



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <div style="float: right; border: 1px solid black; padding: 2px; margin-top: 5px;"> <small>DocuSigned by:</small> <small>47000790F2D7463...</small> </div>		GENERAL MANAGER ACTION REQ'D:		
DATE: 2/7/2025 3/6/2025		BOARD INITIATED ITEM: No		
Originator/Prepared by: Monica Meagher Dept: Sustainability <div style="border: 1px solid black; padding: 2px; margin-top: 5px;"> <small>DocuSigned by:</small> <small>43D0E413AD6D491...</small> </div> Signature/Date: <div style="text-align: right;">3/5/2025</div>	General Counsel <div style="border: 1px solid black; padding: 2px; margin-top: 5px;"> <small>DocuSigned by:</small> <small>2528C067C44147D...</small> </div> 3/5/2025 []	Controller/Treasurer <div style="border: 1px solid black; padding: 2px; margin-top: 5px;"> <small>Signed by:</small> <small>7D9A7C6E7348456...</small> </div> 3/5/2025 []	District Secretary <div style="text-align: center;">[]</div>	BARC <div style="border: 1px solid black; padding: 2px; margin-top: 5px;"> <small>DocuSigned by:</small> <small>AA8F1409A8F748E...</small> </div> 3/5/2025 []

6M6185B Electric Vehicle Chargers at BART Station Parking Facilities

PURPOSE:

To request Board authorization for the General Manager to award Agreement No. 6M6185B to EV Charging Solutions, Inc. (EVCS) to design, install, own, operate, and maintain electric vehicle (EV) chargers at BART-managed parking facilities.

DISCUSSION:

BART possesses about 47,000 garage and surface lot parking stalls at its stations, of which only two stations (Warm Springs and Lafayette) currently have EV chargers. To support state greenhouse gas emission reduction goals, the BART Board adopted the Electric Vehicle Charging Policy in 2021 to support the addition of EV chargers at BART facilities. BART is seeking to provide publicly accessible EV charging infrastructure to eventually serve up to 10% of parking spaces at all BART-managed parking lots and garages, which currently include 35 BART-managed station parking lots and garages, one (1) park and ride, and five (5) employee parking areas. An objective of this effort is to improve the customer experience at little capital or operating cost to BART. EV charger users will pay to use the chargers, separate from the BART parking fee, which will continue to be collected by BART.

This Agreement has two parts, which together comprise the design, installation, ownership, operations, and maintenance of EV charging stations at BART-managed parking facilities.

1. The initial Services Agreement is for a period of one (1) year, with an option to extend for one (1) additional year and covers the creation of a Development Plan. The Development Plan will specify the number of EV chargers to install at each BART-managed parking

facility, identify the project area at each parking facility, and set project priority.

2. The Services Agreement includes an option to exercise a License Agreement for a period of ten (10) years, with two (2) options to renew for additional five (5) year periods. The License Agreement covers the installation, operations, and maintenance of the EV chargers.

On October 21, 2024, the District advertised the Request for Proposal (RFP) No. 6M6185B on BART's Procurement Portal. Fifty-four (54) prospective proposers downloaded the RFP. Advance Notice to Proposers was emailed to 118 individuals and sent to 782 Small Businesses via B2Gnow. A pre-proposal meeting and networking session was held on November 4, 2024, with forty (40) individuals from the public in attendance. Six (6) proposals were subsequently received on December 17, 2025.

The proposals were reviewed by the Source Selection Committee (Committee) chaired by Contract Administration staff and consisting of representatives from Sustainability, Customer Access, Integration Engineering, San Francisco Municipal Transportation Agency (SFMTA), and the Office of Civil Rights. The Committee reviewed the technical proposals for compliance with the two (2) minimum technical requirements set forth in the RFP. The Committee found that four (4) proposals met all the minimum technical requirements and were responsive to the RFP requirements. Proposals were then scored according to the published evaluation criteria in the RFP. Oral interviews were held with the responsive four (4) firms on February 10, 2025. The proposal submitted by EVCS has been determined to offer the most advantageous balance of qualifications and proposed business model terms.

This Agreement was advertised pursuant to the District's Disadvantaged Business Enterprise ("DBE") Program requirements. The Office of Civil Rights reviewed the scope of work for this Agreement and determined that there were limited DBE subconsulting opportunities; therefore, no DBE participation goal was set for this Agreement.

The Office of General Counsel will review and approve the Agreement as to form.

Specific EV charger locations will be determined during the initial Development Plan. To minimize costs and support community charging, it is likely that EV chargers will be placed away from station entrances. EVCS will apply for an initial BART review for BART approval on a high-level site plan. If the License Agreement option is exercised, EVCS will submit a construction permit for full review by BART, which will include the appropriate amount of accessible EV charging parking stalls per California Building Code requirements. These spaces will be in addition to BART's existing ADA parking stalls.

FISCAL IMPACT:

There is no revenue nor cost to BART during the initial Services Agreement, which is a one (1) year contract, with an option to extend for one (1) additional year. If the License Agreement option is exercised, the proposed contract is for ten (10) years, with options to renew for two (2) additional five (5) year periods. EVCS will be responsible for costs to design, install, own, operate, and maintain the EV chargers, with the ability to be reimbursed from grant funds that BART has been awarded for this program. Any costs in excess of the secured grant funding are the responsibility of EVCS. To date, BART has been awarded the funds shown below and is evaluating federal funding options. BART will assign the Bay Area Air District and Peninsula Clean Energy grants to EVCS. Grants that must remain with BART will be managed directly by BART personnel.

Grant Program	Grant Amount	Locations and Number of Chargers	Timing
State California Energy Commission Convenient, High- Visibility, Low- Cost, Level 2 Charging (CHILL- 2) (BART Project 15JA004)	\$2,280,200	Daly City (100 plugs) Colma (72 plugs)	To be completed by January 2028.
Local Bay Area Air Quality Management District (BAAQMD) Charge!	\$1,024,000	Fruitvale (48 L2 plugs, 3 dual-port DCFC) Richmond (40 L2 plugs, 3 dual-port DCFC)	To be completed within 12 months of signing the funding agreement (not yet signed)
Local Peninsula Clean Energy (PCE)	\$860,000	Match funding for the CHILL-2 funding	

During EV charger operations, EVCS will provide a 6% net revenue share to BART with a

public charging fee of \$0.49/kWh. Assuming a forecast of \$5,118,000 in total annual revenue by full buildout and exercising the two five-year options, the expected revenue to BART will be an estimated minimum of \$5.5m over the twenty-year duration.

Funding to cover BART staff time to support this program will initially be covered through awarded grant funds. Ongoing BART staff support can be covered through the revenues generated.

The Chief Financial Officer certifies that funds are currently available to meet this obligation. This action is not anticipated to have any fiscal impact on unprogrammed District reserves.

ALTERNATIVES:

To not award the Agreements, which would cancel the EV charging program. This may result in BART foregoing additional annual revenue currently estimated at \$313,350.

RECOMMENDATION:

It is recommended that the Board adopt the following motion.

MOTION:

The General Manager is authorized to award Agreement No. 6M6185B to EVCS for:

1. The Services Agreement to provide planning and design for EV chargers at BART-managed parking facilities for an initial term of one (1) year with an option to extend by one (1) year, and
2. The exercise of the option to enter into the License Agreement for the installation, operations, and maintenance of EV chargers for ten (10) years with two (2) additional 5-year options.