

**Responses to Questions
Massachusetts Electric Vehicle Incentive Program (MassEVIP)
April 1, 2019**

The following are the responses of the Massachusetts Department of Environmental Protection (MassDEP) to questions regarding applications and funding under the Massachusetts Electric Vehicle Incentive Program (MassEVIP) as of April 1, 2019.

Question	MassDEP Response
General Program Funding	
Is funding available for single family residential electric vehicle (EV) charging station installations?	No, single family residential EV charging station installations are not covered by MassEVIP. Residents of certain communities with municipal electric providers may be eligible for funding for EV charging stations under a separate program, see https://www.munihelps.org/ev-charger-incentive/ for details.
How quickly does MassDEP expect the program funds to be spent?	It is difficult to estimate how quickly funds will be spent.
Is an extension available for the 180 day project completion deadline? If so, how does one apply for the extension?	Yes, but an extension is not guaranteed. Applicants should not apply expecting to rely on an extension; rather, they should apply once they are actually able to complete the project within 180 days. Details for how to apply for an extension will be included in the end-user agreement for projects selected for funding.
Can an application be submitted without a quote for the project costs?	No, a quote is required in order to be approved for funding; therefore, applications should not be submitted without a quote.
Can one entity submit applications for multiple MassEVIP programs?	Yes; however, funding from multiple MassEVIP programs cannot be combined for a single EV charging station.
Can a MassEVIP participant charge a fee to use the EV charging station?	Yes.
Are private and non-profit entities and federal agencies eligible to apply for MassEVIP funding?	Yes, private and non-profit entities and federal agencies are eligible to apply under MassEVIP Workplace, Multi-Unit Dwelling, and Public Access Charging. Private and non-profit entities and federal agencies are NOT eligible to apply under MassEVIP Fleets.
Is the funding guaranteed for the amount that is approved?	The final grant payment for eligible costs will be based on the lesser of the approved amount or the actual cost on the final invoice for the installed EV charging station.
Is there a mailing list for notification of future program changes and opportunities?	Yes, email contact information to MassEVIP.MassDEP@mass.gov

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Can MassEVIP funding be combined with Green Communities funding for an EV charging station?	No, funding from MassEVIP Workplace, Multi-Unit Dwelling, Public Access Charging, or Fleets cannot be combined with funding from Green Communities for a single EV charging station.
<i>EV Charging Station Specifics</i>	
Does MassEVIP require “smart” EV charging stations?	No.
Is a Direct Current Fast Charging (DCFC) EV charging station eligible for funding through MassEVIP?	No.
Would recently installed EV charging stations be eligible for funding?	No, MassEVIP requires EV charging stations to be ordered only after an approval letter is received from MassDEP.
Does MassEVIP have an approved vendor list?	No, applicants can choose a vendor of their choice. Massachusetts municipalities, public universities and colleges, and state agencies must conduct their own procurement and are able to use vendors on state contract VEH102 <i>Advanced Vehicle Technology Equipment, Supplies and Services</i> , see https://www.mass.gov/media/1133201
MassEVIP requires UL certified EV charging stations, however there are EV charging stations that are certified to UL standards by a Nationally Recognized Testing Laboratory (NRTL). Are these eligible?	Yes.

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Accessibility	
What triggers the accessibility requirements?	For MassEVIP Multi-Unit Dwelling, Public Access Charging, and Workplace Charging, if the applicant is already required, under the Americans with Disabilities Act (ADA) or Massachusetts Architectural Access Board regulations (at 521 CMR), to provide handicapped accessible parking spaces in the parking area where the MassEVIP-funded EV charging station is installed, then the applicant must meet the accessibility requirements as provided in the MassEVIP “Requirements” documents posted on the MassEVIP application webpages. In other words, if ADA requirements already apply to the area in question, then MassEVIP accessibility requirements are triggered.
Could the intent of the accessibility requirement be met if one EV charging station is installed at an existing handicapped accessible parking spot?	For EV charging stations funded through MassEVIP Multi-Unit Dwelling, Public Access Charging and Workplace Charging, the associated EV charging spaces must be designated for EVs only. If the EV charging station is installed at an existing handicapped accessible parking space, then that parking space must be designated for EVs only, and no longer restricted to only handicapped accessible use. A converted handicapped accessible space must not cause the facility to no longer be in compliance with the 1991 or 2010 Americans with Disabilities Act Architectural Design Standards and/or the rules and regulations of the Massachusetts Architectural Access Board (521 CMR).
Are any of the costs of engineering, plans, restriping, grading, or ramps for the new accessible parking space considered to be “eligible costs” under MassEVIP?	No. Costs associated with creating the accessible EV parking space are not eligible under MassEVIP.
What are the ADA handicapped accessibility requirements for a particular location?	The applicant should check with the relevant municipal building board/department or the Massachusetts Office on Disability (https://www.mass.gov/orgs/massachusetts-office-on-disability).
What accessible parking information needs to be submitted with the MassEVIP application?	No documentation is required with the application; however, the applicant will have to certify and provide proof of having met the accessibility requirements when requesting payment.

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<p>Is an exception available for the accessibility requirement? How can an applicant request an exception?</p>	<p>No, but applicants can contact MassDEP to discuss the design of the accessible EV parking space, which may be acceptable even if different from the examples provided in the “Requirements” documents posted on the MassEVIP application webpages.</p>
<p><i>Utility Make-Ready Programs and MassEVIP</i></p>	
<p>How are MassEVIP and the National Grid and Eversource make-ready programs being coordinated?</p>	<p>See the cost share tables below for details on how the programs interact. Applications for MassEVIP, National Grid and Eversource programs are separate and need to be submitted separately to the appropriate entity. Program requirements and timelines are distinct.</p> <p>The program webpages are:</p> <ul style="list-style-type: none"> • National Grid make-ready program: https://www.nationalgridus.com/MA-Business/Energy-Saving-Programs/Electric-Vehicle-Charging-Station-Program • Eversource make-ready program: https://www.eversource.com/content/ema-c/residential/save-money-energy/explore-alternatives/electric-vehicles/charging-stations
<p>Can MassEVIP funding be combined with the National Grid and Eversource make-ready funding?</p>	<p>Yes, in certain cases. See the cost share tables below.</p>

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MassEVIP Workplace Charging and Utility Make-ready Programs

Costs	MassEVIP Workplace Charging	National Grid	Eversource
Equipment	60%	<ul style="list-style-type: none"> • None in non-Environmental Justice areas (since MassEVIP's 60% already exceeds the 50% National Grid would contribute) • 40% in eligible Environmental Justice areas (i.e., the difference between MassEVIP's 60% and the 100% National Grid would contribute) 	<ul style="list-style-type: none"> • None in non-Environmental Justice areas (Eversource is only providing make-ready infrastructure) • 40% in eligible Environmental Justice areas (i.e., the difference between MassEVIP's 60% and the 100% Eversource would contribute)
Installation	None	100%	100%

MassEVIP Multi-Unit Dwelling Charging and Utility Make-ready Programs

Costs	MassEVIP Multi-Unit Dwelling Charging	National Grid	Eversource
Equipment	60%	<ul style="list-style-type: none"> • 15% in non-Environmental Justice areas (i.e., the difference between MassEVIP's 60% and the 75% National Grid would contribute) • 40% in eligible Environmental Justice areas (i.e., the difference between MassEVIP's 60% and the 100% National Grid would contribute) 	<ul style="list-style-type: none"> • None in non-Environmental Justice areas (Eversource is only providing make-ready infrastructure) • 40% in eligible Environmental Justice areas (i.e., the difference between MassEVIP's 60% and the 100% Eversource would contribute)
Installation	None	100%	100%

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<u>MassEVIP Public Access Charging and Utility Make-ready Programs</u>			
Costs	MassEVIP Public Access Charging	National Grid	Eversource
Equipment	80% combined up to \$6,250 per port	<ul style="list-style-type: none"> • None in non-Environmental Justice areas • Balance up to 100% in eligible Environmental Justice areas 	<ul style="list-style-type: none"> • None in non-Environmental Justice areas (Eversource is only providing make-ready infrastructure) • Balance up to 100% in eligible Environmental Justice areas
Installation		Balance up to 100%	Balance up to 100%
<i>MassEVIP Public Access Charging (PAC)</i>			
Are electrician costs to connect the EV charging station to electric power covered under installation costs?		Yes, but keep in mind that MassEVIP PAC only covers 80% of station hardware plus installation costs, up to \$6,250 per port.	
Is vendor initial activation and configuration of an EV charging station covered under installation costs?		Yes, if the cost is listed in the quote from the vendor.	
What is the project approval timeline?		MassDEP expects to announce grant awards in mid-2019 or later.	
Do the EV charging stations installed through MassEVIP PAC have to be available for use for free?		No.	
Will MassEVIP Public Access Charging be made available again after the application deadline of March 18, 2019?		MassDEP has made no decisions on subsequent MassEVIP Public Access Charging application rounds.	
<i>MassEVIP Fleets</i>			
If leasing an EV, how long does the lease agreement need to be?		The minimum term of the lease must be 36 months.	

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<p>Are hybrid vehicles eligible for MassEVIP Fleets?</p>	<p>Only Plug-In Hybrid Electric Vehicles (PHEVs) are eligible. As defined in the MassEVIP Fleets Requirements document, a “Plug-In Hybrid Electric Vehicle (PHEV) is a light-duty vehicle powered by a hybrid system that uses an on-board rechargeable battery in combination with an internal combustion engine.”</p>
<p>Can MassEVIP Fleets funding be combined with Green Communities funding for an electric vehicle or EV charging station?</p>	<p>No, funding from MassEVIP Fleets cannot be combined with funding from Green Communities for a single EV or EV charging station.</p>