Frequently Asked Questions

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It is important to recognize that there is no one-size-fits-all solution when installing EV charging infrastructure at a multi-unit dwelling (MUD). Each installation will vary depending on the number of charging stations to be installed, parking layout, building design, ownership model, etc. This document addresses some common questions and provides additional resources to guide your EV charging project.

Who Will Pay for the Electricity Used?

You can decide, depending on the charging equipment you select and the operating costs you incur. Here are some options:

- Pay for the cost of electricity as an amenity
- Choose a networked charging station that monitors electricity consumption and bills users according to a price you set
- Charge EV owners a monthly fee for access to the charger. This solution has the added benefit of not requiring a new meter or networked equipment

Are There Different Ways to Set the Price of Charging?

Yes! Pricing for charging services is typically set to incentivize charging behavior in addition to serving as a means to generate supplemental direct revenue. Prices can be set in several ways:

- Per Hour/Time-Based Fee
- Flat Fee Per Session
- Per Unit of Energy (usually kilowatt-hour [kWh])
- Time-of-Use ("TOU") Price
- Minimum and/or a Maximum Price Per Session
- Length-of-Stay Price
- Combination Approach
- Driver Group Price

Who Can Use the Chargers?

- You can decide, depending on your parking area and choice of charging equipment. If the parking area is only available to tenants, it's

easy to limit charging to those who live in your building, regardless of what type of charger you choose
- If the parking area is not limited just to tenants:
  - Non-networked stations (whether Level 1 or Level 2) could be accessible to anyone who pulls up and plugs in their car
  - A networked station can be set up to only provide access to people who live in your building (via a special code) or to those who pay to charge

My Property Has Assigned Parking. Can I Still Install EV Charging?

Yes! Here are some options:

- Convert some "visitor" or unassigned parking spaces to charging spots
- Install charging ports for each assigned spot or in between spots to allow sharing
- Swap/reassign parking spots among residents
- Install chargers as a shared community resource
- Upgrade existing electrical infrastructure so tenants or condo owners can easily choose to install their own charging port or use their own Level 1 charging cable
- Arrange for use of nearby business chargers during "off" evening hours

Whatever you decide to do, make sure the solution is **scalable** to meet all future charging needs. If you are not installing chargers right away, make sure that upgraded electrical capacity will be ready to meet the additional load in the future.

Current and future EV driving residents and residents will expect electric charging to be available where they live. The nature of transportation is evolving, therefore fueling methods have also begun to change. Real estate owners, property managers, and HOAs will need to play an active role in providing the necessary infrastructure to support the evolution of driving and mobility in New Jersey and across the U.S.

Additional Resources

Case Studies and White Papers

- Baldwin, S., Myers, A., & O'Boyle, M. (2020). *Increasing electric vehicle charging access at multi-unit dwellings: Workshop summary report*. Energy Innovation: Policy and Technology. https://energyinnovation.org/publication/increasing-electric-vehicle-charging-access-at-multi-unit-dwellings-workshop-summary-report/

- *Case Study: Increasing EV Charging Access at Multi-Unit Dwellings*. (2018). Smart Columbus. https://smart.columbus.gov/playbook-assets/electric-vehicle-charging/case-study--increasing-ev-charging-access-at-multi-unit-dwellings
- EV Charging at Multi-Family Dwellings: Drivers, Barriers, and Solutions (2021) https://atlaspolicy.com/wp-content/uploads/2021/01/EV-Charging-at-Multi-Family-Dwellings.pdf
- Ge, Yanbo, Christina Simeone, Andrew Duvall, and Eric Wood. 2021. There's No Place Like Home: Residential Parking, Electrical Access, and Implications for the Future of Electric Vehicle Charging Infrastructure. Golden, CO: National Renewable Energy Laboratory. NREL/TP-5400-81065. https://www.nrel.gov/docs/fy22osti/81065.pdf.
- Jamieson, W., Wood, K., Gibson, G., & Owens, R. (2022). Technological Barriers to Electric Vehicle Charging at Multi-Unit Dwellings in the U.S. [Review of *Technological Barriers to Electric Vehicle Charging at Multi-Unit Dwellings in the U.S.*]. In *Forth*. Forth. https://forthmobility.org/reports-studies-papers

EV Planning and Guidance

- Charge Up Your Town: Best Management Practices to Ensure Your Town is EV Ready A guidance document intended to help municipal staff and their communities understand the context for the statewide EV ordinance, and the considerations relevant to municipalities as they take steps to support the state goals of increasing access to electric vehicle charging infrastructure.
- Compliance and Best Practices Guidelines for Accessible EV charger Installation are available for entities that receive funding from It Pay$ to Plug In, NJDEP's grant program for electric vehicle charging infrastructure.
- Construction Permit Application Packet and Related Forms Information from NJDCA on the electrical code forms, Construction Permit Application (UCC F-100) and the Electrical Subcode Technical Section (UCC F-120) to file with the local jurisdiction.
- Electric Vehicle Charging Stations – Installation and Permit Requirements Guidance on EV charging station installation and permit requirements for local code enforcement officials was published by NJDCA in the Spring 2011 "Construction Code Communicator".
- NJTPA's Alternative Fuel Vehicle Readiness Guide encourages municipalities and businesses to think about planning and policy considerations that will help jump-start EV infrastructure development.

Financial Solutions

- Regulated utilities in New Jersey are required by the New Jersey Board of Public Utilities (NJBPU) to have programs to help fund the Make-Ready infrastructure for publicly accessible chargers. Each utility has proposed its own program to help incentivize the installation of make-ready infrastructure for residential, public, workplace, and multi-unit dwelling charging. Check with your electric utility company to see what funding opportunities are available for your community.
    - Find a detailed comparison of the incentive programs here.
- Government incentive programs can significantly reduce the cost of installing EV charging stations. New Jersey has multiple incentives available for MUDs, here.
    - NJDEP *It Pay$ to Plug In* funding for EVSE: NJDEP offers rebates for charging stations through the It Pay$ to Plug In program. Reimbursement for charging port types is as follows:
        - $750 for level 1
        - $4,000 level 2
        - $200,000 for DC Fast Chargers, with a 2-port minimum per grant
    - Additionally, this grant program allows **lease/as-a-service** products where the charging service provider retains ownership of the charging installation and the building manager pays monthly fees can relieve building managers of a substantial amount of work such as site planning, billing, and operations and maintenance.

Legislation

- P.L. 2021, c. 171 Established the Statewide Ordinance requiring that 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 municipalities.
- P.L. 2021, c. 168 encourages municipalities to identify appropriate locations for the development of publicly available infrastructure for fueling or charging zero-emission vehicles when adopting redevelopment plans.
- P.L. 2020, c. 108 concerns the installation of EVSE in common interest communities. Specifically, the law: 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.

- P.L. 2020, c. 80 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 negotiations with the developer to purchase a dwelling unit.
- P.L. 2019, c. 362 (The EV law) Established aggressive goals for a robust publicly accessible charging network by 2025, including 400 Direct Current Fast Chargers (DCFCs) at 200 locations along major highways and throughout New Jersey's communities, and 1,000 publicly accessible Level 2 chargers. Additional goals from the law include increasing deployment of EVSE at multi-family residences and hotels. While most people charge overnight at home or during the day at their place of work, developing a robust public charging network throughout the state will help alleviate "range anxiety" and encourage EV purchases.
- The Statewide EV Ordinance was designed to ensure that municipalities are requiring installation of EVSE and Make-Ready parking spaces in a manner consistent with the law, and to provide an ordinance that can be easily used by every municipality with no or minimal amendments. The ordinance is **mandatory** and addresses key land use, installation, and parking requirements for EVSE and Make-Ready parking spaces, including Accessory Uses in Zoning, Minimum Parking Mandates and EV Parking Space Requirements for New Parking Areas.

Miscellaneous

- Alternative Fuels Data Center: Electric Vehicle Charging for Multifamily Housing (energy.gov)
- Get Equipped - (pluginamerica.org)
- MUTCD - Regulatory Signs for Electric Vehicle Charging and Parking Facilities Memorandum - FHWA MUTCD (dot.gov)
- VCI-MUD_MUDChargingEmpowermentToolkitforResidents_Final_Mar23.pdf
- Forth – Multifamily Housing Charging

Still have questions?

Contact DriveGreen@dep.nj.gov