

# EV Charging Proposed Rates

- Single District Wide Rate Structure for EV Charging
- California Division of Weights and Measures requires charging by the KWh dispensed (Jan '20)
- Option #1 during Normal Operating hours
  - Parking Permit or Day Parking Pass Required
  - \$0.30 per KWh (less than \$2 per hour)
  - \$3.00 per hour after 4 hours to a maximum of \$20



# EV Charging Expense Deferral Expectation

## Option #1

- \$0.30 per KWH in FY18/19
  - Revenue Generated \$54,134.22
  - Electrical Utility Costs \$34,285.00
  - Chargepoint Network Fees \$12,320.00
  - Balance \$7,527.22
- \$3.00 per hour after 4 hours in FY 18/19
  - Estimated Revenue Generated \$10,500.00
    - Will decrease with application of charging penalty for extended time

\$0.25 per KWH  
Revenue \$45,111.85  
Elect Costs \$34,285.00  
Chargepoint \$12,320  
Balance (1,493.15)

\$0.20 per KWH  
Revenue \$36,089.48

\$0.15 per KWH  
Revenue \$27,067.11

\$0.10 per KWH  
Revenue \$18,044.74



# EV Charging Proposed Rates

## Option #2

- Single District Wide Rate Structure for EV Charging
- During Normal Operating hours
  - \$0.75 per session
- During Weekend and Holidays hours when parking permits are not enforced
  - \$3.00 for the first hour and \$0.50 per hour after



# EV Charging Proposed Rates (option)

## Option #2

- During Normal Operating hours
  - \$0.75 per session
  - \$12,583 revenue generated
- During Weekend and Holidays hours when parking permits are not enforced
  - \$3.00 for the first hour and \$0.50 per hour after
  - \$13,281 revenue generated
  - Anticipated expense deferral \$25,864

