Municipal Fleet Electrification

2021 NJLM Conference

November 18th, 2021
Speakers

**Mayor Andre Sayegh**  
City of Patterson

**Brian McDermott**  
Chief of Fire Department  
City of Patterson

**Maria Connolly**  
Principal Planner  
New Jersey Department of Community Affairs

**Victoria Carey**  
Senior Project Officer  
New Jersey Economic Development Authority

**Cathleen Lewis**  
E Mobility Program Manager  
New Jersey Board of Public Utilities
What is Sustainable Jersey?

- **Certification program** for municipalities and schools
- **Tools, resources, and guidance** to help municipalities and schools become more sustainable
- **Grants and funding** for municipalities and schools
- **Regional Hubs**
Program Participants

Municipal Program
• 460 (81%) participating
• 219 Certified
  - 155 Bronze
  - 64 Silver

Schools Program
• 374 (54%) of school districts
• 1025 schools participating
• 335 schools certified
  - 292 Bronze
  - 43 Silver
## Sustainable Jersey Energy Actions

<table>
<thead>
<tr>
<th>Energy Efficiency</th>
<th>Renewable Energy</th>
<th>Alternative Fuel Vehicles</th>
</tr>
</thead>
</table>
| • Energy Efficiency for Municipal Facilities  
  • Energy Tracking and Management | • On-Site Geothermal System  
  • On-Site Solar System  
  +10 pt storage/resilience  
  + 5 pt solar thermal  
  • On-Site Wind System  
  • Buy Renewable Energy | • Fleet Inventory  
  • Purchase Alternative Fuel Vehicles  
  • Meet Green Fleet Targets |
| • Energy Assistance Outreach  
  • Commercial Energy Efficiency Outreach  
  • Residential Energy Efficiency Outreach | • Make Your Town Solar Friendly  
  • Municipally Supported Community Solar  
  • Community-Led Solar Initiatives  
  • Renewable Government Energy Aggregation R-GEA | • Make Your Town Electric Vehicle (EV) Friendly  
  • Public EV Chargers  
  • Electric Vehicle Outreach |

### Municipal Operations

- Community Energy Use
  - Commercial Energy Efficiency Outreach

### Community Energy Use

- Municipal Operations
  - Make Your Town Solar Friendly
  - Renewable Government Energy Aggregation R-GEA
Sustainable Jersey EV Actions

**Fleet Inventory**

- Assists municipalities in completing municipal fleet inventory
- Includes spreadsheet that automatically calculates carbon emissions of municipal fleet

**Public EV Charging Infrastructure**

- Awards points for installation of municipally-supported public EV charging stations

**Purchase Alternative Fuel Vehicles**

- Awards points for purchase of electric and other alternative fuel fleet vehicles

The Borough of Runnemede added a Chevy Bolt to its fleet.
Electric Vehicle Outreach Action

• **Select two audience types to target**
  - Residential
  - Commercial
  - Multifamily
  - Commercial fleets
  - Workplaces
  - Auto dealerships

• **For each selected audience, complete 2 outreach activities such as**
  - Webpage on green team or municipal website
  - Create & distribute a brochure, flyer, and/or newsletter
  - Table and/or present at local events
  - Social media and/or email campaign
  - Award recognizing individuals/businesses for EV/EVSE accomplishments
  - “Ride and drive” or other EV-centric event
Make Your Town EV Friendly

- Adopt Model Statewide EVSE Ordinance
- Update land use code
- First responder training

DCA Model Statewide EVSE Ordinance
nj.gov/dca/dlps/home/modelEVordinance.shtml

AN ORDINANCE
AUTHORIZING AND ENCOURAGING
ELECTRIC VEHICLE SUPPLY/SERVICE EQUIPMENT (EVSE) & MAKE-READY PARKING SPACES

[Note: Pursuant to P.L. 2021, c.171, all sections of this model ordinance become effective upon its publication on the Department of Community Affairs’ Internet website. Municipalities may make changes to the reasonable standards in the model ordinance as noted below through the normal ordinance amendment process. However, municipalities may not make changes to the legislatively mandated requirements in §§ C, D, and E.]

This Ordinance sets forth procedures for the installation of Electric Vehicle Supply/Service Equipment (EVSE) and Make-Ready parking spaces and establishes associated regulations. Other standards within the [name of municipality] __________________ of [name of county] 

WHEREAS, supporting the transition to electric vehicles contributes to [name of municipality] __________________ of [name of county] __________________’s commitment to sustainability and is in the best interest of public welfare and

WHEREAS, installation of EVSE and Make-Ready parking spaces encourages electric vehicle adoption; and

WHEREAS, the [name of municipality] __________________ encourages increased installation of EVSE and Make Ready parking spaces; and

WHEREAS, adoption of this ordinance supports the State of New Jersey’s goals to reduce air pollutants and greenhouse gas emissions from the transportation sector as outlined and supported by various programs related to NJ’s 2019 Energy Master Plan, Global Warming Response Act (P.L.2007, c.112 (C.26:2C-37 et al.)), and EV Law (P.L. 2019, c. 362); and

WHEREAS, P.L. 2021, c.171, which Governor Murphy signed into law on July 9, 2021, requires EVSE and Make-Ready parking spaces be designated as a permitted accessory use in all zones consistent with other requirements and

WHEREAS, adoption of this ordinance will supplement existing requirements.
EV Considerations – Total Cost

Purchase price of vehicle (with incentives)

+ Fuel cost
lightweight EV fuel cost in NJ is 51.4% less*

+ Maintenance
average between 20 – 25% less**

= Total Cost of Ownership

When comparing the cost of an EV with a traditional vehicle consider Total Cost of Ownership.


Vehicle Miles Travelled
Select vehicles that:
• Are driven enough to allow lower fueling and maintenance costs to offset higher vehicle price
• Have enough downtime to be charged between duty cycles

Parking and Charging
• Where will vehicle be parked?
• Will charging infrastructure be available?

Sustainable Jersey Webinar
Join the EVolution! - EV Charging information

What do the fleet users think about adding EVs to the fleet?
Will fleet users embrace the new technologies?
• Arrange a test drive/demo
• Outreach to fleet users

Users may have information about vehicle usage that can inform vehicle purchases
Procurement Guidance

Sustainable Jersey Alternative Fuel Vehicle Procurement Guide

- Fleet Leasing
- Purchasing Cooperatives/Government Contracts
- Direct Purchase Options
- Service Contracts/Shared Service

sustainablejersey.com/resources/publications/energy-guidebooks/
Sustainable Jersey Webinars

- Community Energy Plan Grants: A Primer
  - December 1, 2021, 1:00pm – 2:30pm

- Make Your Town EV Friendly: New Statewide Model EV Ordinance, New Sustainable Jersey Actions, New Funding
  - December 7, 2021, 1:00pm – 2:30pm

- Creating a Community Energy Plan: Resources and Technical Assistance
  - January 12, 2022, 1:00pm – 2:30pm

- Funding for Transitioning Fleets to EVs
  - January 26, 2022, 1:00pm – 2:30pm
City of Paterson EV Project

BRIAN J. MCDERMOTT
PATERNON FIRE CHIEF
Personal Statement....if I can do it, so can you

The Fire Chief manages EV? Why?

Innovative Leadership; Let people think

I owe it to my kids....and yours

Build on frustration; I’ve had enough

"We are a distressed City. This should be the last thing you push for.“.....umm, no

This is Why
Recognize the need and get motivated to move

Fully assess your fleet, with photos, to show the deplorable condition and focus on safety, cost savings and liability reduction.

Prepare a cost analysis and work closely with your leaders to gain buy-in so they allow you to take charge and affect change

Find great people like sustainable Jersey who motivate you. Listen to their thoughts and receive guidance.

Pay attention and speak up at meetings

Seek expert help. Remember, I’m a Fire Chief? Charging echo system, vehicles and vision.

Don’t give in any area.....see photo

<table>
<thead>
<tr>
<th>DEPARTMENT</th>
<th>BUSIEST AMBULANCE</th>
<th>RUNS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Chicago, IL</td>
<td>A10</td>
<td>7,772</td>
</tr>
<tr>
<td>2. St. Louis, MO</td>
<td>M10</td>
<td>7,599</td>
</tr>
<tr>
<td>3. Baltimore City, MD</td>
<td>M16</td>
<td>7,263</td>
</tr>
<tr>
<td>4. San Diego, CA</td>
<td>M1</td>
<td>7,216</td>
</tr>
<tr>
<td>5. Paterson, NJ</td>
<td>AMB#1</td>
<td>6,838</td>
</tr>
</tbody>
</table>

Can you imagine the Carbon Footprint of this diesel vehicle? 6,838 hours of operation plus 200 daily idle inspection hours. Roughly 7,000 hours versus 8,765 hours in a year.
More Process

Review cooperatives and State Contracts for availability and what fits price and functionality

Rebates, rebates, rebates….maximize your benefit. NJBPU Clean Fleet Electric Vehicle INCENTIVE Program

Assess property for infrastructure upgrades. Level 1, 2 or 3 and will you sell the power.

Where to start to keep people happy and centralize infrastructure. My focus is DOH, ecause where else could you send a better message. They will be the launch pad. Then Community Improvement, because the name speaks for itself.

Figure where to start with your first ask. In my case the cost benefit was approved due to recognition, trust and buy-in from a supportive BA, Mayor and Council.

Begin the purchase and continue to look for grants everywhere. It is extremely dynamic.
Start Small
Think Big
Thank you...you can do this!

I’d love partners in this, just sayin’ $$$

Make Change

Represent Positively

Give Back

Command the Fight

Perform for those that Protect

For Our Youth to Thrive
DCA Statewide Model Municipal EV Ordinance (Effective Sept. 1, 2021)
Model Municipal EV Ordinance

• Written with support from the DEP and BPU to comply with P.L. 2021, c. 171, which Governor Phil Murphy signed into law on July 9, 2021.
  • Law requires that Electric Vehicle Supply/Service Equipment (EVSE) and Make-Ready parking spaces be designated as a permitted accessory use in all zoning or use districts and establishes associated installation and parking requirements related to EVSE in New Jersey’s 565 municipalities. Requires DCA publish a model land use ordinance to implement the law.

• DCA published Model EV Ordinance on September 1, 2021, that includes mandatory provisions from the law. Municipalities cannot change these provisions.

• Model EV Ordinance also addresses sightline, installation and setback requirements and other health- and safety-related specs for EVSE & Make-Ready parking spaces (“Reasonable Standards”). Municipalities can change this part of the ordinance.

• Effective immediately in each municipality. Supersedes any existing ordinances.

• Provisions must be incorporated into RSIS and UCC.

• Intent of the Model EV Ordinance is to ensure that municipalities are requiring installation in a consistent manner and to provide an ordinance that can be easily used by every municipality with no or minimal amendments.
Mandatory Provisions: Approvals & Parking

- 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).
### Mandatory Requirements for chargers and Make-Ready parking spaces for new construction

- As a condition of preliminarily site plan approval, applications involving **new** multiple dwelling with $\geq 5$ 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

- Applications involving **new garage or parking lot not covered above**:

<table>
<thead>
<tr>
<th># of Parking Spaces</th>
<th># of Make-Ready Required (can be EVSE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 50</td>
<td>1</td>
</tr>
<tr>
<td>51-75</td>
<td>2</td>
</tr>
<tr>
<td>76-100</td>
<td>3</td>
</tr>
<tr>
<td>101-150</td>
<td>4</td>
</tr>
<tr>
<td>&gt; 150</td>
<td>4%</td>
</tr>
</tbody>
</table>

  - 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.
Reasonable Standards

• Municipalities may deviate from the Reasonable Standards (Section F) of the model ordinance by changing this section of the ordinance through the normal ordinance approval/amendment process. However, this does not authorize a municipality to require site plan review for the installation of EVSE or Make-Ready parking spaces.

• This Section of the ordinance covers the following:
  • Accessible EVSE and Make-Ready parking spaces (size, location)
  • EV only parking, violations, use of time limits (public vs. private)
  • Safety Issues (ID of EV spaces, lighting, setbacks, EVSE protection, mounting of EVSE, cord management system, maintenance)
  • Signage (regulatory and wayfinding/directional)
  • Usage Fees

• Location and layout of EVSE and Make-Ready parking spaces is expected to vary based on the design and use of the primary parking area. It is expected flexibility in this Section will be required to provide the most convenient and functional service to users.
What’s Next?

• Model Ordinance on DCA and LPS website: https://www.nj.gov/dca/dlps/home/modelEVordinance.shtml

• Changes can be made to the ordinance in the future. Changes to the EVSE and Make-Ready requirements must go through rule making. Changes to other parts of the ordinance do not.

• DEP & DCA working on BMP as companion to model ordinance.
Additional laws

1. P.L. 2019, c. 362 sets aggressive goals for New Jersey EV sales and public charging stations, requiring the establishment of rebates for EV purchases, and directing the state to electrify its fleet. https://www.njleg.state.nj.us/2018/Bills/PL19/362_.PDF

2. P.L. 2021, c. 168 1653_R1a.PDF (state.nj.us) encourages municipalities to identify appropriate locations for the development of publicly-available infrastructure for fueling or charging zero-emission vehicles when adopting redevelopment plans.

3. P.L. 2020, c. 108 prohibits common interest communities from adopting rules that prohibit or unreasonably restrict the installation or use of EVSE in the designated parking space of a unit owner. (https://www.njleg.state.nj.us/2020/Bills/PL20/108_.PDF).

4. P.L. 2020, c. 80 80_.PDF (state.nj.us) requires a developer to offer to install, or to provide for the installation of, an electric vehicle charging station into a dwelling unit when a prospective owner enters into negotiations with the developer to purchase a dwelling unit.

5. P.L. 2019, c. 267 267_.PDF (state.nj.us) encourages local units to plan for EVSE.
FLYER:
EV resources for local government

Includes:
Incentives
Procurement Tools
Policy & Planning Support
Sustainable Jersey Resources
Resources for Residents

Download from
www.drivegreen.nj.gov/local resources.pdf
Contact Information

• Maria Connolly, Principal Planner
  Local Planning Services, NJDCA: maria.connolly@dca.nj.gov
Ecosystem development and incentives for zero-emission medium- & heavy-duty vehicles

November 18, 2021

Victoria Carey – Senior Project Officer, New Jersey Economic Development Authority
vcarey@njeda.com
Transitioning our MHDVs to zero-emission alternatives is critical to becoming a stronger and fairer New Jersey.

Transportation accounts for 42% of NJ’s emissions, with a quarter coming from medium- and heavy-duty vehicles (MHDV) that impact overburdened communities disproportionately.

In meeting our zero-emission vehicle and grid targets, we can reduce net emissions especially in environmental justice communities.

By pursuing the zero-emission MHDV transition, we can create jobs and reduce costs, increasing economic opportunity.

A cohesive financial, strategic, and regulatory tool set coordinated across government and industry – and driven by communities’ self-identified needs – is key to meaningfully achieving our goals.
Various tools and incentives are necessary to address the ZE MHDV transition at the intersection of environment, energy, and economy.

**Accelerated ZE MHDV adoption, with equitable access and impact**
- Tax incentives: credits, sales, & gas
- Grants, vouchers, and rebates
- Financing; second-hand programs
- Non-financial incentives
- Implement regulations and standards

**ZE MHDV-enabling grid modernization**
- Infrastructure financing
- Make ready support
- Design of market mechanisms
- Streamlining of processes
- Implement regulations and standards

**Support for people and businesses in the green economy**
- Direct incentives and grants
- Standards development and adoption
- Council on Green Economy
- Technical assistance
- Expand existing programs
- Foster innovation by supporting research institutions
Why is the ZE MHDV transition a difficult problem to solve, and why does it require incentives?

There are many interdependent and deeply established factors that may slow adoption:

- 20- to 30-year **equipment lifespan** creates long lead time to transition
- **High upfront cost** compared to gas/diesel alternatives
- **Lack of sufficient charging infrastructure** for long-haul and high-power applications
- **Unclear residual/resale value and recycling/disposal requirements**
- **Weight restrictions** may limit shipment volumes, impacting the bottom-line
- Greater **vehicle specialization** and variety than light duty passenger vehicles
NJ ZIP: Zero-emission Incentive Program – At a glance

Voucher Pilot for Medium Duty Vehicles

What is NJ ZIP?
NJ ZIP is a first come, first served pilot program for NJ businesses and institutions in eligible municipalities.

What is the purpose of this program?
Reduce the upfront cost of buying a zero-emission medium-duty vehicle, leveraging RGGI funding.

How much voucher funding is available?
As of December 1, 2021, $44.25M in total will be in the voucher pool, with funding still available!
Vouchers range from $25,000 - $100,000, with bonuses available for:
- small businesses
- women-, minority-, and veteran-owned businesses
- NJ manufacturers
- Vendors who provide technical training
NJ ZIP pilot overview: Common questions

What is ‘medium-duty’?

For this program, any vehicle between Class 2b – Class 6, by weight (GVWR)

<table>
<thead>
<tr>
<th>Class</th>
<th>GVWR</th>
<th>Voucher</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class 2b:</td>
<td>8,501 – 10,000 lbs</td>
<td>$25,000</td>
</tr>
<tr>
<td>Class 3:</td>
<td>10,001 – 14,000 lbs</td>
<td>$55,000</td>
</tr>
<tr>
<td>Class 4:</td>
<td>14,001 – 16,000 lbs</td>
<td>$75,000</td>
</tr>
<tr>
<td>Class 5:</td>
<td>16,001 – 19,500 lbs</td>
<td>$85,000</td>
</tr>
<tr>
<td>Class 6:</td>
<td>19,501 – 26,000 lbs</td>
<td>$100,000</td>
</tr>
</tbody>
</table>

Trucks, buses, vans, specialty vehicles, etc. are all eligible in these ranges.

Examples from FHWA
NJ ZIP program overview: Common questions

What municipalities are eligible for the pilot?

The municipalities with overburdened communities within or intersected by a 10-mile radius circle centered on the name municipality

Greater Newark Area
Bayonne, Belleville, Bloomfield, Carlstadt, Carteret, Clark, Clifton, Cranford, East Newark, East Orange, East Rutherford, Elizabeth, Glenridge, Guttenberg, Harrison, Hillside, Hoboken, Irvington, Jersey City, Kearney, Kenilworth, Linden, Little Falls, Livingston, Lyndhurst, Maplewood, Millburn, Montclair, Moonachie, Newark, North Arlington, North Bergen, Nutley, Orange, Passaic, Rahway, Roselle, Roselle Park, Rutherford, Secaucus, South Orange, Springfield, Summit, Union City, Verona, Wallington, Weehawken, West New York, West Orange, Winfield, Woodridge

Greater Camden Area
Bellmawr, Camden, Cherry Hill, Cinnaminson, Collingswood, Delran, Deptford, Gloucester, Lawndale, Lindenwold, Magnolia, Maple Shade, Merchantville, Mount Ephraim, Mount Laurel, Palmyra, Paulsboro, Pennsauken, Riverside, Somerdale, Stratford, Voorhees, Washington, West Deptford, Westville, Woodbury, Woodlynne

Greater New Brunswick Area
Bound Brook, Bridgewater, Clark, Dunellen, East Brunswick, Edison, Franklin, Green Brook, Highland Park, Hillsborough, Jamesburg, Manville, Metuchen, Middlesex, Monroe, Montgomery, New Brunswick, North Brunswick, North Plainfield, Old Bridge, Perth Amboy, Piscataway, Plainfield, Raritan, Sayreville, Scotch Plains, Somerville, South Amboy, South Bound Brook, South Brunswick, South Plainfield, South River, Spotswood, Woodbridge

Greater Shore Area (on December 1):
Absecon, Asbury Park, Atlantic City, Barnegat Township, Berkeley Township, Bradley Beach Borough, Brick Township, Brigantine, Cape May, Colts Neck Township, Eatontown Borough, Egg Harbor City, Egg Harbor Township, Farmingdale Borough, Galloway Township, Highlands Borough, Holmdel Township, Howell Township, Kearsburg Borough, Keyport Borough, Lacey Township, Lakewood Township, Little Egg Harbor Township, Long Branch, Lower Township, Manchester Township, Middle Township, Middletown Township, Neptune City Borough, Neptune Township, North Wildwood, Northfield, Ocean City, Ocean Gate Borough, Ocean Township, Pleasantville, Point Pleasant Beach Borough, Red Bank Borough, Seaside Heights Borough, Shrewsbury Township, Somers Point, South Toms River Borough, Stafford Township, Tinton Falls Borough, Toms River Township, Tuckerton Borough, Union Beach Borough, Ventnor City, Wildwood, Woodbine Borough
How do I calculate my potential voucher amount?

You don’t have to! The application auto-calculates. But for example…

You are a small, women- and veteran-owned NJ business. You need to buy (1) Class 3 vehicle to add to your fleet. You find an approved Vendor who sells a zero-emission version, and get a quote of $125,000 pre-voucher for the vehicle.

\[
\text{Voucher amount} = ( \text{Base voucher amount} \times \text{Small business bonus} ) + \text{Woman-owned business bonus} + \text{Veteran-owned business bonus}
\]

\[
\text{Voucher amount} = ( \$55,000 \times 1.25 ) + \$4,000 + \$4,000
\]

\[
\text{Voucher amount} = \$76,750
\]

\[
\text{Upfront cost to buyer} = \$125,000 - \$76,750 = \$48,250 \text{ final cost with voucher}
\]
NJ ZIP program overview: Common questions

Where can I learn more?

Please visit our site at https://www.njeda.com/njzip/ or email us at njzip@njeda.com
Building an EV Future in New Jersey
Federal Priorities

• Funding for charging stations across the country
• Funding for federal fleet electrification
• Incentives for personal EVs
• Incentives for replacing diesel vehicles with ZEZs

New Jersey's Got That!

• It Pay$toPlug, Clean Fleet, EV Tourism, utility programs
• Clean Fleet
• Charge Up New Jersey
• NJZIP, RGGI diesel replacement program
2025 EV Charging Goals

- At least 400 DC Fast Chargers shall be available for public use at no fewer than 200 charging locations.
- At least 1,000 Level Two chargers shall be available for public use.
- 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.
- At least 30 percent of all multi-family properties shall be equipped for electric vehicle charging.
- 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.
Public Charging

Utility Filings
Make Ready Incentives
• Public
• Workplace
• MUD

Fast Charging
PSEG  1200
ACE   100

Level 2
PSEG  3500
ACE   1500+
Straw Proposal for the Medium Heavy Duty EV EcoSystem was released on June 30, 2021. Six stakeholder meetings were scheduled and comments were due on October 5, 2021.

How do we encourage EV adoption for fleets?

- Light duty
- Medium duty
- Heavy Duty

What will charging look like?

- Public charging
- On-site charging

What role will energy storage and renewable energy play?
Clean Fleet

- $2,000 for a public L2 charger
- $1,500 for a fleet L2 charger
- 50% (up to $5,000) for the Make-Ready for an L2 charger
- 50% (up to $75,000) for the Make-Ready and charger for a Fast Charger.

njcleanenergy.com/ev
EV Tourism

A Program that encourages tourism destinations to invest in EV charging infrastructure

Provides incentives for chargers:

- $2000 per L2 charger
- 50% of make ready, up to $5,000 per L2 charger
- 50% of DCFC (charger and make ready), up to $75,000 per charger

Sites are eligible for up to 6 L2 chargers and 2 DCFC.

Applications due by December 6, 2021.

njcleanenergy.com/ev
It Pay$ to Plug In

DEP’s Grant Program for EV Charging Stations

• Level 2 chargers
  ◦ Up to $4,000 per port for Level 2 chargers at public places, multi-family homes and workplaces (including fleets).
  ◦ First-come first-served. We are accepting applications now for the waiting list.

• Fast Chargers
  ◦ Up to $200,000 per location for public fast chargers.
  ◦ Competitive solicitation.
  ◦ Stay tuned for future funding rounds.

www.drivegreen.nj.gov/plugin.html
• At least **330,000** registered light duty EV by December 2025
• At least **2 million** registered light-duty 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 EVs by December 2025
• **100 percent** of State-owned non-emergency light-duty vehicles shall be plug-in electric vehicles by December 2035
Charge Up New Jersey

Up to $5,000 for EVs
- $25 per e-mile
- MSRP must be under $55,000
- tiered incentive to prioritize incentive essential buyers and leesors

$30 million funding pot
- Funding required each year for 10 years through the EV ACT

Program currently paused
- Following a public stakeholder process NJBPU is reviewing feedback and considering changes to the program, including increased funding.

chargeup.njcleanenergy.com
Year 1 Program Summary

The Charge Up New Jersey post-purchase incentive program is driving Electric Vehicle (EV) adoption in New Jersey.

New Jersey residents received up to $5,000 for the purchase or lease of a new EV in the state.

OVER 7,500 NEW EVS ON THE ROAD
$36 MILLION IN INCENTIVES APPROVED
Clean Fleet Program

- Electric vehicles are now included on the State Purchasing Contract under AwardT0099
- $4,000 per battery electric vehicle
- Grants awarded on rolling basis until funding expended
- Questions? EV.programs@bpu.nj.gov
Contact info

Cathleen Lewis
E-Mobility Programs Manager
Cathleen.Lewis@nj.bpu.gov

Visit
NJCleanEnergy.com

Newsletter
NJCleanEnergy.com/NEWSLETTER

Listservs
NJCleanEnergy.com/LISTSERVS
Thank You!

Victoria Carey  
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cathleen.lewis@bpu.nj.gov

Brian McDermott  
Chief of Fire Department  
City of Patterson  
bmcdermott@patersonnj.gov

Nancy Quirk  
Sustainable Jersey  
Energy Program Manager  
quirkn@tcnj.edu