



EV Tourism Corridor Charging Program

Terms and Conditions

Version One

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Definitions

1. **Amenity:** An additional service or entity co-located with the charging station. Examples of such an entity includes: gas station rest-stops with convenience stores; fast-food restaurants; or retail shopping centers.
2. **Applicant:** An Applicant may be either the Eligible Entity purchasing and maintaining the Charging Station or a third-party applying on behalf of an Eligible Entity. The Eligible Entity has ultimate authority over applications/installations funded through The Program and may assume management of an application in lieu of a third-party, if necessary, and the Eligible Entity has discretion in the case of a disagreement with third-parties.
3. **Charging Station:** A continuous installation of Electric Vehicle Service Equipment (“EVSE”), colloquially referred to as a “charger” that is served by a common point of service.
4. **Business:** A commercial entity, including corporations, partnerships, limited liability companies (“LLCs”), and sole proprietorships, excluding those located at residential properties regardless of their use as a place of business, and excluding hotels for the purposes of this program.
5. **Corridor:** A Toll Route, Interstate Route, State Highway, or US Highway. See Appendix for full list of eligible corridors.
6. **Corridor Site:** A site qualified for the Corridor Charging Program’s DC fast charging station incentives.
7. **Direct Current Fast Charging (“DCFC”) Station:** A charger that provides direct current to support charging at higher rates with inputs of 480+ volts and output power ranges of 50 kW up to 350 kW. Please refer to Eligible Equipment Requirements for more details on Level 2 Charging Stations’ technical and performance requirements.
8. **Electric Vehicle:** A vehicle with a battery instead of a gasoline tank, and an electric motor instead of an internal combustion engine.
9. **Eligible Entity:** An organization that meets the eligibility requirements of the EV Tourism Corridor Charging Program, including government entities, hotels, businesses, and non-profits.
10. **Government Entity:** Cities, towns, counties, public school districts, transportation planning organizations, transportation authorities or agencies, municipal corporations, port districts or authorities, political subdivisions of any type, or any other entities or authorities of local government in corporate form or otherwise.
11. **Hotel:** An establishment that provides lodging accommodations to travelers and tourists, defined for The Program as Hotels or motels that are permanent buildings for the primary purpose of short-term lodging with ten (10) or more lodging units for overnight stays up to thirty (30) nights. Campgrounds, trailer parks, short-term vacation rentals, condos, and other short-term lodging sites are not eligible.
12. **Hotel Site:** A site qualified for the Corridor Charging Program’s hotel requirements for DCFC stations and/or L2 Charging Stations incentives.
13. **Level 2 (L2) Charging Station:** A charger that supplies electricity to a plug-in electric vehicle’s onboard charger in the form of alternating current (“AC”). L2 chargers require a 208/240-volt AC connection. Please refer to Eligible Equipment Requirements for more details on L2 Charging Stations technical and performance requirements.
14. **Make-Ready:** The pre-wiring of electrical infrastructure to facilitate easy and cost-efficient future installation of Charging Stations. Includes expenses related to service panels, junction boxes, conduit, wiring, etc., necessary to make a particular Charging Site able to accommodate Charging Stations. Make-Ready is synonymous with the term “Charger Ready” as defined in the EV Act.
15. **NJ BPU:** New Jersey Board of Public Utilities, also referred to as the “Board”.
16. **Non-Investor-Owned Utility (“Non-IOU”) territory:** A project location that does not receive

electric service from Atlantic City Electric Company (“ACE”), Jersey City Power and Light Company (“JCP&L”), Public Service Electric & Gas (“PSE&G”), or Rockland Electric Company (“RECO”).

17. **Non-profit:** A tax-exempt organization designated under Internal Revenue Code Section 501(c)(3) operating within New Jersey.
18. **Overburdened Municipalities (“OBM”):** An area designated as an Overburdened Municipality by the Community Energy Planning Program, Docket No. QO21091113.
19. **Program Administrator:** The entity managing application processing on behalf of the New Jersey Board of Public Utilities. The Program Administrator for the EV Tourism Corridor Charging Program is the Center for Sustainable Energy (“CSE”).
20. **Safe Walking Distance:** The amenity must be available within 0.3 miles with a crosswalk, paved and passable sidewalk, or be located within the same parking lot/property (verified via self-attestation and Google Maps/equivalent confirmation). Screenshots should include the street outline (and include the walking directions and a distance calculation. If there are gaps in available online mapping tools for the site, applicants must provide an alternative site plan or screenshot using another mapping tool or information. Applicants will also need to self-attest that the site adheres to Americans with Disabilities Act (“ADA”) requirements and that they have reviewed the ADA Access Board Guide.
21. **The Program:** The EV Tourism Corridor Charging Program.
22. **Tourism Location:** A site which offers amusement, arts, culture, attractions, entertainment, history, or recreation, per the New Jersey EV Tourism Corridor Charging Program.

Program Overview

The New Jersey Board of Public Utilities (“NJ BPU” or “Board”) authorized the Fiscal Year 2025 EV Tourism Corridor Charging Program (“Program”) on April 23, 2025 for certain business, government, and non-profit entities.¹ The Program is administered by the Center for Sustainable Energy (“CSE”) as a companion program to the EV Tourism Program. Applicants in the Program may or may not be eligible for the competitive EV Tourism Program administered by NJBPU. Those interested in the competitive EV Tourism Program must apply to the competitive EV Tourism Program, direct any questions to NJ BPU, and reference the separate program materials available at the NJ BPU website below.

https://njcleanenergy.com/residential/programs/electric-vehicle-incentive-programs#EV_Tourism

The Program offers \$4,000,000 of non-competitive electric vehicle (“EV”) incentives to address critical EV charging infrastructure needs within New Jersey’s tourism locations.

The NJ BPU is offering incentives for charging equipment installed at sites within designated distances of eligible highway corridors for certain business, government, and non-profit entities (“Eligible Entities”). These incentives support the purchase, installation, and operation of Level Two (“L2”) EV charging equipment at Hotel Sites, and the purchase, installation, and operation of Direct Current Fast Charger (“DCFC”) equipment at Corridor Sites and Hotel Sites.

Subject to the availability of funds, the Program will issue incentives in the form of rebate checks to approved Eligible Entities. Program funding is limited and will be reserved on a first-come, first-served basis until funds are exhausted. If all Program funding is expended, an announcement will be posted on the Program webpage. It is an Applicant’s responsibility to verify whether Program funds are available at time of application and funding is not guaranteed. The submission of an application does not guarantee funding is available until all requirements are met, and the Phase 2 incentive payment is issued.

Eligible sites and applicants are listed in the table below with incentive details (Table 1).

Table 1: Eligible Sites, Applicants, and Incentives Overview

Incentives are available for both L2 and DC Fast Charging Station(s) depending on several factors, including Applicant, site type, public charging availability, and distance from eligible corridors. The Program Incentives per site type are as follows:

Eligible Applicants	Charger Type Purchase	Incentive Cap (each)	Max Number of Incentivized Chargers
Hotels			Four Chargers, Total, From Below
	L2	\$5,000 per Charging Station (up to the cost of the Charging Station) \$5,000 for Make-Ready costs	<i>If located within 3 miles of Corridor: Up to 4 Charging Station(s)</i>

¹ In re the Clean Energy Programs and Budget for Fiscal Year 2025 – True-Up, Revised Budgets and Program Changes, BPU Docket No. QO24040224, Order dated April 23, 2025.

		per Charging Station (up to 50% of the cost) if the project is located in a non-IOU territory OBM bonus available (50% of base incentive per Charging Station - \$2,500)	
	DCFC	\$50,000 per Charging Station (up to the cost of the Charging Station) \$50,000 for Make-Ready costs per Charging Station (up to 50% of the cost) if the project is located in a non-IOU territory OBM bonus available ((50% of base incentive per Charging Station - \$25,000)	<i>If located within 1 mile of Corridor and offering public charging: Up to 2 Charging Station(s)</i>
Business Entities other than hotels, Government Entities, and Non-profit Entities	DCFC	\$50,000 per Charging Station (up to the cost of the Charging Station) \$50,000 for Make-Ready costs per Charging Station (up to 50% of the cost) if the project is located in a non-IOU territory OBM bonus available (50% of base incentive per Charging Station - \$25,000)	<i>If located within 1 mile of Corridor: Up to 2 Charging Station(s)</i>

All incentives apply on a per-unit basis. In addition, Charging Stations located in OBMs, as defined by the Office of Clean Energy Equity, are eligible to receive a fifty percent (50%) bonus, to be provided as either an additional incentive amount or as the Applicant’s eligibility for additional Charging Stations.² For a

² Specifically, an “Overburdened Community” is defined as one that meets the following criteria: (1) the municipality has more than 50% of its population living in an “overburdened community” census block as defined by the New Jersey Department of Environmental Protection pursuant to New Jersey’s Environmental Justice Law, N.J.S.A. 13:1D-157 et seq.; and (2) the municipality meets one or both of the following criteria: (A) more than 35% of the municipality’s population lives under 200% of the poverty level according to U.S. Census 2019 American Community Service data; and/or (B) the municipality is categorized as “distressed” as defined by the DCA’s MRI (with a score of

Charging Station, eligible costs shall include the cost of the charging station hardware, taxes, delivery and activation fees, and warranty for each Charging Station.

Incentive caps are per location, per fiscal year, and apply as follows to Eligible Entities for each site type:

Table 2: Corridor Charging Site Incentive Caps:

Please see Table 3 for Hotel Sites’ incentive caps.

Incentive Caps for Businesses Entities, Government Entities, and Non-profit Entities			
Distance from Corridor	Amount of Funding	Maximum amount of Charging Stations per Site	kW of Charging Station
1 mile from Corridor	\$50,000 per dual-port DC Fast charging station (up to the cost of the Charging Station)	Two (2) DC Fast Charging Stations	Must be 50 kW or higher

Table 3: Hotel Charging Site Incentive Caps:

Incentive Caps for Hotels			
Distance from Corridor - nearest highway exit or intersection along an eligible Corridor, measured as the shortest driving distance	Amount of Funding	Maximum amount of Charging Stations per Site	kW of Charging Station
Three (3) miles from Corridor	\$5,000 per dual-port L2 charging station (up to the cost of the charger). A Hotel may also qualify for the Corridor charging option as well. In those instances, a Hotel may be eligible to install both DCFC and L2	Up to four (4) L2 Charging Stations. If the Hotel qualifies for the Corridor charging option as well, then the total number of Charging Stations remains capped at four (4) total chargers, with a maximum number of	Not specified

50 or higher). See In re the New Jersey Clean Energy Program Fiscal Year 2022 Community Energy Planning, BPU Docket No. QO21091113, Order dated October 6, 2021.

	Charging Stations, only if the Hotel location is within 1 mile of a Corridor and the Hotel provides public charging	two (2) DC Fast Charging Stations	
One (1) mile from Corridor	\$5,000 per dual-port DC Fast Charging Station (up to the cost of the charger).	Up to two (2) DC Fast Charging Stations	Must be 50 kW or higher for the DC Fast Charging stations

Dual Participation in the Clean Fleet Incentive Program:

An Eligible Entity may receive up to the Incentive Caps per Fiscal Year from both this Program and the Clean Fleet Program, however the Eligible Entity may not receive incentives from both programs for the same Charging Station (as verified by serial number provided in an application).

Program Administrator

All incentive questions should be directed to the Program Administrator, CSE:

Center for Sustainable Energy
 3980 Sherman Street, Suite 170
 San Diego, CA 92110
 Phone: 1-877-426-2474 (877-426-CHRG)

Goals and Eligibility

The primary goal of the Program is to improve New Jersey’s air quality and to address critical EV charging infrastructure needs within New Jersey’s tourism areas, efficiently, by prioritizing critical locations and hotels along major corridors that are key components of supporting EV travel within the state and its tourism industry.

Eligibility requirements are outlined separately for Corridor Charging Sites and Hotel Charging Sites in the following sections.

Table 4: Simplified Eligibility Requirements

Eligible Applicants	Eligible Site Type	Eligible Equipment	Distance from Eligible Corridor
Hotels or motels, or their third-party representative	Hotel Charging Site and/or Corridor Charging Site	L2 and/or DCFC	Up to three (3) miles from nearest exit of an eligible corridor
Business Entities (other than Hotels, listed above), Government	Corridor Charging Site	DCFC only	Up to one (1) mile from nearest exit of eligible corridor

Entities, and Non-profit Entities, or their third-party representative			
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Corridor Charging Sites

Eligible Applicants:

Eligible Entities may be business entities (including Hotels under specific conditions addressed below), government entities, and non-profit entities.

An Applicant may either be the Eligible Entity purchasing and maintaining the Charging Station or a third-party applying on behalf of the Eligible Entity. An Applicant may apply for any number of eligible Charging Stations up to the Eligible Entity’s incentive cap (*see above*), per fiscal year. An Applicant is not required to apply for the full number of eligible Charging Stations at once and may submit additional applications if the Eligible Entity has not exceeded their incentive cap.

Charging Stations purchased prior to an Applicant submitting an application are ineligible for the Program.

Applicants are not permitted to stack funding and/or incentives from the New Jersey Department of Environmental Protection’s (“NJ DEP”) It Pay\$ to Plug-In Program³ and this Program or another for the same Charging Station. If an Applicant has received funding from the It Pay\$ to Plug-In Program, an Applicant must submit documentation showing that the chargers funded via the It Pay\$ to Plug-In Program are different from those applied for under this Program. An Eligible Entity may receive up to the Incentive Caps per location per Fiscal Year from both this Program and the Clean Fleet Program, however the Eligible Entity may not receive incentives from both programs for the same Charging Station (as verified by serial number provided in an application). The same Charging Stations are not eligible for multiple incentives.

NJ BPU reserves the right to inspect all Charging Station(s) for Program verification purposes with or without prior notice to the site or Applicant.

Eligible Charging Sites:

Corridor Charging Sites must be located within one (1) mile of the nearest highway exit or intersection along an eligible Corridor, measured as the shortest driving distance. The eligible corridor list is included in the Appendix of this document. There is no limitation on distance to the nearest charger.

In the case of a Hotel deploying a DCFC, all incentivized charger(s) must also be open to the public, and not just Hotel guests. For both Hotels and other Eligible Applicants, the Sites must have at least one (1) amenity on site and available to the public, such as restrooms, restaurants, and/or convenience stores, or be within Safe Walking Distance to such amenities. CSE and NJ BPU will evaluate appeals as requested. CSE staff will verify the distances using application data and imagery provided during application processing.

³ See overview of NJ DEP It Pay\$ to Plug-In Program [here](#).

Eligible Charging Station Equipment:

DCFC equipment covered under this Program must adhere to the following criteria:

- The charging equipment must be UL2202 certified, dual-port chargers that have network capability with one of the [State's Compliant Network Providers](#);⁴
- Equipment must have OCPP 1.6 Certification or later;
- Chargers must be publicly accessible;
- Chargers must maintain the federal uptime standards⁵ (currently 97% uptime) for five (5) years after installation.

L2 equipment is not eligible for installation at Corridor Charging Sites under this Program. If the Corridor Charging Site is a Hotel, then an Applicant is eligible for incentives for L2 Charging Stations as well, per the Eligibility terms outlined below in the "Hotel Charging Site" section herein below.

Hotel Charging Sites

Eligible Applicants:

Entities eligible to receive funding may only be sites that meet the following definition and requirements:

Hotels or motels that are permanent buildings for the primary purpose of short-term lodging with ten (10) or more lodging units for overnight stays up to thirty (30) nights. Campgrounds, trailer parks, short-term vacation rentals, condos, and other short-term lodging sites are not eligible.

L2 Charging Stations must be available for public charging if the Eligible Entity is offering public charging or may be controlled so that only Hotel guests can charge vehicles there. Charging Stations funded by the Program are not intended for employee or fleet use. Incentives may be available through other programs for Charging Stations for employee or fleet use.

An Applicant may be either the Eligible Entity or a third-party applying on behalf of an Eligible Entity. The eligible Applicant may apply for any number of eligible EV charging stations up to the Eligible Entity's incentive cap (*see above*), per location, per fiscal year. An eligible Applicant is not required to apply for the full number of eligible Charging Stations at once and may submit additional applications if the Eligible Entity has not exceeded their incentive cap.

Charging stations purchased prior to an Applicant submitting an application are ineligible for the Program.

Applicants are not permitted to stack funding and/or incentives from the NJ DEP It Pay\$ to Plug-In Program⁶ and this Program for the same charger. If an Applicant has received funding from the It Pay\$ to Plug-In Program, an Applicant must submit documentation showing that the chargers funded via the It Pay\$ to Plug-In Program are different from those applied for under this Program. NJ BPU reserves the right to inspect the charging station for Program verification purposes and notification to the site or applicant may/may not be given. An Eligible Entity for both this Program and Clean Fleet Program can receive up to the Incentive Cap per Fiscal Year for both programs, provided that different charging stations (as verified by serial numbers) are included in each application. The same charging stations are not eligible

⁴ DRIVE CLEAN. <https://dep.nj.gov/drivegreen/network-service-providers/>

⁵ <https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements>

⁶ See overview of NJ DEP It Pay\$ to Plug-In Program [here](#).

for multiple incentives.

Eligible Locations:

Hotel Sites deploying L2 Charging Stations must be within three (3) miles of the nearest highway exit or intersection along an eligible corridor, measured as the shortest driving distance to the site location. If the Hotel is also deploying DC Fast Charging Station, per the eligibility criteria above, the Hotel Site must be located within one (1)-mile of the nearest highway exit or intersection along an eligible corridor, measured from the shortest driving distance. If a Hotel Site will have both L2 and DC Fast Charging Stations funded through this Program, then the location must meet the one (1)-mile requirements. If a Hotel Site will only have L2 Charging Stations, then it must only meet the up to three (3)-mile requirements.

A total of four (4) chargers may be incentivized through this Program, with up to two (2) being DC Fast Charging Stations for those Hotel Sites which qualify. If DC Fast Charging Station(s) are also incentivized, L2 Charging Stations must be available to the public, and not controlled for hotel guests only. The eligible corridor list is included in the Appendix of this document and includes the following:

- Toll Routes
- Interstate Routes
- US Highways
- State Highways

Eligible Charging Station Equipment:

Hotel Sites are eligible for either or both L2 and DCFC equipment, depending on their charging availability and their location. Hotel Sites are eligible for L2 Charging Stations located within three (3) miles of the nearest highway exit or intersection along an eligible Corridor. Hotel Sites are also eligible for DCFC equipment if located within one (1) mile of the nearest highway exit or intersection along an eligible Corridor per the eligibility criteria outlined in this document.

The L2 equipment covered under this Program must adhere to the following criteria:

- The equipment must include standard ports, be dual-port and available for use by all EVs (including, but not limited to J1772 and J3400);
- Equipment must have OCPP 1.6 Certification or later;
- The L2 Charging Stations may only be available to Hotel guests or may be open to all drivers; unless DC Fast Charging Stations are also incentivized, as then all chargers must be open to all drivers;
- The equipment chosen is ENERGY STAR® certified (as required by the Appliance Standards Act⁷)
- The equipment contains UL2594 listed, dual-port chargers that have network capability with one of the State's Compliant Network Providers⁸; and

⁷ See N.J.S.A. 52:27D-141.20; -141.21(h).

⁸ <https://dep.nj.gov/drivegreen/network-service-providers/>

- Chargers must maintain the federal uptime standards⁹ (currently 97% uptime) for five (5) years after installation.

DCFC equipment covered under this Program must adhere to the following criteria:

- The equipment must be UL2202 certified, dual-port chargers that have network capability with one of the [State's Compliant Network Providers](#);¹⁰
- DC Fast Chargers must be publicly accessible;
- Equipment must have OCPP 1.6 Certification or later;
- Chargers must maintain the federal uptime standards¹¹ (currently 97% uptime) for five (5) years after installation.

Procedure

There is a two-phase application process; Phase 1 and Phase 2 applications are located on the [Program website](#).

- In Phase 1, an Applicant provides details of the intended purchase and, if approved, incentive funding is reserved to allow the Applicant to move ahead with purchase and installation of the Charging Station(s).
- In Phase 2, an Applicant provides proof of purchase and installation, and the Program Administrator reviews the application for final approval and incentive payment. If approved, the Program Administrator issues the incentive payment according to applicant records and sends a check to the Applicant via the USPS. The Program Administrator may request clarification or confirmation of application documents or related material, in order to issue an incentive payment.
- The Charging Station(s) listed on an Applicant's Phase 1 application must be the same year, make, and model listed on the Phase 2 application. If for any reason a change needs to be made to the make and/or model of the charger(s) purchased, an Applicant must immediately notify the Program Administrator.
- An Applicant must have purchased and received the eligible Charging Station(s) before submitting the Phase 2 application.
- After Phase 2 approval, payments shall be made to the Applicant in the form of a check, based on proof of purchase and installation of an eligible EV charging station(s). All Applicants will be required to complete a Phase 2 application and receive approval to receive the incentive. Incentive payments are non-assignable and non-transferable.

Step 1: Complete the Phase 1 Application Form located on the Program webpage.

If Program funding has been expended, an announcement will be posted on the Program webpage. It is the Applicant's responsibility to verify that Program funds are available at time of application. An

⁹ <https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements>

¹⁰ DRIVE CLEAN. <https://dep.nj.gov/drivegreen/network-service-providers/>

¹¹ <https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements>

Applicant's receipt of funding is not guaranteed unless the application is wholly approved and a payment is confirmed by the Program Administrator.

If the applying entity is not the Eligible Entity, a Letter of Authorization must be supplied. An Applicant should be prepared to provide preliminary information about their project including:

- Number and types of chargers to be installed;
- Site information, such as the address, site maps, and intended signage;
- If applicable, a utility bill for the project will need to be uploaded if the project location is within a non-Investor-Owned Utility ("non-IOU") territory; and
- Third-party applicants applying for funds on behalf of the Eligible Entity are required to complete the Letter of Authorization that is available to download in the Phase 1 application.

Step 2: An Applicant will be notified by CSE via email of the status of their application. For the eligible project, an Applicant may not complete the purchase of charging stations, or undertake construction (i.e., breaking ground on the site) prior to submitting the Phase 1 application. Applicants may place an order for a Charging Station prior to submitting the Phase 1 application but any orders are placed at Applicant's risk of not receiving incentive payment. Please see Phase 2 application instructions and requirements for full information about receiving an incentive payment. **Step 3:** Construction and purchases can be made at any point after submitting the Phase 1 application and email notification from the Program Administrator, CSE and before submitting the Phase 2 application.

Any work performed or purchases made prior to receiving confirmation that funding has been reserved (i.e., approval of the Phase 1 Application) are done at the Applicant's own risk. Incentive funding is not guaranteed until the application has been approved and funding has been formally reserved by the Program Administrator. Projects must be completed within 365 days of reservation incentive, or the reservation will be cancelled. An Applicant may request an Extension to the reservation expiration date from CSE via email.

Step 4: The project must be completed and the Charging Station(s) must be fully installed before the Phase 2 application is submitted. An Applicant must complete and submit a Phase 2 application through the Program webpage along with paid invoices for the chargers listed on the Phase 1 application.

An Applicant should be prepared to provide:

- Proof of purchase for the incentivized Charging Station(s);
- Itemized invoice breakdown of Make-Ready costs, if applicable;
- Site photos of the completed project that showcase meeting the Eligibility conditions within these Terms & Conditions; and
- Serial Numbers for all incentivized chargers.
- Utility bill, if applying for make-ready costs in a non-IOU territory
- Network provider agreement

Step 5: After review and approval of the Phase 2 application and required documents, incentive funds will be disbursed to an Applicant via check to the mailing address on file. An Applicant can expect their incentive payment to be mailed within sixty (60) days of notification of application approval.

Cancellation Policy

If the Program Administrator determines that an application or its required documents are incomplete, illegible, or missing required information, the Program Administrator will notify the Applicant via email of the action needed to bring the application into compliance. The Applicant shall have fourteen (14) calendar days from the date of notification to correct any errors or omissions. If the Applicant fails to correct the errors or omissions within the fourteen (14) calendar days, the Program Administrator will cancel the application.

If the Program Administrator determines an Applicant is ineligible for reimbursement because the buyer did not qualify for an incentive, the Program Administrator will cancel the application and notify the Applicant via email. Applicants are responsible for ensuring that the correct contact information is provided to the Program Administrator so that they receive and review these email communications.

An approved Phase 1 application (funding reservation) does not guarantee that an incentive will be available if the Applicant has submitted an approved Phase 2 application beyond the 365-day timeline for reservations. An Applicant has no vested property right to reserved funds, and funds from cancelled applications will be returned to the Program.

An Applicant must notify CSE and NJ BPU if there is an upcoming sale of the Charging Site property. Program requirements must be incorporated into any deeds or sale representations and documents to ensure that the Charging Station(s) meet the minimum installation requirement of five (5) years.

In the event of a cancellation or inappropriate funding reservation or payment issuance, an Applicant is obligated to return the funds to the Program. NJ BPU and/or the Program Administrator reserve the right to request funds to be returned to NJ BPU, and to receive and process that transaction.

Participation in Other State and Utility Incentive Programs

An Applicant is not permitted to combine funding/incentives from the NJ DEP It Pay\$ to Plug-In Program and this Program or another for the same charger. If an Applicant has previously received funding from the NJ DEP It Pay\$ to Plug-In Program, documentation showing that the charging equipment detailed in an application for this Program is different from the equipment that received funding through the NJ DEP It Pay\$ to Plug-In Program will be required when an Applicant submits its Phase 2 application.

Please be advised that certain Charging Stations, including those installed at Eligible Entities that receive electric utility service from Atlantic City Electric Company (“ACE”), Jersey Central Power and Light Company (“JCP&L”), Public Service Electric and Gas Company (“PSE&G”), or Rockland Electric Company (“RECO”) may be eligible for additional EV charging incentives for installation costs, such as Make-Ready costs, directly from the utility. Projects may be eligible for *both* the incentives offered by this Program *and* incentives offered by ACE, JCP&L, PSE&G or RECO, up to ninety percent (90%) of the total project costs. Please check the respective eligibility requirements of ACE, JCP&L, PSE&G, or RECO before purchasing EV charging equipment, as additional conditions on types of eligible chargers may apply for utility incentives. Charger incentive information for the above-referenced programs can be found at:

- ACE: aceevsmart.programprocessing.com
- PSE&G: www.pseg.com/ev
- JCP&L: www.jcp-l.com/evdriven
- RECO: <https://www.oru.com/en/our-energy-future/technology-innovation/electric-vehicles/new-jersey>

An Applicant not in any of the above utility territories may be eligible for Make-Ready incentives through NJ BPU, in the application, the Eligible Entity must identify itself as in a non-IOU.

General Terms and Conditions

An Applicant certifies that the information provided in an application is true and correct. An Applicant agrees to provide any additional information that the Program Administrator may request to confirm the accuracy of the information provided and an Applicant's eligibility for an incentive. An Applicant acknowledges and understands that obtaining an incentive by submitting intentionally inaccurate information and/or making fraudulent misrepresentations or omissions is strictly prohibited, that any wrongfully obtained incentives must be returned to Program Administrator, and that the Applicant may be subject to additional civil and criminal liability as a result. An Applicant further understands that NJ BPU may report and release information concerning such wrongdoing to state and local law enforcement, the New Jersey Motor Vehicle Commission, and any other appropriate authorities.

The Program Administrator and/or NJ BPU, or its authorized agents, reserve the right to audit documents, conduct site visits, and/or request additional documentation within the five (5)-year performance period for the Charging Station(s).

An incentive payment shall be paid directly to the Applicant listed on the application. An incentive payment is non-assignable and non-transferrable. It is the sole responsibility of the Applicant to seek professional advice and determine any tax consequences of participation in the Program.

Neither NJ BPU nor CSE, nor any affiliates and partners make any representations, expressed or implied, regarding the design, construction, reliability, efficiency, performance, operation, maintenance, or use of any vehicle and/or equipment, discussed, selected, rejected, purchased/leased, or otherwise considered by an Applicant. Any decisions regarding the selection, design, purchase/lease, use and operation of any vehicle and/or equipment shall be at the sole discretion and are the sole responsibility of an Applicant. NJ BPU and CSE do not guarantee energy or bill savings as a result of participation in this Program.

By submitting an application for the Program, an Applicant agrees to release and hold harmless NJ BPU and CSE, its officers, directors, shareholders, employees and contractors from and against any and all causes of action, damages, losses, claims, expenses, demands, costs (including attorneys' fees and expenses and all court, arbitration or other dispute resolution costs), or any of them, resulting from, arising out of, or in any way directly connected with the Program, an Applicant's receipt of an incentive, failure to receive an incentive, any taxes associated therewith, or an Applicant's vehicle registration or registration status. Neither NJ BPU nor CSE make representations or warranties regarding whether an Applicant will or will not qualify to receive an incentive. Applicant's application submission is confirmed via an automatic email upon successful and accurate information on the online application. This confirmation email does not guarantee eligibility or a funding reservation. Applicant's funding is formally reserved upon the Phase 1 Approval notice of written acceptance from the Program Administrator and payment is dependent upon a successful Phase 2 application and adherence to Program Terms and Conditions.

An Applicant agrees that these Terms and Conditions, and all matters rising out of or relating to the Program, whether sounding in contract, tort, or statute, are governed by and construed in accordance with the laws of the State of New Jersey.

To appeal the denial of an application, the Applicant must first contact NJ BPU staff at EV.Programs@bpu.nj.gov within forty-five (45) calendar days of the determination regarding the subject of the appeal or dispute. The Applicant shall provide a copy of the letter or other document that is the subject of the dispute and as much other information as possible, including a detailed description of the issue and why the appeal should be granted. NJ BPU staff will consider appeals on a case-by-case basis. NJ BPU staff has the discretion to approve exceptions to the rules established herein on a case-by-case basis upon an Applicant's showing of exceptional circumstances, the satisfaction of which to be determined by NJ BPU staff in its sole discretion. After acknowledging the receipt of an appeal, NJ BPU staff will review the submitted documentation and respond as soon as possible. If all attempts to resolve the issue have been exhausted, pursuant to N.J.A.C. 14:1-8.1 et seq., the Applicant may file a petition for a formal hearing with the NJ BPU.

Appendix of Eligible Corridors

- **Toll Routes**
 - Atlantic City Expressway
 - Garden State Parkway
 - New Jersey Turnpike

- **Interstate Routes**
 - I-76
 - I-78
 - I-80
 - I-95
 - I-195
 - I-278
 - I-280
 - I-287
 - I-295
 - I-676

- **US Highways**
 - US Route 1
 - US Route 9
 - US Route 9W
 - US Route 22
 - US Route 30
 - US Route 40
 - US Route 46
 - US Route 130
 - US Route 202
 - US Route 206
 - US Route 322

- **State Highways**
 - New Jersey State Route 3
 - New Jersey State Route 4
 - New Jersey State Route 5

- New Jersey State Route 7
- New Jersey State Route 10
- New Jersey State Route 12
- New Jersey State Route 13
- New Jersey State Route 15
- New Jersey State Route 17
- New Jersey State Route 18
- New Jersey State Route 19
- New Jersey State Route 20
- New Jersey State Route 21
- New Jersey State Route 23
- New Jersey State Route 24
- New Jersey State Route 26
- New Jersey State Route 27
- New Jersey State Route 28
- New Jersey State Route 29
- New Jersey State Route 31
- New Jersey State Route 32
- New Jersey State Route 33
- Route 33 Business
- New Jersey State Route 34
- New Jersey State Route 35
- New Jersey State Route 36
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- New Jersey State Route 444
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- New Jersey State Route 446
- New Jersey State Route 495
- New Jersey State Route 700