



Electric Vehicle (EV) Charging for Customers and Community

OP&D - Sustainability Group

March 13, 2025



EV Charging at BART Overview



Non-Revenue Vehicle Fleet

- Strategic planning project identified charging needs
- (9) Electric trucks piloted
- Piloting charging solutions



Bus

- Basis of design available for interested operators
- Participated in MTC Regional Zero Emission Transit Transition Strategy



Micromobility

- Current demand is limited but expected to grow
- Pilot planned for MTC-funded MacArthur Mobility Hub project



Customer & Employee Vehicles

- Focus of today's presentation
- Customer charging available to community members on nights and weekends

Board Engagement on Customer EV Charging Program

- Sept 2021 ● Introduced EV Charging Policy to the Board
- Nov 2021 ● Board adopted EV Charging Policy
- Jan 2023 ● Received Board input on staff recommendation to use a cost share partnership, with third-party ownership of EV chargers
- 2024 ● Request for Proposals (RFP) Development and Procurement, apply for funding
- Today ● Authorize agreement award**

BART's EV Charging Policy

Adopted November 2021

- BART leads in environmentally friendly transportation
- BART manages a lot of vehicle parking
- Policy supports equitable EV adoption and encourages ridership

Goals

- **Greener and Healthier Communities:** Advance state, regional, and local greenhouse gas (GHG) and pollution-reduction goals.
- **Equitable Access:** Deploy and structure EV charging access options equitably.
- **Intelligent and Scalable Operations:** Invest in EV charging operations that cost-effectively support access for EV drivers and can scale to support future growth.

Strategies

- **Provide Access for All at Passenger Parking Locations**
- **Define Technical Requirements**
- **Form Partnerships**

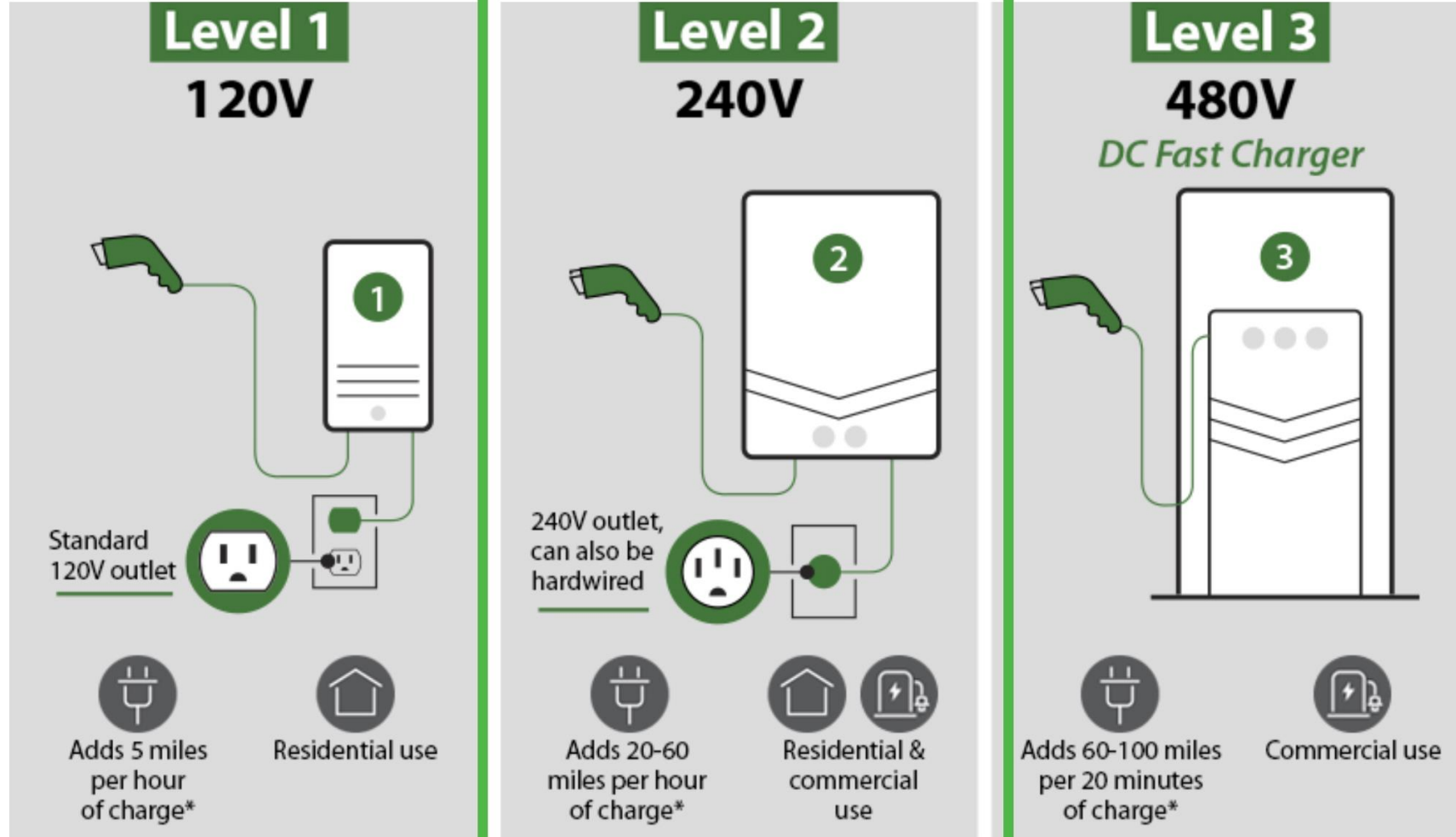
Policy Implementation

Proposal seeks to:

- Improve customer experience
- Provide equitable access
- Achieve state, regional and BART goals
- Provide community benefit
- Minimize BART capital and operating costs



EV Charging Levels



* Estimated. Actual charge times may vary.

Source: www.cenhud.com

Customer EV Charging Program Goals and Ownership

Install Level 2 car chargers at all (35) BART-controlled stations with parking.

	Initial Coverage	Goal	Aspirational
% of parking spaces	3%	5%	10%
Total # of charging spaces	1,331	2,219	4,438

Customer Experience

- Consistent across BART locations
 - Technology
 - Price
 - Payment methods
- Reliable
- Price aligned with at home charging

Other Program Details

- Ownership Model: Equipment installed, owned, and maintained by a third-party. BART supports external funding and shares revenue.
- For BART riders during the day and the community on nights and weekends
- Support EV adoption for multi-family housing residents
- Equity through price and installation locations

Station Prioritization Criteria for EV Charging Installation

EV Charging Policy Goal	Criteria	Metric
Greener and Healthier Communities	Coordinate with TOD program*	Parking garage or long term designation in TOD work plan
	Encourage drivers to transition to EVs	Station access typology Median drive distance Weekday drivers
Equitable Access	Encourage equitable EV adoption	Low-income or high-minority station, or in disadvantaged community
	Support EV adoption for multi-family housing residents	Multi-Family Housing units within walking distance
Intelligent & Scalable Operations	Coordinate with other BART projects	Modernization, parking repaving or other upgrades

Preliminary stations for installation:

- Colma
- Daly City
- Fruitvale
- Richmond
- Coliseum
- El Cerrito del Norte
- Fremont
- Pittsburg/Bay Point

Priority may change based on third-party's Development Plan.

* Active TOD projects with parking garages are required to meet CA building code for EV charging.

Request for Proposal Evaluation + Recommendation

- 6 proposals received, of which 4 were deemed responsive
- EV Charging Solutions, Inc. (EVCS) has been in business since 2018 and has installed over 1,400 L2 and Direct Current Fast Charger (DCFC). They work with a variety of hardware and software providers and have completed installations for various state DOTs and LA Metro.
- EVCS proposal included:
 - 6% revenue share for BART, estimated to be at least \$300k annually
 - \$0.49/kWh public charging fee, plus subscription plans with effective rates as low as \$0.25/kWh
 - Low reimbursable costs to maximize grant funding
 - Innovative solutions to deter vandalism

Next Steps for EV Charging

RFP

- Board authorization of award for Services Agreement

Services Agreement

- 1 year to create the Development Plan (chargers per site, prioritization, high-level site plan), including TOD coordination
- Option to execute 10-year License Agreement

License Agreement

- 10 years with (2) 5-year options to extend
- Full design, install, operation, and maintenance of chargers
- Coordination on additional external funding opportunities

BART EV Charging Request for Proposal Award

Staff recommends that the Board adopted the following motion.

Motion:

The General Manager is authorized to award Agreement No. 6M6185B to EV Charging Solutions, Inc. (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.