Frequently Asked Questions (FAQs) For Curbside and Municipal 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 in municipal lots and on the curbside.

Are these parking spaces owned by the City?

The City owns the parking spaces that are part of the municipal lot and curbside programs, including the spaces for the city-owned chargers and for chargers installed through private-public partnerships. Any parking spaces that are not owned by the City are not part of this program.

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

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

Will EVs parked overnight have to relocate their vehicles?

No. There is no limit applied to overnight parking. The signage will indicate overnight is considered 8pm-8am unless otherwise posted.

How much will it cost to charge my EV?

For the City owned and operated curbside stations, the vehicle owner will pay a rate of $0.35 per kWh. The fast chargers (DCFC Chargepoint chargers) in municipal lots will be $0.45 per kWh.

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

The City is completing the expansion of EV charging in municipal lots with the activation of two stations in the Summer of 2026. The curbside EV charging program is being completed in late 2026 / early 2027. The map of existing and new locations will be continuously updated on the www.boston.gov/recharge-boston webpage. New locations are being selected through our partnerships with private companies. For more information on new locations and how to suggest a location for a charger, please check the EV Curbside Partner and the Suggest a Location section on the Recharge webpage.

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

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 L2 and L3** 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, unless otherwise posted, and parking access will be regulated and enforced.

Non-electric vehicles will be ticketed for occupying the spaces. Electric vehicles parked and not actively charging, will be charged an 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.

The city-owned curbside chargers are Flo CoRe+ MAX Level 2 Charging Stations, which use a SAE J1772 charging connector. Most Teslas require a SAE J1772 charging

adapter. The municipal lot L2 ChargePoint chargers use NACS (J3400 connectors) and the ChargePoint DCFC ports use CHAdeMO plugs.

How long will it take to charge my car?

Curbside chargers 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. ChargePoint CT4021 chargers have a maximum capacity of 7.2 kW (30 amps) and take 6-8 hours on average to charge a vehicle to 80%. Chargepoint DCFC ports have a maximum power output of up to 62.5 kW (156 amps) and take an average electric vehicle from 10% to 80% capacity in about 60 minutes.

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?

You can use the designated Flo, ChargePoint and It's Electric mobile apps for more details and to see your car charging status.