






Electric Vehicle Utility Incentive Comparison






LEVEL 2 CHARGING STATIONS (L2)					
Program	 <p>NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION</p> <p><u>It Pay\$ to Plug In</u></p>	 <p><u>Electric Vehicle Charging Program</u></p>	 <p>atlantic city electric® <small>An Exelon Company</small></p> <p><u>EVsmart Rebates</u></p>	 <p>Jersey Central® Power & Light <small>A FirstEnergy Company</small></p> <p><u>EV Driven Program</u></p>	 <p><u>Rockland Electric EV Charging Program</u></p>
Eligibility	Multi-Unit Dwelling, Publicly accessible, Workplace, Fleet	Multi-Unit Dwelling and Publicly accessible L2. <i>(Workplace and fleet chargers are NOT eligible unless they're publicly accessible)</i>	Residential, Multi-Unit Dwelling, Workplace, Fleet, Publicly accessible L2	Residential, Multifamily, Mixed-Use L2: Workplace & Public	Residential, Multifamily, Workplace, and Publicly accessible
Incentive	Up to \$4,000 per L2 port (min: 2, max: 20 per location)	Up to \$7,500 per L2 stub (make-ready meter-to-stub) Plus up to \$10,000 per site (make-ready – service upgrade)	Residential – 50% of make-ready up to \$1,000; Multifamily – 75% of make ready up to \$5,000 per port; Workplace – 50% of make ready up to \$4,500 per port; Fleet – 50% of make ready up to \$2,500 per port; Public L2 – 50% of make ready up to \$4,500 per port	For all sub-programs below, “per site” is the utility make-ready incentive and “per port” is the customer make-ready incentive. Residential Charging*: Up to \$5,500 per site and \$1,500 per port Multifamily*: Up to \$11,100 per site and \$6,700 per port in non-OBCs/\$8,375 per port in OBCs Workplace: Up to \$11,100 per site and \$5,000 per port Public L2: Up to \$11,100 per site and \$6,700 per port *Customers are eligible to apply for off-peak charging credits in these sub-programs	Residential: Up to \$5,000 per plug for Utility-sided costs and 50% of make-ready customer sided costs up to \$1,000 per plug Commercial: Between 50% and 100% of the make-ready utility sided costs (depending on the commercial customer tier) up to \$4,400 per plug for and between 50% and 100% of the make-ready customer sided costs (depending on commercial customer tier) up to \$9,200 per plug
Eligible Costs	Purchase of charging station(s) and associated	Make-ready meter-to-stub includes service panels, junction boxes, conduit,	Make-ready includes expenses related to service panels, junction	Utility Make-Ready Work – Activities and facilities needed to	Utility-sided costs include the costs for utility-sided equipment, which are in

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Note: EVSE refers to Electric Vehicle Service Equipment	delivery and activation fees, warranty, network subscription, maintenance contract, and leasing agreement (if applicable)	<p>wiring, etc., necessary to make a particular location able to accommodate EVSE on a “plug and play” basis</p> <p>Make-Ready – Service Upgrade pole to meter means utility activities and facilities needed to upgrade an electric service to accommodate EVSE</p> <p>If incentives from It Pay\$ to Plug In, PSE&G program, and any other government funding exceed 90% of total project cost, utility incentive will be reduced to bring total incentives below 90%</p>	boxes, conduit, wiring, etc., necessary to make a particular location able to accommodate EVSE on a “plug and play” basis	<p>upgrade an electric service or JCP&L distribution facilities on the Company’s side of the meter to accommodate EVSE, such as service upgrades from the pole to meter or distribution system upgrades.</p> <p>Customer Make-Ready Work – Activities and facilities from the meter to the charger stub and includes the pre-wiring of electrical infrastructure at a parking space, or set of parking spaces, to facilitate easy and cost-efficient future installation of EVSE</p>	<p>excess of the customer’s entitlement and that would typically be borne by a Participant.</p> <p>Customer-sided costs may include service panels, junction boxes, conduit, and wiring necessary to make a location able to accommodate an EV charger on a “plug and play” basis</p>
Prequalified Vendors	Pre-Qualified Network Service Provider list	Site owners and operators may purchase the charging hardware and network technology of their choice from no less than two hardware vendors and two software vendors prequalified by PSE&G.	Site owners and customers can choose charging hardware and network of their choice so long as the hardware meets the program requirements, and it is able to communicate data to ACE. Charger lists are being updated continuously.	Appendix B = Qualified Equipment http://www.jcp-l.com/evdriven	Site owners and operators may purchase the charging hardware and network technology of their choice from no less than two hardware vendors and two software vendors prequalified by RECO.
Timing	First come first served.	First come first served.	First come first served.	First come first served.	First come first served.
Term	Until funds are exhausted	Not specified	5 years	4 years; Maximum of 2,000 Residential, 150 Multifamily, 100 Workplace, and 500 Public L2 ports funded over the duration of the program.	4 years until December 18, 2026 or until program funds are fully exhausted

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DIRECT CURRENT FAST CHARGING STATIONS (DCFC)

Program	 NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION <u>It Pay\$ to Plug In</u>	 PSEG <u>Electric Vehicle Charging Program</u>	 atlantic city electric An Exelon Company <u>EVsmart Rebates</u>	 Jersey Central Power & Light A FirstEnergy Company <u>EV Driven Program</u>	 Orange & Rockland <u>Rockland Electric EV Charging Program</u>
Eligibility	Publicly accessible chargers	Publicly accessible chargers	Publicly accessible chargers	Publicly accessible chargers	Commercial
Incentive	Corridor (Strategic Map locations only): Up to \$200,000 per location (must install 2 ports) Community: Solicitation Open March 14 – May 13, 2022; Up to \$200,000 per location for chargers 150 kW+; up to \$150,000 per location for chargers 100 to 149 kW; up to \$75,000 per location for chargers 50 to 99 kW; (must install 2 ports)	Up to \$25,000 per stub (make-ready meter-to-stub) Plus up to \$50,000 per site (make-ready – service upgrade)	Public DCFC – 90% up to \$60,000 per charging port	Up to \$50,500 per qualifying installation site (utility make-ready), up to \$25,000 per port for customer make-ready work A Demand Charge Discount will also be offered for this program	Commercial: Between 50% and 100% of the make-ready utility sided costs (depending on the commercial customer tier) up to \$81,000 per plug for and between 50% and 100% of the make-ready customer sided costs (depending on commercial customer tier) up to \$2,000 per plug
Maximum	2 ports per site	4 stubs per site	2 ports per site, no one customer can account for more than 20% of the total program budget in totality for all customer locations	Minimum of 2 ports per site and a maximum of 10	The incentive for DCFC station with more than ten plugs and/or demand in excess of 2MW will be limited to costs that would be incurred to develop a site with a maximum demand of 2MW.

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<p>Eligible Costs</p> <p>Note: EVSE refers to Electric Vehicle Service Equipment</p>	<p>Purchase of charging station(s) and associated delivery and activation fees, warranty, network subscription, maintenance contract, and leasing agreement (if applicable)</p>	<p>Make-ready meter-to-stub includes service panels, junction boxes, conduit, wiring, etc., necessary to make a particular location able to accommodate EVSE on a “plug and play” basis.</p> <p>Make-Ready – Service Upgrade pole to meter means utility activities and facilities needed to upgrade an electric service to accommodate EVSE</p> <p>If incentives from It Pay\$ to Plug In, PSE&G, and any other government program exceed 90% of total project cost, utility incentive will be reduced to bring total incentives below 90%</p>	<p>Make-ready includes expenses related to service panels, junction boxes, conduit, wiring, etc., necessary to make a particular location able to accommodate EVSE on a “plug and play” basis.</p>	<p>Utility Make-Ready Work – Activities and facilities needed to upgrade an electric service or JCP&L distribution facilities on the Company’s side of the meter to accommodate EVSE such as service upgrades from the pole to meter or distribution system upgrades.</p> <p>Customer Make-Ready Work – Activities and facilities from the meter to the charger stub and includes the pre-wiring of electrical infrastructure at a parking space, or set of parking spaces, to facilitate easy and cost-efficient future installation of EVSE.</p>	<p>Utility-sided costs include the costs for utility-sided equipment, which are in excess of the customer’s entitlement and that would typically be borne by a Participant.</p> <p>Customer-sided costs may include service panels, junction boxes, conduit, and wiring necessary to make a location able to accommodate an EV charger on a “plug and play” basis</p>
<p>Prequalified Vendors</p>	<p>Pre-Qualified Network Service Provider list</p>	<p>Site owners and operators may purchase the charging hardware and network technology of their choice from no less than two hardware vendors and two software vendors prequalified by PSE&G.</p>	<p>Customers can choose charger of their choice so long as the hardware meets the program requirements, and it is able to communicate data to ACE. Charger lists are being updated continuously.</p>	<p>Appendix B = Qualified Equipment http://www.jcp-l.com/evdriven</p>	<p>Site owners and operators may purchase the charging hardware and network technology of their choice from no less than two hardware vendors and two software vendors prequalified by RECO.</p>
<p>Timing</p>	<p>Projects will be solicited during specified periods.</p>	<p>First come first served.</p>	<p>First come first served.</p>	<p>First come first served.</p>	<p>First come first served.</p>
<p>Term</p>	<p>Until funds are exhausted</p>	<p>Not specified</p>	<p>5 years</p>	<p>4 years; Maximum of 124 sites/248 ports funded over the duration of the program.</p>	<p>4 years until December 18, 2026 or until program funds are fully exhausted</p>