

EV Charging Cost-Recovery Policy Frequently Asked Question (FAQ)

Effective Date: January 1, 2025

1. What is the purpose of the Cost-Recovery Policy?

The Cost-Recovery Policy ensures the sustainable operation and maintenance of EV charging infrastructure on state-owned properties. By implementing this policy, the Office of Energy Resources (OER) aims to cover costs associated with electricity, maintenance, and system upgrades while promoting the efficient use of charging stations.

2. What are the charging fees under this policy?

- **Level 2 Charging Stations:** \$0.28 per kilowatt-hour (kWh)
- **DC Fast Charging (DCFC) Stations:** \$0.39 per kilowatt-hour (kWh)

3. Who is required to pay charging fees?

Charging fees apply to all users, including the state fleet, state employees, and the public, at any station located on state-owned property.

4. Which charging stations does this policy apply to?

The Cost-Recovery Policy applies to all state-owned EV charging stations, including Level 2 and DCFC Stations.

5. Where can I find a list of state-owned EV charging stations?

A map of all state-owned EV charging stations is available on the OER website. Publicly accessible stations are marked in green, and fleet-only stations are marked in brown. You can access the map here: [State-Owned Electric Vehicle \(EV\) Charging Locations | Rhode Island Office of Energy Resources](#)

6. How do I initiate a charging session?

Users looking to charge their vehicles will need to download and set up their vehicle and payment information in the ChargePoint app to initiate charging sessions. Users are encouraged to allow notifications from ChargePoint as well to ensure important station notifications, like vehicle charge status, approaching time limits, and idle fees are received.

Fleet users can initiate a charge by tapping their fleet-issued ChargePoint card on the station, which is connected to the appropriate agency payment card.

7. Are there time limits for charging?

Yes. For level 2 stations, users must move their vehicles after 4 hours of charging to allow others access to the station. Notifications will be sent via the ChargePoint system when nearing the 4-hour limit. Idle fees of \$0.25/minute will be applied to vehicles that remain connected to the charger after the 4-hour time limit.

For DCFC stations, users must move their vehicles after 1 hour of charging to allow others access to the station. Idle fees of \$0.35/minute will be applied to vehicles that remain connected to the charger after 1 hour.

8. Do users need to enable notifications for updates on charging sessions?

Yes, users should ensure that notifications from the ChargePoint system are enabled on their phones. This allows them to receive timely updates regarding charging session progress, approaching time limits, and when idle fees may apply.

9. Are idle fees charged?

Yes, idle fees apply to vehicles that remain parked and connected to the charger after exceeding the time limits:

- **Level 2 Stations:** \$0.25 per minute after 4 hours of charging.
- **Level 3 (DCFC) Stations:** \$0.35 per minute after 1 hour of charging.

10. Are there exemptions from the idle fees?

State fleet vehicles are exempt from idle fees at stations exclusively designated for state fleet use during a 6-month pilot period.

11. Why are fees being implemented?

The fees are designed to promote accessibility of charging stations, reduce congestion, and generate revenue to support the upkeep and operation of EV charging infrastructure.

12. How will the policy be enforced?

The ChargePoint system will manage notifications and track usage to enforce time limits and idle fees. Additionally, OER will manage and oversee the charging station network and user behaviors.

13. Will the rates change in the future?

Rates may be adjusted periodically to reflect operational costs, electricity rates, and user demand. Any changes will be communicated in advance.

14. Where can I read/find the policy?

A PDF copy of the EV Charging Cost-Recovery Policy is available on the OER website. This policy is effective **January 1, 2025** and is in accordance with [Section 42-140-11](#) of the Rhode Island General Laws. You can access the PDF here: [State-Owned Electric Vehicle \(EV\) Charging Locations | Rhode Island Office of Energy Resources](#)

15. What should I do if I have questions about the policy?

For further information or clarification, please contact **Stephanie Scymcyk** at stephanie.scymcyk.ctr@energy.ri.gov.

16. Will future charging stations be subject to this policy?

Yes, OER will be expanding charging infrastructure to meet growing demand. New stations installed at State-owned properties will also fall under the Cost-Recovery Policy. As additional stations are added, they will be added to the station map above.

17. How will revenue from the fees be used?

Revenue collected through the fees will be used to cover electricity costs, station maintenance, and software and network fees to ensure the long-term viability of Rhode Island's EV charging network.

18. How does this policy align with Rhode Island's climate goals?

The policy supports Rhode Island's [Act on Climate](#) by encouraging EV adoption and ensuring the sustainability of publicly available charging infrastructure.

This document will be updated as needed to incorporate additional questions and feedback from users.