

## Overview: City programs allowing residential EV charging cords across the public right-of-way

November 2024

	<a href="#">Cambridge, MA</a>	<a href="#">Portland, OR</a>	<a href="#">Seattle, WA</a>	<a href="#">Washington, DC</a>
<b>Mode of adoption</b>	Department of Public Works pilot program	Bureau of Transportation administrative rule (TRN 8.08 C.13) adopted pursuant to city code rulemaking authority (3.12.040)	Department of Transportation guidance	Department of Transportation guidance
<b>Program type</b>	Annual permit (\$200 application fee)	No permit required/allowed use	No permit required/allowed use	No permit required/allowed use
<b>Cord locations</b>	Sidewalk/cord cover Overhead	Sidewalk/cord cover	Sidewalk/cord cover	Sidewalk/cord cover
<b>Charging type</b>	Level 1 allowed Level 2 prohibited	Level 1 allowed Level 2 prohibited	Level 1 allowed Level 2 prohibited	Level 1 allowed Level 2 prohibited
<b>Location restrictions</b>	Only allowed for residential properties that lack off-street parking	Only allowed if no off-street parking available at property Only allowed in single-family residential zones and local traffic streets	Only allowed for ground-floor use in residential zones Guidance intended for users with no off-street parking but no formal restriction	Guidance is “primarily for properties with an adjacent sidewalk and available on-street parking” but no formal restriction
<b>Parking restrictions</b>	Applicant must hold a residential parking permit Standard parking rules apply Parking not guaranteed or reserved Signage prohibited	Standard parking rules apply Parking not guaranteed or reserved Signage prohibited	Standard parking rules apply Parking not guaranteed or reserved Signage prohibited	Standard parking rules apply Parking not guaranteed or reserved Signage prohibited
<b>Design requirements</b>	Overhead system must have aerial support with min. 9ft	Narrative requirements for ramp design, size, placement	Narrative and diagrammed requirements for ramp design	Narrative and diagrammed requirements for ramp design

	clearance and arm that can be retracted onto private property Ramp must be ADA compliant		per ADA rules, including for ½” and 1” cords	per ADA rules, including for ½” and 1” cords
<b>Electrical requirements</b>	Applicant must provide electrician’s certification letter NEC compliant	NEC and local building code compliant Outlet located on private property linked to owner utility bill	NEC compliant Outlet associated with owner’s utility account	NEC compliant Outlet associated with owner’s utility account Rating of any equipment not fastened in place shall not exceed 80% of the branch circuit ampere rating
<b>Use restrictions</b>	In place only while charging, 12 hour max	In place only while charging No commercial use/sale of power	In place only when charging	In place only when charging
<b>Liability</b>	Permittee assumes all liability associated with the permitted use	User liable for ensuring compliance with requirements	--	--
<b>Insurance</b>	Permittee must show evidence of homeowner or renter insurance	--	--	Owner “should” consult with insurer to confirm adequate coverage (\$1m suggested limit) and inquire about adding EV charger to policy
<b>Enforcement</b>	Superintendent of Streets may remove for health, safety, or PROW maintenance	Violations subject to right-of-way use enforcement program	Violations subject to city code provisions regulating PROW	Violations subject to city code provisions regulating PROW