

Electric Vehicle Charging Program Public/Workplace

Massachusetts

Available incentives and eligibility: effective date June 1, 2024.

| Level 2 | | | | | |
|------------------------------|--|--|---------------------|--|--|
| Customer Segment Eligibility | Environmental Justice Community Criteria** | Level 2 Charger Rebates | Networking Rebates* | Utility-Side Infrastructure Incentives | Customer-Side Infrastructure Incentives |
| Public*** | Located in EJC that meets income criteria | Up to 100% (ports 1-10) (cap up to \$3,900 per port) | \$480 | Up to 100% | Up to 100% (per port cap: up to \$9,600 / \$6,700 if new service) |
| | Located in EJC that does <u>not</u> meet income criteria | Up to 75% (ports 1-10) (cap up to \$2,925 per port) | | | |
| | Not located in EJC | Up to 50% Municipal (ports 3-10) Non-municipal (ports 5-10) (cap up to \$1,950 per port) | | | |
| Workplace (non-public) | N/A | None offered | None offered | | |

*Up to \$120 per year, per port. Pro-rated if less than 4 years

**National Grid is committed to ensuring all customers have access to clean transportation, and is offering higher levels of incentives. Visit [Environmental Justice Community map](#) (click link to check address eligibility).

- Installed chargers must comply with National Grid's [Qualified Equipment List](#) requirements.
- Networking is required for Public and Workplace L2 charging stations. Networking rebates are only available for Public L2 charging stations.
- Level 1 charging infrastructure rebates are available for eligible long-dwell locations.
- Customers who previously participated in National Grid EV Charging Programs may not be eligible for EVSE Rebates and Networking Stipends. Please see program FAQs on website.

| DCFC | | | | |
|------------------------------|---|---|--|---|
| Customer Segment Eligibility | EJC Criteria | DCFC Charger Rebates | Utility-Side Infrastructure Incentives | Customer-Side Infrastructure Incentives |
| Public*** | Located in EJC that meets <u>any</u> criteria | Up to 100% (50-149 kW: cap up to \$40,000 per port 150+ kW: cap up to \$80,000 per port) | Up to 100% | Up to 100% (per port cap 50-149 kW: up to \$30,000 150+ kW: up to \$60,000) |
| | Not located in EJC | Up to 100% for 50-149 kW: (cap up to \$40,000 per port) Up to 50% for 150+ kW: (cap up to \$40,000 per port) | | |

***Public chargers must allow the general public practical access to, and use of, the parking space and charging station for seven days per week, 24 hours per day. The Program participant is permitted to charge a parking fee and, if the location has access restrictions, may reduce the hours of public access to no less than twelve hours per day, seven days per week.

- DCFC charger rebate totals are capped at \$400,000 per site.
- Installed chargers must comply with National Grid's [Qualified Equipment List](#) requirements.
- Networking is required for Public DCFC.
- [Environmental Justice Community map](#) (click link to check address eligibility)

Interested in more details or need help with the process? We can answer your questions and connect you with an EV Charging Station Installer (CSI). Contact us at EVnationalgrid@nationalgrid.com

Apply now and view additional program details at ngrid.com/ma-evcharging