

EV Charging Station Deployment

Alexandra Vecchio, Director of Sustainability & Natural Resources
Town of Brookline
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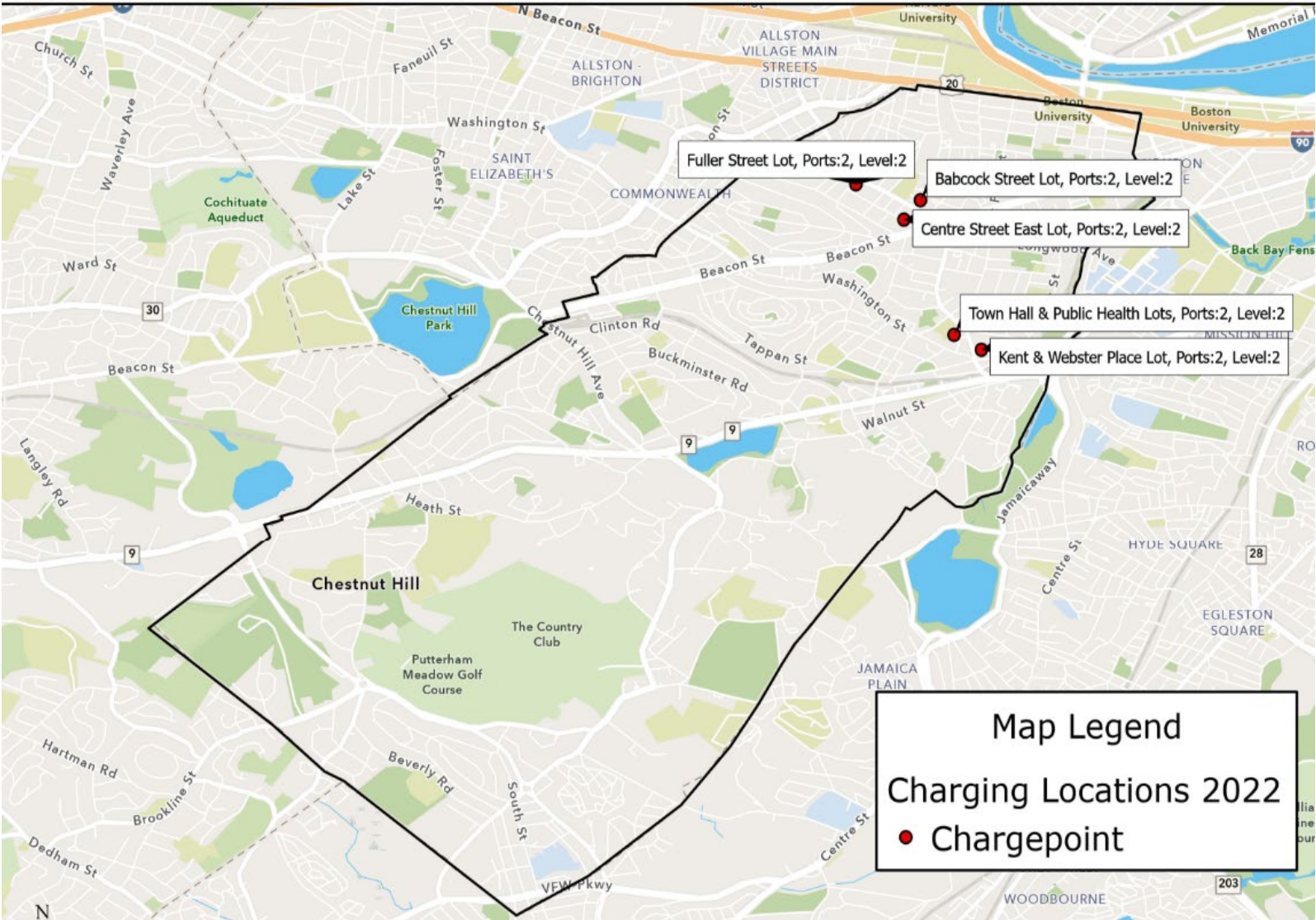


EV's in Brookline From 2022 - 2025



- Fleet Electrification
 - 2022 – 1
 - 2025 – 30 – 20% of vehicles viable for electrification
- Funding
 - Since 2022 - \$3.5m to offset purchase, construction & installation of public and fleet EV charging stations
 - \$1.5 million for 59 fleet charging ports
 - \$2.0 million for 58 public charging ports

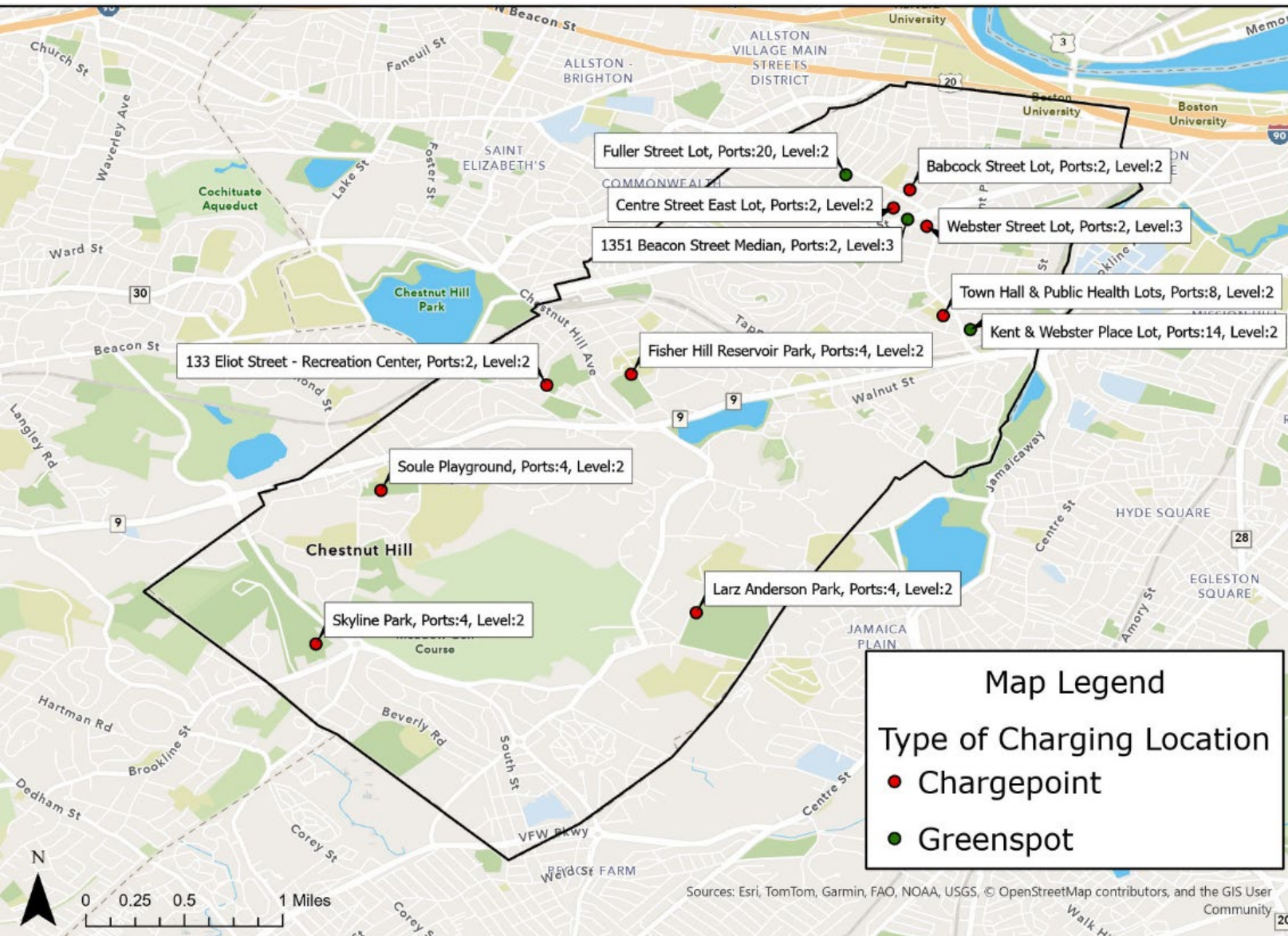
Town of Brookline Electric Vehicle Charging Locations in 2022



2022:

- 10 ports (Level 2)
- 5 locations – public parking lots

Town of Brookline Electric Vehicle Charging Locations 2025



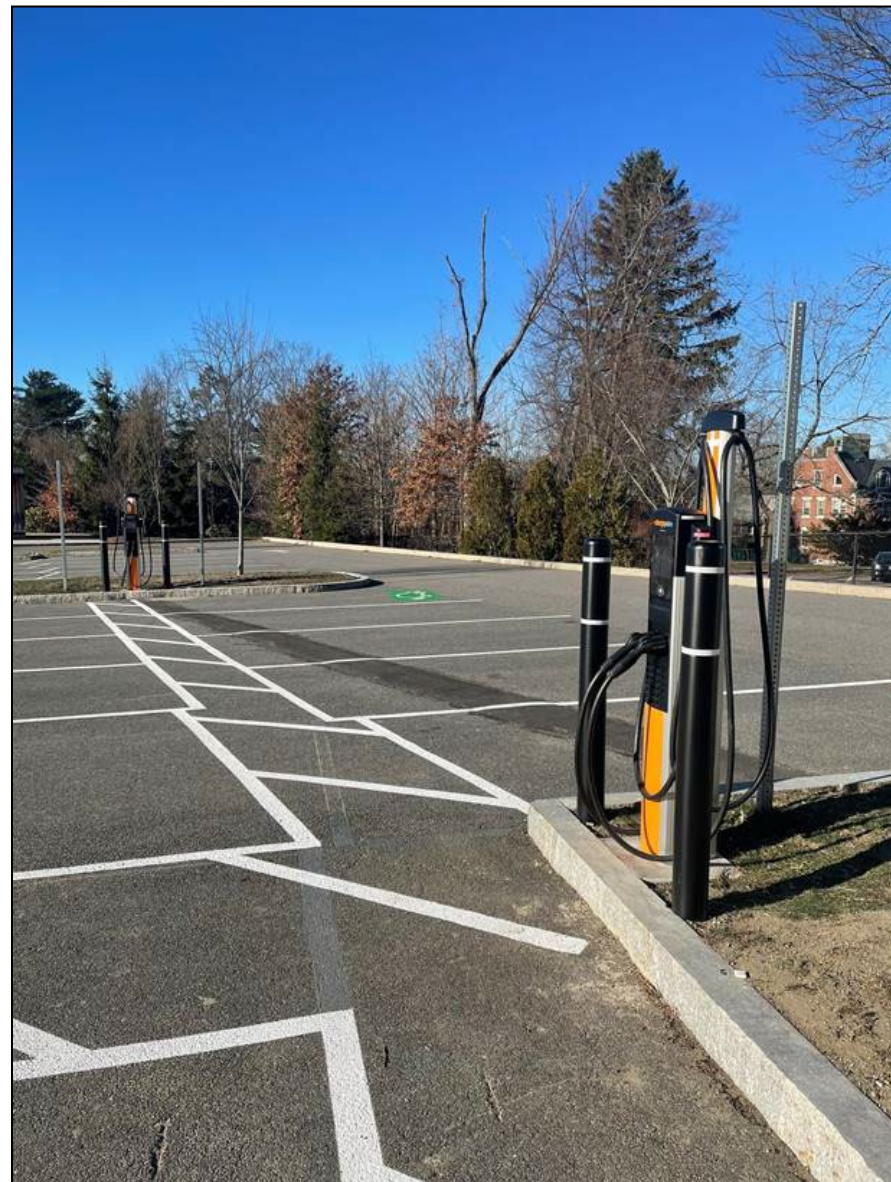
2025:

- 58 ports
- 4 of those DCFC stations
- 12 locations across North & South Brookline
- During this time – 59 fleet ports were also added
- Next Up: Curbside Charging



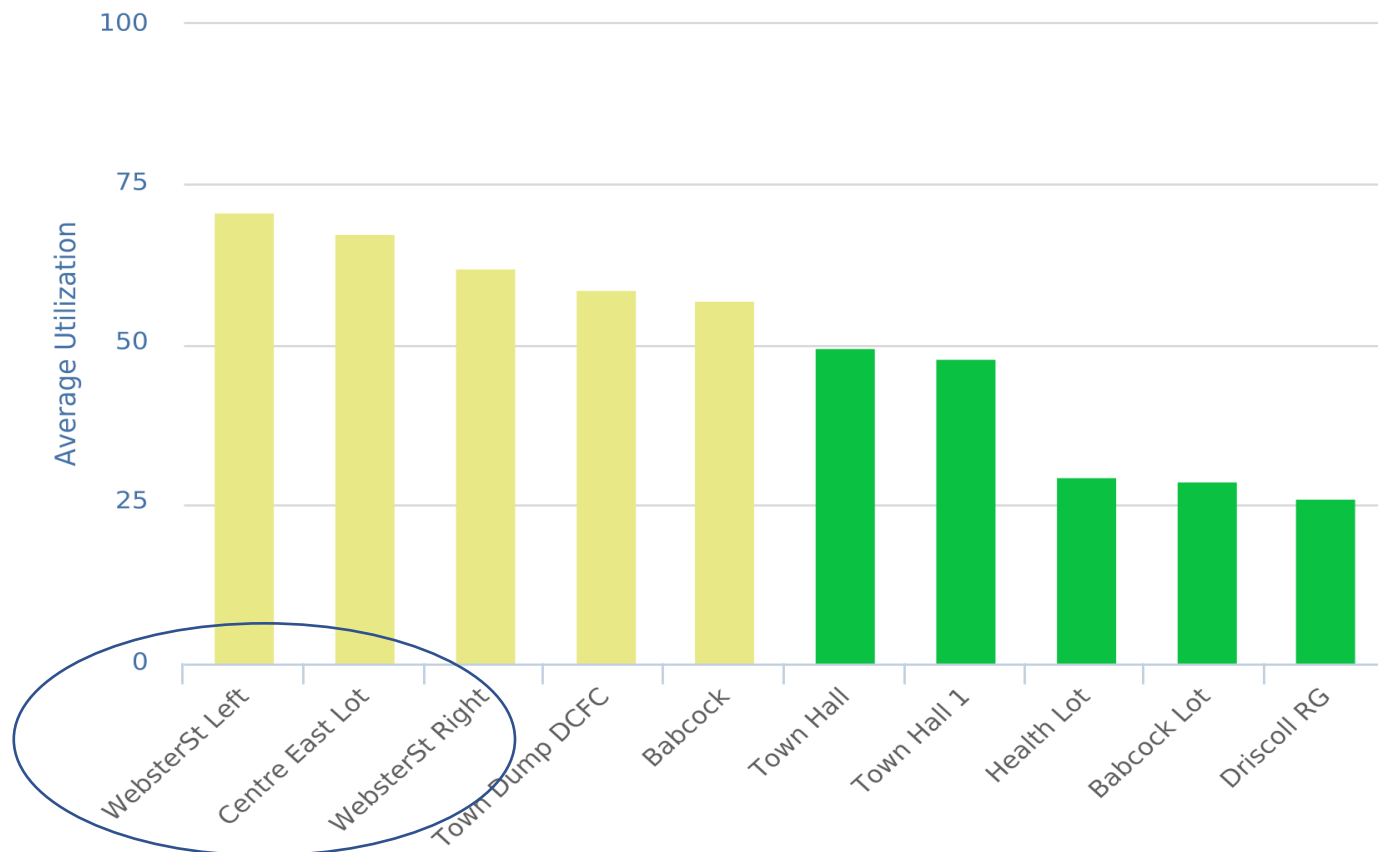
Siting Opportunities & Challenges

- Land Ownership & Approval Process
- Available power supply
- Utility company coordination
- Parking Regulations & Fees
 - 2-hour limit, no overnight
- Capital Project Coordination
- Crowded Right of Way
- Public Opinion



Average Utilization

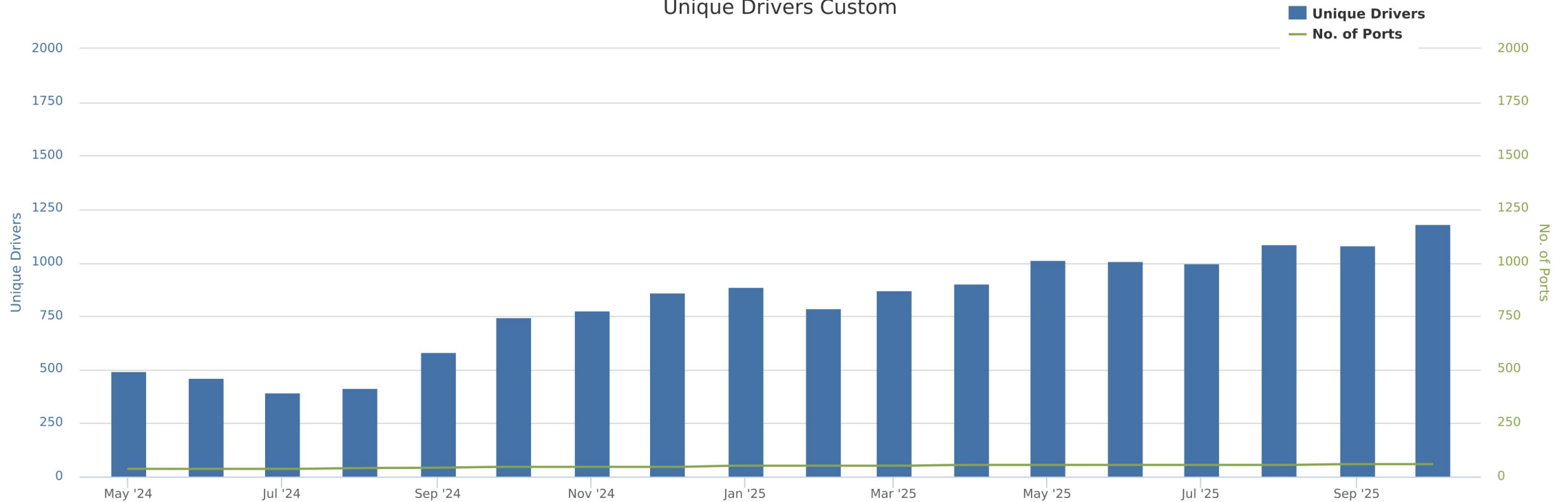
7-Day Period, 10am – 7pm





Unique Drivers May 2024 – October 2025

Unique Drivers Custom

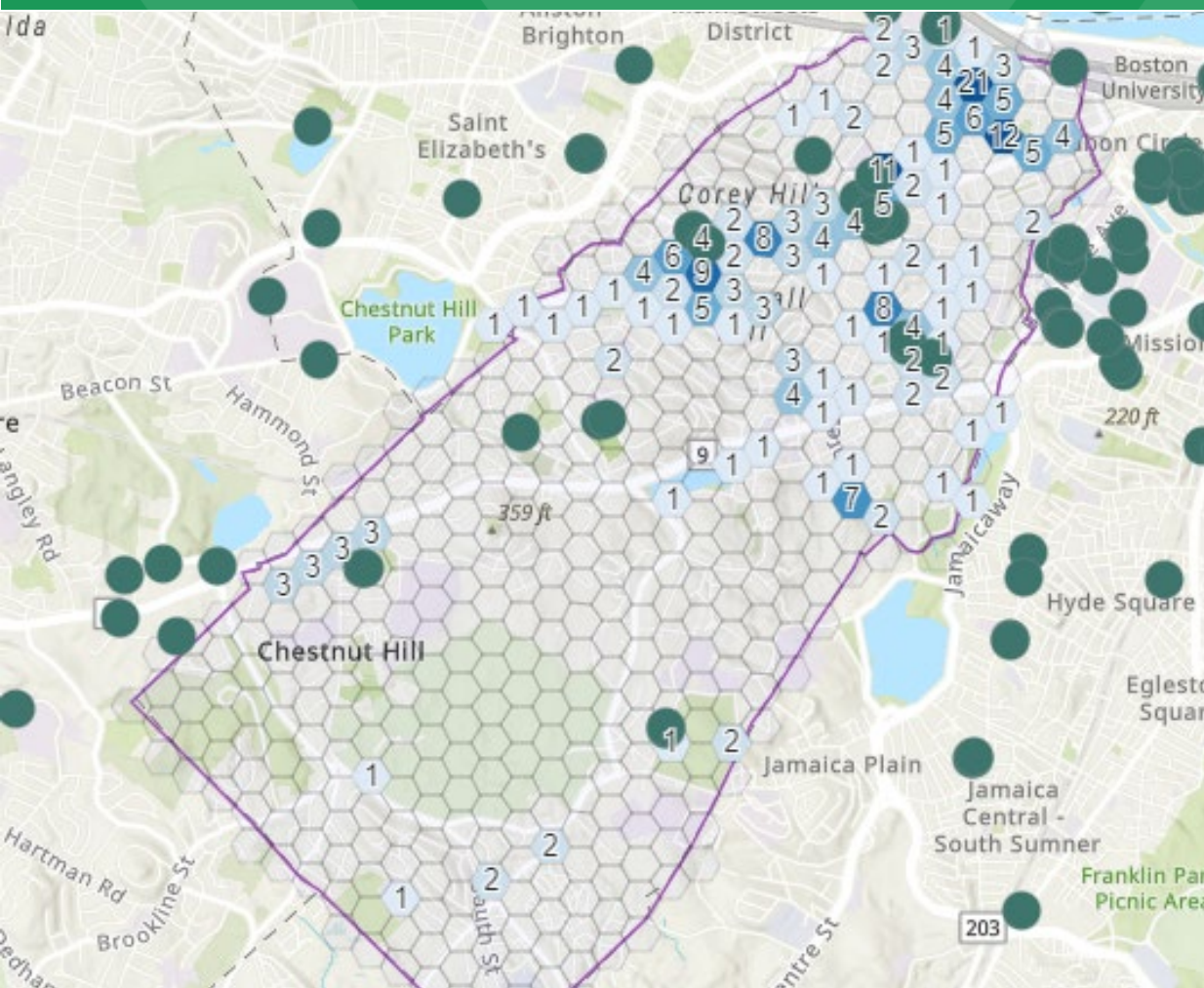


Fleet Charging



Electricity Usage and Cost Comparison for Fleet DCFC after Load Shedding





Growing Our Public EV Charging

- Growing our network in a sustainable, targeted way
 - Identifying gaps in our current charging network
- Pricing Policies to incentivize EV adoption
 - Vary by location
- Continued data tracking & public input
- Select Board FY27 Goal – Expand Public Access to Level 3 Charging Stations

	Site	Address	Comm-unity Score	Neighbor-hood Score	Ease of Electrical Install	CET/Leidos Rank
1	Community Site - Babcock Area #1 (Green St)	Green St between John St & Dwight St	11	20.00	Med	1
2	Knyvet Square #2 (Thatcher St)	Thatcher St	21	16.75	Med	2
3	Robinson Playground	Cypress St	9	15.64	Med/High	3
4	Knyvet Square #1 (Egmont St)	Egmont St	21	13.93	Med	4
5	Community Site - Amory St Area (Freeman St)	Freeman St between Amory St & St Paul	6	18.38	Med	5
6	Community Site - Babcock Area #2 (Babcock St)	Babcock St between John St & Dwight St	11	18.23	Med/Low	6
7	Clark Playground	Mulford St	2	15.25	High*	7

Lessons Learned



1. Saturating an area with charging stations leads to negative public opinion and perception
2. “High End” Level 2 stations (up to 22kW output) don’t necessarily mean faster charging for every vehicle
3. Level 3 stations are what people want – even if it isn’t always what is needed
4. Load shedding is an important tactic to manage electricity costs
5. Establishing a Revolving Fund can help pay for ongoing warranties, fees, and (hopefully) new infrastructure