



Electric Vehicle (EV) Charging Policy

Sustainability Group

November 2021



Agenda

- Board Feedback on EV Charging Policy from September 9
 - Engage external stakeholders
 - Equitable EV adoption in the Bay Area
 - Optimize BART's investment
 - Coordinate with Transit-Oriented Development
- Next Steps for EVs at BART
- Proposed EV Charging Policy Summary

Engage External Stakeholders

Feedback sought from many groups

Feedback Received from:

- UC Davis – Institute of Transportation Studies
- UC Berkeley – Transportation Sustainability Research Center
- International Council on Clean Transportation
- Natural Resources Defense Council
- Environmental Defense Fund
- 350 Bay Area
- Greenlining Institute
- Communities for a Better Environment
- Grid Alternatives
- Urban Habitat Boards and Commissions Leadership Institute
- Huckleberry Youth
- East Bay Community Energy
- City of Oakland – Dept of Transportation
- Contra Costa County – Office of Sustainability, Workforce Services
- Bay Area Air Quality Management District (BAAQMD)
- California Energy Commission - Transportation

Policy also provided to:

- Bay Area EV Coordinating Council
- BART Title VI/Environmental Justice Advisory Committee
- BART Limited English Proficiency Advisory Committee
- CA Department of General Services – Sustainability – Transportation
- City of San Francisco – Department of Energy
- Marin Clean Energy
- Northern CA Power Agency Transportation Electrification Group
- Peninsula Clean Energy
- San Mateo County – Office of Sustainability
- Sierra Club

“Charging infrastructure at BART stations should be a higher priority for the state than workplace chargers installed by the employers or city-owned public charges...These charges will prevent the motivation of driving all the way to the free (or low cost) charger at your workplace and will allow commuters to charge during the day while electricity is cleaner and cheaper. Furthermore, charging opportunities during the day ... allow higher market share for people who cannot install level 2 charger at home.”

Dr. Gil Tal, Director,
The Plug-in Hybrid & Electric
Vehicle Research Center of the
Institute of Transportation
Studies, UC Davis



“The public health ramifications from transportation and tailpipe emissions is significant. This is particularly true with regards to those who live in low-income communities and disadvantaged communities. Creating access to EV charging is an equity issue. We want to ensure that all Californians have access to charging infrastructure. EV infrastructure can be an amenity for those who use BART but also those who live and work near BART and want to use the parking stalls.”

Hannon Rasool, Deputy Director,
Fuels and Transportation Division

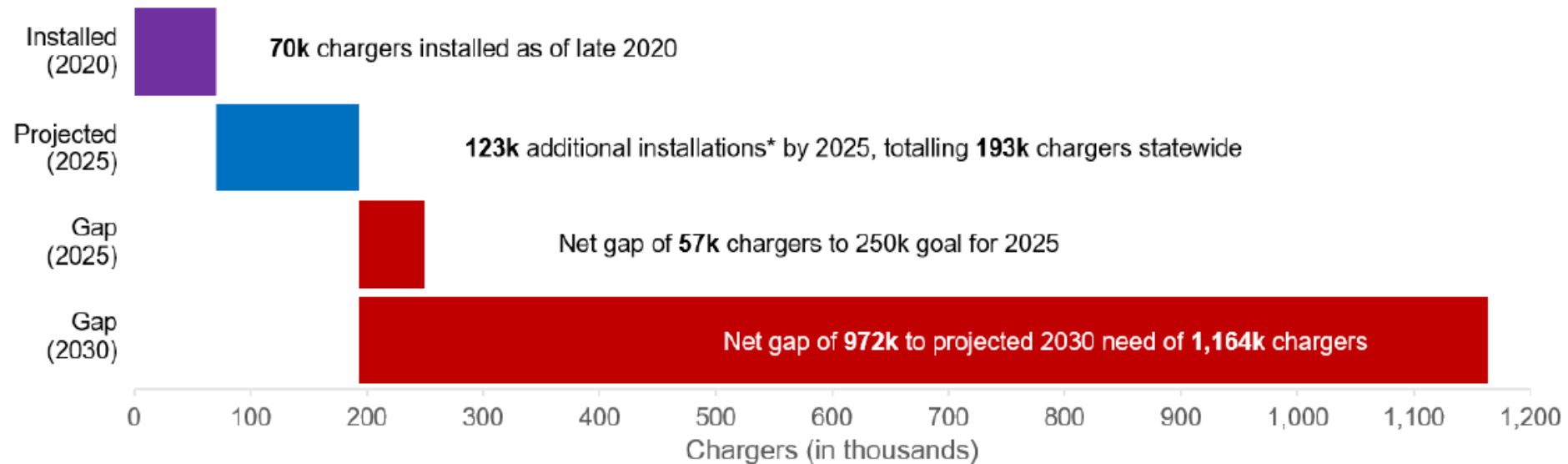


**CALIFORNIA
ENERGY COMMISSION**

Equitable EV Adoption in the Bay Area

State increasing affordability with rebates, BART can expand needed charging

Installed and Projected Charger Counts Compared With Charger Needs for 1.5 Million Light-Duty ZEVs in 2025 and 8 Million Light-Duty ZEVs in 2030



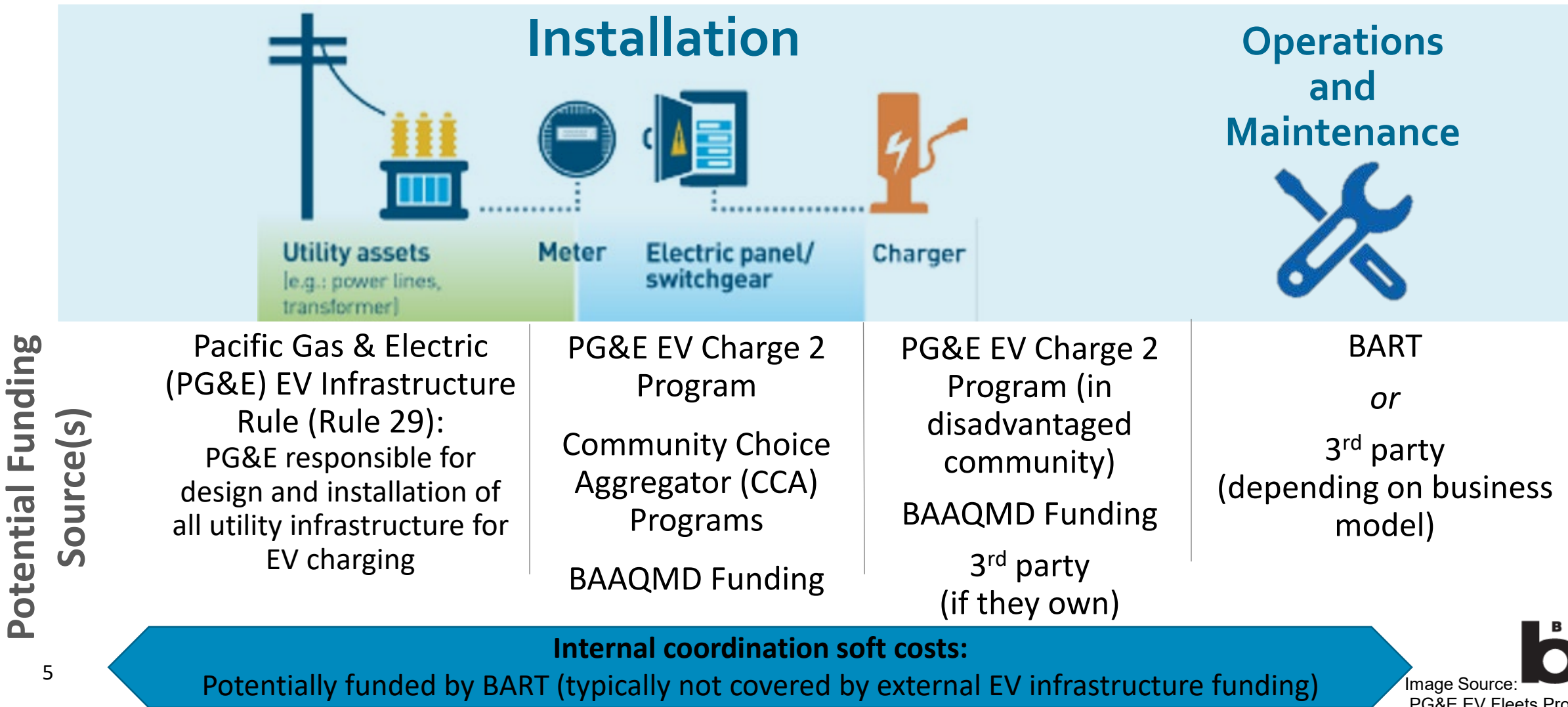
*** Based on allocated funding through 2025 as of February 2021**

- Most low-income families still cannot buy EVs due to cost
- Widespread adoption is at least 1-5 years out
- As EV adoption increases, public charging is a must

Optimize BART's investment

Costs minimized through external funding and delivery model

Various funding sources available for each EV charger installation component.



Coordinate with Transit-Oriented Development

Policy language updated to clarify priority

- c. ~~In concert with BART's Transit-Oriented Development Program,~~ 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.

- Updated language ensures TOD policy and targets take priority over EV charging infrastructure installation.
- EV charging falls under parking management (a secondary investment at all stations with parking) under the Station Access Investment Framework.
- Parking will not be added to accommodate charging infrastructure.

Next Steps for EVs at BART

Pending policy adoption, focus on implementation and fleet electrification

EV Charging Implementation

- Determine best delivery model through cost-benefit analysis
- Develop scenarios to inform implementation plan

Non-Revenue Vehicle Fleet Electrification

- Pilot focusing on switchers, logistics trucks, and community service officer vehicles
- Seek grants and develop pilot charging requirements
- Use pilot to develop entire fleet electrification plan

Proposed EV Charging Policy Summary

Vision

- 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 to 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**

BART Electric Vehicle Charging Policy Motion

Staff requests that the Board adopt the BART Electric Vehicle Charging Policy.

Motion:

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

