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Electric Vehicle Charging Policy

Last Updated 5-4-26

General Rules:

In order to utilize Electric Vehicle (EV) charging stations on any University of Southern Maine (USM) campus, the user must hold a valid parking permit or be paying to park in that lot. Charging may only take place through designated EV charging stations. Plugging directly into a building outlet that is not part of a designated EV charging station is prohibited and subject to citation.

All EV charging stations at USM are available to students, staff, faculty and visitors. Charging is at the risk of the user. USM assumes no liability or responsibility for the safety of the user or their vehicle while utilizing these stations.

Every car parked in an EV charging space must be plugged into a charger at all times, or else a ticket will be issued, because these are charging spaces only, not normal parking spaces. There is no grace period before plugging in if the vehicle's driver is not present. If the driver is in the vehicle or adjacent to the vehicle, there is a 10-minute grace period to get plugged in after parking.

Portland Campus:

Users will be charged per KWH delivered until their battery is full or until the charging process is otherwise stopped by the vehicle or the user. A 30-minute grace period will then follow, at no additional cost to the user. After the grace period, an hourly idling rate will be charged for the remainder of time that the vehicle is parked in this space.

[The current per KWH costs for charging and the following hourly idling rates are posted on the University's EV Charging Page here.](#) These costs may vary by day of the week, time of day, or duration of time plugged in, so please read the current schedule and rates on the website carefully. Rates are dictated by regional standards and averages. The third-party who runs the app may also put a small monetary hold on the payment method used, as assurance that the session can be paid in full. USM does not control this hold.

USM sets the charging rates on these stations and can address questions pertaining to the rates. However, the stations and the app are managed by a third party, so please call the number on the stations for technical support.

As a reminder, the “General Rules” apply to this campus as well.

Gorham Campus:

Smart Chargers-

Users will be charged per KWH delivered until their battery is full or until the charging process is otherwise stopped by the vehicle or the user. A grace period will then follow, at no additional cost to the user. After the grace period, an hourly idling rate will be charged for the remainder of time that the vehicle is parked in this space.

[The current per KWH costs for charging, the length of the intermediary grace period, and the following hourly idling rates are posted by the vendor on the Plug Share Page here.](#) These costs may vary by day of the week, time of day, or duration of time plugged in, so please read the current schedule and rates on the website carefully. The third-party who runs the app may also put a monetary hold on the payment method used, as assurance that the session can be paid in full. USM does not control this hold. The third-party vendor may also charge a connection fee.

A third-party vendor sets the connection fee, payment hold, charging rates, grace period, and hourly rates for these units. A third-party vendor also manages the units and the app, so please call the number on the stations for technical support.

Non-Smart Charger-

Use of the free charger by Russell Hall is limited to two hours, after which the vehicle must unplug and move, or else a citation may be issued. USM will phase out this charger in the future.

As a reminder, the “General Rules” apply to this campus as well.

Lewiston Campus:

At the time that this policy was published, there were no charging stations on the Lewiston campus. Future stations will be governed by policy similar to the Portland and Gorham campuses. [Information about the latest rules for any Lewiston campus chargers will be published on this webpage.](#)