NJEDA

MEMORANDUM

TO: Members of the Authority

FROM: Evan Weiss, Chief Executive Officer

DATE: August 20th, 2026

SUBJECT: Modifications to the Take Charge Program

Request:

The Members are asked to approve:

1. Modifications to the Take Charge Program ("Take Charge" or "the Program"), as specified in this memo and the attached Program Specifications. The modifications requested pertain to the program funding amount and changes in the scope of eligible projects to better align with current clean energy goals in New Jersey.
2. Return $31,221,050 in unspent RGGI funding available from Phase 2 of the NJ ZIP program voucher funding to NJEDA's 2020-2022 RGGI Strategic Funding plan funding pool.
3. The utilization of $25,000,000 from the Authority's allocation of New Jersey's Regional Greenhouse Gas Initiative ("RGGI") auction proceeds from the RGGI Strategic Funding Plan(s) that includes a relevant funding initiative applicable to the scope of the Program.
4. Delegated authority to:
    a. Increase Take Charge program funding from $25,000,000 to up to $50,000,000 based on available RGGI funding if application demand exceeds the initial $25,000,000 funding allocation.
    b. Return any additional unspent project funds from Phase 2 of the NJ ZIP program to NJEDA's 2020-2022 RGGI Strategic Funding plan funding pool.

Background:

On October 30th, 2025, the Board originally approved the creation of the Take Charge Program and the utilization of $50,000,000 from New Jersey Economic Development Authority's allocation of 2023-2025 RGGI funds based upon staff's recommendations in the memo to the Board (attached as Appendix B). The program is a pilot initiative designed to provide financial support for the installation of electric vehicle chargers for private fleets to further incentivize electric vehicle adoption and reduce emissions.

This memo proposes modifications to the original Take Charge program to adjust eligibility requirements to require that solar power and/or energy storage installation be part of the project scope to qualify for grant funding. These modifications are recommended in order to better align with the State's current energy priorities, including the adoption of Virtual Power Plants ("VPPs") and addressing energy affordability concerns by increasing New Jersey's energy capacity. VPPs include programs that aggregate distributed energy resources (including electric vehicles, appliances, solar arrays, and battery storage systems) in order to better manage grid resources and lower aggregate peak demand. VPPs can also lower electricity costs and provide a revenue source to participants. Given the requirements for

VPPs in the state are currently being developed by the Board of Public Utilities (BPU), this new Program requirement will enable New Jersey fleet owners to better participate in these future opportunities. Beyond participation in VPP programs, the addition of solar and/or storage systems will allow fleets to strategically utilize grid resources and avoid contributing additional load during periods of peak electricity demand. It will also enable them to sell electricity back to the grid when distributed energy resources are not being actively used.

Program Details:

Staff recommends the following program modifications from what was previously approved at the October 30th, 2025 Board meeting. Please note, the Take Charge Program has not yet opened applications for funding at time of this Board memorandum. The attached Program specifications (Appendix A) incorporate the below proposed changes.

Program Funding:

The Program will be funded from $25 million in RGGI auction proceeds available to the Authority, rather than the $50 million in funding originally approved by the Board on October 30th, 2025. This reduction in proposed program funding allows funds to be re-allocated to other Authority energy related initiatives in support of the State's goals.

Delegated authority is requested to utilize up to an additional $25,000,000 in RGGI funds available to NJEDA to expand the pilot if the Program demand exceeds the initial $25,000,000 funding allocation.

Given the existence of transportation-related initiatives in multiple RGGI Strategic Funding Plans, staff may capitalize the Program from funding available from one or multiple funding plans depending on timing of funding availability, with the goal of utilizing oldest available RGGI dollars first.

Specifically for the initial $25 million in Program funding, staff intends to utilize unspent funds available from Phase 2 of the NJ ZIP program. Phase 2 of the NJ ZIP program was approved by the Board in July 2022 with $45,000,000 in voucher funding. Of that total, $31,221,050 remains unspent from previously awarded vehicle vouchers that were not utilized by grantees and have now expired. This funding was previously intended to be rolled into Phase 3 of the NJ ZIP program via Board approved delegated authority but has now been reprioritized for Take Charge given both the desire to utilize older RGGI funds first and the unknown timing of future rounds of NJ ZIP funding. In addition, with these proposed program edits, Take Charge has more immediate capability as program to address New Jersey's goals of rapidly deploying additional solar and storage capacity in the state.

Phase 3 of NJ ZIP was Board approved in February 2025 with $75,000,000 in RGGI funding for two rounds of vouchers spaced at least 1 year apart, with $37,500,000 each. The Board also approved delegated authority to utilize any unallocated funds from prior phases of the pilot program into Phase 3. Round 1 of NJ ZIP Phase 3 opened applications in November 2025 originally with $37,500,000 in voucher funding. Given extremely high market demand, the voucher funding pool was reinforced with an additional $29,852,750 of unallocated funds available from NJ ZIP Phase 1. NJ ZIP Phase 3 purchaser applications were shifted to a waitlist in January 2026 and closed in April 2026 given the continued high demand and oversubscription of funding. NJ ZIP Phase 3 applications are currently closed while staff continues processing applications and disbursing funds for Round 1 of Phase 3. NJ ZIP applications will remain temporarily closed for the near future before a final decision is made on timing and funding for future rounds. This will include a review of overall state funding for zero emission vehicles and the need for any additional NJ ZIP programmatic adjustments to be made, if any, in coordination with sister state agencies.

Grant Amount:

-Increase the minimum grant award size per project from $50,000 to $100,000. Given on-site renewable energy generation and/or energy storage systems are now required in the project scope (see below), this increase in the minimum grant size will ensure applicants have robust and appropriately scaled projects.
-Remove the bonus for on-site renewable energy generation and/or energy storage systems as this scope is now a requirement for program participation.

Eligibility Requirements:

The Program will require that the installation of solar power and/or energy storage systems be part of the proposed project scope to receive grant funding. Previously, these items were optional measures that could be funded under the Program if an applicant chose to include them. These distributed energy resources must be able to provide/store power for the electric vehicle chargers being installed under the Program.

Compliance and Reporting:

Adding an additional compliance requirement to ensure fleets receiving Take Charge grants also participate in VPP and/or managed charging programs as they become more widely available in the State. These programs are critical for the State's energy goals and while Take Charge participants should already be incentivized to participate independently, this compliance requirement ensures Authority investments into the charging infrastructure benefit the wider grid.

Recommendation:

The Members are asked to approve:

1. Modifications to the Take Charge Program ("Take Charge" or "the Program"), as specified in this memo and the attached Program Specifications. The modifications requested pertain to the program funding amount and changes in the scope of eligible projects to better align with current clean energy goals in New Jersey.
2. Reallocate $31,221,050 in unspent RGGI funding available from Phase 2 of the NJ ZIP program to NJEDA's 2020-2022 RGGI Strategic Funding plan funding pool.
3. The utilization of $25,000,000 from the Authority's allocation of New Jersey's Regional Greenhouse Gas Initiative ("RGGI") auction proceeds from the RGGI Strategic Funding Plan(s) that includes a relevant funding initiative applicable to the scope of the Program.
4. Delegated authority to:
    a. Increase Take Charge program funding from $25,000,000 to up to $50,000,000 based on available RGGI funding if application demand exceeds the initial $25,000,000 funding allocation.
    b. Return any additional unspent project funds from Phase 2 of the NJ ZIP program to NJEDA's 2020-2022 RGGI Strategic Funding plan funding pool.

E Weiss

Evan Weiss,
Chief Executive Officer

Prepared by: Jessica Parineet

Appendix A –Product Specifications: Take Charge Program
Appendix B –Original Take Charge Program Memorandum, Approved October 30, 2025

<table>
<tr><th colspan="2">Appendix A
Take Charge Program Specifications
August 20th, 2026</th></tr>
<tr><td>Program Purpose</td><td>

The goal of the Program is to reduce greenhouse gas emissions in the transportation sector by reducing the costs of installing electric vehicle charging infrastructure. The Program will accelerate the adoption of transportation electrification by supporting charging for commercial fleets.
Additionally, the program aims to enable participation in future VPP programs being developed in New Jersey, which will contribute to more efficient and cost-effective grid utilization.
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<tr><td>Program Funding</td><td>

$25,000,000 of Regional Greenhouse Gas Initiative auction proceeds available to the Authority from the RGGI Strategic Funding Plan(s) that includes a relevant funding initiative applicable to the scope of the Program.
Delegated authority to increase funding from $25,000,000 to up to $50,000,000 based on available RGGI funding if application demand exceeds the initial $25,000,000 funding allocation.
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<tr><td>Grant Amount</td><td>

Minimum award amount per project: $100,000
Maximum award amount per EIN: $5 million

The award amount will be capped at 50% of eligible project costs. The cap on eligible project costs can be increased by an additional 5% each on a per project basis as follows for each of the following factors:

Projects located in Overburdened Communities (OBCs) or formally designated Adjacent Communities. NJ's Environmental Justice Law (N.J.S.A 13:1D-157) defines overburdened communities as any census block group, as determined in accordance with the most recent United States Census in which: 1) at least 35 percent of the households qualify as low-income households; 2) at least 40 percent of residents identify as minority or as members of a State recognized tribal community; or 3) at least 40 percent of the households have limited English proficiency.
Projects from small business applicants. For the purpose of the Program, a small business is defined as having 25 or fewer full-time employees in total OR less than $5M in annual gross revenue.

An applicant (determined by EIN) may apply for multiple projects across different sites so long as total funding awards do not exceed $5 million in aggregate.
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<tr><td>Eligibility Requirements</td><td>

The Program will be open to for-profit commercial organizations that are purchasing and installing electric vehicle charging infrastructure in New Jersey. Projects must also install on-site renewable energy generation and/or energy storage systems to help manage power demand for chargers.
Eligible organizations must have 2 or more existing commercial-use vehicles (including light-duty, medium-duty, heavy-duty, off-road, or maritime vehicles). These vehicles must be registered in New Jersey OR domiciled in New Jersey OR otherwise plan to utilize the proposed charging infrastructure in New Jersey being supported under the Program. These existing vehicles can be electric vehicles or non-electric vehicles that the applicant is planning to transition to electric vehicles with the construction of the charging infrastructure.

Charging-as-a-service providers, including entities leasing chargers to fleet operators, OR property owners who are installing chargers on behalf of a tenant fleet may also apply provided they (1) install permanent charging infrastructure with accompanying solar and/or storage at a site in NJ and (2) have an agreement, letter of intent, or equivalent documentation indicating an identified commercial

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</table>

	fleet operator that would otherwise meet the eligibility requirements of the Program. • Projects can consist of installation of new chargers to a property that already has existing chargers. • Applicants must demonstrate that they have reviewed with their electric utility provider the feasibility of charger and solar/storage installation on the selected site prior to submitting their application and are aware of costs that may be involved with providing sufficient electrical capacity to the site based on this review. • The Applicant must also be in substantial good standing with the NJDOL and NJDEP. A current tax clearance certificate will need to be provided prior to application approval to demonstrate the applicant is properly registered to do business in New Jersey and in substantial good standing with the NJ Division of Taxation. A valid Applicant tax clearance certificate also is required prior to closing and disbursement of funds. • Applicants must satisfy the Authority's debarment/disqualification review and not be in default under any Authority program or have any outstanding obligations to the Authority. • If the applicant is leasing the site for charger installation, then they must demonstrate that the property owner has approved of the project. Tenants must also provide a valid lease for at least the length of the proposed project's construction timeline and the three-year compliance period. Applicants who have not yet finalized a lease for the total duration of the compliance period may be provided an exception provided the property owner certifies their intent to maintain or transfer usage of the chargers to a new tenant in the event of a non-renewal of the current lease.

Eligible Uses of Grant Funding	Eligible costs include, but are not limited to materials, labor***, and equipment for the following:
	• New Level 2 charging stations*
	• New Direct Current Fast Charging (DCFC) charging stations*
	• Delivery, activation fees, and warranty costs associated with new charging stations
	• Network subscription costs for up to three years*
	• "Make-Ready" costs including but not limited to upgrades of the electric power distribution system to the site, or wiring and electric work on the customer side of the electric meter necessary for charger installation
	• On-site renewable energy generation and/or battery storage systems to provide and/or store power for chargers
	    o The amount of funding being allocated to this category cannot exceed more than 60% of the total eligible project cost
	• Associated site upgrades necessary for charger installation and operation, including but not limited to signage, protective bollards, and pavement striping
	• Payments for the use of temporary mobile chargers and/or mobile battery storage systems**
	• Site assessment, engineering, and related design costs for the above items
	    o A lookback period is included for any completed design related work (not-construction) looking back 12 months prior to application submission but no earlier than the date of Program NJEDA Board approval (October 30th, 2025).
	    o The amount of funding being allocated to this category cannot exceed more than 15% of the total eligible project cost.
	
	* Applicants must select a Pre-Qualified Network Service Provider from the list of Compliant Network Service Providers housed on the New Jersey Department of Environmental Protection (NJDEP) website.
	**Costs incurred for mobile chargers/batteries are eligible on the condition that permanent chargers are installed by the end of the allowable construction period. Additionally, eligible costs incurred beyond permanent charger installation (after project completion) are not eligible.
	***All construction work must be conducted by New Jersey Department of Labor and Workforce Development (DOL) Public Works registered contractors in accordance with NJ prevailing wage and affirmative action requirements.

	Ineligible costs include but are not limited to: • Level 1 charging stations • Chargers installed on residential properties for personal or non-commercial use • Electric vehicles • Permitting fees • Combustion-based generators or charging systems, including but not limited to combustion-based temporary or mobile chargers • Taxes • Charging related operating expenses such as electricity supply charges and maintenance costs • Land acquisition For certain charging projects, applicants may be eligible for incentives directly from their electric utility such as utility-side or customer-side make ready costs. In this case, applicants are still eligible for the Program so long as the total grant amount received from both the EDA and the utility does not exceed 90% of the project's eligible costs. Applicants may not otherwise stack grant funding with any other charging incentive program offered by the State (DEP, BPU, DOT, etc.) or Federal government.

Application Process	Applications will be accepted on a rolling basis. The application will remain open until all available funding is reserved or until three (3) years after the date of application launch, whichever is sooner. If within the 3-year window, following the initial reservation of all the Program funds, previously reserved funding becomes available due to applicants not utilizing funding reservations, the application may be re-opened.
	
	Applicants will be provided a 10-business day cure period to correct submission deficiencies that are identified by staff as incomplete or incorrect. At the sole discretion of the Authority, staff may ask for additional information or clarification of the information included in the application, including, but not limited to, responses, documentation, and attachments. Applicants that are non-responsive or that do not provide complete responses to NJEDA requests for additional information will be notified by NJEDA staff via email that the application will be administratively withdrawn and not advance.
	
	In addition to other items, applicants must submit:
	• Fleet information such as model and registration for existing vehicles and plans for future vehicles (if applicable)
	    o If the applicant is a charging-as-a-service provider or property owner applying on behalf of a tenant fleet, these details along with a signed agreement, letter of intent, or equivalent documentation between both parties will need to be submitted for the partner fleet
	• Project description, including proposed quantity and type of chargers, and plans for on-site solar energy generation and/or storage systems
	• Project site address and property information
	    o Including proof of property ownership or lease agreement for the required duration of construction and program compliance terms (see Eligibility Requirements)
	• Estimated project timeline
	• Cost estimate budget spreadsheet including a total requested grant amount using NJEDA template, which is supported by:
	    o Quote(s) from contractor(s) that are registered with NJDOL as a Publics Works Registered Contractor with costs consistent with New Jersey State prevailing wage rates
	    o Vendor quotes or similar retail price information for any relevant items/equipment to be purchased directly by the applicant
	
	If an applicant is determined to be eligible, the EDA will issue an approval letter with a maximum potential grant award amount based on the information submitted by the applicant.

<table>
<tr><td></td><td>NJEDA grant award amounts will not be adjusted following notice of application approval. The Applicant will be responsible for any additional or unexpected project costs, even if relevant to the eligible project scope.</td></tr>
<tr><td>Grant Disbursement</td><td>Applicants will have six months from application approval to present the EDA with the following:

1. Confirmation of project address OR submission of required documents to update project address.
2. Confirmation from the utility provider for existing electrical service capacity OR confirmed plans and schedule from the utility provider to provide any additional needed capacity for the proposed charging project OR confirmation that charger power needs will be met with non-utility sources (existing on-site generation, proposed renewable generation, etc.)
3. Proof of funding/project financing plan for total estimated project costs plus an additional 15% of overall project costs as contingency to allow for potential cost overruns that may arise during construction. Proof of funding can include bank account statements, financing agreement, or similar indication of available working capital for the project costs. Additional financing provided by NJEDA may be used to cover project costs not eligible under the Program. Additional financing provided by NJEDA may also be used to cover project costs paid up front by the Applicant prior to submitting for grant reimbursement.

Additional six-month long extensions may be provided subject to the discretion of the Authority.

After these items are provided, a grant agreement will be executed, and funding will be available for disbursement as follows:

1. At the time of grant agreement execution, up to 15% of the approved award amount may be reimbursed for any expenses incurred for site assessment, design, and engineering completed in the 12 months prior to application submission and/or between time of application and grant execution.
2. A maximum of 50% of the total awarded grant, minus any amount disbursed following grant agreement execution, may be reimbursed after at least half of total estimated eligible project costs have been incurred by the Applicant.
3. The remaining amount of the grant award utilized on eligible expenses pursuant to the grant agreement will be disbursed as a reimbursement following project completion and submission of final disbursement documents, including proof of completed charging project and charger connectivity.

Applicants will have 24 months following grant agreement execution to complete the project and submit all documents required for reimbursement, with the possibility of six-month extension(s) of this timeframe at the discretion of the Authority. Reimbursement will be based on submitted proof of actual project expenses (receipts, contractor invoices, etc.), signed progress/completion documents, and project photos. NJEDA reserves the right to conduct site visits during and following completion of construction activities to confirm that work is being completed by New Jersey Department of Labor and Workforce Development (DOL) Public Works registered contractors in accordance with eligible uses for the Program and all prevailing wage and affirmative action requirements.</td></tr>
<tr><td>Compliance and Reporting</td><td>Following project completion and final disbursement of funds, awardees must supply charger usage data to the Authority for a period of three continuous years. To simplify sharing of data, applicants must select software that is already pre-qualified and listed as a Compliant Network Service Provider on the New Jersey Department of Environmental Protection website. If the awardee is unable to maintain operation of the charging site within the three-year compliance term, they must either assign a new owner or the Authority will impose a recapture of the grant award on a prorated basis as follows:
<table><tr><td>Year of Compliance event of default within</td><td>Recapture Percentage</td></tr><tr><td>1 year from project completion</td><td>100%</td></tr><tr><td>2 years from project completion</td><td>60%</td></tr><tr><td>3 years from project completion</td><td>30%</td></tr></table>Additionally, participants must provide proof of enrollment in a VPP and/or managed charging program before the end of the three-year compliance period. If the awardee is unable to submit proof of enrollment before the end of the period, the Authority will impose a 15% recapture of the grant award. The Authority shall waive this requirement if enrollment by the Applicant is not possible within</td></tr>
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	the three-year compliance period because there are no VPP and/or managed charging programs that are applicable to Applicant.
Fees	NJEDA will charge applicants the following fees unique to the Program given the availability of RGGI administrative funding to cover the Program administrative costs: Non-refundable $500 fee paid at time of application submission per project application.

Appendix B
Original Take Charge Program Memorandum
Approved October 30, 2025

MEMORANDUM

TO: Members of the Authority

FROM: Tim Sullivan, Chief Executive Officer

DATE: October 30, 2025

SUBJECT: Take Charge Program

Request:

The Members are asked to approve:

1. The Take Charge Program ("Take Charge" or "the Program"), a pilot initiative designed to provide financial support for the installation of electric chargers for private fleets.
2. The utilization of $50,000,000 from the Authority's allocation of New Jersey's Regional Greenhouse Gas Initiative ("RGGI") 2023-2025 auction proceeds.
3. Delegation of authority to the Chef Executive Officer to:
   a) Approve individual applications for the Program in accordance with the terms set forth in this memo and the attached Program Specifications.
   b) Expand Program eligibility to include institutional[1] (local government, non-profits) applicants if other state programs cannot adequately serve these groups.
   c) Increase funding from $50,000,000 to up to $75,000,000 based on available RGGI funding if application demand exceeds the initial $50,000,000 funding allocation.

Background:

The Regional Greenhouse Gas Initiative (RGGI) is a multi-state, market-based "cap-and-invest" program that establishes a regional cap on carbon dioxide (CO2) emissions from the electric power generation sector, therefore allowing for auctioning of emissions rights. States use the proceeds from the CO2 allowance auctions to invest in programs to help further reduce CO2 and other greenhouse gas pollution, spur clean and renewable energy, and provide rate relief on energy bills. New Jersey's RGGI funds allocation is governed by the Global Warming Solutions Fund Act (P.L. 2007, c. 340).

Per New Jersey's RGGI Strategic Funding Plan, the State will deploy RGGI funds for 2023-2025 within four initiative categories. This proposed NJEDA program aligns with the second initiative: Catalyze Clean, Equitable Transportation.

The Program builds on existing programs at the state level and within the EDA, including the New Jersey Zero-Emission Incentive Program (NJ ZIP) and the NJ ZEV (Zero Emission Vehicle) Financing Program, that encourage the adoption of zero-emission vehicles and the reduction of carbon emissions from the transportation sector. The Program was also informed by responses to "Request for Information #258 for Electric Vehicle

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[1] Institutional entities are defined by the Department of Environmental Protection at NJAC 7:27D-1.2 to be those that serve "a non-profit or public purpose, such as a library, hospital, public school, institution of higher education, municipal utility, public recreation or cultural facility, or government entity."

Charging Grants" which was released by the EDA in July 2025. More than 19 respondents to the RFI highlighted gaps in existing state incentives for electric vehicle charging, in particular for private fleets. In addition, the Authority held a public webinar for stakeholders to share comments and feedback on a proposed grant program structure.

Program Overview:

Take Charge is a first-come, first-serve grant program that will provide funding for charging infrastructure projects in New Jersey. The goal of the Program is to assist applicants by partially covering the costs, including hardware and related installation costs, of establishing electric vehicle charging infrastructure for private commercial fleets. Private fleets interested in adopting electric vehicles require consistently available and reliable charging infrastructure, but often face high costs for installation and site upgrades necessary for charger operation.

At this time, the Program will be open to charging projects serving private commercial fleets and will cover fifty percent of eligible project costs. Grant award amounts will range from a minimum of $50,000 per project to a maximum of $5 million. Applicants may be eligible for bonuses that can increase the award cap by 5% and may be stacked. The criteria for each are as follows:

- Projects located in Overburdened Communities (OBCs) or formally designated Adjacent Communities.
- Projects installing on-site renewable energy generation and/or energy storage systems to help manage power demand for chargers.
- Projects from small business applicants.

Multiple applications from the same entity (as determined by EIN) may be accepted, provided each project location has its own application, and provided that the total for all project locations does not exceed the $5 million cap (plus any applicable bonuses).

The Program shall be implemented in accordance with the Program Specifications attached hereto as Appendix A.

Program Funding:

The Program will be funded from $50 million in 2023-2025 RGGI auction proceeds available to the Authority.

Administrative costs for the Program will not be funded from the $50 million because those costs will be covered under RGGI administrative funding that is available to NJEDA independently from RGGI project funding.

Delegated authority is requested to utilize up to an additional $25,000,000 in RGGI funds available to NJEDA to expand the pilot if the Program demand exceeds the initial $50,000,000 funding allocation.

Grant Amounts:

The minimum grant award size per project is $50,000. The maximum grant award size is $5,000,000, plus any stackable bonus. A single entity (as determined by EIN) may receive multiple grant awards provided those awards do not, in aggregate, exceed the maximum grant award size.

Delegated Authority:

Staff requests from the Members delegated authority to the CEO approve individual applications to the Program in accordance with the terms set forth in the attached Product Specifications.

In addition, staff is requesting delegated authority to the CEO to expand eligibility criteria of the Program to include institutional (local government and non-profits) applicants in the future. Institutional entities are eligible to receive RGGI funds from NJEDA under N.J.S.A. 26:2C-51(b)(1). While other State programs currently serve these types of entities, it may be preferable to include them in this program if other program funding for these programs becomes unavailable or these programs are fully subscribed.

In addition, delegated authority to the CEO is requested to utilize up to $25,000,000 in additional RGGI funding as available to increase the Program funding if application demand exceeds the initial $50,000,000.

<u>Recommendation:</u>

The Members are asked to approve:

1. Take Charge, a pilot initiative designed to provide financial support for the installation of electric chargers for private fleets.
2. The utilization of $50,000,000 from the Authority's allocation of New Jersey's Regional Greenhouse Gas Initiative (RGGI) 2023-2025 auction proceeds.
3. Delegation of authority to the Chef Executive Officer to:
   a) Approve individual applications for the Program in accordance with the terms set forth in this memo and the attached Program Specifications.
   b) Expand the Program eligibility to include institutional (local government, non-profits) applicants if other state programs cannot adequately serve these groups.
   c) Increase funding from $50,000,000 to up to $75,000,000 based on available RGGI funding if application demand exceeds the initial $50,000,000 funding allocation.

Tim Sullivan, CEO

Prepared by: Jessica Parineet

Attachment: Appendix A –Product Specifications: Take Charge Program

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Take Charge Program Specifications
October 30th, 2025</th></tr>
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<tr><td>Program Funding</td><td>$50,000,000 of Regional Greenhouse Gas Initiative auction proceeds available to the Authority under the 2023-2025 RGGI Funding Plan.</td></tr>
<tr><td>Grant Amount</td><td>Minimum award amount per project: $50,000
Maximum award amount per EIN: $5 million
The award amount will be capped at 50% of eligible project costs. The cap on eligible project costs can be increased by an additional 5% each on a per project basis as follows for each of the following factors:
Projects located in Overburdened Communities (OBCs) or formally designated Adjacent Communities. NJ’s Environmental Justice Law (N.J.S.A 13:1D-157) defines overburdened communities as any census block group, as determined in accordance with the most recent United States Census in which: 1) at least 35 percent of the households qualify as low-income households; 2) at least 40 percent of residents identify as minority or as members of a State recognized tribal community; or 3) at least 40 percent of the households have limited English proficiency.
Projects installing on-site renewable energy generation and/or energy storage systems to help manage power demand for chargers.
Projects from small business applicants. For the purpose of the Program, a small business is defined as having 25 or fewer full-time employees in total OR less than $5M in annual gross revenue.
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Charging-as-a-service providers, including entities leasing chargers to fleet operators, OR property owners who are installing chargers on behalf of a tenant fleet may also apply provided they (1) install permanent charging infrastructure at a site in NJ and (2) have an agreement, letter of intent, or equivalent documentation indicating an identified commercial fleet operator that would otherwise meet the eligibility requirements of the Program.
Projects can consist of installation of new chargers to a property that already has existing chargers.
If applicable, applicants must demonstrate that they have reviewed with their electric utility provider the feasibility of charger installation on the selected site prior to submitting their application and are aware of costs that may be involved with providing sufficient electrical capacity to the site based on this review.</td></tr>
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	• The Applicant must also be in substantial good standing with the NJDOL and NJDEP. A current tax clearance certificate will need to be provided prior to application approval to demonstrate the applicant is properly registered to do business in New Jersey and in substantial good standing with the NJ Division of Taxation. A valid Applicant tax clearance certificate also is required prior to closing and disbursement of funds. • Applicants must satisfy the Authority's debarment/disqualification review and not be in default under any Authority program or have any outstanding obligations to the Authority. • If the applicant is leasing the site for charger installation, then they must demonstrate that the property owner has approved of the project. Tenants must also provide a valid lease for at least the length of the proposed project's construction timeline and the three-year compliance period. Applicants who have not yet finalized a lease for the total duration of the compliance period may be provided an exception provided the property owner certifies their intent to maintain or transfer usage of the chargers to a new tenant in the event of a non-renewal of the current lease.

Eligible Uses of Grant Funding	Eligible costs include, but are not limited to materials, labor***, and equipment for the following:
	• New Level 2 charging stations*
	• New Direct Current Fast Charging (DCFC) charging stations*
	• Delivery, activation fees, and warranty costs associated with new charging stations
	• Network subscription costs for up to three years*
	• "Make-Ready" costs including but not limited to upgrades of the electric power distribution system to the site, or wiring and electric work on the customer side of the electric meter necessary for charger installation
	• On-site renewable energy generation and/or battery storage systems to provide and/or store power for chargers
	    o The amount of funding being allocated to this category cannot exceed more than 50% of the total eligible project cost
	• Associated site upgrades necessary for charger installation and operation, including but not limited to signage, protective bollards, and pavement striping
	• Payments for the use of temporary mobile chargers and/or mobile battery storage systems**
	• Site assessment, engineering, and related design costs for the above items
	    o A lookback period is included for any completed design related work (not-construction) looking back 12 months prior to application submission but no earlier than the date of Program NJEDA Board approval.
	    o The amount of funding being allocated to this category cannot exceed more than 15% of the total eligible project cost.
	
	* Applicants must select a Pre-Qualified Network Service Provider from the list of Compliant Network Service Providers housed on the New Jersey Department of Environmental Protection (NJDEP) website.
	**Costs incurred for mobile chargers/batteries are eligible on the condition that permanent chargers are installed by the end of the allowable construction period. Additionally, eligible costs incurred beyond permanent charger installation (after project completion) are not eligible.
	***All construction work must be conducted by New Jersey Department of Labor and Workforce Development (DOL) Public Works registered contractors in accordance with NJ prevailing wage and affirmative action requirements.
	
	Ineligible costs include but are not limited to:
	• Level 1 charging stations
	• Chargers installed on residential properties for personal or non-commercial use
	• Electric vehicles
	• Permitting fees
	• Combustion-based generators or charging systems, including but not limited to combustion-based temporary or mobile chargers

	• Taxes • Charging related operating expenses such as electricity supply charges and maintenance costs For certain charging projects, applicants may be eligible for incentives directly from their electric utility such as utility-side or customer-side make ready costs. In this case, applicants are still eligible for the Program so long as the total grant amount received from both the EDA and the utility does not exceed 90% of the project's eligible costs. Applicants may not otherwise stack grant funding with any other charging incentive program offered by the State (DEP, BPU, DOT, etc.) or Federal government.

Application Process	Applications will be accepted on a rolling basis. The application will remain open until all available funding is reserved or until three (3) years after the date of application launch, whichever is sooner. If within the 3-year window, following the initial reservation of all the Program funds, previously reserved funding becomes available due to applicants not utilizing funding reservations, the application may be re-opened.
	
	Applicants will be provided a 10-business day cure period to correct submission deficiencies that are identified by staff as incomplete or incorrect. At the sole discretion of the Authority, staff may ask for additional information or clarification of the information included in the application, including, but not limited to, responses, documentation, and attachments. Applicants that are non-responsive or that do not provide complete responses to NJEDA requests for additional information will be notified by NJEDA staff via email that the application will be administratively withdrawn and not advance.
	
	In addition to other items, applicants must submit:
	• Fleet information such as model and registration for existing vehicles and plans for future vehicles (if applicable)
	    o If the applicant is a charging-as-a-service provider or property owner applying on behalf of a tenant fleet, these details along with a signed agreement, letter of intent, or equivalent documentation between both parties will need to be submitted for the partner fleet
	• Project description, including proposed quantity and type of chargers, and if applicable, plans for on-site energy generation/storage systems
	• Project site address and property information
	    o Including proof of property ownership or lease agreement for the required duration of construction and program compliance terms (see Eligibility Requirements)
	• Estimated project timeline
	• Cost estimate budget spreadsheet including a total requested grant amount using NJEDA template, which is supported by:
	    o Quote(s) from contractor(s) that are registered with NJDOL as a Publics Works Registered Contractor with costs consistent with New Jersey State prevailing wage rates
	    o Vendor quotes or similar retail price information for any relevant items/equipment to be purchased directly by the applicant
	
	If an applicant is determined to be eligible, the EDA will issue an approval letter with a maximum potential grant award amount based on the information submitted by the applicant.
	
	NJEDA grant award amounts will not be adjusted following notice of application approval. The Applicant will be responsible for any additional or unexpected project costs, even if relevant to the eligible project scope.

Grant Disbursement	Applicants will have six months from application approval to present the EDA with the following: 1. Confirmation from the utility provider for existing electrical service capacity OR confirmed plans and schedule from the utility provider to provide any additional needed capacity for the proposed charging project OR confirmation that charger power needs will be met with non-utility sources (existing on-site generation, proposed renewable generation, etc.)

<table>
<tr><td></td><td>2. Proof of funding/project financing plan for total estimated project costs plus an additional 15% of overall project costs as contingency to allow for potential cost overruns that may arise during construction. Proof of funding can include bank account statements, financing agreement, or similar indication of available working capital for the project costs. Additional financing provided by NJEDA may be used to cover project costs not eligible under the Program. Additional financing provided by NJEDA may also be used to cover project costs paid up front by the Applicant prior to submitting for grant reimbursement.

Additional six-month long extensions may be provided subject to the discretion of the Authority.

After these items are provided, a grant agreement will be executed, and funding will be available for disbursement as follows:

1. At the time of grant agreement execution, up to 15% of the approved award amount may be reimbursed for any expenses incurred for site assessment, design, and engineering completed in the 12 months prior to application submission and/or between time of application and grant execution.
2. A maximum of 50% of the total awarded grant, minus any amount disbursed following grant agreement execution, may be reimbursed after at least half of total estimated eligible project costs have been incurred by the Applicant.
3. The remaining amount of the grant award utilized on eligible expenses pursuant to the grant agreement will be disbursed as a reimbursement following project completion and submission of final disbursement documents, including proof of completed charging project and charger connectivity.

Applicants will have 24 months following grant agreement execution to complete the project and submit all documents required for reimbursement, with the possibility of six-month extension(s) of this timeframe at the discretion of the Authority. Reimbursement will be based on submitted proof of actual project expenses (receipts, contractor invoices, etc.), signed progress/completion documents, and project photos. NJEDA reserves the right to conduct site visits during and following completion of construction activities to confirm that work is being completed by New Jersey Department of Labor and Workforce Development (DOL) Public Works registered contractors in accordance with eligible uses for the Program and all prevailing wage and affirmative action requirements.</td></tr>
<tr><td>Compliance and Reporting</td><td>Following project completion and final disbursement of funds, awardees must supply charger usage data to the Authority for a period of three continuous years. To simplify sharing of data, applicants must select software that is already pre-qualified and listed as a Compliant Network Service Provider on the New Jersey Department of Environmental Protection website. If the awardee is unable to maintain operation of the charging site within the three-year compliance term, they must either assign a new owner or the Authority will impose a recapture of the grant award on a prorated basis as follows:
<table>
<tr><td>Year of Compliance event of default within</td><td>Recapture Percentage</td></tr>
<tr><td>1 year from project completion</td><td>100%</td></tr>
<tr><td>2 years from project completion</td><td>60%</td></tr>
<tr><td>3 years from project completion</td><td>30%</td></tr>
</table></td></tr>
<tr><td>Fees</td><td>NJEDA will charge applicants the following fees unique to the Program given the availability of RGGI administrative funding to cover the Program administrative costs:
Non-refundable $500 fee paid at time of application submission per project application.</td></tr>
</table>