



Commonwealth of Massachusetts
Executive Office of Energy & Environmental Affairs

Department of Environmental Protection

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Massachusetts Electric Vehicle Incentive Program (MassEVIP) Funding Summary

June 4, 2025

Funding and Deployment Data (ports, funding)¹

MassEVIP Program Segment	Status	Program	Amount	# of Ports
Direct Current Fast Charging	Contract Sent ^a	Public DC Fast	\$3,974,454.50	95
	Grant Paid ^b	Public DC Fast	\$2,618,427.88	65
Public Access Charging (PAC)	Contract Sent	Public Level 2	\$6,034,419.91	1212
	Grant Paid	Public Level 2	\$8,944,630.20	1352
Multi-Unit Dwelling & Educational Campus (MUDC)	Contract Sent	Educational Campus	\$560,477.43	82
		MUD	\$1,742,909.18	465
	Grant Paid	Educational Campus	\$578,396.89	124
		MUD	\$1,266,165.20	473
Workplace and Fleet (WPF) Charging	Contract Sent	Govt. Fleet	\$484,617.60	140
		Private Fleet	\$162,082.89	28
		Workplace	\$980,293.14	340
	Grant Paid	Govt. Fleet	\$1,321,273.31	227
		Private Fleet	\$294,400.95	59
		Workplace	\$6,516,385.84	2526
Subtotal	Contract Sent		\$13,939,254.65	2362
Subtotal	Grant Paid		\$21,539,680.27	4826
Grand Total			\$35,478,934.92	7188

^a “Contract Sent” is projects underway for which payment has not been issued.

^b “Grant Paid” is completed projects for which payment has been issued.

Funding Sources

The Massachusetts Department of Environmental Protection (MassDEP) MassEVIP program has been funded by a number of sources over the years, including from legal settlements, as listed below.

Some of the initial MassEVIP funding came from an enforcement settlement with American Electric Power (\$1,364,689.36) and funds from a one-time surplus from the Motor Vehicle Inspection Trust Fund (\$826,347.83).

To secure environmental and public health benefits and improvement of air quality, \$110,000 was directed to MassEVIP as a supplemental environmental project under the terms of a Consent Judgment in Commonwealth of Massachusetts v. EthosEnergy Power Plant Services, LLC, et al.

¹ As of April 22, 2025, 565 MassEVIP projects completed, contracted or awaiting approval indicated that they also were participating in a utility make-ready program, and therefore would go through two separate contracting and payment processes: the Commonwealth’s and a utility’s.

(Massachusetts Superior Court, Suffolk County, C.A. No. 16-1020A).

Massachusetts receives funding from a court settlement of diesel emissions fraud complaints against Volkswagen Group of America (VW). MassDEP is the designated Lead Agency for Massachusetts under the VW Settlement and is responsible for developing the beneficiary mitigation plan (BMP) for Massachusetts, which describes how the Commonwealth will spend its funding allocation. The Volkswagen Settlement allows 15% of funds to be used for light-duty EV charging infrastructure (\$11,259,663.66 from original settlement, plus \$1,280,036.05 of interest through May 2025). MassDEP committed to using the maximum allowed amount for light-duty charging. Historically, approximately 20% of VW Settlement funds that have been awarded but not paid (i.e., contracted funds) have been reissued to another project after the initial project dropped out. Progress on spending the funds is documented in semi-annual reports found at <https://www.mass.gov/lists/past-massdep-vw-settlement-semiannual-reports>.

MassEVIP has recently been funded from the Climate Protection and Mitigation Expendable Trust (CMT) that is ultimately funded by ratepayers. The CMT was established in 2018 in concert with MassDEP regulations 310 CMR 7.74 (*Reducing CO₂ emissions from Electricity Generating Facilities*) and 310 CMR 7.75 (*Clean Energy Standard*) that impose requirements upon the electric sector that are ultimately paid for by ratepayers. Funds are generated for the CMT through the sale of CO₂ allowances at quarterly auctions under 310 CMR 7.74 and from alternative compliance payments under 310 CMR 7.75. MassEVIP grants and contractor support to process applications and payment requests are funded through CMT. An additional \$96,394 in MassEVIP funds come from payments made to the GHG Expendable Trust pursuant to now-sunsetted provisions of 310 CMR 7.29 (*Emissions Standards for Power Plants*), also ultimately paid by ratepayers.