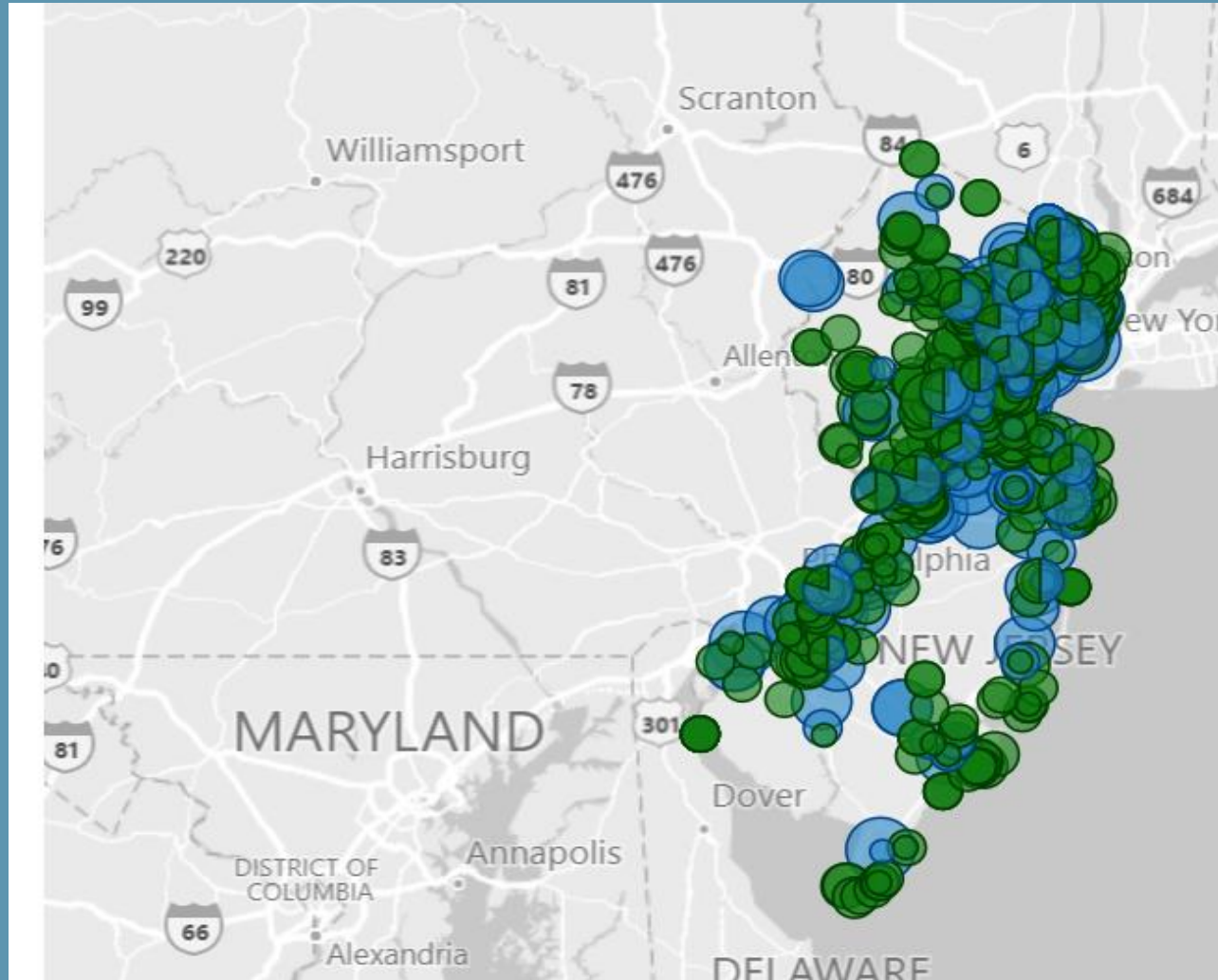
EV Registration



Charging Map

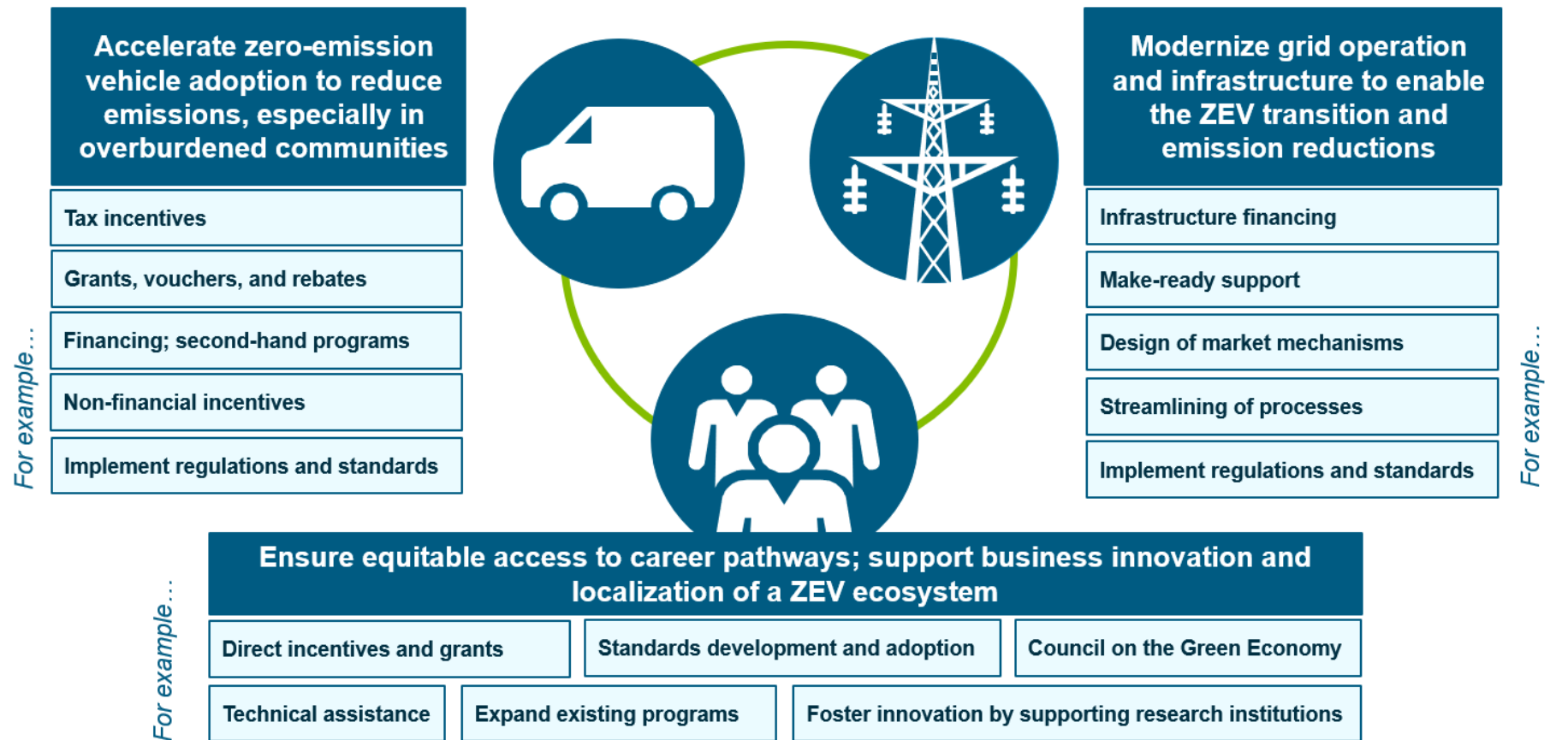
900 +
Fast
Chargers

2000 +
Level 2
Chargers



<https://dep.nj.gov/wp-content/uploads/drivegreen/evaluatenj.png>

A Whole of Government Approach: NJ's EV ecosystem planning



National Electric Vehicle Infrastructure (NEVI)

- \$104 million in Formula Funding for 5 years, for:
 - Corridor Charging along designated Alternative Fuel Corridors
 - MUST be at least four (4) 150kW simultaneous chargers
 - No more than 1 mile off an exit every 50 miles
- Funding runs through NJDOT
- Over \$2 billion in Competitive solicitations for Community Charging
- Tax Credits for Manufacturing and Purchasing
 - Vehicles
 - Chargers
 - Batteries
- Other Competitive funding for:
 - School Buses
 - Transit
 - Ferry
 - Port
 - Battery Recycling
 - Workforce Development

Utility Programs

- Make-Ready for residential, L2 workplace, L2 MUD, L2 public and DCFC public chargers.
- No utility ownership until Areas of Last Resort.
- MUD rates must be substantially similar to residential rates.
- Demand Charge Solution.
- Can cover no more than 90% of total cost of project with federal, state and utility funding.
- Must be a universal charger, proprietary chargers must be collocated, receive smaller incentive.
- Data sharing.

Utility Charging Programs: Over \$215 Million in EV infrastructure investment



- Utility Filings
Make Ready
Incentives
- Public
 - Workplace
 - MUD




- Fast Charging
- PSEG - 1200
 - ACE - 100
 - JCPL- 200
 - RECO-30



- Level 2
- PSEG - 3500
 - ACE - 1500+
 - JCPL- 900
 - RECO-400

Make Ready

The infrastructure required to power an EV charger is called the Make-Ready work. By the end of 2022 all 4 electric utilities will provide programs to incentivize those costs.




What does *Make-Ready* mean?

A Guide to Electric Vehicle Infrastructure

Customer-Side "Behind the meter"

Utility-Side "To the meter"

Make-Ready Elements

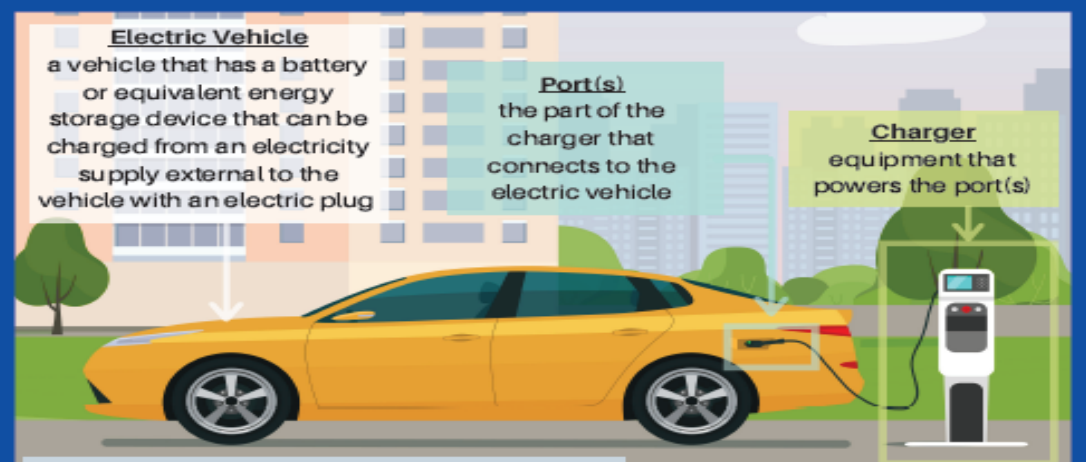


Make-Ready is the pre-wiring of the electrical infrastructure at a site to enable it to accommodate a charger easily & efficiently. *Make-Ready infrastructure* includes service panels, junction boxes, transformers, meters, conduit, wiring, etc. *Make-Ready* does not include activation, hook-up or price of charger(s).

Electric Vehicle
a vehicle that has a battery or equivalent energy storage device that can be charged from an electricity supply external to the vehicle with an electric plug


Port(s)
the part of the charger that connects to the electric vehicle

Charger
equipment that powers the port(s)




Site/Location physical address of the charger(s)

New Jersey Department of Environmental Protection • Bureau of Mobile Sources
July 2021



DriveGreen.nj.gov



Charge Up New Jersey

FY23 is the fourth year of the Program, which has provided over \$82 million to over 22,000 Electric Vehicles.



Current Incentive:

- Must be a licensed New Jersey Driver;
- Must be registered in the state of New Jersey;
- Point-of Sale Incentive from an Eligible Dealer;
- \$25/ per e-mile;
- Up to \$4000 for vehicles with an MSRP under \$45,000;
- Up to \$1500 for EVs with an MSRP between \$45,001 and \$55,000; and

Residential Charger Program

A \$250 rebate for eligible home EV chargers.

Chargers must be on a Compliant Network.

[NJDEP| Drive Green NJ | Network Service Providers](#)



EVSE Requirements

To provide consistency across our programs, BPU EV Program requirements include:

- Energy Star certified, as required by the Appliance Act (applicable for Level 1 & 2 chargers)
- Vehicles and chargers may not be purchased prior to application*
- Meet or exceed federal uptime requirement – 97% *
- Networked dual-port charger that is on a network pre-approved by the State
- Incentives may be stacked with utility make-ready incentives, up to the amounts allowed by the utility's stipulation of settlement. BPU incentives may not be stacked with the New Jersey Department of Environmental Protection's ("NJDEP") It Pay\$ to Plug In Program for the same charger.

All applications can be found at njcleanenergy.com/ev


Clean Fleet

Incentive Program for state, county and local government and non-profits.

- \$4,000 for a light duty BEV
- \$10,000 for a BEV Class 2b-6
- \$5,000 for a L2 Public Charger
- \$4,000 for a L2 Fleet Charger
 - Up to \$5,000 for Make Ready for a Fleet Charger
- \$50,000 for a DCFC – Public or Fleet
 - Up to \$50,000 for Make Ready for a Fleet Charger

A 50% Bonus for Overburdened Municipalities

Applications due November 30, 2023



Clean Fleet EV Incentive
Award Caps

	EVs	Charging stations
Local governments, entities, schools		
<i>serving populations < 20,000</i>	4	2
<i>serving populations > 20,000</i>	10	4
<i>serving populations > 50,000</i>	14	8
Local governments		
<i>serving populations > 100,000</i>	20	15
State agencies, boards, commissions, universities, and counties	20	15

www.NJCleanEnergy.com/EV

Multi-Unit Dwelling (MUD)

Incentive for condos, apartments, townhouse developments with 5 or more units. Provides \$4,000 for each Level 2 charger.

Developments in Overburdened Municipalities and deed restricted low and moderate income housing are eligible for \$6,000 for each Level 2 charger.

NJBPU's Multi-Unit Dwelling (MUD) EV Charging Incentive

CHARGER CAPS

# of Units	Max Chargers
5- 40	3 L2
41 - 100	6 L2
101- 200	12 L2
2000+	24 L2 +

**APPLICATION DUE BY
NOVEMBER 30, 2023**

\$4,000 for each eligible dual-port, networked Level 2 charger



EV Tourism

- Targets tourism destinations across the state
- Incentives for chargers:
 - \$5,000 per L2 charger (up to cost of charger)
 - \$50,000 per charger (up to cost of charger)
- Sites are eligible for up to 6 L2 chargers and 2 DCFC.



- Applications due November 30, 2023
- Questions?
EV.programs@bpu.nj.gov

Medium Heavy Duty Straw

Outlined proposed role for utilities for MHD charging uses. Proposal includes:

- Up to 100% incentives for Make Ready for Publically Accessible Fleets
- Up to 100% incentives for Public MHD Charging Depots
- Up to 50% incentives for Make Ready for Private Fleets in and serving Overburdened Municipalities
 - Fleets MUST use Managed Charging
- Technical Planning Assistance for ALL Fleets and Public Charging stations over 500kW
- Temporary Demand Charge Solutions for Public Charging Depots
- Required public capacity maps
- Required capacity studies
- Ability to stack Make Ready and Storage Incentives

It Pay\$ to Plug In NJDEP's Grant Program for EV Charging Stations

Level 1 and Level 2 Chargers

*Up to \$4,000 per port for Level 2 chargers at public places, multi-family homes, and workplaces (for employees, visitors and fleets).
First come, first served.*

Corridor Fast Chargers

Up to \$200,000 per location for public DC fast chargers along major roadways. Competitive solicitation.

Community Fast Chargers

Up to \$200,000 per location for public DC fast chargers where people live and work. Competitive solicitation.

www.drivegreen.nj.gov/plugin.html



NJ ZIP: Zero-emission Incentive Program – At a glance

NJEDA's RGGI-funded Voucher Pilot for Medium Duty Vehicles



Funding

\$44.25M in voucher pool (expanded from an initial \$15M pool), sufficient to fund purchase of approximately 300 vehicles

Timing

First come, first serve with rolling approvals, open until all funds committed. Set asides by location and for small businesses to ensure equitable access.

Eligibility

Businesses or institutions operating or domiciling zero-emission medium-duty vehicles in Greater Camden, Newark, New Brunswick, and Shore Areas

Voucher Amounts

Vehicle Class	Voucher \$
Class 2b	\$25,000
Class 3	\$55,000
Class 4	\$75,000
Class 5	\$85,000
Class 6	\$100,000

Bonus voucher criteria

- Minority-, women-, or veteran-owned business
- Small business
- Small business scrappage
- 25% NJ-manufactured
- Public access for driver readiness and education

Basic program requirements

- \$1000 application fee
- Buy new ZEV & register in NJ
- 3 years operation, 75% in NJ and 50% in EJ
- Vendor provides charging and in-state maintenance plan
- Comply with audit requirements

EV Policy

New Jersey is implementing a suite of strategies in a concerted effort to increase the number of light-duty electric vehicles (EV) on the road and to ensure sufficient public electric vehicle charging infrastructure.



EV Ordinance

- All Applications for installation of EVSE (charging station) or Make-Ready parking spaces ***shall be*** considered **permitted accessory use and permitted accessory structure in all zoning or use districts** and ***shall not*** require a variance.
- Applies to existing buildings and new buildings. If existing, it ***shall not*** require **site plan approval** and ***shall*** be approved through issuance of zoning permit.
- **Parking spaces** with EVSE and Make-Ready equipment ***shall be*** included in the calculation of **minimum required parking spaces**.
- **Parking spaces** with EVSE or Make-Ready ***shall count as at least 2 parking spaces*** (no more than 10% reduction of total).
- Municipalities may deviate from the Reasonable Standards (Section F) of the model ordinance by amending the ordinance through the normal amendment process. However, this does not authorize a municipality to require site plan review for the installation of EVSE or Make-Ready parking spaces.

Requirements for chargers and Make-Ready parking spaces for new construction



- As a condition of preliminary site plan approval, applications involving **new** multiple dwelling with ≥ 5 units:
 - Immediately: 15% of parking spaces shall be make-ready and 1/3 of those shall have EVSE installed;
 - Within 3 years: install EVSE in an additional 1/3 of the original 15%
 - Within 6 years: install EVSE in the final 1/3 of the original 15%.
 - Overall, at least 5% of EVSE must be accessible for people with disabilities
 - Can install EVSE at a faster pace
 - Exempt: a retailer that provides 25 or fewer off-street parking spaces
- Municipality may encourage (but not require) additional EVSE or Make-Ready parking spaces.

More Information

Cathleen Lewis

Clean Transportation
Programs Manager

Cathleen.Lewis@nj.bpu.gov

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