

#1

Q: Why is DEP offering grants for public community fast chargers?

A: The grant program was established to incentivize investment in public charging infrastructure to meet the goals of New Jersey's EV Law.

New Jersey's EV Law (P.L. 2019, c. 362) requires that at least 400 DC Fast Chargers be available for public use at 200 locations by December 2025. At least 100 of the 200 locations must be community locations, where people live and work. Examples of community settings include but are not limited to town centers, commercial areas, retail centers, and near concentrations of multi-unit dwellings (MUDs) like apartments and condominiums. Community DC Fast Charger locations must be equipped with at least two DC Fast Chargers per location, each capable of providing at least 50 kW of power. DC Fast Charger stations that meet these criteria and are available exclusively to the public 24/7 will be eligible for funding. See the [Overview and Instructions](#) for a full description of eligibility and requirements, and the [program website](#) for complete program details, grant amounts, deadlines and application materials.

#2

Q: Is the DEP Community Grant (Grant) only for dealerships?

A: No.

The Grant is a competitive program among all applicants. Businesses, local governments, non-profit organizations, and educational institutions all can apply. Currently there is no state funding program dedicated only for dealerships.

#3

Q: Can my dealership apply for the DEP Community Grant program and, at the same time, apply for other grant programs that may be available?

A: Yes.

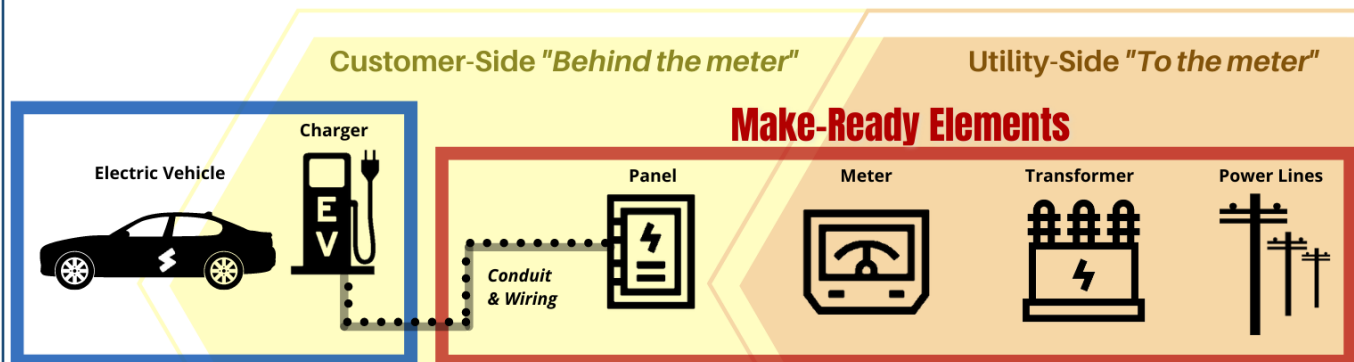
Local New Jersey utilities have begun implementing their own electric vehicle infrastructure programs to help offset construction costs, often called "Make-Ready" (see graphic on Page 2). The utilities in New Jersey are: PSE&G, JCP&L, Orange & Rockland, and Atlantic City Electric (ACE). As of March 2022, only [PSE&G](#) and [ACE](#) have launched programs. Dealerships can combine the DEP grant with utility incentives. Dealerships are responsible for complying with the requirements under each individual program for which they apply. Each program has its own unique features and requirements. [Click here](#) for information about combining utility incentives with DEP grants.

The DEP grant cannot be combined with grants for charging stations from other State agencies.

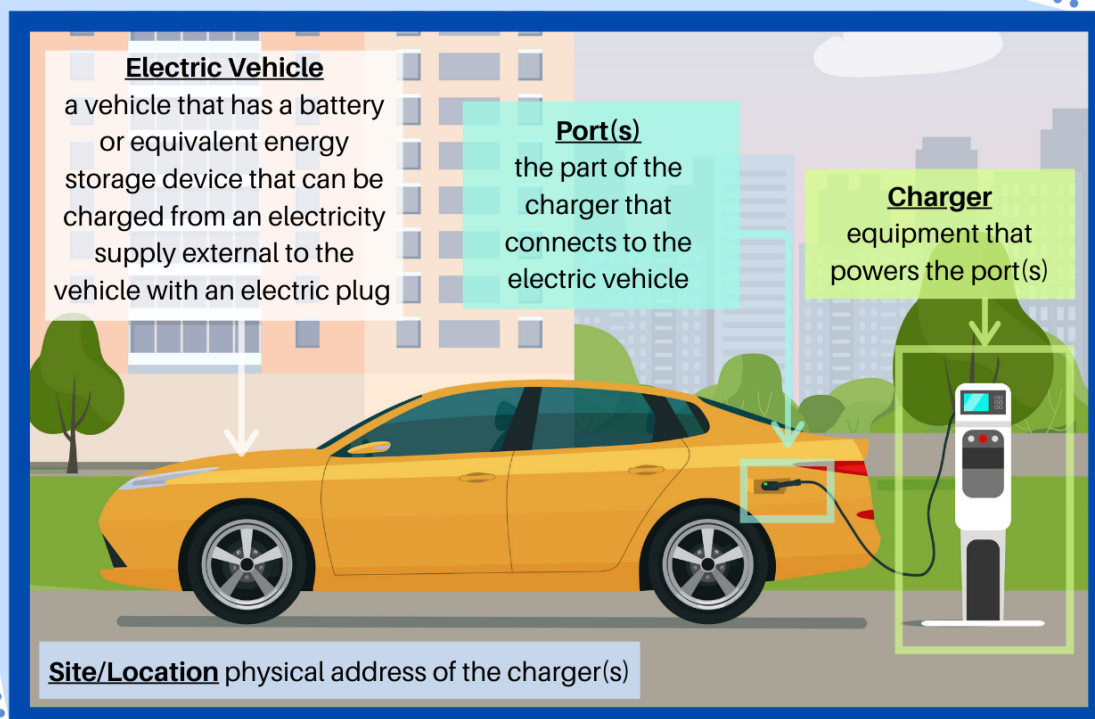


What does ***Make-Ready*** mean?

A Guide to Electric Vehicle Infrastructure



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).



#4

Q: Is 24/7 public access a requirement for EV chargers that are funded through the DEP Community Grant?

A: Yes.

EV chargers funded through the DEP Community Grant must be exclusively available to the public on a 24/7 basis.

#5

Q: Would EV chargers installed inside of a dealership building qualify for the DEP Community Grant?

A: No.

If the public cannot have exclusive access to the EV charger on a 24/7 basis, the EV charger will **NOT** qualify for the DEP Community Grant. EV chargers funded through the DEP Community Grant must be exclusively available to the public on a 24/7 basis.

#6

Q: Will dealerships be able to charge the public to use their EV chargers, purchased through the DEP Grant?

A: Yes.

#7

Q: Are there sponsorship/marketing opportunities for a dealership to purchase and brand DC Fast Chargers, even if the chargers are outside of the dealership property but within the dealership's local community or elsewhere in the state?

A: Yes.

Branding/marketing is allowed. You can see some examples of branded public fast chargers [here](#) and [here](#). In addition, some fast chargers are equipped with digital advertising displays.

#8

Q: Do dealerships have to apply and be approved for the DEP Grant before purchasing charging stations?

A: Yes.

The DEP Community Grant is a prospective program. It funds only future EV charging projects. Dealerships must apply for and be approved for a grant, and must execute a grant agreement with DEP, before incurring any costs associated with the purchase of the EV charging stations or other eligible costs. However, dealerships can proceed with installing the “make-ready” infrastructure (the costs for which can be reimbursed by the utility programs) before being approved for a grant from DEP.

#9

Q: Will reimbursement amount be paid at the completion of the installation?

A: Yes.

Upon completion of work in accordance with the eligibility criteria and grant agreement requirements, DEP will reimburse each applicant for a percentage of eligible costs, up to a maximum of:

150 kW+	\$200,000 per location (2 port minimum)
100 to 149 kW	\$150,000 (2 port minimum)
50 to 99 kW	\$75,000 (2 port minimum)

The grant for projects on private property is 80% of eligible costs up to the maximum.

The grant for projects on government property is 100% of eligible costs up to the maximum.

Eligible costs include the costs of the charging stations, associated delivery and activation fees, warranty, maintenance agreement and network subscription for up to five (5) years, and a leasing contract (if necessary). The following are not eligible costs: make-ready, installation, signage, floor paint or markings, purchase or rental of real estate, other capital costs (e.g., construction of buildings, parking facilities, etc.) or general maintenance (i.e., maintenance other than that of the charging equipment).

Quarterly reimbursement 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 and activated. **Any costs incurred before the grant agreement is executed or after the work period are NOT eligible for reimbursement.**

#10

Q: Should I find out now how much voltage/power my dealership can support to install an EV charger?

A: Yes.



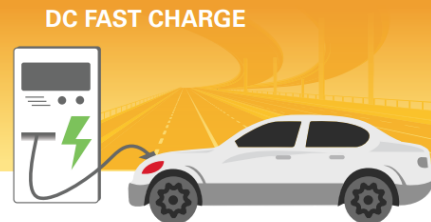
You will need to work with your contractors, engineers, and utility to identify your current and future power needs. You will need this information to plan a project, including determining whether you will need a behind-the-meter power upgrade, a pole-to-service power upgrade, or both.

Construction work, transformer upgrades, and more may be needed. A job like this would involve a lot of back and forth between engineers, townships, and your utility company. From design to construction, the length of time required from start to finish can vary widely depending on site design and the nature of the power upgrades needed for the project.

Comparison of EV Charging Power Levels

Produced by GNA for NYSERDA

KNOW YOUR EV CHARGING STATIONS

AC LEVEL 1	AC LEVEL 2	DC FAST CHARGE
		
Voltage 120V 1-Phase AC	Voltage 208V or 240V 1-Phase AC	Voltage 480V 3-Phase AC
Amps 12 - 16 Amps	Amps 12 - 80 Amps (Typ. 32 Amps)	Amps < 125 Amps (Typ. 60 Amps)
Charging Loads 1.4 to 1.9 kW	Charging Loads 2.5 to 19.2 kW (Typ. 7kW)	Charging Loads < 90 kW (Typ. 50kW)
Charge time for vehicle 3 - 5 miles of range per hour	Charge time for vehicle 10 - 20 miles of range per hour	Charge time for vehicle 80% Charge in 20 - 30 minutes