Frequently Asked Questions (FAQs) For Curbside EVs

Why is the City installing EV charging stations at the curb?

The demand for EV charging is growing. Most EV charging occurs at home, though many residents do not have access to a private parking space and rely upon on-street public parking. To allow residents the opportunity to own an electric vehicle, and to reduce our greenhouse gas emissions, the City is investing in publicly accessible EV charging stations.

Are these parking spaces owned by the City?

The City owns the parking spaces that are part of this curbside program. Any parking spaces that are not owned by the City were not explored for this program.

Will the curbside parking spaces be first come first serve or will there be a reservation system?

The curbside parking spaces will be first come first serve with a 4 hour limit. EVs that are parked but not actively charging in these spaces will receive an overtime fee for each hour they are parked over the limit.

Will EVs parked overnight have to relocate their vehicles?

No. The 4-hour limit does not apply overnight. The signage will indicate 'No Limit 10pm-8am' or 'No Limit 6pm-8am' depending on existing parking enforcement.

How much will it cost to charge my EV?

For the City owned and operated stations, the vehicle owner will pay the cost of electricity: $0.35 per KwH.

Are there going to be more EV changing stations coming to my neighborhood?

Yes, this is just the first phase of installations. The City is also expanding EV charging in municipal parking lots: in 2024 the City will add eight (8) Level III DC fast chargers and 32 Level II ports to municipal lots. The City is also partnering with two private operators to install more EV charging stations on public property, including curbside. You can view a list of all City owned and operated EV Charging Stations here.

How were the sites for the City-owned and operated curbside locations selected?

The City of Boston aims to have all residents within a 5-minute walk from an electric vehicle charger by 2030.

The installation of electric vehicle charging stations supports the following specific goals in addition to the broader agenda set forth by the City's electric vehicle program, Recharge Boston, and the 2019 Climate Action Plan Update:

- Ensure **equitable access to EV charging benefits** within Boston's environmental justice communities (including cleaner air, lower long-term vehicle costs.)
- Evaluate the **appropriate balance of LVII and LVIII** charging infrastructure needed to meet Boston's charging demand, given existing infrastructure, available space, and funding opportunities and constraints.
- Demonstrate near-term action through the construction of demonstration projects that are **operational in multiple neighborhoods before the end of 2024.**
- Position Boston for **scaled deployment** of a publicly-accessible EV charging network through the deployment of these near-term demonstration projects and the preparation of additional shovel-ready future project sites eligible for federal funding.
- **Understand public attitudes** towards dedicating space for EVs in public space, acceptable levels of convenience, and consumer preferences between different EV charging ownership models.

You can learn more by visiting our site selection storymap.

How will the EV charging stations impact the existing parking rules and regulations?

The City would like to maintain most of the parking rules and regulations specific to each location. For example, if the parking spaces are currently Resident Permit Parking, the City would like to keep that. If the parking spaces are currently metered, there may be a surcharge in addition to the cost of charging.

The charging stations will be accessible 24 hours a day 7 days a week, and parking access will be regulated and enforced as 'No Parking Except for Electric Vehicles While Charging, 4 Hour Limit'

Non-Electric vehicles, electric vehicles parked and not actively charging, and electric vehicles parked beyond the 4 hour time limit can all be ticketed for occupying the spaces.

There will be a to be determined cost of electricity consumed between $0.25 and $0.35 per kWh, and there will be a small overtime fee to encourage vehicles to relocate once their charging session has ended.

Is there a phone number we can call if someone is parked there longer than the time limit?

You can call 311 or use the 311 app to report electric vehicles that are parked in a space while not actively charging.

What is the charging connector for these stations? I'm wondering if I'll need to get an adapter.

These are Flo CoRe+ MAX Level 2 Charging Stations, which use a SAE J1772 charging connector. Most Teslas require a SAE J1772 charging adapter.

How long will it take to charge my car?

These are Flo CoRe+ MAX Level 2 Charging Stations. They have a maximum power output of up to 19.2 kW (80 amps), which is 2.7x faster than a typical level 2 charging station.

Are there going to be bollards or other infrastructure put on the street to protect these stations?

No, the charging stations will exist on the curb similar to a parking meter.

Is there an app people can use to see their car charging?

To activate a charging session, you can place your card on the reader or select the station in the FLO mobile app and press “Start a session.” See here for the Flo user guide.