Massachusetts Electric Vehicle Incentive Program (MassEVIP) Frequently Asked Questions

General Program Details

What does charging station funding cover? Funding is available through the Massachusetts Department of Environmental Protection (MassDEP) MassEVIP for electric vehicle (EV) charging station hardware and parts and labor for installation. **No grant funding can be issued for equipment received or installation work begun prior to the date of MassDEP's signature on the contract**. See program requirements documents for more details about eligible costs. Grants will cover from 60% to 100% of eligible costs. Program funding, combined with funding from other sources, must not exceed 100% of the costs paid for items listed in the "Costs Covered" tables in each program's requirements document. See the MassEVIP Program Matrix for more information.

Is funding available for single family residential EV charging station installations? No, single family residential EV charging stations are not covered by MassEVIP. Residents of certain communities with investor-owned (see Eversource, National Grid or Unitil) or municipal (see NextZero or Energy New England (ENE)) electric providers may be eligible for funding for EV charging stations.

How quickly does MassDEP expect the program funds to be spent? It is difficult to estimate how quickly funds will be spent.

Is a quote for the project costs required as part of the application? Yes, a quote is required to be approved for funding.

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 prior MassEVIP participant apply to install more EV charging stations at the same location? Yes, but funding from each MassEVIP program cannot exceed $50,000 per street address.

Is it possible to get an extension for the contract end date? If so, how? Yes, but an extension is not guaranteed. Applicants should not apply relying on an extension, they should apply once they believe they are able to complete the project within the applicable timeframe. If the Grantee needs an extension beyond the contract end date, the Grantee must inform MassDEP via email at least one month before that end date.

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 all programs, except for the Fleet Vehicles program which is for public entities only.

Is the funding guaranteed for the amount that is approved? Final grant payments are based on the lesser of the approved amount or the applicable percentage of eligible costs from final invoices reflecting actual project costs. If eligible final project costs are less than originally estimated, the final grant amount will be adjusted down accordingly. For example, if a project was awarded $600 (60%) based on a charging station that was quoted to cost $1,000 but ended up costing $800, the final grant payment would be reduced to 60% of $800 = $480. Payment cannot exceed the original grant amount, so if final project costs are higher than originally estimated, grantees will receive the originally awarded amount. For example, if in the scenario above the charging station ended up costing $1,200 rather than $1,000, the final grant payment would still be $600.

What if a grantee ends up installing fewer charging ports than were approved for the project? If a grantee installs fewer ports than originally listed on their end user agreement, their award will be proportionally reduced. For example, if 4 ports were awarded for the original project and only 3 were installed, the maximum grant amount will be ¾ of the original grant amount. If the eligible costs on the final invoices are less than ¾ of the original grant amount, only ¾ of the eligible costs on the final invoices will be paid.

When can I start my MassEVIP funded project? No grant funding can be issued for equipment received or installation work begun prior to the date of MassDEP's signature on the contract. If you have any questions or concerns, please contact the MassEVIP team at MassEVIP.MassDEP@mass.gov.

Is there a mailing list for notification of future program changes and opportunities? Yes, email contact information to MassEVIP.MassDEP@mass.gov.

Can MassEVIP funding be combined with other state funding such as the Green Communities grants? No, funding from MassEVIP cannot be combined with other state funding sources for the same EV charging station.

Can larger vehicles participate in MassEVIP Fleet Vehicles? Vehicles funded through MassEVIP Fleets can weigh up to 10,000 lbs. Either the base price of the lowest trim level or the negotiated or contract ceiling price of the vehicle before options and fees must be no more than $60,000.00. Heavier or more expensive vehicles may be eligible for funding through MOR-EV Trucks, see the MOR-EV Rebate Program for details.

Does a MassEVIP Workplace and Fleet "fleet" applicant need to have an EV to qualify for an EV charging station grant? Yes, for charging stations that will be used by fleet

vehicles, the grantee must either have leased, purchased, or ordered a fleet vehicle that can use the EV charging stations to qualify. Proof is required in order to receive payment.

When must a grantee request payment from MassEVIP? Grantees must complete their project before requesting payment.

When is my project complete? When all grant requirements have been met, including operational charging station(s) that are able to charge EVs on a consistent, ongoing basis and the presence of all required signage and striping.

EV Charging Station Specifics

Does MassEVIP require "smart" EV charging stations? No.

Is a Direct Current Fast Charging (DCFC) station eligible for funding through any of the MassEVIP programs? Funding for DCFC stations was available through the MassEVIP DCFC Program, which is now closed.

What kind of charging stations are eligible for funding under MassEVIP? The MassEVIP Public Access, Workplace & Fleet, and Multi-unit Dwelling & Educational Campus programs will fund Level 1 and Level 2 alternating current (AC) charging stations, and DC charging stations up to 36 kilowatts (kW). Funded stations must receive appropriate UL (Underwriters Laboratories, Inc.) or other NRTL (Nationally Recognized Testing Laboratory) certification. In addition, as of January 1, 2023, Level 1 and Level 2 AC (not DC) electric vehicle supply equipment (EVSE) sold and installed in Massachusetts must comply with the Energy Star energy efficiency standards and be listed in the State Appliance Standards Database (SASD).You can check for your equipment by selecting Electric Vehicle Supply Equipment (EVSE) and MA in the dropdown fields on the website.

Does MassEVIP have an approved vendor list? No. Massachusetts municipalities, public universities and colleges, and state agencies must conduct their own procurement or use vendors on state contract VEH122 - Advanced Vehicle Technology Equipment, Supplies and Services, see: VEH122 - Statewide Contract User Guide. Other applicants can choose any vendor. See previous question for information on eligible EVSE.

If a DCFC EV charging station can simultaneously charge multiple vehicles, can the project receive $50,000 per vehicle that can be charged? Yes, as long as it includes, for each port, both a Society of Automotive Engineers (SAE) Combined Charging System (CCS) connector and either a North American Charging Standard (NACS) connector or a CHAdeMO connector, and is capable of delivering at least 50 kW to all ports simultaneously. Please contact MassEVIP if you would like to modify your existing contract to allow a NACS connector.

Are recently installed EV charging stations eligible for funding? No, MassDEP cannot pay for equipment received or installation work begun before the date of MassDEP's signature on a contract.

Accessibility

What triggers the accessibility requirements? If the applicant is already required to provide handicapped accessible parking spaces in the parking area where the MassEVIP-funded EV charging station is to be installed, under the Americans with Disabilities Act (ADA) or Massachusetts Architectural Access Board regulations (at 521 CMR), 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. Applicants applying for charging stations for use by fleet vehicles through the MassEVIP Workplace and Fleet program are not subject to the MassEVIP accessibility requirements.

Can the requirement that at least 5% of a site's EV charging spaces be accessible to persons with disabilities be met by converting an existing handicapped accessible parking spot? EV charging stations funded by MassEVIP must be designated for EVs only, including handicapped accessible EV charging spaces, and must not be reserved for persons with disabilities. The applicant may choose at the applicant's own expense to convert existing handicapped accessible spaces to accessible EV charging spaces to meet the required 5% minimum. In determining whether to allow the converted handicapped space to be used by all EVs, the applicant must ensure that a converted handicapped accessible space 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). If you have additional questions related to accessibility obligations, please contact Mr. Jeffrey Dougan, Assistant Director at the Massachusetts Office on Disability, for assistance with these requirements. He can be reached at: jeff.dougan@mass.gov.

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? Yes, if installation costs are being covered through MassEVIP, costs associated with creating the accessible EV parking space are eligible. If installation costs are not being covered through MassEVIP, costs associated with creating the accessible EV parking space are not eligible.

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.

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 (such as pictures) of having met the accessibility requirements when requesting payment.

Is an exception available for the accessibility requirement? How can an applicant request an exception? No, but applicants can contact MassDEP or Jeff Dougan (jeff.dougan@mass.gov) at the Massachusetts Office on Disability 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.

What is an example of an accessible parking space that meets the MassEVIP accessibility requirements? Multiple examples of compliant EV parking spaces are available at Design Recommendations for Accessible Electric Vehicle Charging Stations.

Utility Make-Ready Programs and MassEVIP

How are MassEVIP and the National Grid, Eversource and Unitil make-ready programs being coordinated? Applications for MassEVIP, National Grid, Eversource and Unitil programs are separate and need to be submitted independently to the appropriate entity. Program requirements and timelines are distinct. Utility make-ready program participants cannot apply for installation funding from MassEVIP. Under no circumstances can combined funding exceed 100% of project costs. The make-ready program webpages are:

- National Grid
- Eversource
- Unitil

Are applicants for MassEVIP funding located in Eversource, National Grid or Unitil territories required to seek funding through the make-ready programs? MassEVIP does not require that applicants apply to National Grid, Eversource or Unitil make-ready programs to qualify for funding of hardware and installation costs through MassEVIP. However, DPU requires the utilities to have their grantees apply for third-party funds, such as MassEVIP, which are then deducted from the amount the utility supplies.