



Make Your Town Electric Vehicle Friendly

15 Points

Updated June 2017

Electric vehicles are coming, whether or not municipalities are ready. This action addresses initiatives by the municipality to accelerate and facilitate the adoption of Plug-in Electric Vehicles (PEVs). The points are earned by completing all three of the mandatory tasks and at least one of the additional tasks listed below.

The following **mandatory tasks** must be completed in order to earn points:

- **Amend the zoning ordinances** to include Electric Vehicle Supply Equipment (EVSE, EV charging stations) as a permitted accessory use in select or all districts.
- **Adopt a PEV ordinance** to include regulations and design standards for EVSE, EV parking spaces, and design guidelines for installation of EVSE.
- Require local first responders to participate in **online or in-person training and education programs** related to PEVs and EVSE.

Additional tasks - select any *one* task from the list below in order to earn points:

- **Awareness Event:** Host an Electric Vehicle awareness event sponsored by the municipality.
- **Incentive for Pre-Wiring for EV Charging Station:** Provide incentives to builders and developers for including pre-wiring for Electric Vehicle Supply Equipment (EVSE).
- **Workplace Chargers:** Secure commitments from three local partners to provide workplace charging stations.
- **Multi-Family Home Chargers:** Secure commitments from three local multi-family dwelling units to provide methods to enable residential charging stations.

The [Sustainable Jersey Guidance for PEV Friendly Ordinances](#) provides an overview of how to develop a supportive EV zoning ordinance and parking policies.

For silver certified communities this action can count toward a Gold Star in Energy. See the **Gold Star Standard** section of this action for more information.

Why is it important?

This action is intended to enable increased consumer adoption of PEVs in NJ and help municipalities get ahead of the inevitable increasing demand for electric vehicle support infrastructure. Research indicates that most commuter PEVs will primarily be charged at home, typically during the evening hours. Municipal efforts to encourage and support residential charging infrastructure, coupled with other actions that encourage secondary charger access and awareness can directly facilitate increased PEV use by consumers (especially commuters).

The more electrically fueled miles driven in NJ, the less in-state petroleum consumption there is. This has a direct and immediate in-state impact on air quality and greenhouse gas emissions reduction, and is especially powerful since NJ's electricity supply is relatively low carbon (compared to many other states). The transportation sector, fueled almost entirely by fossil fuels, makes up about one third of NJ's overall energy use, and approximately 40% of NJ's greenhouse gas emissions.

Municipalities are in a unique position to foster widespread PEV adoption. This action has the potential to increase consumer involvement by removing barriers and creating awareness. See this report for information about how the PEV market is evolving in the Northeast: <http://www.georgetownclimate.org/files/report/TCEV-Lit-Review-1.pdf>

Please see the Resources section for additional information about why PEVs are important, and the significant role of municipalities in promoting their adoption.

Who should lead and be involved with this action?

The first step is for green team members, municipal staff, and municipal officials to meet and decide which tasks are the best fit for the municipality to implement. Once the set of tasks is identified, the people involved will vary by task.

MANDATORY

- **Zoning Ordinance:** Staff and professionals (legal, engineering, planning) involved with making changes to zoning regulations. Ultimately the ordinance must be approved by the municipal governing body.
- **PEV Ordinance:** The PEV ordinance will require input from the above professionals and may also require participation from the planning board, governing body and other professionals involved in development regulations and transportation planning and management. Outside stakeholders such as parking garage owners may be included so that their concerns can be addressed in the planning phases.
- **Training:** Local first responders (law enforcement, fire, and/or emergency response departments) participation in training and education programs related to PEVs.

SELECT ONE ADDITIONAL TASK

- **Awareness Event:** This is a public relations event that would benefit from involvement of volunteers who understand how to create and disseminate news events. A popular option is a weekend "Ride With The Mayor" (or similar) event that motivates consumers to experience electric vehicles first hand for the first time, in which case municipal officials will need to be involved. Another excellent activity is to participate in the National Drive Electric Week event sponsored by Plug In America, Sierra Club, and Electric Auto Association. See Resources section for more details.
- **Incentive for Pre-Wiring for EVSE:** Municipal staff, planning boards, and local elected officials may be involved in creating incentive programs such as development bonuses, waiver of permitting fees, or expedited permitting and inspection review. This would ultimately need to be approved by the municipality's governing body.
- **Workplace Chargers:** Once several potential participants are identified, the green team and/or municipal officials can recruit commercial partners.
- **Multi-Family Home Chargers:** Once several potential participants are identified, the green team and/or municipal officials can recruit partners.

Timeframe

The specific initiatives chosen will dictate the overall timeframe to complete this action. As guidance, the green team should plan on 8-12 months to complete the required number of initiatives.

Mandatory Tasks

- **Zoning ordinance:** 4-6 months
- **PEV ordinance:** 4-6 months
- **Training:** 1-3 months

Additional Tasks (only *one* needs to be completed)

- **PEV Awareness Event:** 2-3 months
- **Incentive for Pre-Wiring for EVSE:** 4-6 months
- **Workplace Chargers:** 1 - 3 months
- **Multi-Family Home Chargers:** 1 - 3 months

Project costs and resource needs

Costs and other resource requirements will vary by task. Specific resources are also identified per-task to help identify cost and other resource needs. See the general resources

section below for more information.

Mandatory Tasks

- **Zoning Ordinance:** The primary cost will be the time of the professional staff required to draft and implement the zoning ordinance language.
- **PEV Ordinance:** The primary cost will be the time of the professional staff required to draft the PEV ordinance and make any requested changes. Professional staff will include the municipal engineer and planner, and may include others, such as the permitting staff, public works, etc. If the municipality operates a public parking garage, staff and managers from this facility should be involved.
- **Training:** Cost will depend on the training program selected (see resources).

Additional Tasks (only *one* needs to be completed)

- **Awareness Event:** Minimal, especially if this event is combined with other activities already planned by the community.
- **Incentive for Pre-Wiring for EVSE:** The cost will include the time of the professional staff required to identify and shepherd through the approval process incentives as well as any costs directly related to the incentives if cash payments or fee waivers are implemented.
- **Workplace Chargers:** This is an outreach task and there is little (if any) direct cost to the municipality.
- **Multi-Family Home Chargers:** This is an outreach task and there is little (if any) direct cost to the municipality.

What to do, and how to do it ("How to")

The goal of this action is to complete a set of tasks, which together influence the use of EVs by the community. There are three mandatory tasks, and a set of four other tasks from which one (or more) may be chosen.

The following MANDATORY tasks must be completed:

- **Zoning Ordinance - Accessory Use:** Update zoning language to encourage Electric Vehicle Supply Equipment (EVSE), commonly known as electric vehicle charging stations. Define EVs and define EVSE as an "accessory use" for most, if not all, zoning districts.
- **PEV Ordinance:** Update parking regulations to encourage EVSE installation and provide regulations and design guidelines for their installation.
- **Training:** Staff in the law enforcement, fire and/or emergency response departments receive training related to PEVs and EVSE. Sample training options are provided in the Resources section.

Select **ONE** task from the list below:

- **Awareness Event:** Host an electric vehicle awareness building event sponsored by the municipality. Electric vehicles provide a profoundly different experience than traditional vehicles, and market experience suggests that the best way to get people to buy an electric vehicle is to let them drive or ride in one.
- **Offer incentive for Pre-Wiring for EVSE:** Incentivize new single family residential and certain commercial and multi-unit dwellings construction to pre-wire for EVSE.
- **Workplace Chargers:** Secure commitments from three local commercial or not-for-profit partners to provide workplace charging stations. Note that these chargers are typically to be used by employees while at work, not for more general public charger access.
- **Multi-Family Home Chargers:** Secure commitments from three local multi-family dwelling units, especially townhome, condominium, or rental units, to provide methods to enable residential charging stations.

MANDATORY ACTIVITIES

Zoning Ordinance

Zoning codes that do not reference EVs or EVSE can create barriers to the installation of EV charging stations and can leave municipalities vulnerable to the possibility of legal challenges when EV issues inevitably arise. Amend the municipal zoning ordinance to permit installation of EVSE as an "accessory use" in most, if not all, zoning districts.

The first step is to schedule a meeting with select municipal officials to explain the reason for the ordinance changes. After the buy-in from officials, they will direct the appropriate staff to draft changes to the zoning regulations and create a PEV ordinance to address regulations and design standards for EV charging stations and PEV parking. Typically, the municipal attorney will be involved in drafting these changes but it will be at the discretion of the particular municipality.

The Resources section below contains supporting information. The [Sustainable Jersey Guidance for PEV Friendly Ordinances](#) provides an overview of how to develop a supportive EV zoning ordinance and parking policies.

There are different types of charging stations, with the following table listing the most typical for the applications associated with this task. Technology is rapidly evolving in this arena, so this table may not capture all available options.

AC Level 1 Charging	AC Level 2 Charging	DC Fast Charging
2 to 5 miles of range per hour of charging	10 to 20 miles of range per hour of charging	50 to 70 miles of range per 20 minutes of charging
Provides charging through a 120 volt electrical outlet (like the one used for a toaster)	Provides charging through 240 volt (or 208V) electrical outlet (like the one used for a household clothes dryer)	Direct current charging at 480 volt
Most EVs come with a Level 1 cordset with three pronged-plug, so no additional equipment is needed	Requires installation of charging equipment; may require installation of dedicated circuit for EV charging (20 to 80 amp)	Requires installation of charging equipment; may require isolation transformer to step up electricity to DC fast-charging voltage

PEV Charging Stations and Parking Ordinance

Adopt a PEV ordinance to include regulations and design standards for the EV charging stations, PEV parking spaces, and design guidelines for installation. The ordinance should include at a minimum the following information:

1. Purpose (and benefits of PEVs and EV charging stations)
2. Municipal Permits and Approvals required
3. Required Number of EV Charging Stations in New Developments
4. Design Standards for Multi-Family Residential and Non-Residential Development, including but not limited to:

- Lighting
- Signage
- Infrastructure design and safety measures

Training

Electric vehicles involved in collision and fire incidents may present unique hazards associated with the high voltage system (including the battery system). These hazards can be grouped into three distinct categories: chemical, electrical, and thermal. The potential consequences can vary depending on, but not limited to, the size, configuration, and specific battery chemistry. EVs contain high voltage batteries and electrical components that present a risk of shock or possibly electrocution to first responders if not properly handled. These are hazards not typically encountered during responses to fires in conventional internal combustion engine-powered highway vehicles. Emergency response personnel could be at risk for severe shock/injury/electrocution if they breach an energized high voltage electrical component or the high voltage battery. First responders may also be shocked by coming in contact with an energized high voltage component that has been compromised by fire or collision damage.

Throughout stabilization and extrication, response personnel must avoid inadvertent contact with all high voltage cabling and high voltage components. Response personnel should never cut through any high voltage electrical component. Personnel performing the extrication should visually check for the presence of high voltage electrical cabling and components of the supplemental restraint system prior to initiating every cut or displacement. The location and routing of high voltage components may prevent some advanced extrication techniques, such as trunk tunneling and gaining access through the underside or floor pan of the vehicle.

Because Alternative fuel vehicles are different than conventional vehicles it is critical that first responders, including law enforcement, fire, and/or emergency response departments, be properly trained to deal with accidents involving these vehicles. At the scene of an accident, first responders should know: how to quickly identify an electric, hybrid, biofuel, natural gas, hydrogen, or propane vehicle; where the high-voltage cables are located in an electric drive vehicle; how long it takes for a high-voltage system to fully discharge once disabled; what type of fire extinguisher should be used for an electric vehicle.

This action requires that key emergency response personnel participate in training and education programs for local first responders and integrate that training into department policies and procedures. Listed below are examples of trainings; further sample training options are provided in the Resources section.

- **National Fire Protection Association (NFPA). Electric/Hybrid Vehicle Safety Training for Emergency Responders** https://www.nfpa.org/standard_items/search_results?searchStr=hybrid%20training
- **National Fire Protection Association. Alternative Fuel Vehicles Safety Training Program** <http://www.nfpa.org/training-and-events/by-topic/alternative-fuel-vehicle-safety-training>
- **National Fire Protection Association. Alternative Fuel Vehicles Training Program for Emergency Responders Online Training** <http://catalog.nfpa.org/Electric-Vehicle-Safety-for-Emergency-Responders-Online-Training-P14554.aspx?icid=A292>

NFPA's self-paced online training Alternative Fuel Vehicles Training Program for Emergency Responders teaches emergency responders how to safely deal with emergency situations involving alternative fuel passenger vehicles, trucks, buses, and commercial fleet vehicles. Upon completing the program, students will receive a certificate for their successful completion.

ADDITIONAL TASKS

The municipality must select **ONE** additional activity from the list below.

Awareness Event

Host one event that increases public awareness of EVs, and provides an opportunity for attendees to drive an EV. The first step for this task will be to identify the date – select the appropriate community event that has a history of good turnout, and provides you with several months of lead time to arrange the car, and promote the opportunity. Sometimes the event can be organized around a “drive with the mayor” or similar incentive. The second step is to secure the car for the event. This may come from an EV dealer, or from a private citizen living in the community who owns an EV. The third step is to publicize, publicize, publicize.

Incentive for Pre-Wiring for EVSE

Installing conduits from the future charging station location to the power source allows for EVSE to be installed without costly or cost-prohibitive retrofits when consumer demand increases. Ensuring that the conduit and service panel capacity are already in place can significantly reduce the costs of later retrofits. The municipality can determine which incentives are most appropriate for the community. Expedited permitting or waiver of permitting fees could be provided for installations of EVSE on properties that were constructed with pre-wiring. Other incentives include a recognition program for builders or property owners whose buildings were constructed with pre-wiring or for major rehabilitation projects that include pre-wiring in the buildings undergoing rehab. Design waivers could be offered to encourage pre-wiring. A density bonus for new development may be given if all or a certain percentage of properties include pre-wiring for EVSE, for example. The municipality may wish to provide local recognition programs for builders that achieve US Green Building Council LEED points for “green vehicle parking.”

Workplace Chargers

Recruit at least three employers in the community to install EV chargers for use by employees. The first step in this task is to identify potential partners. Organizations or entities that would be especially well suited for EVSE should ideally be highly visible venues. Shopping centers such as strip malls, or shopping malls are good targets. Corporate parks, restaurants, hospitals, and community centers would also serve as high visibility locations for EVSE.

The second step is to speak with municipal officials and staff about what appropriate incentive the municipality can offer a participant. In other words, define the package that you will be able to offer. For instance, this could be public relations in the form of promotion across municipal newsletters and/or social media. There may also be a “ribbon cutting” with public officials in attendance to bring acknowledgement to the participant and the EVSE asset that is now in the community. Knowing there will be a fast-tracked permitting process, or at least a smooth permitting process would also be helpful for a participant.

Once the potential partners are identified, and the incentive(s) defined, the green team or volunteers must determine who in the community has the relationship with the decision maker in each identified opportunity. The “ask” should be relationship-based for maximum effectiveness. The person with the relationship might do the asking, or might arrange a meeting, or accompany a green team and/or municipal leader to a meeting.

The initial meeting should provide information on different approaches to how building EVSE may be accomplished. In some instances, it does not require the property owner to do anything more than to set aside a parking space or two. However, there are some issues that need to be addressed (such as rules and enforcement, and information regarding pecking charges). Be prepared to answer questions, raise issues and provide helpful information. See the Resources section below for further information.

Multi-Family Home Chargers

Recruit at least three multi-family dwelling facilities in the community to implement methods by which residents can gain easy access to an EV charger at home. There is significant flexibility in the content and form of this option, depending on local circumstances and the interest of the partner. It could range from installation of chargers at all building blocks at the expense of the overall housing facility, to development of a procedure by which a resident can easily request installation of a charger, to be paid for by the resident and integrated with the resident's electricity supply. A popular “shared cost” option is for the facility to install “pre-wire” infrastructure for all building blocks that enable a resident to install their own charger equipment at their own expense.

The first step in this task is to identify potential partners. The second step is to speak with municipal officials and staff about what appropriate incentive the municipality can offer a participant. In other words, define the package that you will be able to offer. For instance, this could be public relations in the form of promotion across municipal newsletters and/or social media. There may also be a “ribbon cutting” with public officials in attendance to bring acknowledgement to the participant and the EVSE asset that is now in the community. Knowing there will be a fast-tracked permitting process, or at least a smooth permitting process would also be helpful for a participant.

Once the potential partners are identified and the incentives defined, the volunteers must determine who in the community has the relationship with the decision-maker in each identified opportunity. The “ask” should be relationship-based for maximum effectiveness. The person with the relationship might do the asking, or might arrange a meeting, or accompany a green team and/or municipal leader to a meeting.

The initial meeting should provide information on different approaches to installing EVSE at multi-family dwellings. See the Resources section for further information.

What to submit to earn points for this action

In order to earn points for this action, the following documentation must be submitted as part of the online certification application in order to verify that the action requirements have been met. There is no prerequisite required for this action.

1. Description of Implementation. In the text box provided on the submission page for this action provide a short narrative (300 words or less) of what has been accomplished and the impact it has or will have on the community. Be sure to specifically identify the additional task selected by the municipality (in addition to the mandatory tasks) for implementation.

2. Zoning Ordinance. Upload a copy of the municipality's zoning ordinance that includes Electric Vehicle Supply Equipment (EVSE or EV charging stations) as a permitted accessory use in select or all districts.

3. PEV Charging Stations and Parking Ordinance. Upload a copy of the municipality's PEV Charging Stations and Parking Ordinance that includes regulations and design standards for the EV charging stations, PEV parking spaces, and design guidelines for installation.

4. Training for Local First Responders. Upload a summary of the training and education programs related to PEVs and EVSE local first responders (law enforcement, fire, and/or emergency response departments) have participated in within 2.5 years of the certification application submission date. The summary should include participant names, course title, date, length, provider, description or syllabus, and how key learnings were put into practice in the municipality.

3. ADDITIONAL TASK: Please provide the following documentation for at least **one** of the additional tasks:

a. Awareness Event. Submit publicity associated with an event held within 2.5 years of the certification application submission date. This can include marketing material used to advertise the event and news stories covering the event.

b. Incentive for Pre-Wiring for EVSE. Provide documentation on the incentives currently available for pre-wiring. .

c. Workplace Chargers. Submit letters from three partners certifying the date that installation was completed, when “fueling” commenced, the type of charging station installed and it is currently operational.

d. Multi-Family Home Chargers. Submit letters from three partners certifying the date that installation was completed, when “fueling” commenced, the type of charging station installed and it currently operational. .

Resubmission Requirements

For resubmission, the municipality must document that the zoning ordinance and PEV ordinance for parking are still in effect as written. Training for staff must be completed from within 2.5 years of submission for certification. Optional activities must be current at the time of resubmission as described in the documentation requirements above.

Approved Action Expiration Date

Approved actions will be set to expire in 5 years from the certification application submission date.

IMPORTANT NOTES:

There is a limit of six uploaded documents per action and individual files must not exceed 30 MB. Excerpts of relevant information from large documents are recommended.

All action documentation is available for public viewing after an action is approved. Action submissions should not include any information or documents that are not intended to be viewed by the public.

Gold Star Standard

Successful completion of this action is one of the requirements for earning a Gold Star in Energy. For more information on earning a Gold Star in Energy see the [Gold Star Standards section of the website](#).

Spotlight: What NJ municipalities are doing

Sustainable Jersey is currently working on identifying municipalities that have successfully completed this action. If you would like showcase your municipality's accomplishments, please contact us at info@sustainablejersey.com.

Resources

The following resources may be helpful in completing this action.

Sustainable Jersey Resources

Sustainable Jersey Guidance for PEV Friendly Ordinances

http://sustainablejersey.com/fileadmin/media/Actions_and_Certification/Actions/Make_Your_Town_EV_Friendly/Guidance_for_Creating_EV_Friendly_Ordinance_V.1_April_2017_1_1.pdf

Sustainable Jersey held a webinar on **Adding EVs to Your Municipal Fleet and Community** in June 2020, which includes an overview of the funding and resources available for municipalities to facilitate the transition to electric vehicles. To view the webinar video recording click [here](#) and the webinar presentation slide deck click [here](#).

Sustainable Jersey Alternative Fuel Vehicle Procurement Guide The guide has information about procurement options for vehicles and charging infrastructure and links to electric vehicles available on the NJ State Treasury Contract.

https://www.sustainablejersey.com/fileadmin/media/Actions_and_Certification/Actions/Energy/Alternative_Fuel_Vehicle_Procurement_Guide_01.08.2020.pdf

New Jersey Resources

New Jersey Clean Cities Coalition

<https://cleancities.energy.gov/coalitions/new-jersey>

New Jersey Department of Consumer Affairs

- *New Jersey Construction Code Communicator*
http://www.nj.gov/dca/divisions/codes/publications/pdf_ccc/ccc_2013_summer.pdf
- *New Jersey Department of Consumer Affairs. Electric Vehicle Charging Stations: What You Need to Know*
http://www.state.nj.us/dca/divisions/codes/publications/pdf_other/homeowners_guide_electric_vehicles_charging_stations.pdf

New Jersey Department of Environmental Protection, Bureau of Mobile Sources

- *Drive Green New Jersey*
<http://www.drivegreen.nj.gov/>
- *Drive Green New Jersey: Installing a Residential Plug-in Vehicle Charging Station*
<http://www.state.nj.us/dep/sage/docs/ev-charging-stations.pdf>
- *Drive Green New Jersey. NJ Charging Challenge: Electrify Your Workplace*
<http://www.drivegreen.nj.gov/electrifyyourworkplace.pdf>

North Jersey Transportation Planning Authority

- *NJTPA Alternative Fuel Readiness: A Guidebook for Municipalities*
http://www.sustainablejersey.com/fileadmin/media/Actions_and_Certification/Actions/Make_Your_Town_EV_Friendly/NJTPA_AFV_Readiness_Guidebook_Dec2017_FINAL.pdf
- *NJTPA Montclair Township AFT Readiness Plan*
http://www.sustainablejersey.com/fileadmin/media/Actions_and_Certification/Actions/Make_Your_Town_EV_Friendly/NJTPA_Montclair_AFV_Infrastructure_Readiness_Plan_FINAL.pdf
- *NJTPA Town of Secaucus AFV Readiness Plan*
http://www.sustainablejersey.com/fileadmin/media/Actions_and_Certification/Actions/Make_Your_Town_EV_Friendly/NJTPA_Secaucus_AFV_Infrastructure_Readiness_Plan_FINAL.pdf
- *NJTPA Woodbridge Township AFV Readiness Plan*
http://www.sustainablejersey.com/fileadmin/media/Actions_and_Certification/Actions/Make_Your_Town_EV_Friendly/NJTPA_Woodbridge_AFV_Infrastructure_Readiness_Plan_FINAL.pdf

PSE&G's Electric Vehicle Support Checklist

<https://www.pseg.com/info/environment/ev/index.jsp>

US Department of Energy (US DOE) Alternative Fuels Data Center Resources

- *ADA Requirements for Workplace Charging Installation* https://afdc.energy.gov/files/u/publication/WPCC_complyingwithADArequirements_1114.pdf
- *Plug-in Electric Vehicle Readiness Scorecard*
<https://www.afdc.energy.gov/pev-readiness>
- *Plug-In Electric Vehicle Deployment Policy Tools: Zoning, Codes, and Parking Ordinances* <http://www.afdc.energy.gov/bulletins/technology-bulletin-2015-08.html>
- *Plug-In Electric Vehicle Handbook for Public Charging Station Hosts*
<http://www.afdc.energy.gov/pdfs/51227.pdf>
- *A Guide to the Lessons Learned from the Clean Cities Community Electric Vehicle Readiness Projects* http://www.afdc.energy.gov/uploads/publication/guide_ev_projects.pdf

General resources

Delaware Valley Regional Planning Commission (DVRPC) - Ready to Roll

Vol. 1: <http://www.dvrpc.org/reports/12055A.pdf> and

Vol.2: <http://www.dvrpc.org/reports/12055B.pdf>

Plug-in Ready Michigan: An Electric Vehicle Preparedness Plan

<http://www.nextenergy.org/wp-content/uploads/2012/12/Plug-In-Ready-Michigan.pdf>

NY State Energy Research and Development Authority (NYSERDA) Best Practices Guides

<http://www.nyserda.ny.gov/Researchers-and-Policymakers/Electric-Vehicles/Resources/Best-Practice-Guides-for-Charging-Stations>

Transportation and Climate Initiative

- *Creating EV-Ready Towns and Cities: A Guide to Planning and Policy Tools*
<http://www.transportationandclimate.org/creating-ev-ready-towns-and-cities-guide-planning-and-policy-tools>
- *Electric Vehicle Information for Local Governments*
<http://www.georgetownclimate.org/electric-vehicle-information-for-local-governments>
- *EV Ready Codes for the Built Environment: Electric Vehicle Supply Support Study*
<http://www.transportationandclimate.org/ev-ready-codes-built-environment>
- *Lessons from Early Deployments of Electric Vehicle Charging Stations*
<http://www.transportationandclimate.org/lessons-early-deployments-electric-vehicle-charging-stations>

- **Plug-In Electric Vehicle Deployment in the Northeast: A Market Overview and Literature Review**
<http://www.georgetownclimate.org/plug-in-electric-vehicle-deployment-in-the-northeast-0>

Subject: Workplace Charging

CALSTART. Best Practices for Workplace Charging

http://www.calstart.org/Libraries/Publications/Best_Practices_for_Workplace_Charging.sflb.ashx

Minnesota Pollution Control Agency. Charging While You Work

<http://www.pca.state.mn.us/sites/default/files/charging-while-you-work-guide.pdf>

NY State Energy Research and Development Authority (NYSERDA)

- **Workplace Charging Brochure**
<http://www.nysenda.ny.gov/-/media/Files/Publications/Research/Transportation/ChargeNY-Workplace-Charging-Policy-Brochure.pdf>
- **Workplace Electric Vehicle Charging Policies**
<http://www.nysenda.ny.gov/-/media/Files/Publications/Research/Transportation/ChargeNY-Workplace-EV-Charging-Policies.pdf>

Plug-in America. Workplace Charging: The Goldilocks Approach

<https://pluginamerica.org/workplace-charging-goldilocks-approach/>

Plug-in Electric Vehicle Collaborative. Toolkit for Plug-in Electric Vehicle Community Readiness

http://www.pevcollaborative.org/sites/all/themes/pev/files/docs/toolkit_final_website.pdf

US Department of Energy (US DOE)

- **EV Everywhere Workplace Charging Challenge**
<https://energy.gov/eere/vehicles/workplace-charging-promote-charging-work>
- **Level 1 EV Charging Stations at the Workplace**
https://energy.gov/sites/prod/files/2016/07/f33/WPCC_L1ChargingAtTheWorkplace_0716.pdf
- **Plug-in Electric Vehicle Handbook for Workplace Charging Hosts** http://www.afdc.energy.gov/uploads/publication/pev_workplace_charging_hosts.pdf

Subject: Multi-Family Dwellings

Drive Electric Chicago - How to Install EV Charging Stations at Your Multi-Unit Dwelling Property <https://www.cityofchicago.org/content/dam/city/progs/env/CACCEVGuide.pdf>

Plug-in Electric Vehicle Collaborative

- **How Do Multi-Unit Dwellings Become PEV Ready?**
http://www.pevcollaborative.org/sites/all/themes/pev/files/Comm_guide6_122308.pdf
- **Plug-in Electric Vehicle Collaborative. Plug-in Electric Vehicle Charging Infrastructure Guidelines for Multi-Unit Dwellings**
http://www.pevcollaborative.org/sites/all/themes/pev/files/Comm_guide6_122308.pdf

Subject: Awareness Event

National Alternative Fuel Vehicle Day Odyssey Event

<https://www.afvdayodyssey.org/about/>

<https://www.afvdayodyssey.org/dallas-fort-worth-clean-cities-coalition-fort-worth/>

National Drive Electric Week

<https://driveelectricweek.org/>

Training for Local Officials

Electric Vehicle Infrastructure Training Program

Comprehensive training for the installation of electric vehicle charging equipment <http://evitp.org/> – or – <https://www2.eere.energy.gov/cleancities/evitp.html>

National Alternative Fuels Training Center (NAFTC) Courses and Workshops An array of alternative fuel vehicle courses and workshops offered online and in-person. Specific trainings offered for EMS, firefighters, law enforcement, automotive technicians, and more. <https://naftc.wvu.edu/courses-and-workshops/>

National Electrical Contractors Association: Electric Vehicle Infrastructure Training Program

<http://www.necanet.org/professional-development/specialized-training/electric-vehicle-infrastructure-training-program-%28evitp%29>

First Responder Safety Training

National Alternative Fuels Training Center (NAFTC) First Responder Training <https://naftc.wvu.edu/afvsafetytraining/>

National Fire Protection Association (NFPA)

- **Alternative Fuel Vehicles Safety Training Program**
<http://www.nfpa.org/training-and-events/by-topic/alternative-fuel-vehicle-safety-training>
- **Alternative Fuel Vehicles Training Program for Emergency Responders Online Training**
<http://catalog.nfpa.org/Electric-Vehicle-Safety-for-Emergency-Responders-Online-Training-P14554.aspx?icid=A292>

NFPA's self-paced online training Alternative Fuel Vehicles Training Program for Emergency Responders teaches emergency responders how to safely deal with emergency situations involving alternative fuel passenger vehicles, trucks, buses, and commercial fleet vehicles. Upon completing the program, students will receive a certificate for their successful completion.

- **Electric/Hybrid Vehicle Safety Training for Emergency Responders**
<https://www.nfpa.org/Training-and-Events/By-topic/Alternative-Fuel-Vehicle-Safety-Training>

Regional and State Organizations

California - Plug-in Electric Vehicle Collaborative

<http://www.pevcollaborative.org>

Colorado - Drive Electric Northern Colorado

<http://www.driveelectricnoco.org/>

New Jersey - NJ Clean Cities Coalition

<https://cleancities.energy.gov/coalitions/new-jersey>

New Jersey - NJ Department of Environmental Protection - Drive Green New Jersey

<http://www.drivegreen.nj.gov/>

North Carolina - Plug-in North Carolina

<http://www.pluginnc.com/>

Transportation and Climate Initiative of the Northeast and Mid-Atlantic States

<http://www.transportationandclimate.org/content/northeast-electric-vehicle-network>

US Department of Energy - Clean Cities Coalitions

<https://cleancities.energy.gov/>

Checklists

Plug-in North Carolina - Workplace Charging Installation Checklist

<http://www.pluginnc.com/wp-content/uploads/2016/06/38-Transportation-checklist.pdf>

Electric Vehicle Infrastructure - A Guide for Local Governments in Washington State http://www.cityofblaine.com/DocumentCenter/View/2590/03-10-11-PC-EVI_full_report?bidld=

Funding for Residential EV Purchases

New Jersey Board of Public Utilities Charge Up New Jersey Program

New Jersey residents who purchased or leased an eligible electric vehicle on or after January 17, 2020 may apply for the Charge Up New Jersey incentive by completing the online application and submitting supporting documentation to qualify for an incentive of up to \$5,000.

- The total incentive amount for an eligible vehicle equals \$25 per mile of EPA-rated all-electric range, as determined by fuelconomy.gov.
- Vehicles with an electric range of over 200 miles are eligible for incentive of \$5,000

To learn more, visit <https://chargeup.njcleanenergy.com/>.