Frequently Asked Questions

It is important to recognize that there is no one-size-fits-all solution when installing electric vehicle charging infrastructure. 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.

What are the costs I can expect?

The primary costs associated with providing onsite charging include the cost to install the charger(s), the cost of the charging hardware and software to manage the chargers, and the cost of the electricity consumed by charging the vehicles. Installation costs will vary depending on how many chargers are installed, potential upgrades needed to electrical panels and transformers, and the distance the charging stations are from the electrical source. Installation costs can be mitigated through incentives or grant funding. Another method to offset initial costs is to implement a charging solution that has power management capabilities.

Who will pay for the electricity?

Pricing for charging services is typically set to incentivize charging etiquette in addition to generating supplemental direct revenue. Station owners can charge a rate per hour, per session, per unit of electricity, or a flat fee.

- **Per Hour:** If you charge per hour, there is a set cost for any vehicle. However, different vehicles receive electricity at different rates, so the cost of energy may vary widely by charging session.
- **Per Session:** This is usually more appropriate for workplace charging or charging stations that have very short, regular sessions.
- **Per Unit of Energy (usually kilowatt-hour [kWh]):** This accurately accounts for the true cost of electricity for the charging station owner but does not give an incentive for a car that is fully charged to leave the space.

Some site owners have tried combinations of these approaches, such as charging a flat rate for the first two hours, and then an increasing rate for longer sessions. Some locations might prefer to lower their operating expenses by using a non-networked charging station and offering charging for free.

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 employees or building tenants, it's easy to limit charging to those who work in your building, regardless of what type of charger you choose.
- If the parking area is not limited just to employees or building 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 work in your building (via a special code) or to those who pay to charge

What if we don't own our building?

Owning a building can make it easier to conduct capital improvements like the addition of EVSEs but being a tenant in someone else's building does not preclude having charging stations for your employees. Tenants can often negotiate charging stations into their leases. For smaller tenants, collaborating with other building tenants to request chargers from building management may provide enough negotiating power to make it happen. As a growing share of commuting workers drive EVs—and as an increasing number of visitors and clients drive EVs—there is an expectation among tenants that charging stations will be offered at the workplace.

Additional Resources

General Guidance and Case Studies

- AFDC Workplace Charging for EVs
- Charge NY Best Practice Guides and Cases
- Charging Up University Campuses
- Local Businesses Get Creative to Offer Workplace Charging
- Workplace Charging: Lessons from Sustainability Trailblazers

Environmental Stewardship Certifications

- Earn recognition from the U.S. Environmental Protection Agency through ENERGY STAR.
- Green Globes is a comprehensive, science-based, three-in-one certification system that evaluates the environmental sustainability, health & wellness, and resilience of all types of commercial real estate.
- LEED (Leadership in Energy and Environmental Design) is the world's most widely used green building rating system.

- NJ Governor's Environmental Excellence Awards offers awards in environmental categories including clean air, sustainability, and environmental justice.
- Sustainable Jersey offers awards and certifications to municipal governments, schools and educational institutions, and sustainable businesses in New Jersey.
- The Sustainability Tracking, Assessment & Rating System (STARS) is a transparent, self-reporting framework for colleges and universities to measure their sustainability performance.

Workplace Charging: Planning, Installing, and Managing

- Accessible EV Charger Installation Guidelines for NJDEP Grant Applicants
- ADA Requirements for Workplace Charging Installation
- Charging Equipment
- 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.
- Costs Associated with Non-Residential Electric Vehicle Supply Equipment
- 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".
- Emission Reduction Benefits by State

Legislation

- 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 the 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.
- P.L. 2021, c. 171 Established the Statewide Ordinance requiring that EVSE and Make-Ready parking spaces be designated as permitted accessory use in all zoning or use districts and establishes associated installation and parking requirements related to EVSE in New Jersey's municipalities.
- The Statewide EV Ordinance was designed to ensure that municipalities are requiring the 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.

Still Have Questions?

Contact us at DriveGreen@dep.nj.gov