Massachusetts Electric Vehicle Incentive Program (MassEVIP)
Frequently Asked Questions

General Program Details

What does funding cover? Funding is available for EV charging station hardware at all locations. Projects that are not participating in utility make-ready programs can receive funding for installation as well as EV charging station hardware. See program requirements documents for more detail about eligible costs. Grants will cover between 60% and 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 matrix of EVIP programs for more information.

Is funding available for single family residential electric vehicle (EV) charging station installations? No, single family residential EV charging stations 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 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 project completion deadline? 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. Details for how to apply for an extension will be included in the end-user agreement for projects selected for funding.

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 Fleets program which is for public agencies 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 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 $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.

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 Green Communities funding for an EV charging station? No, funding from MassEVIP cannot be combined with funding from Green Communities for a single EV charging station.

Can a MassEVIP participant approved under the prior MassEVIP Workplace Charging or MassEVIP Multi-Unit Dwelling programs apply for installation costs? Yes, as long as the project has not yet requested payment from MassDEP. Contact MassEVIP.MassDEP@mass.gov to discuss specific projects.

Can larger vehicles participate in MassEVIP Fleets? Vehicles funded through MassEVIP can weigh up to 10,000 lbs., with a sales price of no more than $50,000.00. Heavier or more expensive vehicles may be eligible for funding through MOR-EV Trucks, see https://www.mass.gov/service-details/mor-ev-rebate-program for details.

Does a fleet applicant still have to purchase two EVs to qualify for an EV charging station? No, stand-alone EV charging stations are available for fleet usage under the new Workplace & Fleet Program. See more details at: https://www.mass.gov/how-to/apply-for-massevip-workplace-fleet-charging-incentives

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 Direct Current Fast Charging (DCFC) Program, which is now closed. To be added to the stakeholder email list to be alerted if another opportunity opens, email MassEVIP.MassDEP@mass.gov. See more details at: https://www.mass.gov/how-to/apply-for-massevip-direct-current-fast-charging-incentives.
Is a DC charging station that is under 50kW eligible for funding under MassEVIP?

The MassEVIP Public Access, Workplace & Fleet, and Multi-unit Dwelling & Educational campus programs will fund Level 1 DC charging stations up to 36kW, as defined by the Society of Automotive Engineers (SAE). (Note, all stations funded through MassEVIP must receive appropriate UL (Underwriters Laboratories, Inc.) or other NRTL (Nationally Recognized Testing Laboratory) certification).

What kind of AC 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 AC charging stations.

If a DC Fast Charging EV charging station can simultaneously charge multiple vehicles, can the project receive $50,000 per vehicle that can be charged?

Yes. For the purposes of the MassEVIP DCFC Program, a charging station is considered a unit that can charge a single vehicle. An installation is eligible for up to $50,000 per port on a station when such ports can provide DC Fast Charging simultaneously. For example, a dual-port DCFC installation that can simultaneously fast-charge two vehicles would be eligible for up to $100,000. Having both CHAdeMO and SAE CCS connectors that can only be used one at a time does not meet the requirement to be able to simultaneously fast-charge.

Are recently installed EV charging stations 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. Massachusetts municipalities, public universities and colleges, and state agencies must conduct their own procurement or use vendors on state contract VEH102 - Advanced Vehicle Technology Equipment, Supplies and Services, see: https://www.mass.gov/media/1133201. Other applicants can choose any vendor.

Would installing new EV charging stations to replace older models at an existing charging location be eligible for funding?

Yes.

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 or not to allow the converted handicapped space to be used by all electric vehicles, 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 (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 (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?
Utility Make-Ready Programs and MassEVIP

How are MassEVIP and the National Grid and Eversource make-ready programs being coordinated? Applications for MassEVIP, National Grid and Eversource programs are separate and need to be submitted independently to the appropriate entity. Program requirements and timelines are distinct. The make-ready program webpages are:

- 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

Can MassEVIP funding be combined with the National Grid and Eversource make-ready funding? Yes, but utility make-ready program participants cannot apply for installation funding from MassEVIP as well, and under no circumstances can combined funding exceed 100% of project costs.

Are applicants for MassEVIP funding located in Eversource or National Grid territories required to seek funding through the make-ready programs? No, MassEVIP does not require that applicants apply to National Grid or Eversource make-ready programs to qualify for funding of hardware and installation costs through MassEVIP.

If an applicant has been approved for funding towards installation costs through a utility make-ready program, they may not apply for installation costs through MassEVIP until at least 6 months after withdrawing their project from the make-ready program.