



## MASSACHUSETTS ELECTRIC VEHICLE CHARGING REBATE

### COMMERCIAL PROGRAM

Eversource is offering this Electric Vehicle (EV) Charging Program to provide support for the infrastructure costs needed to bring electric service to sites where Level 2 and Direct Current Fast Chargers (DCFCs) are to be installed. This program is available for all business customers of Eversource's electric service who purchase and install qualified EV chargers at workplaces, public destinations, multifamily properties with five or more units, or for their vehicle fleets.

#### Eligibility Criteria

- The Site Host must have or will have a commercial electric account with Eversource.
- The Site Host must be working with an EV Installer prior to applying. The Installer can help submit the application and provide necessary project documents. Eversource's list of Preferred Installers can be found [here](#).
- All program participants must apply for available state or federal third-party funding, if eligible. Receipt of any third-party funding must be disclosed to Eversource, and the funding amount will be deducted from Eversource's overall incentive.
- The Site Host must agree to install at least two Level 2 charging ports or one DCFC port and agree to keep them functional and reporting data for at least five years.
- EV chargers must comply with the requirements listed in Eversource's MA C&I EVSE Qualified Products List, which can be found [here](#).
- Site Hosts who previously participated in Eversource's EV Charging Programs are eligible for infrastructure incentives but are not eligible for EV charger rebates or networking stipends.

#### Application Instructions

The Site Host or the Installer will complete an application through Eversource's online PowerClerk portal [here](#), which includes submitting project details and a site sketch. The site sketch should include aerial photos with locations of chargers, conduit length, distribution cabinets, the proposed interconnection point such as an existing transformer, pole, etc. The Site Host and the Property Owner will need to sign the completed application to indicate your acceptance of the terms and conditions of the Program.

#### Incentive Information

- The **EV Charger Rebate** is applied to the EV chargers themselves. Eligible costs include EV charger hardware, installation, and freight. EV charger warranty, activation, or validation costs are not eligible for this rebate.
- The **Networking Rebate** is applied to EV charger software subscription fees. This rebate is only available for Public Level 2 and Multi-Unit Dwelling applications.
- The **Customer-Side Infrastructure Incentive** applies to civil and electrical labor and material needed to bring power to your EV charging stations. Eligible costs include labor and material to install conduit, cable, transformers, panelboards, meters, handholes, bollards, and concrete equipment bases. Costs related to future EV charger infrastructure, parking lot striping, or signage are not eligible for this incentive.
- The **Utility-Side Infrastructure Incentive** applies to the installation of Eversource-owned equipment before the meter that is needed to connect the new EV charger electric service to the grid.
- Incentive values may not exceed actual cost.



## Public & Workplace EV Charging Program

Public parking lots, commercial office buildings, shopping centers, etc.

Level 2					
Customer Segment	Environmental Justice Community (EJC) Criteria <sup>1</sup>	EV Charger Rebate	Networking Rebate	Customer-Side Infrastructure Incentive	Utility-Side Infrastructure Incentive
Public <sup>2</sup>	EJC: Income	<b>Up to 100%, Ports 1-10</b> (Cap up to \$5,200 per port)	<b>Up to 100%, Ports 1-10</b> (Cap up to \$480 per port)	<b>Up to 100%</b> (Per-port cap: up to \$15,000 / \$17,000 if new service)	<b>Up to 100%</b>
	EJC: Other	<b>Up to 75%, Ports 1-10</b> (Cap up to \$3,900 per port)	<b>Up to 100%, Ports 1-10</b> (Cap up to \$480 per port)		
	Non-EJC	<b>Municipal:</b> Up to 50%, Ports 3-10 <b>Non-Municipal:</b> Up to 50%, Ports 5-10 (Cap up to \$2,600 per port)	<b>Up to 100%, Ports 1-10</b> (Cap up to \$480 per port)		
Workplace (Private)	N/A	None available	None available		
DCFC					
Public <sup>2</sup>	EJC: Any	<b>Up to 100%</b> <b>50-149 kW:</b> cap up to \$40,000 per port <b>150+ kW:</b> cap up to \$80,000 per port <b>All:</b> cap up to \$400,000 per site)	None available	<b>Up to 100%</b> (Per-port cap <b>50-149 kW:</b> up to \$50,000 <b>150+ kW:</b> up to \$67,000)	<b>Up to 100%</b>
	Non-EJC	<b>50-149 kW:</b> Up to 100% <b>150+ kW:</b> Up to 50% ( <b>All:</b> cap up to \$40,000 per port, \$400,000 per site)	None available		

1. Refer to [Environmental Justice Community Map](#) to determine eligibility.

2. Must allow the public practical access to, and use of, the parking space and charging station for no less than twelve hours per day, seven days per week. The participant is permitted to charge a parking fee and have parking controls if needed.

### Additional Criteria and Details:

- Networking is required for Public and Workplace chargers. Networking rebates are only available for Public Level 2 chargers.
- Site Hosts installing DC Fast Charging must install at least 100 kW per site to receive DCFC EV Charger Rebate.



## Multi-Unit Dwelling EV Charging Program

Residential dwellings with five or more units

Level 2					
Customer Segment	EJC Criteria <sup>1</sup>	EV Charger Rebate	Networking Rebate	Customer-Side Infrastructure Incentive	Utility-Side Infrastructure Incentive
Multi-Unit Dwelling (MUD) (5+ Unit)	EJC: Income	<b>Up to 100%, Ports 1-10</b> (Cap up to \$5,200 per port)	<b>Up to 100%, Ports 1-10</b> (Cap up to \$480 per port)	<b>Up to 100%</b> (Per-port cap: up to \$15,000 / \$17,000 if new service)	<b>Up to 100%</b>
	EJC: Other	<b>Up to 75%, Ports 1-10</b> (Cap up to \$3,900 per port)	<b>Up to 100%, Ports 1-10</b> (Cap up to \$480 per port)		
	Non-EJC	<b>Up to 50%, Ports 1-10</b> (Cap up to \$2,600 per port)	<b>Up to 100%, Ports 1-10</b> (Cap up to \$480 per port)		

1. Refer to [Environmental Justice Community Map](#) to determine eligibility.

### Additional Criteria and Details:

- EV charger rebates and infrastructure incentives are only available for EV chargers installed at non-deeded, unassigned parking spaces, unless chargers are installed at 20% or more of all parking spaces upon completion of the project.
- Networking is not required for MUD EV chargers, but networking rebates are only available for chargers that are networked.



## Fleet EV Charging Program

Privately or publicly owned fleets of vehicles

Level 2				
Customer Segment	EJC Criteria <sup>1</sup>	EV Charger Rebate	Customer-Side Infrastructure Incentive	Utility-Side Infrastructure Incentive
Public <sup>2</sup> Light-Duty <sup>3</sup> Fleet	EJC: Income	<b>Up to 100%, Ports 1-10</b> (Cap up to \$5,200 per port)	<b>Up to 100%</b> (Per-port cap: up to \$15,000 / \$17,000 if new service)	<b>Up to 100%</b>
	EJC: Other	<b>Up to 75%, Ports 1-10</b> (Cap up to \$3,900 per port)		
	Non-EJC	<b>Up to 50%, Ports 5-10</b> (Cap up to \$2,600 per port)		
Private Light-Duty Fleet	N/A	None available	<b>Up to 100%</b> (Per-port cap: up to \$15,000 / \$17,000 if new service)	<b>Up to 100%</b>
DCFC				
Public <sup>2</sup> Medium- and Heavy-Duty <sup>4</sup> Fleet <b>Fully subscribed as of 12/1/23</b>	EJC: Any	<b>Up to 100%</b> (50-149 kW: cap up to \$40,000 per port 150+ kW: cap up to \$80,000 per port All: cap up to \$400,000 per site)	<b>Up to 100%</b> (Per-port cap 50-149 kW: up to \$50,000 150+ kW: up to \$67,000)	<b>Up to 100%</b>

1. Fleets must either 1) operate more than 50% of the time, or 2) be registered to an address within an EJC to qualify. Refer to [Environmental Justice Community Map](#).
2. Public fleets are understood to be public transit or government-owned fleets.
3. Light-Duty Vehicles are understood to be vehicle classes 1-2, or those vehicles <10,000 pounds.
4. Medium- and Heavy-Duty vehicles are understood to be vehicle classes 3-6 and 7-8, or those vehicles above 10,000 pounds.

### Additional Criteria and Details:

- Networking is required for Fleet EV chargers.
- A separate Fleet Advisory program is also available for public fleets, please visit our [EV Fleet Website](#) for more information.