

### Introduction

On February 3, 2022, the New Jersey Department of Environmental Protection (DEP) announced that it is seeking applicants for its latest round of grant funding for public fast charging infrastructure for electric vehicles. This \$4 million [competitive solicitation](#) will award grants of up to \$200,000 per location in community settings. Applications will be accepted through the online [grant application portal](#) beginning on Monday, March 14. The deadline for applications is Friday, May 13 at midnight.

The DEP hosted three webinars during the week of February 21 to walk potential applicants through the solicitation, discuss selection criteria, review mapping tools to help evaluate potential locations for new fast chargers, introduce DEP's new online grant application portal, and answer questions. In addition, written questions only regarding the solicitation were accepted via e-mail to [drivegreen@dep.nj.gov](mailto:drivegreen@dep.nj.gov) through March 4.

This Q&A Response Document addresses all questions that were received during each of the 3 webinars as well as those that were submitted via email at any time up through March 4. Please note that questions have been paraphrased and in some cases combined if the same general topic was asked multiple times.

Additional Note: Any questions received that asked solely about Level 1 (L1) and/or Level 2 (L2) projects are not applicable to this solicitation and are not included here. Please see our [IPPI website](#), the [L1/L2 Overview and Instructions](#), and the [IPPI Program FAQs](#) for detailed information, and send a separate e-mail to [drivegreen@dep.nj.gov](mailto:drivegreen@dep.nj.gov) if you have questions about these types of projects.

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### Eligible Equipment and Grant Amounts

**Does DEP maintain a list of eligible charging equipment, equipment vendors, network providers, and/or installers that would apply to this current solicitation?**

No. Applicants for DEP fast charger grants may select equipment and vendors at their discretion. As long as the equipment meets the proper criteria and 3 different quotes are provided, you are welcome to use whatever product or brand for your project that you wish. [PSE&G](#) and [Atlantic City Electric](#) do have approved equipment and vendor lists for their charging station incentive programs. If you intend to apply for utility incentives for your project, you should select from your utility's approved list.

**Will DEP have a pre-qualified network vendor list in the future, and if so, what implications might this have on my project if it is selected for an award?**

Yes, the DEP will soon be compiling a list of qualified Network Service Providers which will be continuously updated. In order to qualify, EVSE vendors must demonstrate that they are willing and able to report detailed, anonymized charging session data. Although not explicitly required under this current Community DCFC Solicitation, we encourage applicants to choose one of the qualified network service providers from the list once it is released. Future *It Pay\$ to Plug In* solicitations will **require** grantees to choose from the qualified Network Service Provider list.

**Are Tesla superchargers eligible?**

No. Tesla uses proprietary charging technology that cannot be used by non-Tesla vehicles. They are not compatible with CHAdeMO or SAE CCS connectors and are therefore not eligible for the DEP grant.

**Can we use custom branding on our charging stations?**

Yes. Chargers can be branded however the applicant would like. You can see some examples of branded public fast chargers [here](#) and [here](#). In addition, some fast chargers are equipped with digital advertising displays.

**Are portable chargers eligible if they are staying in that location?**

Project proposals that include the use of portable chargers may be submitted and will be considered. Technical specifications and documentation for the proposed portable charger may be requested for review by DEP during the evaluation process. All charger requirements as noted in the solicitation must be met, which include being kept operational and in service at the grant-awarded project location(s) for a minimum of five (5) years.

**Will solar-based EV charging systems that will meet the 400 kwh be eligible for the grant program?**

Yes. DC Fast Chargers that are partially or wholly charged by solar energy are eligible for the grant program, as long as the chargers meet all of the requirements in the solicitation. We are not sure what "the 400 kwh" in the question is referring to.

**Is there a cap on the number of Fast Chargers that a community can apply for?**

No. The grant will only incentivize two DCFC per location but there is no limit on the number of DCFC that can be installed at a location. In addition, there is no limit on the number of applications that may be submitted by an applicant or in a given community.

**Given the \$75,000 threshold for 50 – 99 kW chargers and other eligible costs, could the total cost exceed that funding amount?**

Yes. There is eligible equipment on the market with a range of features at a range of price points.

**Will a project be eligible if it has 1 charger with 2 plugs/connectors and can deliver 50kW+ to 2 EVs simultaneously?**

A location must have two CCS connectors and two CHAdeMO connectors to be eligible for this grant. The location must be able to deliver at least 50kW simultaneously to any combination of two EVs (two CHAdeMO-equipped EVs, two CCS-equipped EVs, or one CHAdeMO-equipped EV and one CCS-equipped EV).

**For DCFC that utilize power sharing, where the kW output is lowered in each port when more than one vehicle is charging at the same time, how will the maximum grant amount be determined?**

The grant will be determined by the minimum power available when more than one vehicle is charging. For example, if the charger can output 150kW to one EV, but will be lowered to 75kW if another EV plugs in, then that location will be eligible for up to the 75kW grant amount \$75,000.

**How many parking spaces must be designated as EV only for each project location?**

We require at least two parking spaces to be identified as EV charging only per location.

**What is the minimum/maximum Gross Vehicle Weight Rating (GVWR) for the DC fast charger program?**

Although our program does not specify a minimum or maximum GVWR, any charger system we help fund must be able to support charging for light-duty vehicles (i.e. 8,500 pounds or less) but can also support charging needs for other vehicle classes as long as it doesn't exclude the use of light-duty vehicles.

### Utility Incentives

**What is the difference between the terms "Shovel Ready" and "Make-Ready"?**

We consider *shovel ready* projects to be those that demonstrate the ability to be seen through to completion, and to be able to meet the required milestones identified in the [IPPI Overview and Instructions for DCFC Community Solicitation](#) in a timely manner. Applicants should have a complete understanding of the budgetary needs and scope of work of the project. They should also have established permission from site hosts at the location they are proposing if they are not the property owners; proof of this will be required.

[Make-ready](#) is the pre-wiring of the electrical infrastructure at a site to enable it to accommodate a charger easily and efficiently. This includes service panels, junction boxes, transformers, meters, conduit, wiring, etc. It does not include activation, hook-up, or the price of chargers.

**Do required utility upgrades or a utility incentive grant need to be completed or in place for a project to be considered Shovel Ready?**

No, but applicants should still have a complete understanding of the budgetary needs and scope of work for the project. It may be helpful for applicants to know the existing electrical capacity at a site, as this will have an impact on the timeline and budget for the project.

Some utility companies have more information about site capacity, including mapping tools, on their websites:

[PSE&G EV Hosting Capacity Map](#)

[Atlantic City Electric Hosting Capacity Map](#)

**If a project includes a utility incentive for Make-Ready, a grant for DCFC through this solicitation, and a grant for L2 chargers through It Pay\$ to Plug In, can timing be coordinated even though they are all on different schedules?**

Applicants can apply for a utility incentive grant (if available in their area) and a charger grant (DCFC and/or L2) simultaneously. While each program has a different process, DEP will work with applicants and the utilities to coordinate timing to the best of our ability.

**How can I find out more about the utility incentive programs available?**

Utility incentives are based on the utility territory of the project site. You can contact the utility directly to find out more information, or we have links to the various utility programs on our [website](#) under the “Utility Incentives” box. As of early March 2022, only PSE&G and Atlantic City Electric have utility incentive programs for EV charging infrastructure.

**Is PSEG’s program only for current Electricity customers (not gas)?**

Yes. Utility EV incentive programs are for electricity customers.

## [Mapping Tools](#)

**Is the *Community Fast Charger Solicitation Mapping Tool* live?**

Yes. It is accessed through the [JPPI DC Fast Charger Community Solicitation webpage](#), or you can go [directly to the mapping tool](#).

**What information can we find on the Map?**

The Map displays information on the census tract suitability scores, existing and planned compliant DC Fast Chargers, and points of interest throughout New Jersey. Be sure to compare the base maps available in the Basemap Gallery. Different base maps provide different sets of information that may help evaluate potential project sites.

**How does the information on the Map affect my application?**

Locations with high suitability scores, amenities within walking distance, and farther distance from of DCFC charging locations will be locations of priority during our internal application review.

**Are we required to input our proposed location into Search tool on the Map?**

No. The search tool is helpful for determining if the proposed location is appropriate for our community solicitation. However, it is not a required action.

**Does the map include existing EV charging stations that are unrelated to prior DEP programs?**

Yes. All stations are noted DCFC Charging locations on the map are compliant with the EV Law regardless of whether DEP was involved in their funding.

**Does the Map include chargers at auto dealerships and in parking structures?**

No. The Map was designed around requirements of the EV law and provides locations that are counting towards the goal of 100 compliant Community DCFC station locations throughout New Jersey. The Map only shows locations with 2 or more DC fast Chargers with a minimum output of 50 kW that are dual standard (a CCS connector and a Chademo connector) and are exclusively available to the public. Some auto dealerships and parking structures may meet those criteria. However, there are likely many that don't meet requirements of the EV law and aren't included on the map.

**Does the Map display zoning requirements, such as those that might inhibit 24-hour access?**

No. In July 2021, the Legislature passed and Governor Murphy signed [a law that streamlines permitting for EV charging infrastructure in New Jersey](#). The law made EV charging infrastructure a permitted accessory use in all zoning or use districts.

**Does the Map include Tesla fast chargers?**

No, Tesla chargers are not included on the map as they are not currently compliant with our DCFC requirements.

### Eligible Locations

**How do we find out what county tier we are in?**

On the *IPPI DC Fast Charger Community Solicitation* webpage, there is a [link to county tiers](#). Additionally, the *Community DCFC Location Suitability Score* spreadsheet also displays county tiers.

**What is the difference between a Corridor and a Community Location?**

Corridor locations are required to be within 1 mile driving distance of a major NJ highway corridor. In addition, chargers at corridor locations are required to provide a minimum of 150 kW continuous power to each vehicle charging simultaneously.

A community location means a charging location that is not a corridor location, and that is established in a town center, commercial area, retail center, or near concentrations of multi-family dwellings, to



provide vehicle charging services to local plug-in electric vehicle drivers near where they live and work. These locations do not need to be in close proximity to a major NJ highway corridor. Community location DCFCs must provide a minimum of 50 kW continuous power to each vehicle charging simultaneously.

**If my location is within 1 mile driving distance of a major NJ highway corridor, could it still be considered for a community location grant?**

Yes. NJ is unusual in that our corridors are used not only for long-distance travel, but also by local drivers for everyday local commuting and short-distance errands. Some locations within 1 mile driving distance of a major corridor might also be within a community where people live and work. In addition, if the chargers selected for the project are less than 150 kW, it would not be eligible for a corridor grant. If your location fits the community definition of where people live and work, we encourage you to apply under our Community solicitation, so that we may evaluate it along with other submitted projects.

**If my submitted project is not chosen for a Community award, will it automatically be considered for a future Corridor award if/when another Corridor Solicitation opens?**

No. If you do not win an award in this Community funding round and if your project also fits the corridor definition, we encourage you to re-apply under a future Corridor Solicitation.

**Will there be any additional Corridor solicitations in the future?**

Yes, we anticipate having additional DCFC corridor solicitations in the future. Please be sure to subscribe to the [Stop the Soot e-mail list](#) and the [NJ Volkswagen Settlement e-mail list](#) to be notified of future grant opportunities.

**Is a church or religious organization in a residential area a feasible location for this incentive?**

Yes.

**Will chain gas stations, including such as those found at Wawa or QuickChek convenience stores, be considered as locations eligible for funding?**

Yes.

**Does a private business have to service and monitor a charging station like a gas station?**

No. The charging location does not have to be supervised like a gas station. However, owner/operators will be expected to comply with DEP's up-time requirements for grant-funded EV charging infrastructure. See the Overview and Instructions for details. Costs associated with a service contract for up to five years is an eligible cost under this grant.

**How many parking spaces must we reserve for the Charging Stations?**

At least 2 spaces need to be designated EV only. These spaces cannot be restricted to the public for any reason for any period of time.

**Once the charging stations are installed, will those parking spaces be designated only for electric vehicles or will they be available to all vehicles?**

They need to be designated for electric vehicle charging only.

**How close by do amenities need to be?**

Amenities should be within a quarter mile of the proposed location, although closer is better. When you are submitting your application in the SAGE system, please note such details on the "Project Information - Fast Charger" form by either uploading a file (such as a Word document) via the Charging Station Quote Submittal "Choose File" button, or by adding such details into the text box found in the Network Provider section - "Which network provider are you planning to use?" after first noting your chosen network provider.

**Are flood zones eligible?**

Yes. Flood zones are eligible you would need to follow up with the same kinds of guidelines and requirements for any construction project or any electrical project in a flood zone.

**Are all chargers in the solicitation required to be ADA compliant?**

There are no ADA laws that directly pertain to EV charging stations. However, all ADA & UCC accessibility requirements as they pertain to Parking Lots and Walkways must be maintained before and after EV Charger installation. All charging equipment servicing an EV Charging Station must be installed at an appropriate height and must be properly operable without obstruction. For more information, please refer to the [It Pay\\$ to Plug In Guidelines for Accessible EV Charging Station Installation](#).

**Why are ADA accessibility requirements noted to be location dependent for the purposes of EV charger installations?**

The ADA and UCC have regulations specific to parking accessibility which must be considered when altering the layout of a parking area, such as installing an EV charger. Depending on the location of your EV charger installation, there may be further accessibility considerations. We recommend that any uncertain applicants reach out to their local governing unit for further information.

**Does distance from existing and planned DCFC locations apply to all planned and existing DCFC infrastructure locations, or only other community locations?**

We will include Community and Corridor locations in our review of "distance from planned and existing DCFC locations".

**Can I apply for a DEP grant and for a grant from another state agency (NJBPUEV Tourism Grant) for the same location?**

Yes, you can apply to both programs for the same location. However, you cannot combine grants from two state agencies for the same locations. You can combine a DEP grant with a utility incentive for the same location.

### Public Access and Fees

**A seasonal business charges a fee for patrons to park in the lot where the chargers would be located. When the season is over, there is public access to the lot without a fee. Is this an issue in the public access aspect?**

This is acceptable.

**If a charger is installed in a paid-access parking lot, does all payment need to be collected from the charger itself, or can the electricity payment come from the charger while the parking fee is collected separately, such as through an external ticketing system like those commonly found in parking garages?**

Either payment system described in the question is acceptable. Both the charger and the external ticketing system must be able to take payment via a credit card.

**Can chargers be installed on private property, such as hotels or condominium complexes, with the intent to be open to all?**

Yes. Chargers can be installed on government property or private property. The chargers must be exclusively available to the general public 24/7; they cannot be restricted for hotel guests or condominium residents only.

**Can chargers be installed on private residential properties where the parking garages and lots are private and gated?**

No. Charging stations must be exclusively available to the general public 24/7 and cannot be gated off or otherwise remain inaccessible for any period of time.

**Can chargers be available to the public most of the time but also reserved for an applicant's business purposes, such as fleet charging or employee use, during the course of the day?**

No. At least 2 chargers must be exclusively available to the general public 24/7, and not restricted at any time during the course of the day. The property itself must be open at all times and the chargers cannot be behind a gate that is locked during certain hours. Additional charger(s) may be added at the location and reserved for fleet or employee use, but any additional chargers would not be incentivized by this grant.

**Is this solicitation applicable to companies that would like to install charges for their employees?**

No, this solicitation is not allowing for workplace charging applications.

**Are there any policies, rules, or guidelines that limit or otherwise govern the fee structure that grantees may set for users of their chargers?**

No, the DEP does not govern a grantee's fee structure. Charger usage could be offered for free as an amenity, or payment could be required. Networked chargers offer their owners/operators control over pricing and other features.



**Are there any resources for understanding what kind of income is generated by these kinds of businesses? That is, will station operators expect to break even or better early on, or is it expected that stations will work at a loss until the communities catch up in terms of EV ownership?**

The economics of EV charging projects depend on many site-specific factors and cannot be predicted generically. It is the responsibility of the applicant to estimate the economics associated with a potential project, and to make their business decision accordingly. The DEP is providing the grants to make the economics as attractive as possible by reducing up-front cost. The primary factor for profitability is the balance between operating costs and revenue.

### Three (3) Equipment Quotes Requirement

**Is a labor quote required?**

No. This grant does not cover installation costs, so a labor quote is not necessary.

**What is a co-op purchasing agreement?**

A cooperative purchasing agreement is a pricing arrangement that has already been through a bidding process. Public agencies can choose to utilize one of these in order to bypass the three quote requirement for our program. Examples include, NJ Educational Services, Climate Mayors Alliance, and Sourcewell. There currently is no state contract in NJ for EV chargers.

**Do the three quotes need to be for the same equipment/chargers?**

The quotes need to be from three different vendors for the charging station equipment. If you cannot get three different vendors to provide a quote for the same (make and model) piece of equipment, you can get quotes for comparable pieces of equipment same level and number of ports. We are not requiring the applicant to select the lowest priced quote.

Please read the specification in the [Overview and Instructions](#) document for the charging equipment and networking requirements.

**For the actual equipment provider themselves, how do they deal with the 3 quote rule if there is not technology exactly like theirs?**

The Program does not necessarily require lowest quote. You must submit 2 other quotes as best as possible even if not exactly the same equipment.

**Who determines what quote we go with?**

The applicant must decide which of the 3 quotes provided to the DEP will be the one chosen for their project. We do not require the applicant to select the lowest priced quote.

**Can one company provide three quotes for three different makes/models?**

No, need to be from 3 separate re-sellers for the same piece of equipment. If you cannot get three different vendors to provide a quote for the same (make and model) piece of equipment, you can get quotes for comparable pieces of equipment same level and number of ports.

**When a city/town wants to submit a quote from a vendor that's been pre-approved on a cooperative purchasing agreement, where on SAGE does the customer indicate this?**

The applicant can just upload the cooperative purchasing pricing instead of the three quotes. If it isn't obvious that it is a co-op, we may reach out to confirm.

**What other information in terms of co-op pricing also needs to be submitted for the grant?**

The applicant can just upload the cooperative purchasing pricing instead of the three quotes. If it isn't obvious that it is a co-op, we may reach out to confirm. So it may be beneficial to just include a page in the upload box explaining that it is a co-op.

**Can a municipal government submit pricing through a cooperative purchasing agreement for the It Pay\$ to Plug in program too, or just the Community DCFC grant opportunity?**

Yes, a cooperative agreement that has been through the proper a bidding process may be submitted in the It Pay\$ to Plug In program as well.

### SAGE/Application & Grant Process Requirements

**When will the application open?**

The application went live on SAGE on March 14, 2022.

**How do I see the DCFC application under my available opportunities tab?**

The DCFC application became visible on March 14, 2022. When the solicitation period closes, the DCFC application will no longer be visible.

**Can the application in SAGE be started and then reopened and continued in subsequent days?**

Yes.

**In reference to slides 8 - 10 of your [SAGE walkthrough](#): Find the "NJ DCFC ----" opportunity from the list – What is this? What should we enter in SAGE? Also, what is the "Due Date (From --- To)"?**

The My Opportunity page will allow the applicant to see all the available grants that DEP has in SAGE. The Due Date section will allow the applicant to filter available grants by their final submission date.

**Under what name should I register for NJStart and SAGE?**

You will register with NJStart using your Tax ID associated with your business. When you receive your Vendor ID, you will use that to register your organization. Please register for these systems using your business' name.

**Would former It Pay\$ to Plug In Applicants use the same ID numbers (vendor ID numbers) from prior applications to register for SAGE in this solicitation?**

Yes, the Vendor ID number is needed to register for SAGE.

**Who is required to register and have a Username and Password in SAGE?**

Only the persons listed below are required to be registered in SAGE with a Username and Password:

1. Contact Person – The Contact Person will be the primary contact throughout the grant process
2. Application Preparer – The Application Preparer will be the person that prepares and submits the application on behalf of the applicant, such as a consultant
3. Fiscal Officer – The Fiscal Officer will be the primary fiscal contact throughout the grant process. An example of their responsibility will be providing invoices for work performed.
4. Grant Executor – The Grant Executor is authorized to sign the agreement on behalf of the applicant.
5. Resolution Certifier – The Resolution Certifier will sign to certify that the resolution to accept the funding was passed. This person CANNOT be the same as the Grant Executor.

**Should we go through an outside company (Blink, Electrify America, etc.) to apply or just apply through our business?**

The Grantee needs to be the business that will be owning and operating the charging stations. If another business will own and operate stations on your property, then they would be the Grantee, and you would need to sign a Site Verification Form stating that they can keep the chargers in service for 5 years at your business.

**Can a company apply on a municipality's behalf and have a contract with the municipality?**

Some companies have a business of contracting with municipalities to own and operate charging stations on municipal property. This is up to the municipality if they would like to go that route. This arrangement is eligible for our program.

**Can a charging station vendor apply on behalf of municipalities?**

Yes, they would need to be listed in SAGE under the municipality as an organization member. They must also supply quotes from this vendor and two other vendors.

**In reference to slide 14 of your [SAGE walkthrough](#): Is it possible to manually enter data/info and submit the application?**

All required applicant information can be entered in SAGE by selecting from the dropdown boxes and in some cases by typing in the provided freeform text boxes. Printed and written applications will not be accepted.

**If one applicant wants to propose multiple EV charging locations, does the applicant have to submit one application per location or is there an option to submit multiple locations in one application?**

The applicant must submit a separate application for each proposed location.

**Where in SAGE can I enter additional project details, such as amenities within walking distance, proximity to multi-unit dwellings, educational value, nearby tourist destination(s), or other unique or noteworthy parameters?**

When you are submitting your application in the SAGE system, please note such details on the "Project Information - Fast Charger" form by either uploading a file (such as a Word document) via the Charging Station Quote Submittal "Choose File" button, or by adding such details into the text box found in the Network Provider section - "Which network provider are you planning to use?" after first noting your chosen network provider.

**What are the minimum required insurance coverages?**

1. Commercial General Liability: The minimum limit of liability shall be \$1,000,000 per occurrence as a combined single limit for bodily injury and property damage. The policy shall include the State of New Jersey as an "Additional Insured" and include the blanket additional insurance endorsement or its equivalent. The policy shall include coverage for contractual liability and products liability. The coverage to be provided under these policies shall be at least as broad as that provided by the standard basic, unamended, and unendorsed occurrence coverage forms or its equivalent currently in use in the State of New Jersey, which shall not be circumscribed by any endorsements limiting the breadth of the coverage.
2. Automobile Liability Insurance, which shall be written to cover any vehicle used by the insured. Limits of liability for bodily injury and property damage shall not be less than \$1,000,000 per accident as a combined single limit. The State of New Jersey must be named as an "Additional Insured" and include the blanket additional insurance endorsement or its equivalent when the services being procured involve vehicle use on the State's behalf or on State controlled property.
3. Worker's Compensation Insurance in accordance with the laws of the State of New Jersey and Employer's Liability Insurance with limits not less than: (i) \$1,000,000 Bodily Injury, Each Occurrence; (ii) \$1,000,000 Disease Each Employee; and (iii) \$1,000,000 Disease Aggregate Limit.

**Once the grant is awarded, what are the follow up requirements?**

Progress reports are required to be submitted within 3 and 6 months from grant execution. See Section 6.0 of our [Overview and Instructions](#) for details. The progress report requirements will also be included in the grant agreement. There are additional ongoing requirements, including that the applicant must provide usage data on a quarterly basis, outlined in Section 7.0 of the [Overview and Instructions](#), with additional details provided in the grant agreement as well.

**Who is required to fill out the progress reports?**

The grantee is required to complete and submit the 3- and 6-month progress reports through the SAGE system.

**Will extensions to the twelve (12) month work period be considered due to the current covid supply chain issue that has resulted in large lead times for ordering and delivering DC fast chargers and transformers?**

Installation of the charging stations must be completed within 12 months of DEP grant execution with the option for a 6-month extension. We are aware that there are delays because of supply chain issues and we will take that into consideration. Grantees will need to request the extension and clearly document any such delays, and all other project deadlines and progress report milestones must continue to be adhered to. Negligently missed deadlines may result in cancellation of your grant and reallocation of the grant funds.

### Evaluation of Grant Proposals

**What are the evaluation criteria in priority order?**

Community DCFC locations will be evaluated on the following selection criteria in priority order:

1. County Tier: The DEP has grouped all NJ counties into 3 Tiers based on progress toward EV charger infrastructure allocation-based goals. Projects in Tier 1 counties will be given priority, followed by Tier 2 and then Tier 3.
2. MJ Bradley Census Tract Score: MJ Bradley & Associates, a private energy and environmental consulting group, developed a tool called ILIT to evaluate what locations may be suited for electric vehicle fast charging infrastructure. The DEP utilized ILIT to produce a "suitability score" for each census tract within all NJ counties. Each tract was scored against other tracts within their respective county and given a score based on their population density and commercial activity. The higher the score, the better the suitability.
3. Other: May include other desirable parameters such as locations near concentrations of MUDs, attractions/tourist destinations, those with educational value, or equipment considerations such as battery storage or utilization of solar power, etc. Tell us if there is something about your location that you think is notable. This category is meant to provide some flexibility to look at projects that are valuable in ways that may not be enumerated. When you are submitting your application in the SAGE system, please note such details on the "Project Information - Fast Charger" form by either uploading a file (such as a Word document) via the Charging Station Quote Submittal "Choose File" button, or by adding such details into the text box found in the Network Provider section - "Which network provider are you planning to use?" after first noting your chosen network provider.
4. Amenities within Walking Distance: Amenities should be within a quarter mile of the proposed project location, although closer is better.
5. Distance from Existing/Planned DCFC: Our goal is to increase the geographic distribution of chargers, so the further away from existing/planned DCFC, the better.



6. DCFC Power Level: Chargers with power levels of 150 kW or greater are preferred.

**If applying for a location within a Tier 3 County, what other factors will be considered during review?**

DEP will evaluate the same factors for all applications: County Tier, MJ Bradley Census Tract Score, “other”, amenities in walking distance, distance from existing and planned compliant DCFC, and DCFC power level.

**Must all Tier 1 counties reach their total project goals before projects can be approved in Tier 2 and Tier 3?**

No. We are more focused on funding geographically distributed, high-quality projects than we are on meeting our per-county numerical goals. We will evaluate proposals from Tier 1 counties first, and make decisions about awards based on the quality of the proposals. We will not require that all Tier 1 counties meet DEP’s numerical goals for the number of DCFC in those counties before we consider making awards to applicants in Tier 2 and Tier 3 counties.

**If a location has a low “suitability score” (Selection Criteria #2 - MJ Bradley Census Tract Score), would other factors still be considered?**

Yes, there are additional factors such as amenities within walking, distance for other compliant DCFC charging stations, county tier, etc.

**What is the meaning of “educational value” (Selection Criteria #3 - Other)?**

A project location can demonstrate *educational value* if it offers sustainability or EV-related education programs. For example, during our DCFC Corridor Solicitation, one of the awardees was a non-profit that hosts programs that raise awareness of EVs and charging infrastructure to the public. When you are submitting your application in the SAGE system, please note such details on the "Project Information - Fast Charger" form by either uploading a file (such as a Word document) via the Charging Station Quote Submittal "Choose File" button, or by adding such details into the text box found in the Network Provider section - "Which network provider are you planning to use?" after first noting your chosen network provider.

**Will applications be reviewed throughout the solicitation period, or will all applications be evaluated after the deadline on May 13?**

All applications will be reviewed after the close of the competitive solicitation period.

**Is there a limit to number of proposals that an applicant can submit? Is there a limit to the number of awards that an applicant can receive?**

No, there is no limit. However, DEP expects applicants to do their due diligence, understand the financial ramifications of a given project, and to submit proposals for viable projects only, with full expectation of executing on that project promptly if awarded a grant. DEP reserves the right to exclude applicants from future funding opportunities for withdrawing awarded projects without sufficient justification.

**To help provide certainty for program applicants and the market, can you provide an estimated timeframe that the DEP will target to review applications and execute grant agreements following the close of the application period?**

Following the close of the application period on May 13, 2022, the DEP is estimating a 2- to 3-month evaluation period, with awards announced shortly afterwards. At that time, the funding request is submitted to the Volkswagen Trustee, who then has 60 days to approve it. Once approved, the grant preparation and execution process begins. This is a multi-step process and timing can vary from 2 to 4 months depending on timely submittal of all required documents by the grantee as well as the amount of time needed for all parties to review and sign the grant agreement. The DEP is prioritizing these projects and hopes to have all Community DCFC grant agreements from this solicitation fully executed by the end of this year.

### Eligible Costs, Funding and Reimbursement

**How does reimbursement work? Can grants be reimbursed as money already paid?**

Quarterly payments may be requested, but 25% of the grant amount will be reserved for final payment. DEP will not reimburse applicants for final charging station costs until provided with proof that the charging station(s) has been installed. Reimbursement can be requested via SAGE.

**How would a payout look for an approved 150 kW charger?**

A project with those specifications would be eligible for up to \$200,000 if selected.

**What are eligible costs for this program?**

Eligible costs include the costs of the charging stations, associated delivery and activation fees, warranty, maintenance agreement and network subscription for up to five years, and a leasing contract (if necessary).

**Are costs associated with labor covered?**

No, labor costs are not eligible for IPPI. However, labor costs could be eligible under utility make-ready incentives. Applicants may apply of either or both.

**Does the grant include reimbursement for security boxes and surveillance equipment for the site?**

No

**If an entity currently has charging stations at a location that are not frequently utilized and they move them to a different location, would this grant cover the electrical work associated with this scenario?**

No, this grant only covers equipment costs for new installations.

**Regarding reimbursement on non-government owned property, we are a private business looking into installing a DCFC station on our property. Is the amount of the grant 80% of the cost of the unit?**

The amount of the grant will be 80% of the total eligible costs up to the maximum grant amounts which depend on the power level of the chargers.

**Is this the same program as the VW Settlement funding? Can awardees of the VW Settlement Funding qualify for additional funds from this program?**

All of our funding sources get funneled into one pot of funding for It Pays to Plug In. You can apply for additional grants from It Pays to Plug In, but you cannot apply for another grant for the same project.

**We are already in the process of installing fast chargers for public access, would these qualify for grant money under the upcoming funding availability?**

No. Installation of charging equipment can only occur during the work period after the grant has been executed.

**As developers would typically undertake much of the make-ready electrical infrastructure work before installing chargers, can you confirm that any costs other than the eligible charging equipment costs may be incurred prior to the work period?**

Yes, any make-ready work can begin before a grant has been executed.

**Is money paid out for this grant subject to Prevailing Wage?**

This grant will only be covering equipment costs. There is no installation, and therefore no labor, so no wages will be paid. Prevailing Wage is not applicable for equipment purchases only.

**Do “Buy America” provisions apply to this solicitation?**

“Buy America” provisions are currently only applicable to projects funded by Federal aid. As this current solicitation is being funded through Volkswagen Mitigation Funds, “Buy America” provisions do not apply. This may change for future solicitations and we expect the Federal government to release guidance in that regard.

**If a project is getting federal funding from the Bipartisan Infrastructure Law, would the project be more likely to get a DEP grant? Will the federal funds flow through It Pay\$ to Plug In?**

DEP anticipates announcing grant awards under the current solicitation before the first tranche of funding from the Bipartisan Infrastructure Law is available to the State. DEP will award Community DCFC grants under the current solicitation independent of any consideration for future federal funding.

The Murphy Administration is reviewing guidance from federal agencies regarding funding for EV charging infrastructure from the Bipartisan Infrastructure Law, and will identify roles and responsibilities for each State agency in administering the funds.

### Interaction With Other Agency Grant Programs

**I submitted an application to the EV Tourism grant program. How can I find out about the status?**

The NJ Board of Public Utilities runs the Electric Vehicle Tourism Program. For information about the status of your grant application, please email BPU at [EV.programs@bpu.nj.gov](mailto:EV.programs@bpu.nj.gov)

### DCFC and L1/L2 Combination Project Questions

**Does applying for a L1 or L2 charging grant affect your chance of being awarded a DCFC award? Can you be awarded both a level 1 or 2 and a DCFC?**

Applying for a L1/L2 grant does not affect your chance of being awarded a DCFC grant. You can be awarded both, but you need to submit separate applications. Note that the project timelines will have different deadlines.

**Can this grant be used to upgrade existing L2 chargers at a location to DCFCs?**

New DCFC charging stations may be added to a former L2 charging location. Note that if the existing L2 chargers were funded through DEP's It Pay\$ to Plug In program, they may be subject to minimum operation requirements (up to 5 years from original installation date). Before removing the L2 chargers, refer to your grant agreement or contact [drivegreen@dep.nj.gov](mailto:drivegreen@dep.nj.gov) if you are not sure if this applies to you.

**How will grants be handled for DCFCs collocated with Level 2 stations?**

If an applicant is interested in both DCFC and Level 2 stations, they need to submit two separate applications in the SAGE portal. Our grants are now only covering the equipment, so there will be no overlap in project costs.