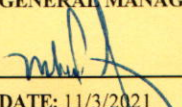
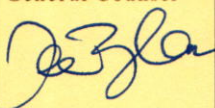
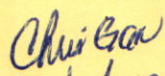
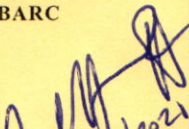
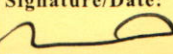




EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:  11/10/21		GENERAL MANAGER ACTION REQ'D:		
DATE: 11/3/2021		BOARD INITIATED ITEM: Yes		
Originator/Prepared by: Monica Meagher Dept: Sustainability	General Counsel  11/8/2021 []	Controller/Treasurer  11/8/2021 []	District Secretary []	BARC  11/8/2021 []
Signature/Date:  11/8/21				
Status: Routed		Date Created: 11/3/2021		

Electric Vehicle Charging Policy

PURPOSE:

To request that the Board adopt the BART Electric Vehicle Charging Policy.

DISCUSSION:

BART is a leader in sustainable transportation as a core function of the service BART provides and as supported by BART's Wholesale Electricity Portfolio and Sustainability policies, both adopted by the Board in 2017.

The State of California has adopted aggressive transportation electrification goals to reduce greenhouse gas emissions and corresponding public health issues from tailpipe emissions. The initial goal is to have 5 million zero-emission vehicles (ZEVs) on the roads by 2030 and 250,000 electric vehicle charging stations by 2025. More recently, all new passenger cars and trucks must be ZEV by 2035. Within the goals, Governor Newsom's Executive Order N-79-20 specifically addressed the need "to accelerate deployment of affordable fueling and charging options for ZEVs, in ways that serve all communities and in particular low-income and disadvantaged communities." The state needs 57,000 more chargers to meet the 2025 goal of 250,000 chargers, and almost one million more to support the estimated number of EVs on the road by 2030.

EV charging is an amenity that could encourage BART ridership among current or future EV drivers. Rather than drive considerable distances to workplace charging, commuters could charge at BART stations and use BART for the remainder of their commute. BART would also provide charging for BART commuters whose offices do not provide EV charging.

Further, BART manages over 47,000 customer parking spaces. BART has a Station Access policy and a Station Access Investment Framework, which includes parking management as a secondary investment at all stations with parking. Adding EV charging at station parking facilities is considered parking management.

Disadvantaged and low- and moderate-income communities, as well as renters, are less likely to be able to charge an electric vehicle (EV) overnight at home. Over 50% of Bay Area residents live in some form of rental. Without access to at-home charging, drivers are dependent on workplace or public chargers. To support equitable EV adoption, these communities must have access to public electric vehicle charging. Since 30% of BART stations are within disadvantaged communities, with many more within walking distance, BART can provide publicly accessible EV charging to support equitable EV adoption, available to the larger community when not used by BART passengers.

In addition to supporting EV charging for BART passengers and employees, the policy also supports the electrification of BART's non-revenue vehicle fleet. This aligns BART with a proposed California Air Resource Board policy that will require a certain number of new vehicles purchased to be zero-emission, potentially as soon as January 2024.

Providing EV charging advances BART's environmental goals, supports equitable EV adoption, encourages BART ridership, is an amenity to passengers and neighbors, and maintains BART's role as a transit leader.

Highlights of Proposed Policy

With those objectives in mind, staff is seeking the adoption of the attached policy. A draft of this policy was initially presented to the BART Board on September 9, 2021, and has been revised based on Board and public input. Some of the salient features are:

- Highlights critical coordination with BART's Transit-Oriented Development (TOD) Program on EV charging station installation locations to ensure EV charging stations will not conflict with future TOD.
- Ensures EV charging stations are deployed equitably, and the program considers and addresses restrictions unique to populations with lower usage and access to EV charging.
- Pursues external funding and partnerships to reduce direct present and future costs to the District for installation, operations, and maintenance.

FISCAL IMPACT:

There is no fiscal impact from adopting the proposed policy. As implementation of the policy advances, there may be future fiscal impacts that the Board will consider in future

actions.

ALTERNATIVES:

1. Do not adopt the proposed BART Electric Vehicle Charging Policy.
2. Adopt an alternative BART Electric Vehicle Charging Policy.

RECOMMENDATION:

It is recommended that the Board approve the following motion.

MOTION:

The BART Board of Directors hereby adopts the attached BART Electric Vehicle Charging Policy.

BART Electric Vehicle Charging Policy

Vision:

The San Francisco Bay Area Rapid Transit District (BART) plays a critical role in reducing the environmental footprint of the Bay Area's transportation sector by providing an alternative to driving that is affordable, accessible, convenient, and environmentally friendly. BART owns and manages more vehicle parking than any other rail operator in California, which creates an opportunity to support electric vehicles (EVs) through charging infrastructure at BART locations. This BART Electric Vehicle Charging Policy is designed to guide BART's EV charging activities to advance environmental goals, support equitable EV adoption, encourage BART ridership, and maintain BART's role as a transit leader.

Goals:

1. **Greener and Healthier Communities:** Advance federal, state, regional, and local greenhouse gas (GHG) and pollution-reduction goals.
 - a. Advance BART's Board adopted policies, including the Sustainability Policy and the Station Access Policy Performance Measures, by supporting the public adoption of electric vehicles, which have fewer GHG emissions and pollutants than standard internal combustion engine vehicles.
 - b. Support federal and state goals for zero emission vehicle (ZEV) adoption, charging infrastructure installation, and clean energy integration.
 - c. Provide electric vehicle charging stations at BART locations to support EV adoption and fleet electrification, when feasible and as funding and the physical layout allow. Coordinate with BART's Transit-Oriented Development (TOD) Program on EV charging station installation locations to ensure EV charging stations will not conflict with future TOD.
2. **Equitable Access:** Deploy and structure EV charging access options equitably.
 - a. Ensure EV charging stations are deployed equitably.
 - b. Design program to consider and address restrictions unique to populations with lower usage and access to EV charging.
 - c. Develop metrics with aim to measure equitable EV charger use.
3. **Intelligent and Scalable Operations:** Invest in EV charging operations that cost-effectively support access for EV drivers and can scale to support future growth.
 - a. Pursue external funding and partnerships to reduce direct present and future costs to the District for installation, operations, and maintenance.
 - b. Make sites EV ready when installing EV service equipment or remodeling parking facilities to support future expansion. EV service equipment will be added as EV adoption increases.

Strategies

1. Provide Access for All at Passenger Parking Locations

- a. Manage EV service equipment in locations to ensure EV spaces are prioritized for those actively charging. Specific strategies will be station dependent.
- b. Implement delivery model that strives for affordable pricing to end-users comparable to residential EV charging rates.
- c. Explore payment options that do not require users to have a credit card or bank account.
- d. Allow charging at all times, including overnight and on weekends.
- e. Include EV service equipment as a transit amenity under Title VI.

2. Define Technical Requirements

- a. Develop and add EV service equipment design requirements to BART Facility Standards, including for new construction. Require relevant industry standard for hardware interoperability to ensure flexibility.
- b. Include accessibility requirements based on Federal and California Building Code requirements, which account for best practices.

3. Form Partnerships

- a. Work with partners to encourage EV service equipment installations and maintenance contracts that include workforce development and/or job training.
- b. Work with other agencies to advertise affordable, accessible EV charging at BART station parking facilities.
- c. Consistent with the BART Station Access Policy Investment framework, leverage third-party partnerships where possible to minimize District contributions.

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