

A nighttime photograph of the Boston waterfront. On the left, a dark wooden building with white window frames is visible, with a sign that reads "BOSTON TEA PARTY SHIPS & MUSEUM". In the center, a white, curved walkway or bridge structure extends over the water. Several boats are docked or moving in the harbor, with their lights reflecting on the water. In the background, modern skyscrapers of the city skyline are illuminated against the dark blue night sky.

# City of Boston Curbside EV Charging Program

*Electric Vehicle Infrastructure Coordinating Council*

*August 7, 2024*

*Oliver Sellers-Garcia, Green New Deal Director*

## Mass. to require all new cars sold to be electric by 2035 as part of climate-change measures

By Naomi Martin Globe Staff. Updated December 30, 2020, 6:37 p.m.

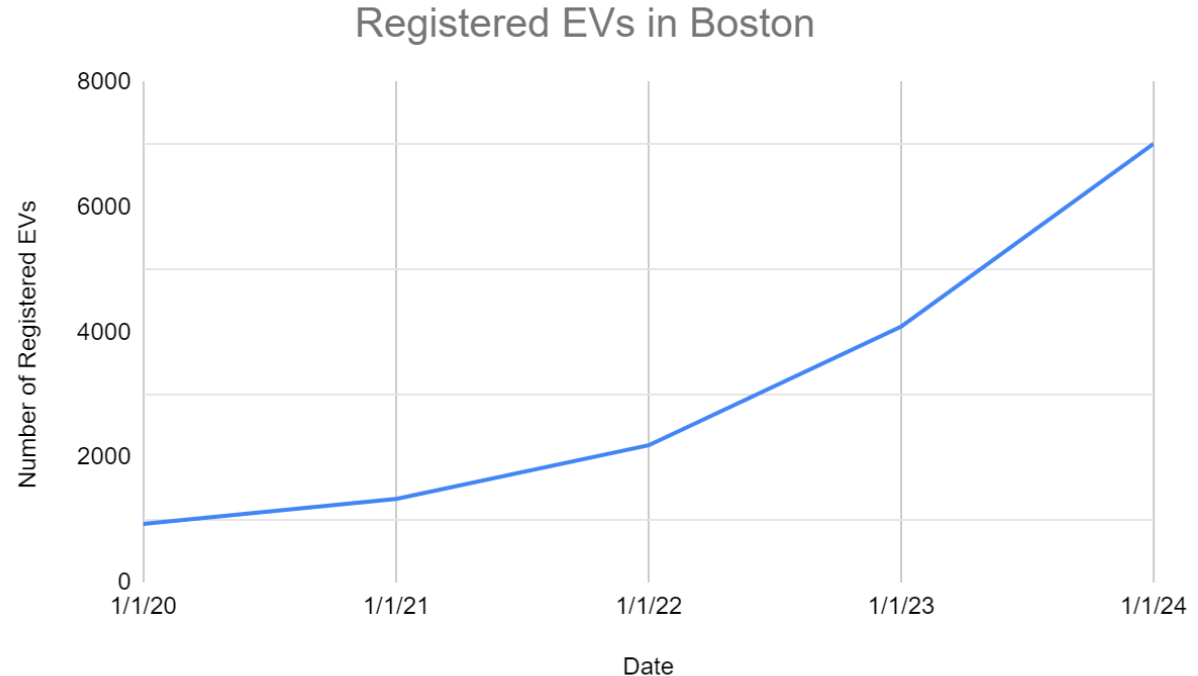


*Article from the Boston Globe*

- The **demand** for EV charging is **growing**
- Most EV charging occurs at home, many **residents rely upon on-street parking**
- To allow residents the **opportunity to own** an electric vehicle
- To **build momentum** towards further public and private investment



- As of January 1, 2024 Boston has over **7,000 fully electric vehicles** and over **3,000 plug-in hybrids**
- The state of MA has **over 100,000** electric or plug-in hybrid vehicles



# Why On-Street Parking?

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- Focus on the needs of **garage orphans**
- The City operates EV charging stations in our municipal parking lots - **demand cannot be met from City owned off-street parking alone**
- Residents want charging closer to where they live, that is **convenient, and within walking distance** - on-street charging is the most direct way to provide this service



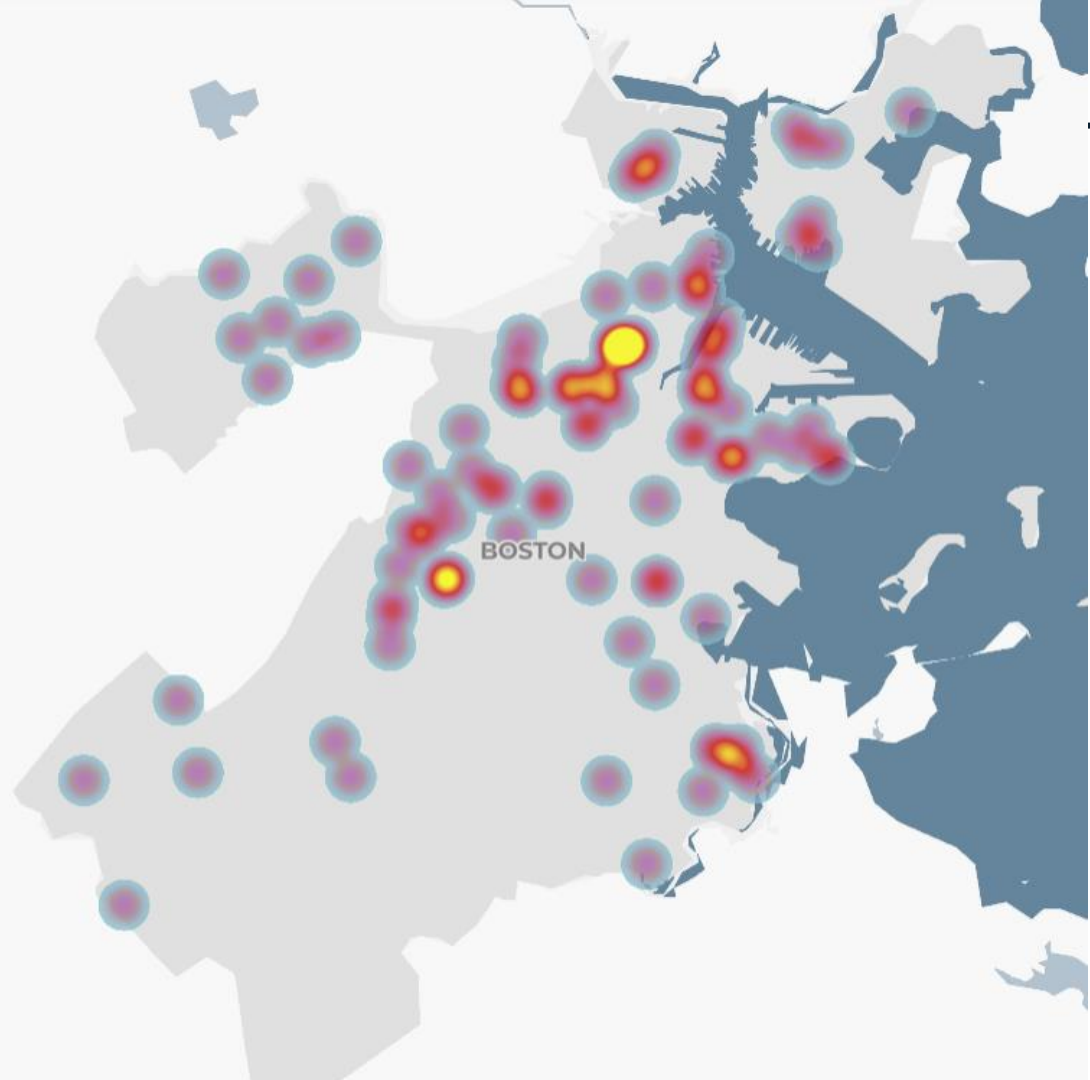
*Example from NYC, Boston installation will look different*

## Heat Map

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Survey results from our Suggest a Location form.

Highest demand is centered around downtown Boston, Jamaica Plain, and Neponset Ave in Dorchester.





# Experiment: RFPs for two different models in 2023

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- City owned and operated
  - Site selection focused on community and EJ needs
  - Streamlined permitting process
  - City-led engagement
  - Ability to keep charging prices low
- Public-private partnership
  - No cost to the City
  - Potential to scale rapidly
  - Spur private sector activity toward Boston's long-term policy goal
  - Test and validate industry business models

# Where Will the Stations be Located?



- Throughout the city, in **every neighborhood**
- Sites chosen based on multiple conditions, including **physical space** to locate the stations, available **electrical power**, and **gaps in station access**, where stations do not already exist
- Located adjacent to **parks, playgrounds, libraries**, and other public amenities



- Hardware, installation, and maintenance
- B2T is a partnership of Boston based MBE, WBE, and Union businesses
- Flo Station designed for curbside use, up to 19.2kW an hour
- Owned and operated by the City with, staff in the Boston Transportation Department





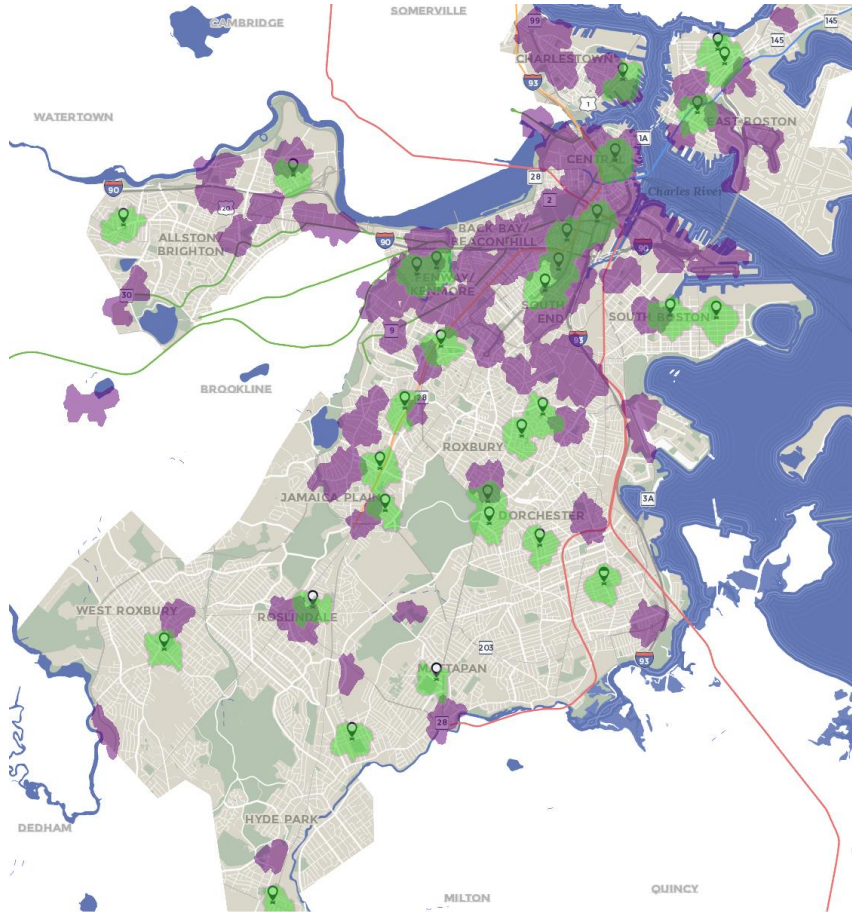
# What Type of EV Charging Station Will Be Installed

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- Flo CoRe+ MAX dual or single port station with cable management
- Capable up providing up to 19.2kW of charge per hour (highest Level II)
- The station pedestal is 10” wide and seven feet tall; for comparison the City’s multi-space parking meters are roughly 19” wide and five and a half feet tall

# City-owned curbside locations



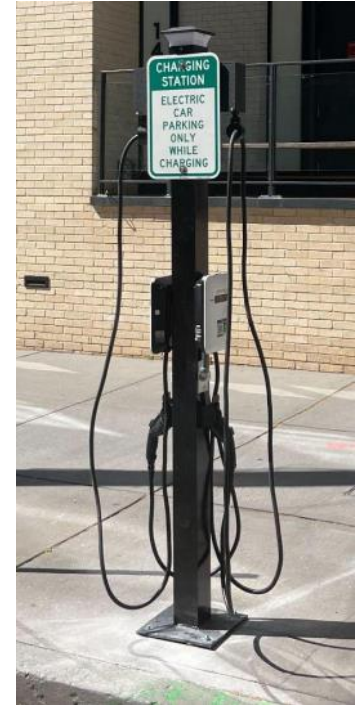
- Throughout the city, in **every neighborhood**
- Sites chosen based on multiple conditions, including **physical space** to locate the stations, available **electrical power**, and **gaps in station access**, where stations do not already exist
- Located adjacent to **parks, playgrounds, libraries**, and other public amenities
- Green = new stations closing  
purple = existing



# PPP RFP Awardees



- No cost to the City, vendors install and operate stations
- City has say in where stations are located, how they are operated, and what fees are charged





# Slim design, bring your own cord, adjacent building host

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it's electric

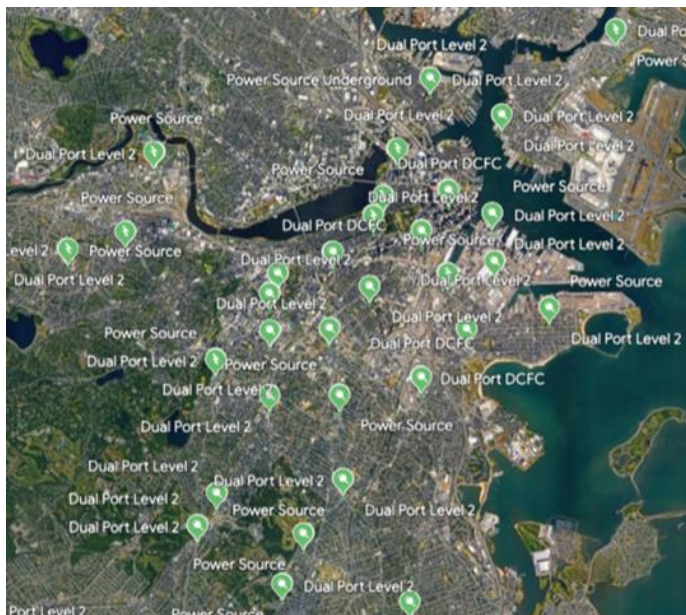


# On-street Level II and III, proven in other urban markets

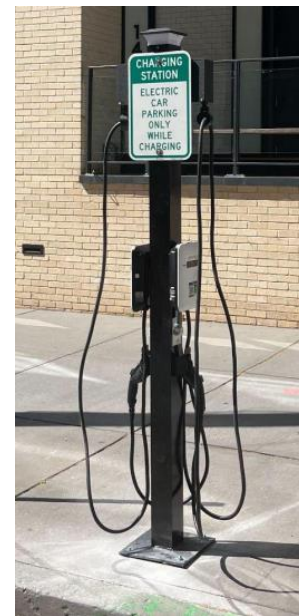


# greenspot™

EV Infrastructure



Proposed Locations



Example of Level III and Level II EV charging stations



# How will the EV Charging Stations be Enforced?

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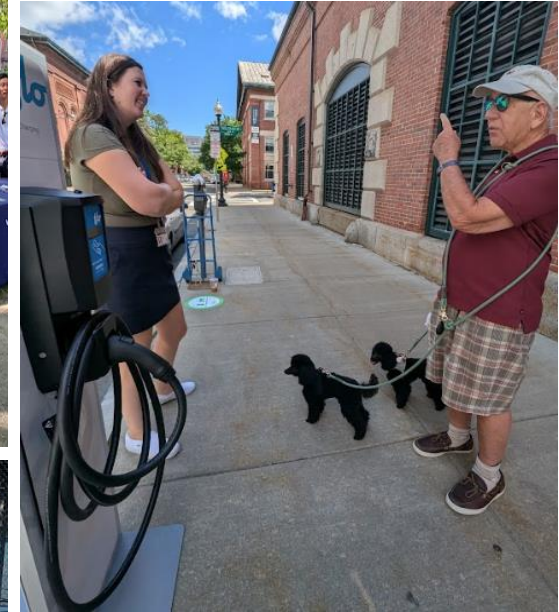
- Underlying **parking rules remain** + ‘No Parking Except for Electric Vehicles While Charging’
- **Non-Electric vehicles**, electric vehicles parked and **not actively charging**, and electric vehicles parked **beyond the time limit can all be ticketed** for occupying the spaces
- There will be a cost for 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



# Community Engagement



- General information + **location-specific** outreach (e.g., website and on-site decals)
- Engagement to identify and communicate with users/**validators** (location request form)
- City program is umbrella for PPP partners' outreach



## Who to Contact For More Information

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### Website:

<https://www.boston.gov/departments/transportation/curbside-ev-charging>

### Program Manager:

Judith Gibson-Okunieff | Zero Emission Vehicle Program Manager | Boston  
Transportation Department  
[judith.gibsonokunieff@boston.gov](mailto:judith.gibsonokunieff@boston.gov)

### Program Support:

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