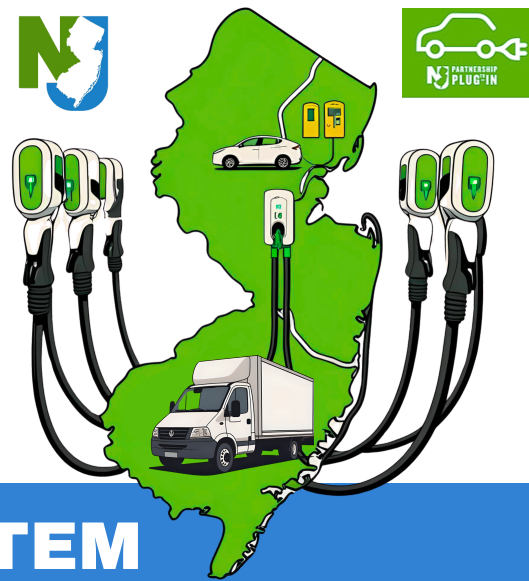


NEW JERSEY DRIVES THE ELECTRIC VEHICLE REVOLUTION



THE EV ECOSYSTEM

TOP LINE STATS


NJ HAS OVER 1,700 FAST CHARGING PORTS



INCREASING AT A RATE OF 300 PER YEAR



OVER 3,300 LEVEL 2 CHARGING PORTS



INCREASING AT A RATE OF 500 PER YEAR

ROADMAP TO SUCCESS



The 2018 Clean Energy Act set a goal of installing 2,000 MW of battery storage by 2030, and the 2025 launch of the Garden State Energy Storage Incentive Program aims to lay the foundation for energy storage planning and management.



The 2021 Model Statewide Municipal EV Ordinance established a consistent permitting structure for EV charging infrastructure and set requirements for make-ready parking spaces.



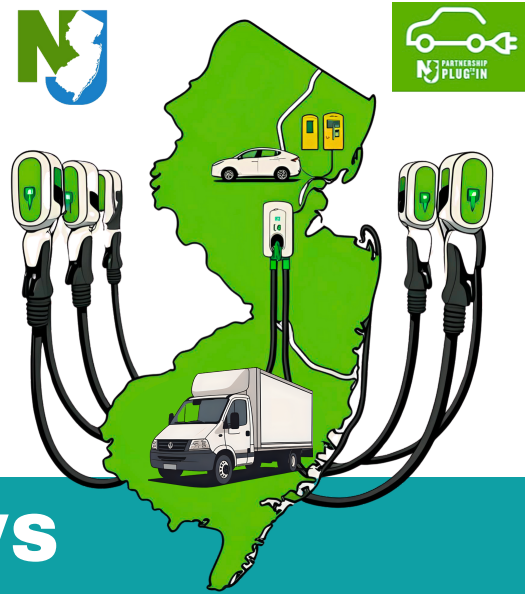
The 2024 Grid Modernization Program aims to streamline utility interconnection application processes, enhance transparency, and improve the accuracy of cost and feasibility assessments.

RECOMMENDATIONS



- 1 Develop ZEV Workforce (near-term):** Promote participation in the Electric Vehicle Infrastructure Training Program and link eligible, licensed contractors through a one-stop website; develop training programs conducted through education providers and prioritize outreach to overburdened or low-income communities
- 2 Develop Multi-Purpose Corridor Charging Hubs (near-term):** Develop a needs assessment for projected charging demand along major travel corridors, including potential funding sources and installation considerations, peak loads, access to electricity, and needed facility upgrades, and impacts on local communities
- 3 Expand and Shape Grid Capacity (long-term):** The Board of Public Utilities will support utilities in implementing managed charging programs and continue to expand renewable energy production
- 4 Develop Multi-Purpose Corridor Charging Hubs (long-term):** Scale up charging hub investments and connect charging hubs strategically across the Northeast and Mid-Atlantic to provide reliable, open access for freight and passenger vehicles

NEW JERSEY DRIVES THE ELECTRIC VEHICLE REVOLUTION



LIGHT-DUTY EVS

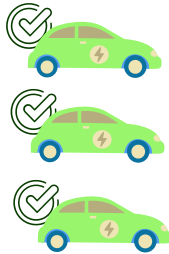
TOP LINE STATS



NJ CURRENTLY HAS OVER 245,000 EVS ON THE ROAD,
MAKING UP OVER 14% OF NEW VEHICLE SALES

\$160 MILLION

DISTRIBUTED THROUGH THE STATE'S
CHARGE UP NJ PROGRAM, WHICH HAS
INCENTIVIZED OVER 60,000 EVS



**1.4
MILLION**

PROJECTED REGISTERED EVS,
WITH MARKET SHARE EXPECTED
TO APPROACH 40% BY 2035

ROADMAP TO SUCCESS



Incentives are available for EV charging infrastructure at individual residences, multi-unit dwellings, workplaces, and public locations, with additional support provided for installations in overburdened municipalities.



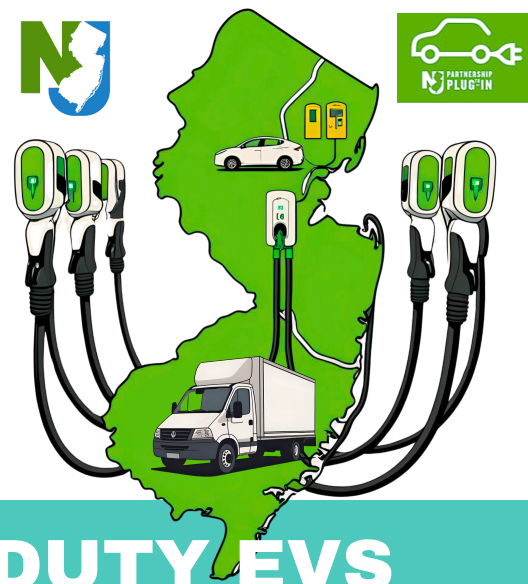
In 2020, the New Jersey Board of Public Utilities directed the state's utilities to develop infrastructure programs for light-duty EV charging and established over \$200 million in incentives to support these efforts.

RECOMMENDATIONS

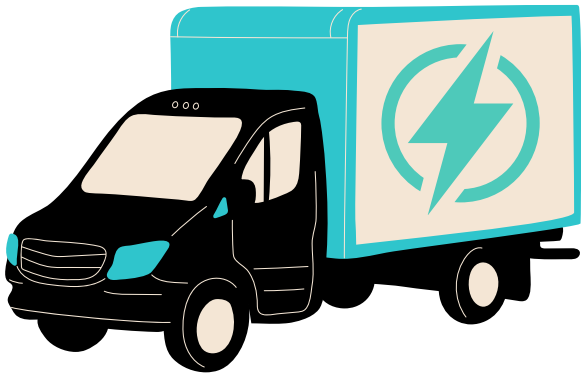
- 1 Support Incentives for Corridor, Community, Workplace, Multi-unit Dwelling and Other Chargers (near-term):** Monitor existing charger and make ready incentive programs, adapt to market changes and target areas that need additional growth
- 2 Maintain and Increase Vehicle Incentive Funding (longer-term):** Prioritize equity in new EV incentive distribution; assess affordability of the new EV market and adjust incentive levels, potentially focusing on low- to moderate-income and used EV programs



NEW JERSEY DRIVES THE ELECTRIC VEHICLE REVOLUTION



MEDIUM- AND HEAVY-DUTY EVS



\$420 MILLION
INVESTED IN MEDIUM-AND-HEAVY
DUTY ELECTRIFICATION SINCE 2019
BY THE STATE OF NEW JERSEY

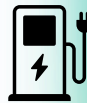
ROADMAP TO SUCCESS



New Jersey Department of Environmental Protection (DEP) was awarded \$249 million to implement the Clean Corridor Coalition, a multi-state initiative aimed at deploying medium- and heavy-duty (MHD) electric vehicle charging infrastructure along Interstate 95 and adjacent freight corridors in New Jersey, Delaware, Connecticut, and Maryland.



As part of its broader efforts to support fleet electrification, DEP also launched the New Jersey Fleet Advisor Program, which offers technical assistance to fleets transitioning to zero-emission vehicles.



New Jersey Board of Public Utilities directed investor-owned utilities to adopt minimum filing requirements and propose make-ready programs to support MHD EV charging infrastructure.



New Jersey Economic Development Authority approved the Zero Emission Vehicle Financing Program, which will provide low-interest loans to commercial businesses for the purchase of MHD electric vehicles.

RECOMMENDATIONS

- 1 Coordinate MHD Programs (near-term):** Promote interagency coordination and communication on lessons learned and implementation progress among the MHD ZEV programs
- 2 Expand Funding for Vehicle Incentive or Affiliated Financing Programs (near-term):** Establish minimum program funding levels from the Regional Greenhouse Gas Initiative, the State General Fund, and other funding sources; consider the need for an established funding source and set-aside funding for diverse business enterprises or fleets operating in overburdened communities
- 3 Expand Funding for Vehicle Incentive or Affiliated Financing Programs (longer-term):** Increase Funding to facilitate greater adoption and stretch available funding as loans rather than solely as rebates; assess funding distribution to overburdened communities and small or minority- and women-owned businesses
- 4 Develop Commercial Vehicle Charging Rates (longer-term):** Adjust rates regularly based on utilization, overall demand, energy prices, and other fluctuating variables; incorporate bidirectional charging rates

