



The FY26 EV Tourism Corridor Charging Program

Terms and Conditions

Version Two

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Definitions

All definitions are for purposes of this program and may differ from other programs.

1. **Amenity:** Any additional service, facility, or entity that is located with the Charging Station either On-Site at the Charging Site or within a Safe Walking Distance from the Charging Site, and that is readily accessible to the general public without restriction or limitation to specific groups, such as but not limited to customers, employees, tenants, or authorized personnel. Amenities may include, but are not limited to, food service establishments, retail stores, convenience services, or rest areas, provided such amenities are open and available for public use during normal business operating hours. All Amenities, and all other applicable site requirements, must be fully constructed and operational prior to the release of any Program incentive payments. Facilities designated solely for private use or for authorized personnel only do not qualify as Amenities.
2. **Applicant:** Either the Eligible Entity purchasing and maintaining a Charging Station or a third-party applying on behalf of an Eligible Entity. The Eligible Entity has ultimate authority over Applications or installations funded through the Program and may assume management of an Application in lieu of a third-party, if necessary. The Eligible Entity has discretion in the case of a disagreement with third parties.
3. **Application:** A formal document requesting Program funding. For the EV Tourism Corridor Program, Applications can either be submitted by the Eligible Entity or a third-party applying on behalf of an Eligible Entity.
4. **Business:** A commercial entity, including corporations, partnerships, limited liability companies, and sole proprietorships, excluding those located at residential properties regardless of their use as a place of business, and excluding hotels.
5. **Charging Connector:** A physical plug that connects an Electric Vehicle to the charging station to transfer power, and it must use a standardized connector type, such as CCS, J3400 (NACS), or J1772, depending on whether it's DC fast charger or Level 2.
6. **Charging Port:** The system within Electric Vehicle Supply Equipment that provides power to one electric vehicle. A charging port may have multiple Charging Connectors, but it can provide power to charge only one electric vehicle through one Charging Connector at a time.

Charging Site: The location where the chargers will be installed. A single Eligible Entity, including any Related Party, may not receive Program incentives for more than one (1) Charging Site located within a 0.5-mile driving radius of another Charging Site for which the same Eligible Entity or Related Party has received, or is seeking to receive, incentives under this Program.
7. **Charging Station, Charger(s), Electric Vehicle Supply Equipment, or EVSE:** Electrical equipment that provides power, either via direct current or alternating current, to an electric vehicle for the purpose of recharging its battery. An EVSE may have one or more charging ports, each with one or more connectors.
8. **Combined Charging Standard (CCS):** An internationally developed connector standard, also

known as Society for Automotive Engineers (SAE) J1772 Combo, for electric vehicle Direct Current Fast Charging.

9. **Corridor:** A Toll Route, Interstate Route, State Highway, or US Highway. See Appendix A for full list of eligible corridors.
10. **Corridor Site:** A site qualified for the Corridor Charging Program's DC Fast Charger ("DCFC") incentives.
11. **Direct Current Fast Charger, DCFC, or Dual-Port DCFC:** Electric Vehicle Supply Equipment that provides direct current to a plug-in electric vehicle's battery with inputs of 480+ volts. To be eligible for the EV Tourism Corridor Charging Program, a Direct Current Fast Charger must be a Dual-Port Charger, as defined below, and must be able to provide at least 100kW of power per Dual-Port Charger. Please refer to the "Eligible Equipment Requirements" for a full explanation and requirements list.
12. **Dual-Port Charger:** An EVSE that is capable of charging two (2) vehicles simultaneously from the same Make-Ready. A pair of single-port pedestal or wall mounted L2 EVSE will be considered eligible and counted as one (1) dual-port charger if:
 - a. The pair of L2 EVSE are directly adjacent to each other;
 - b. Their pedestal or wall mount is located in between two (2) parking spaces; and
 - c. The pair of L2 EVSE receive power from the same Make-Ready.
 - d. Additionally: Pending BPU discretion on a case-by-case basis, a pair of single-port pedestal L2 EVSE that are not directly adjacent to each other may also be eligible and counted as one (1) dual-port charger if the pair of L2 EVSE are capable of charging two (2) vehicles simultaneously and receive power from the same Make-Ready. The applicant must provide documentation for verification, such as a single-line diagram. Two (2) single-port DCFC dispensers that receive power from the same source, and the same Make-Ready will be considered eligible and counted as one (1) dual-port charger. Such DCFC configurations must allow for two (2) single-port DCFC dispensers to have power-sharing capabilities, where a single vehicle can receive up to the full power of the shared power source, while two (2) vehicles can charge simultaneously and receive their individual dispenser's full power capacity.
13. **Electric Vehicle or EV:** A vehicle that is propelled by one or more electric motors that exclusively use(s) electricity from the vehicle's battery. Mixed drivetrain vehicles, such as plug-in hybrid electric vehicles, hybrid electric vehicles, and extended range electric vehicles are not considered Electric Vehicles.
14. **Eligible Entity:** An organization that meets the eligibility requirements of the Program, including government entities, hotels, businesses, and non-profits.
15. **Fiscal Year or FY:** The NJ BPU Fiscal Year which runs from July 1 through June 30. FY 2026 begins July 1, 2025 and ends June 30, 2026.
16. **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 state or local government in corporate form or otherwise.

17. **Hotel:** An establishment that provides lodging accommodations to travelers and tourists using 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 for incentive under the Program.
18. **Hotel Site:** A site qualified for the Program’s hotel requirements for DCFC and/or L2 EVSE incentives.
19. **J1772:** The SAE standard for electrical connectors used in Level 1 and Level 2 Electric Vehicle charging.
20. **J3400:** The SAE standardized version of the NACS connector for industrywide adoption used in DCFCs to charge an Electric Vehicle.
21. **Level 2 Charger, L2 Charger, L2, or Dual-Port L2 Charger:** Electric Vehicle Supply Equipment that supplies electricity to a plug-in electric vehicle’s onboard charger in the form of alternating current (“AC”) using a 208/240-volt AC connection. To be eligible for the EV Tourism Corridor Charging Program, an L2 Charger must be a Dual-Port Charger, as defined above. Please refer to the “Eligible Equipment Requirements” for a full explanation and requirements list.
22. **Make-Ready:** The electrical infrastructure, including, but not limited to, service panels, junction boxes, conduit, wiring, etc., necessary to make a particular Charging Site able to accommodate Electric Vehicle Supply Equipment.
23. **North American Charging Standard (NACS):** A connector design developed by Tesla that is capable of both Level 2 and DCFC charging.
24. **NJ BPU:** New Jersey Board of Public Utilities, also referred to as the “Board” or “BPU.”
25. **Non-Investor-Owned Utility Territory or 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”).
26. **Non-profit:** A tax-exempt organization designated under Internal Revenue Code Section 501(c)(3) operating within New Jersey.
27. **On-Site:** Physically located within the defined boundaries of the Charging Site and accessible directly from the Charging Station without leaving its reasonable premises or crossing any public or private roadways, driveways, or parking areas not part of the Charging Site. For the purposes of these Terms and Conditions, Public Restrooms located outside the Charging Site, regardless of proximity or Safe Walking Distance, shall not be considered On-Site.
28. **Overburdened Municipalities or OBM:** An area that is a block group with at least thirty-five percent (35%) low-income households; with at least forty percent (40%) of the residents identify

as a minority or as members of a State-recognized tribal community; or with at least forty percent (40%) of the households having limited English proficiency. For more information on OBM, please see the Community Energy Planning Program site at www.dep.nj.gov/ej/communities/.

- 29. Program:** The EV Tourism Corridor Charging Program.
- 30. 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”).
- 31. Public Restroom:** A permanent restroom facility that is readily accessible to the general public without restriction or limitation to specific groups, such as but not limited to customers, employees, tenants, or authorized personnel. A Public Restroom must be located On-Site with the Charging Station at the Charging Site. Temporary, portable, or mobile restroom facilities (including but not limited to portable toilets, trailers, or similar temporary units) do not qualify as Public Restrooms. All Public Restroom facilities, and all other applicable site requirements, must be fully constructed and operational prior to the release of any Program incentive payments.
- 32. Related Party:** Any entity or individual that directly or indirectly owns, controls, is owned or controlled by, or is under common ownership or control with the Eligible Entity, including but not limited to subsidiaries, affiliates, or entities under common management or beneficial ownership.
- 33. Safe Walking Distance:** The acceptable distance between the Amenity and the charger. The Amenity must be available no further than 0.3 miles of the charger(s), with a crosswalk, paved and passable sidewalk, or be located within the same parking lot or property (verified via self-attestation and Google Maps or equivalent screenshot confirmation). A set of contiguous parking lots with walking access within the 0.3-mile radius of the Amenity will be considered part of the same parking lot or property. Self-attestation should include the street outline, walking directions, and a distance calculation to the project site. 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.
- 34. Single-Port Charger:** An EVSE that contains only one connector standard type and is therefore only capable of charging one (1) vehicle at a given time.
- 35. Tourism Location:** A site which offers amusement, arts, culture, attractions, entertainment, history, or recreation, per the Program.

Program Overview

By Order dated April 23, 2025, the New Jersey Board of Public Utilities (“BPU” or “Board”) established the Fiscal Year 2025 Program for certain business, government, and non-profit entities.¹ The Program is administered by CSE as a companion program to the EV Tourism Program. Program Applicants may or may not be eligible for the competitive EV Tourism Program administered by the BPU. Those interested in the Competitive EV Tourism Program must apply to the Competitive EV Tourism Program, direct any questions to the BPU, and reference the separate program materials available using the URL below:

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

The Program is a non-competitive program that offers EV incentives to address critical EV charging infrastructure needs within New Jersey’s tourism locations. Incentive availability is subject to funding at the time of applying and is not guaranteed.

The BPU is offering incentives for Eligible Entities to install charging equipment at sites within designated distances of eligible highway corridors. These incentives support the purchase, installation, and operation of L2 Chargers at Hotel Sites, and the purchase, installation, and operation of DCFCs at Corridor Sites and Hotel Sites.

Subject to the availability of funds, the Program will issue incentives in the form of reimbursement 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 Entities are listed in the table below with their respective incentive details (Table 1).

Table 1: Eligible Sites, Applicants, and Incentives Overview

Incentives are available for both L2 and DCFC EVSE 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	Incentive Cap (each)	Max Number of Incentivized Chargers
Hotels			<i>Four (4) Dual-Port Chargers, Total, From Below</i>
	L2	\$5,000 per Dual-Port Charger (up to the cost of the Charger) \$5,000 for Make-Ready costs per Dual-Port Charger (up to	<i>If located within 3 miles of Corridor: Up to four (4) Dual-Port Chargers</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.

		<p>50% of the cost) if the project is located in a Non-IOU territory</p> <p>OBM bonus available (50% of base incentive per Dual-Port Charger)*</p>	
	DCFC	<p>For 100-200 kW DCFCs: \$100,000*, per Dual-Port Charger</p> <p>For 200 kW+ DCFCs: \$180,000*, per Dual-Port Charger</p> <p>\$50,000 for Make-Ready costs per Dual-Port Charger (up to 50% of the cost) if the project is located in a Non-IOU territory</p> <p>OBM bonus available (50% of base incentive per Dual-Port Charger)*</p> <p>An additional \$5,000 incentive, per Dual-Port Charger, is available for ENERGY STAR certified DC Fast Chargers</p>	<i>If located within 1 mile of Corridor and offering public charging: Up to two (2) Dual-Port Chargers</i>
Business Entities other than hotels, Government Entities, and Non-profit Entities	DCFC	<p>For 100-200 kW DCFCs: \$100,000*, per Dual-Port Charger</p> <p>For 200 kW+ DCFCs: \$180,000* per Dual-Port Charger</p> <p>\$50,000 for Make-Ready costs per Dual-Port Charger (up to 50% of the cost) if the project is located in a Non-IOU territory</p> <p>OBM bonus available (50% of base incentive per Dual-Port Charger) *</p> <p>An additional \$5,000 incentive, per Dual-Port Charger, is available for ENERGY STAR certified DC Fast Chargers</p>	<i>If located within 1 mile of Corridor: Up to two (2) Dual-Port Chargers</i>

*Up to 90% of the cost of the Charger.

Charging Site Eligibility and Incentive Limitations

- Incentive caps are per location, per Fiscal Year, and apply as follows to Eligible Entities for each site type as indicated in tables below and this section.
- All incentives apply on a per-unit basis.
- Chargers 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 Chargers. For a Charger, eligible costs shall include the cost of hardware, taxes, delivery and activation fees, and warranty for each Charger. The OBM bonus will only apply to project sites within an OBM.
- All incentive eligibility and proximity limitations shall apply per the definition of Charging Site. A single Eligible Entity, including any Related Party, may not receive Program incentives for more than one (1) Charging Site located within a 0.5-mile driving radius of another Charging Site for which the same Eligible Entity or Related Party has received, or is seeking to receive, incentives under this Program. This limitation is intended to prevent clustering of funded Charging Sites and to ensure equitable distribution of Program funding across eligible corridors throughout the State.

Example:

The owner of a property that contains a shopping center with multiple units may only apply for up to the incentive cap for one (1) Charging Site.

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 - nearest highway exit or intersection along an eligible Corridor, measured as the shortest driving distance	Amount of Funding	Maximum Number of Chargers per Site	kW of Charger
1 mile from Corridor	For 100-200 kW DCFCs: \$100,000*, per Dual-Port Charger	Two (2) Dual-Port DCFC	Must be 100 kW or higher. Incentive is linked to the power of the Charger, as noted in the

	For 200 kW+ DCFCs: \$180,000*, per Dual-Port Charger		Incentive Amount
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***Up to 90% of the cost of the Charger.**

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 Number of Chargers per Site	kW of Charger
Three (3) miles from Corridor	\$5,000 per Dual-Port L2 Charger (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 Chargers, only if the Hotel location is within 1 mile of a Corridor and the Hotel provides public charging	Up to four (4) Dual-Port Chargers. If the Hotel qualifies for the Corridor charging option as well, then the total number of Dual-Port Chargers remains capped at four (4), with a maximum number of two (2) Dual-Port DCFC	Not specified
One (1) mile from Corridor	For 100-200 kW DCFC: \$100,000*, per Dual-Port Charger For 200 kW+ DCFC: \$180,000*, Dual-Port Charger	Up to two (2) Dual-Port DCFC	Must be 100 kW or higher for the DCFCs

***Up to 90% of the cost of the Charger.**

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 EVSE 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 Entities, and Non-profit Entities, or their third-party representative	Corridor Charging Site	DCFC only	Up to one (1) mile from nearest exit of eligible corridor

Corridor Charging Sites

Eligible Entities:

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 Charger or a third-party applying on behalf of the Eligible Entity. An Applicant may apply for any number of eligible Chargers 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 Chargers at once and may submit additional Applications if the Eligible Entity has not exceeded their incentive cap.

Chargers purchased prior to an Applicant submitting a Phase 1 Application are ineligible for the Program. Additionally, Make-Ready construction started prior to the Applicant submitting a Phase 1 Application will render the Application ineligible.

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" program and this Program or another for the same Charger.² If an Applicant has received funding from the It Pay\$ to Plug-In Program, the 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 Charger (as verified by serial number provided in an Application). The same Charger is not eligible for multiple incentives.

The 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 at the shortest driving distance. The eligible corridor list is included in Appendix A to this document. There is no limitation on distance to the nearest Charger.

All incentive eligibility and proximity limitations shall apply per the definition of Charging Site and the Charging Site Eligibility and Incentive Limitations section. A single Eligible Entity, including any Related Party, may not receive Program incentives for more than one (1) Charging Site located within a 0.5-mile driving radius of another Charging Site for which the same Eligible Entity or Related Party has received, or is seeking to receive, incentives under this Program. This limitation is intended to prevent clustering of funded Charging Sites and to ensure equitable distribution of Program funding across eligible corridors throughout the State.

Example:

The owner of a property that contains a shopping center with multiple units may only apply for up to the incentive cap for one (1) Charging Site.

In the case of a Hotel deploying a DCFC, all incentivized Charger(s) must also be open to the public, and

² See overview of NJ DEP It Pay\$ to Plug-In Program [here](#).

not just Hotel guests.

For both Hotels and other Eligible Applicants, the Hotel or other Corridor Charging Site must have both a Public Restroom facility and at least one (1) Amenity on site and available to the public, such as restaurants, and/or convenience stores, or be within Safe Walking Distance to such an Amenity. CSE and the BPU will evaluate appeals as requested. CSE staff will verify the distances using Application data and imagery provided during Application processing.

All required Amenities and Public Restroom facility shall be fully constructed and operational prior to the release of any Program incentive payments, per the requirements defined for Amenity, Public Restroom, and any other defined Program-specific terms.

Eligible Equipment:

DCFC equipment covered under the FY26 Program may be of any brand the Applicant selects, provided that the equipment adheres to the following criteria:

- The equipment must include standard DC charging ports available for use by all EVs including, but not limited to, the CCS and J3400 charging connector standards;
- The equipment is a Dual-Port Charger;³
- The equipment is listed by a Nationally Recognized Testing Laboratory to comply with UL 2202;
- The equipment must have OCPP 1.6 Certification or later;
- The equipment has network capability with one (1) of the [State's Compliant Network Service Providers](#);⁴
- Each DCFC must be publicly accessible;

Each DCFC charging port must maintain the federal uptime standards (currently 97% uptime) at a minimum for five (5) consecutive years after installation.⁵ 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 Chargers as well, per the Eligibility terms outlined below in the "Hotel Charging Site" section herein below.

Hotel Charging Sites

Eligible Entities:

Only sites that meet the following definition and requirements may be considered Eligible Entities:

Hotels or motels that are permanent buildings for the primary purpose of short-term lodging with ten (10)

³ For the purposes of the Program, two (2) single-port DCFC dispensers that receive power from the same source and the same Make-Ready will be considered eligible and counted as one (1) dual-port charger. Such DCFC configurations must allow for two (2) single-port DCFC dispensers to have power-sharing capabilities, where a single vehicle can receive up to the full power of the shared power source, while two (2) vehicles can charge simultaneously and receive their individual dispenser's full power capacity.

⁴ Drive Green. <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>

or more lodging units for overnight stays not to exceed thirty (30) nights. Campgrounds, trailer parks, short-term vacation rentals, condos, and other short-term lodging sites are **not eligible**.

L2 Chargers must be available for public charging if the Eligible Entity is offering any public charging or may be controlled so that only Hotel guests can charge vehicles at the site. Chargers funded by the Program are not intended for employee or fleet use. Incentives may be available through other programs for Chargers 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 Chargers 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 Chargers at once and may submit additional Applications if the Eligible Entity has not exceeded their incentive cap.

Chargers purchased prior to an Applicant submitting a Phase 1 Application are ineligible for the Program.

Applicants are not permitted to stack funding and/or incentives from the It Pay\$ to Plug-In Program and this Program for the same Charger.⁶ 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. The 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 Chargers (as verified by serial numbers) are included in each Application. The same Chargers are not eligible for multiple incentives.

Eligible Locations:

Hotel Sites deploying L2 Chargers 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 DCFC, 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 as the shortest driving distance to the site location. If a Hotel Site will have both L2 Chargers and DCFCs funded through this Program, then the location must meet the one (1)-mile requirements. If a Hotel Site will only have L2 Chargers, then it must only meet the up to three (3)-mile requirements.

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

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

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

Eligible 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 Chargers 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 chargers covered under the FY26 Program may be of any brand an Applicant selects, provided that the equipment adheres to the following criteria:

- The equipment must include standard AC charging ports available for use by all EVs including, but not limited to, the J1772 and J3400 charging connector standards;
- The equipment is a Dual-Port Charger;⁷
- The equipment chosen is an ENERGY STAR® certified (as required by the Appliance Standards Act);⁸
- The equipment is listed by a Nationally Recognized Testing Laboratory to comply with UL 2594;
- Equipment must have OCPP 1.6 Certification or later;
- The equipment must have networking capability with one (1) of the State's Compliant Network Service Providers;⁹
- The L2 Chargers may only be available to Hotel guests or may be open to all drivers; unless DCFCs are also incentivized, as then all Chargers must be open to all drivers; and
- Each L2 charging port must maintain the federal uptime standards, currently 97% uptime, at a minimum, for five (5) consecutive years after installation.¹⁰

DCFC equipment covered under the FY26 Program may be of any brand, provided that the equipment adheres to the following criteria:

- The equipment must include standard DC charging ports available for use by all EVs including, but not limited to, the CCS and J3400 charging connector standards;

⁷ For purposes of the Program, a pair of single-port pedestal or wall mounted L2 EVSE will be considered eligible and counted as one (1) dual-port charger if it meets ALL of the following conditions: The pair of L2 EVSE are directly adjacent to each other, their pedestal or wall mount is located in between two (2) parking spaces, and the pair of L2 EVSE receive power from the same Make-Ready. Pending BPU discretion on a case-by-case basis, a pair of single-port pedestal L2 EVSE that are not directly adjacent to each other may also be eligible and counted as one (1) dual-port charger if the pair of L2 EVSE are capable of charging two (2) vehicles simultaneously and receive power from the same Make-Ready. The applicant must provide documentation for verification, such as a single-line diagram.

⁸ See N.J.S.A. 52:27D-141.20; -141.21(h).

⁹ <https://dep.nj.gov/drivegreen/network-service-providers/>

¹⁰ <https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements>

- The equipment is a Dual-Port Charger; ¹¹
- The equipment is listed by a Nationally Recognized Testing Laboratory to comply with UL 2202;
- Equipment must have OCPP 1.6 Certification or later;
- The equipment has networking capability with one of the [State's Compliant Network Service Providers](#); ¹²
- DCFC must be publicly accessible; and
- Each DCFC charging port must maintain the federal uptime standards, currently 97% uptime, for five (5) consecutive years after installation. ¹³

Procedure

There is a two (2)-phase Application process; Phase 1 and Phase 2 Applications are located on the Program website at <https://chargeup.njcleanenergy.com/ev-tourism-corridor>.

- 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 Chargers.
- 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 will send a check to the Applicant via the United States Postal Service Standard Mail. The Program Administrator may request clarification or confirmation of Application documents or related material, in order to issue an incentive payment.
- The Chargers 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 Chargers purchased, an Applicant must immediately notify the Program Administrator.
- An Applicant must have purchased and received the eligible Chargers 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 Charger. 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.

¹¹ For the purposes of the Program, two (2) single-port DCFC dispensers that receive power from the same source and the same Make-Ready will be considered eligible and counted as one (1) dual-port charger. Such DCFC configurations must allow for two (2) single-port DCFC dispensers to have power-sharing capabilities, where a single vehicle can receive up to the full power of the shared power source, while two (2) vehicles can charge simultaneously and receive their individual dispenser's full power capacity.

¹² The Drive Green site is available at <https://dep.nj.gov/drivegreen/network-service-providers/>

¹³ <https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements>

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

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 (including distance to Public Restroom facility and amenities, if applicable), and intended signage;
- If applicable, a utility bill for the project will need to be uploaded if the project location is within a 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: Applicants 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 Chargers, or undertake construction (i.e., breaking ground on the site) prior to submitting the Phase 1 Application. Applicants may place an order for Chargers 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 Chargers must be fully installed and paid for 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 Chargers;
- 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;
- Serial Numbers for all incentivized Chargers;
- Utility bill, if applying for make-ready costs in a Non-IOU territory; and
- 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 Applicant and/or Application details 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 the 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. The BPU and/or the Program Administrator reserve the right to request funds to be returned to the BPU, and to receive and process that transaction.

Participation in Other State and Utility Incentive Programs

An Applicant is not permitted to combine funding and/or 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 Chargers, 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 equipment 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 the BPU, in the Application, the Eligible Entity must identify itself as in a Non-IOU.

General Terms and Conditions

Applicants certify that the information provided in an Application is true and correct. Applicants agree 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. Applicants acknowledge and understand 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. Applicants further understand that the 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 the 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. Applicants are responsible for paying any, and all, tax liability imposed as a result of receiving an incentive. It is the sole responsibility of the Applicant to seek professional advice and determine any tax consequences of participation in the Program.

Neither the 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 or leased, or otherwise considered by the Applicant. Any decisions regarding the selection, design, purchase or lease, use, and operation of any vehicle and/or equipment shall be at the sole discretion and are the sole responsibility of an Applicant. The 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, Applicant agree to release and hold harmless the 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 the BPU nor CSE make representations or warranties regarding whether an Applicant will or will

not qualify to receive an incentive. Applications submissions are confirmed via an automatic email from the Program Administrator upon successful and accurate completion of the online Application. This confirmation email does not guarantee eligibility or a funding reservation. Applicants' 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.

Applicants agree 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 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. BPU staff will consider appeals on a case-by-case basis. 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 BPU staff in its sole discretion. After acknowledging the receipt of an appeal, 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 BPU.

Appendix A: 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
 - New Jersey State Route 37
 - New Jersey State Route 38
 - New Jersey State Route 41
 - New Jersey State Route 42
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- New Jersey State Route 495
- New Jersey State Route 700