Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2025-0005, **File Type:** Policy **Agenda Number:** 24.

EXECUTIVE MANAGEMENT COMMITTEE
FEBRUARY 20, 2025

SUBJECT: ELECTRIC VEHICLE CHARGING POLICY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT Metro Electric Vehicle (EV) Charging Policy (Attachment A).

ISSUE

Metro's existing electric vehicle service equipment (EVSE) inventory includes 108 Level 2 EVSE units, 103 of which are currently installed and active across several Metro operating divisions and park-and-ride facilities. This network will grow to as many as 3,000 chargers over the next five years. Metro owns and operates these EVSE for charging across three use-types: 1) employee charging, 2) non-revenue fleet charging, and 3) public charging (including park-and-rides).

This EV Charging Policy clarifies and standardizes Metro's practice for operating and maintaining its growing EVSE network, as well as specific use and pricing requirements to which EVSE users must adhere.

BACKGROUND

Metro has been working to create a more environmentally sustainable, equitable, and resilient public transportation system. Metro's commitment to climate action and resilience is included in several planning documents, including but not limited to its 10-year Sustainability Strategic Plan, *Moving Beyond Sustainability* (MBS); its 2019 *Climate Action and Adaptation Plan* (CAAP); the *Customer Experience Plan*; and the *Long-Range Transportation Plan* (LRTP). Providing a low-carbon fuel mobility alternative through the use of EVs is a component of these plans.

Fleet electrification is a critical step for Metro to achieve a 79% reduction in GHG emissions by 2030 (from 2017 levels) and to eliminate its GHG emissions by 2050. It is also critical to achieving criteria air pollutant reduction goals set forth in the *MBS*. To these ends, Metro has taken steps to procure new electric vehicles to power its non-revenue fleet: in 2024, Metro added 21 new EVs, with plans to procure approximately 150 new EVs in 2025.

Metro is also committed to reducing GHG emissions across our service region, including the promotion of the use of electric vehicles. Installation and ongoing operation of EV Chargers is an essential component of EV adoption. The regional availability of EV chargers must be in place to achieve successful growth in EV usage. In June 2022, the Board approved the 2023-2028 *Electric Vehicle Parking Strategic Plan* (EVPSP) as a strategic blueprint for sustainable, cost-effective, and efficient investments in EV charging infrastructure for our region.

DISCUSSION

A growing number of our employees and patrons are buying or leasing EVs. It is important that affordable EV charging remains an increasingly critical resource for employees and riders. As the state moves toward a complete ban on sales of new internal-combustion-engine-powered vehicles in 2035, this number will continue to grow.

Outlined in the Board adopted Electric Vehicle Parking Strategic Plan (2022) is Metro's plan to grow its network to as much as 3,000 chargers over the next five years. As this network grows, there needs to be two goals achieved:

1) standardization on the use of chargers through an agency-wide policy
2) a modernized fee structure that better aligns revenues and costs, meets state regulations and does not exceed average regional prices for EV charging

Meeting these goals through a Board-adopted policy will ensure that there is fair, equitable, and sustainable use of Metro's EV charging network both within the agency and across LA County. Furthermore, collection of appropriate charging rates will ensure that EV chargers are always available, reliable, equitable and affordable.

The EV Charging Policy contains the following:

1. Standards pertaining to the use and availability of public, employee, and non-revenue fleet EVSE.
2. Rules with respect to the duration of EV charging for short-term and long-term use.
3. Metro's rights and responsibilities with respect to updating established rates, operational control, and safety protocols for all Metro EVSE.
4. Rules and limitations with respect to misuse, misappropriation, liability and damages for all Metro EVSE.
5. Pricing for the general public and Metro employees that proposes a time-of-use fee structure.

The following table shows the current and proposed pricing structures, with estimated annual revenues and costs per EV charging parking space:

Rate	Pricing Structure	Driver Fee Revenue	Electricity and O&M Costs	Net Revenue (Cost)
Current Pricing	**$1/hour** Capped at $3	$769	$2,999	$(2,230)
Proposed Time-of-Use	**$0.34/kWh Off-Peak** (all other hrs) **$0.49/kWh Peak** (10am – 8pm)	$3,032	$2,999	$33

The peak (10 a.m. - 8 p.m.) and off-peak (8 p.m. - 10 a.m.) periods applied to the proposed pricing structure are based on the Los Angeles Department of Water and Power's (LADWP) weekday Electric Time-of-Use Residential Rates. The periods are aligned with LADWP's as they most closely reflect when employees and users charge their vehicles at Metro EVSE (i.e., during the day), and because most Metro EVSE fall within LADWP's service area.

Additional details are also provided in Attachment B. Once established, staff intends to go back to the Board if any future changes to the rate are outside of a 20 percent marginal increase or decrease.

The EV Charging Policy itself is expected to have no impact on the accessibility and affordability of EVSE, though the pricing may do so. While the pricing change presents a nearly tripling of the cost to use a charging station, publicly available information suggests that the average cost to charge a vehicle in California is $0.50/kWh, and across the Los Angeles region the price varies from $0.25/kWh to $0.59/kWh. The proposed update to $0.34/kWh at off-peak hours and $0.49/kWh at peak hours falls under the state average and well within the regional range, keeping charging with Metro EVSE affordable and accessible relative to other available EV Charging options in the region.

To operate and maintain our growing network of EVSE, Metro must also make sure that there is ongoing communication and collaboration between leadership, EV charging program managers, non-revenue fleet operations, employees and public users. This will ensure that Metro EVSEs are available, accessible and affordable. Metro intends to maintain open lines of communication between these parties to ensure that access to EVSE remains fair and uninterrupted.

Furthermore, Metro anticipates that demand for EV charging will grow significantly over the next 10 years; and that federal and state regulations will continue to evolve around increasing access to and affordability of EV charging. Metro commits to adaptability around the installation, siting and charging rates of all its public and employee EVSE to ensure that Metro remains compliant with federal and state regulation, as well as ensure that Metro's EVSE network grows in a way that is cost-effective, equitable, and accessible to all who live, work, and play in LA County.

DETERMINATION OF SAFETY IMPACT

The approval of this recommendation will have a direct and positive impact to safety, service quality,

system reliability, performance, and overall customer satisfaction as the existing and new electric vehicle charging stations are installed, operated, and maintained.

FINANCIAL IMPACT

Adoption of the EV Charging Policy is expected to have a positive financial impact. The new pricing will significantly increase revenues per EVSE, allowing Metro to potentially break even on the costs to operate and maintain its EVSE network. This poses a significant improvement from the current pricing structure, which operates at a net loss. No additional funding is needed for this action.

As Metro's EVSE network grows, Metro will continue to report electricity generated by its EVSE to the California Air Resources Board (CARB) through the Low Carbon Fuel Standard (LCFS). This program issues monetary credits to those who dispense low-carbon fuels correlating to the amount of GHG emissions avoided by using that fuel relative to a conventional fossil fuel (e.g., gasoline, diesel). A growing network will correspond to increased revenues from the sale of LCFS credits generated by dispensing electricity as a fuel. Up to 80% of Metro's LCFS revenues are currently allocated to support the purchase of our zero-emissions bus fleet and related infrastructure.

The LCFS revenue will complement the Public & Employee Charging Pricing; and will allow Metro to potentially generate a positive net revenue from the operations and maintenance of its EVSE. Any positive revenue will be deposited into the General Fund and used to reinvest into future sustainability and resiliency projects through programs and funding administered through the Office of Sustainability.

EQUITY PLATFORM

This policy considers the importance of having competitive EV charging rates at Metro stations that are not disproportionately higher than alternatives available to LA County residents and Metro patrons. Metro is also evaluating the ability to link EV charging payment systems with Metro's TAP system and other payments, as well as the ability to provide discounted EV charging aligned with existing Low Income (LIFE) and Senior/Medicare/Customer with Disability programs.

Metro acknowledges that pricing determined by income status is a sensitive but necessary issue to address. Should future revisions to charging prices be needed, Metro will consider introducing a lower rate option to low-income users and coordinate with its operations and maintenance vendor to determine the best approach for offering more affordable charging rates to those who need them.

Metro will continue to site charging stations and grow its EVSE network with an equity-forward strategy. There are currently 108 EV chargers across the Metro system in 26 locations. The mix of locations include six Metro Bus and Rail Divisions where Non-Revenue Fleet are charged, and 20 public charging locations, specifically located at Metro Park and Rides. Metro's EV Parking Strategic Plan, approved by the board in 2022, also utilized state Disadvantaged Communities designations in its prioritization factors, prioritizing sites sited within Disadvantaged Communities to ensure customers in these communities benefit from access to EV charging infrastructure through the growth of Metro's EV charging network. Given that Metro Equity Focus Communities (EFCs) are defined by high rates of households without access to an automobile, this was not used as a prioritization metric

for the Plan, though an estimated 26% of charging ports would be deployed in EFCs.

Metro also conducted a demographic survey of current EV charging users in 2023 to better understand who uses and how customers experience the existing park and ride charging network. This survey results indicate that an estimated 40-50% of these users may live in, or within proximity to, an Equity Focus Community, based on their reported ZIP code. As noted, EFCs have high rates of households without access to an automobile. The survey also found that more than one in four users lack access to home charging, indicating park and ride charging provides a necessary source of charging access for those users. As EV adoption grows among residents living in multi-family buildings, which often lack charging access, locations like Metro's park and rides and workplaces can fill in as reliable charging locations, reducing barriers to EV adoption among these customers.

Additionally, the survey yielded several findings regarding demographics of EV charging users. Current Metro EV charging users:

- were more likely to identify as White/Caucasian and Asian/Pacific Islander than the general Metro ridership population, and less likely to identify as Hispanic/Latino or Black/African American than general ridership;
- were more likely to speak English at home, and less likely to speak Spanish at home compared to general Metro ridership;
- were more likely to be high-income (over $100,000 household income) and less likely to be low income (less than $50,000 household income) than general ridership; and
- were more likely to live in single-family detached homes and less likely to live in either small (2-4 unit) or large (5+ unit) multifamily buildings.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this policy does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations as it supports Metro's increasing share of electric non-revenue vehicles, encourages employees to use low-carbon alternatives like electric vehicles to travel to work, and enables Metro riders to use electric vehicles as a first-last mile solution by providing an increasing amount of EV charging options at Metro Park & Rides.

Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support Metro Strategic Plan Goal No. 1.2.D) Improve connectivity to provide seamless journeys by improving Park & Ride experience for electric vehicle owners and providing charging access to those who lack access to home charging; 4) Transform LA County through regional collaboration and national leadership with partners to develop EV charging and help meet City and State initiatives to accelerate EV adoption through greater access to electricity as a transportation fuel; 5.7) Metro will build and nurture a diverse, inspired, and high-performing workforce by providing workplace charging to employees and supporting those who drive EVs or are interested in owning an EV but lack reliable locations to charge one.

These goals strive to position Metro to meet the MBS commitment of a 79% reduction in greenhouse gas emissions from internal operations by 2030. They also include measures to install EV charging stations at Metro facilities for employee commuter use.

ALTERNATIVES CONSIDERED

The Board of Directors may consider the following potential alternatives:

1. Reject adoption of this EV Charging Policy; or
2. Adopt this EV Charging Policy, but direct staff to revise its pricing recommendations.

Staff does not recommend rejection of either this policy or the proposed pricing. The policy provides standardization on the use of EV chargers agency-wide. Modernizing our fee structure better aligns revenues with costs, as well as ensures that Metro aligns with state regulations while offering competitive but equitable pricing with the regional market for EV charging.

NEXT STEPS

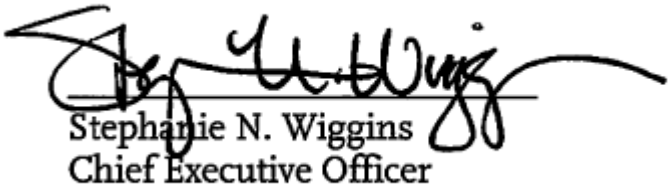
Upon Board adoption, the Office of Sustainability will work across internal departments and with external partners and stakeholders to help implement, communicate, and enforce the EV Charging Policy. The Office of Sustainability will periodically report on the progress towards meeting the goals of the policy.

ATTACHMENTS

Attachment A - Electric Vehicle (EV) Charging Policy
Attachment B - Metro EV Charger Pricing Proposal and Details

Prepared by: Cris B. Liban, Deputy Chief Sustainability Officer, (213) 922-2471
Uduak Ntuk-Joe, Senior Director, Environmental Compliance/Sustainability, (213) 922-4197
Alvin Kusumoto, Senior Director, Environmental Compliance/Sustainability, (213) 922-7492

Reviewed by: Tim Lindholm, Chief Program Management Officer (213) 922-7297



Stephanie N. Wiggins
Chief Executive Officer

Los Angeles County
Metropolitan Transportation Authority

Metro

GENERAL MANAGEMENT
Electric Vehicle (EV) Charging Policy

(GEN xx)

POLICY STATEMENT

Personal automobiles make up a significant amount of Los Angeles County residents' daily commutes. The Los Angeles County Metropolitan Transportation Authority (LACMTA) realizes that battery electric vehicles (EVs), including plug-in hybrid electric vehicles (PHEVs) are becoming an increasingly larger part of drivers' commutes and travel across LA County. To encourage the use of public transportation and reduce vehicle emissions per LACMTA Board of Directors (Board) directives, LACMTA has determined the need for Electric Vehicle (EV) charging and set up applicable infrastructure at LACMTA-owned and operated facilities.

PURPOSE

This policy sets forth the reasons and guidelines for EV charging at LACMTA facilities.

APPLICATION

This policy applies to all employees, riders, and others using EV charging at LACMTA-owned or operated facilities.

_____	_____	_____
APPROVED: County Counsel or N/A	Department Head	ADOPTED: CEO

Effective Date: _____

Date of Last Review: _____

Los Angeles County
Metropolitan Transportation Authority

Metro

GENERAL MANAGEMENT
Electric Vehicle (EV) Charging Policy

(GEN xx)

1.0 GENERAL

LACMTA owns and operates a network of EV charging stations and infrastructure at LACMTA facilities, including at divisions and parking facilities. It provides EV charging as a fee-based service for the benefit of LACMTA employees and the public. EV charging stations may be installed, taken offline, or removed at the discretion of LACMTA.

2.0 PROCEDURES

2.1 EV Charging

2.1.1 Availability

Employee and public EV charging stations are subject to limited supply, and LACMTA does not guarantee the availability of Electric Vehicle Service Equipment (EVSE) for anyone who wishes to use them.

LACMTA owns and operates EV charging stations and infrastructure to support its Revenue and Non-Revenue fleet vehicles. Fleet EV charging infrastructure and parking stalls are reserved for the above fleet uses. They are unavailable to LACMTA employees operating non-LACMTA vehicles, unless otherwise specified by signage on-site. The public is prohibited from using non-public EV charging stations.

2.1.2 Use and Access

Public EV charging stations may require users to register an account with a third party via website or mobile application before use. In such cases, account registration will be free, and instructions will be available online and at charging stations.

2.1.3 Installation and Replacement

All capital project staff, and non-revenue operations and maintenance staff are to coordinate with the Environmental Services Department and its EV Charging Program staff regarding the installation and replacement of EV charging stations. With respect to capital projects, project managers are to coordinate with the program for specifications surrounding EV chargers that can be incorporated into LACMTA's EV charging network. For non-revenue operations, staff are to inform the EV Charging Program when there is a need for a new charging station or a replacement (whether for a part or a full station). Coordination and proactive notice of any need for EVSE with

Environmental Services is required so that the program can support with procuring and furnishing any required parts or stations.

2.1.4 Charging Duration

To provide as many people as possible with the opportunity to charge their EV, it is recommended that anyone at an EV charging station only keep their car there for as long as it takes to complete the charge. LACMTA reserves the right to develop short- and long-term charging stations to satisfy different use types.

2.1.4.1 Short-term charging

Short-term charging stations and associated parking stalls are intended to be occupied only while actively charging a vehicle. Anyone using short-term charging stations may receive charging status alerts and incur additional fees for idle dwell time after charging is complete. Short-term EV parking stalls will be clearly marked for short-term use and fees and/or time-limits will be displayed on signage and/or the charging station.

2.1.4.2 Long-term charging

Unless otherwise marked, charging stations and associated parking stalls are intended for long-term charging, allowing the stall to be occupied during vehicle charging and until the user leaves the location. No idle dwell time fee is associated with long-term charging stations. Any time limits associated with long-term charging spaces will be clearly marked via signage at the parking space.

2.1.5 Rates

LACMTA staff will recommend an initial charging rate for all users to be submitted to the Board for approval prior to implementation. Based on staff recommendation, the Chief Executive Officer (CEO) may authorize future changes to the rate within a 20 percent marginal increase or decrease and will notify the Board of any changes. Changes in the rate greater than 20 percent marginal increase or decrease will require Board approval. EV charging rates are not inclusive of any daily parking rates duly authorized by Title 8 of the Metro Parking Ordinance. Metro will review charging rates as needed, but not less than an annual basis.

2.1.6 Control

LACMTA reserves the option to monitor and modify charger power delivery in real time to optimize electrical circuit utilization, manage electricity and demand charge costs, and participate in demand response or other energy market programs, as available.

2.1.7 Safety

To ensure safe EV charging, users may only charge their vehicles in designated parking spots. Vehicles may not be charged using standard electrical outlets; and devices designed to charge a vehicle from a standard electrical outlet are prohibited from use.

2.1.8 Misuse of EV Charging Stations

Any vehicle found using unauthorized charging equipment or device may be cited under Title 8 of the METRO Parking Ordinance. Vehicles in violation of this policy may be denied further access to LACMTA EV charging stations, parking at LACMTA-owned or operated facilities; and, when towing signs are present, may subject the vehicle to impoundment at the expense of the vehicle owner. All unauthorized charging devices will be confiscated.

2.1.9 Misuse of LACMTA Fleet and Non-Revenue EV Charging Stations

Unauthorized use of fleet and non-revenue chargers is strictly prohibited. Employees may be subject to discipline, up to and including termination.

2.1.10 Misappropriation of Electricity at LACMTA Facilities

The connection and use of personal EV charging equipment to a LACMTA electric outlet or other source by its employees and the public is prohibited.

2.1.11 Liability and Damages

LACMTA reserves the right to pursue all rights and remedies existing in law or equity for any damages to its EV Charging Stations arising from improper use of equipment. Such remedies include, but are not limited to, reimbursement for all related repair or replacement costs, including seeking proceeds from the responsible party's insurance policy and legal action, as appropriate.

3.0 DEFINITION OF TERMS

Electric Vehicle (EV) – An automotive-type vehicle for on-road use, such as passenger automobiles, trucks, vans, neighborhood electric vehicles, electric motorcycles and the like, primarily powered by an electric motor that draws current from a rechargeable storage battery. Plug-in hybrid electric vehicles (PHEV) are considered electric vehicles.

4.0 RESPONSIBILITIES

The **Board of Directors** will set the initial EV charging rate structure and guidelines for all LACMTA-owned or operated facilities.

The **Chief Executive Officer (CEO)** will be responsible for future EV charging rate changes based on staff recommendation. The Board will be notified for approval whenever rate changes exceed a 20% marginal increase or decrease.

The **Deputy Chief Sustainability Officer (CSO) or designee** will review comparable EV charging rates and make recommendations for any rate adjustments.

The **Office of Sustainability** will collaborate with other applicable departments to determine the pricing implementation and site-specific needs and requirements for EV charging stations system-wide.

5.0 FLOWCHART

Not Applicable

6.0 REFERENCES

- Metro Parking Ordinance (Administrative Code, Title 8, Chapter 8-01)
- Employee Code of Conduct
- Customer Code of Conduct
- Non-Revenue Passenger Vehicles (GEN 16)
- Parking (GEN 17)

7.0 ATTACHMENTS

Not Applicable

8.0 PROCEDURE HISTORY

02/27/25 New Policy

Attachment B. 2025-005: Metro EV Charger Pricing Proposal and Details

Metro

Current and Proposed EV Charger Pricing Comparison

Rate	Pricing Structure	Driver Fee Revenue, annual per stall	Electricity and O&M Costs, annual per stall	Net Operating Revenue (Cost)	Net Revenue / Operating Cost per stall	Charger Replacement, annual per stall[1]	LCFS Credit Revenue, annual per stall[2]
Current Pricing	$1/hour Capped at $3	$769	$2,999	$(2,230)	-74%	$444	$290
Proposed Time-of-Use: 10a-8p Peak	$0.34/kWh Off-Peak (all other hrs) $0.49/kWh Peak (10am – 8pm)	$3,032	$2,999	$33	+1%	$444	$290

1) Estimated based on charger replacement and installation cost, amortized over 10-year equipment life.

2) In addition to driver fee revenues, Metro earns Low Carbon Fuel Standard credits for the electricity dispensed at its EV charging stations. Based on 2024 credit price trends and charger usage, these credits are worth approximately $300 per EV charging stall per year. Due to the variability of LCFS revenues, it is not included in the "Driver Fee Revenue" column or "Net Operating Revenue" values in the table above. In addition, per a previous Board Motion, up to 80% of LCFS revenues would be redirected towards the Zero Emissions Bus Program. Staff will regularly review this proposed EV Charger Policy and other operational metrics, including utilization, pricing, and other factors, to consistently optimize revenues program-wide.

Current and Proposed EV Charger Pricing Comparison

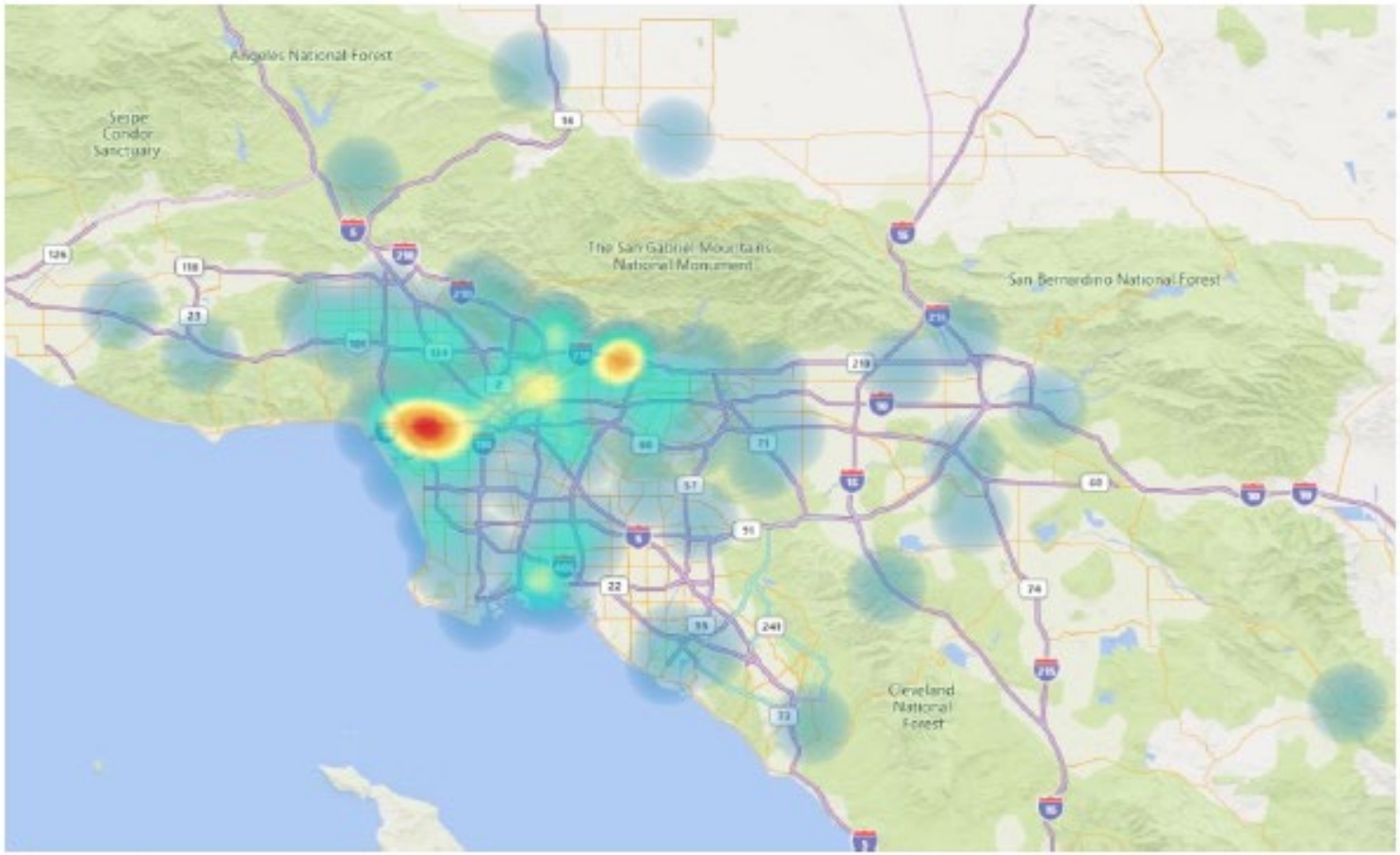
Rate	Pricing Structure	Equivalent Gas Price	Notes
Current Pricing	$1/hour Capped at $3	$1.24/gal	Current pricing structure results in under-collection of revenue compared to electricity and O&M costs. Current structure also creates significant variability in real price per energy used depending on actual length of charging session due to $3 cap.
Proposed Time-of-Use: 10a-8p Peak	$0.34/kWh Off-Peak (all other hrs) $0.49/kWh Peak (10am – 8pm)	$4.13/gal $5.95/gal	Proposed pricing model is similar to current LA County charger time-of-use prices.[1] Metro time-of-use periods set to align with LADWP electricity rate peak hours.[2]

1) *LA County charging rates are $0.30 during the off-peak and $0.45/kWh during peak hours. County peak hours are 4-9 p.m., which align with SCE electricity prices instead of LADWP.*
2) *The peak (10 a.m. - 8 p.m.) and off-peak (8 p.m. - 10 a.m.) periods applied to the proposed pricing structure are based on the Los Angeles Department of Water and Power's (LADWP) weekday Electric Time-of-Use Residential Rates. The periods are aligned with LADWP's as they most closely reflect when employees and users charge their vehicles at Metro EVSE (i.e., during the day), and because most Metro EVSE fall within LADWP's service area.*

EV User Concentrations Across LA County

> *EV Users are concentrated around the Westside, Central LA, and San Gabriel Valley*

Survey respondent home ZIP code



Item 2025-0005: Electric Vehicle Charging Policy

Issue

- **Metro has an expanding electric vehicle (EV) Charger network**
- **Demand for EV Chargers is increasing as patrons and employees are buying or leasing EVs**
- **Metro owns and operates different types of electric vehicle service equipment (EVSE): 1) employee charging, 2) non-revenue fleet charging, and 3) public charging (including park-and-rides)**
- **The Need for an EV Charger Policy**
  - Clarifies and standardizes Metro's practice for operating and maintaining its growing EVSE network
  - Align EVSE use revenues and costs, aligns EV Charger pricing with state regulations

- **RECOMMENDATION:** ***ADOPT Metro Electric Vehicle (EV) Policy***

Proposed EV Charger Policy and Pricing Elements

EV Charging Policy

- Standards pertaining to the use and availability of public, employee, and non-revenue fleet EVSE.
- Rules with respect to the duration of EV charging for short-term and long-term use.
- Metro's rights and responsibilities with respect to updating established rates, operational control, and safety protocols for all Metro EVSE.
- Rules and limitations with respect to misuse, misappropriation, liability, and damages for all Metro EVSE.

Proposed EV Charging Pricing Considers:

- The existing fee structure and anticipated annual gross and net revenues.
- The proposed time-of-use fee structure and anticipated annual gross and net revenues.

Current and Proposed EV Charger Pricing Comparison

Rate	Pricing Structure	Driver Fee Revenue, annual per stall	Electricity and O&M Costs, annual per stall	Net Operating Revenue (Cost)	Net Revenue / Operating Cost per stall	Charger Replacement, annual per stall[4]	LCFS Credit Revenue, annual per stall[5]
Current Pricing[1]	$1/hour Capped at $3	$769	$2,999	$(2,230)	-74%	$444	$290
Proposed Time-of-Use[2, 3]**:** 10a-8p Peak	$0.34/kWh Off-Peak (all other hrs) $0.49/kWh Peak (10am – 8pm)	$3,032	$2,999	$33	+1%	$444	$290

1) *Current pricing structure results in under-collection of revenue compared to electricity and O&M costs. Current structure also creates significant variability in real price per energy used depending on actual length of charging session due to $3 cap.*
2) *Proposed pricing model aligns with current LA County charger time-of-use prices. Metro time-of-use periods set to align with LADWP peak hours.*
3) *The peak (10 a.m. - 8 p.m.) and off-peak (8 p.m. - 10 a.m.) periods applied to the proposed pricing structure are based on the Los Angeles Department of Water and Power's (LADWP) weekday Electric Time-of-Use Residential Rates. The periods are aligned with LADWP's as they most closely reflect when employees and users charge their vehicles at Metro EVSE (i.e., during the day), and because most Metro EVSE fall within LADWP's service area.*
4) *Estimated based on charger replacement and installation cost, amortized over 10-year equipment life.*
5) *In addition to driver fee revenues, Metro earns Low Carbon Fuel Standard credits for the electricity dispensed at its EV charging stations. Due to the variability of LCFS revenues, this value is not included in the "Driver Fee Revenue" column or "Net Operating Revenue" values. In addition, per a previous Board Motion, up to 80% of LCFS revenues would be redirected towards the Zero Emissions Bus Program. Staff will regularly review this proposed EV Charger Policy and other operational metrics, including utilization, pricing, and other factors, to consistently optimize revenues program-wide.*