

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 27-28, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.1s.(4), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT PROGRAM – PROJECT
SCOPE AMENDMENT – BP PRODUCTS NORTH AMERICA INC. EV OASIS
SOUTH A PROJECT
RESOLUTION TCEP-P-2324-12**

ISSUE:

Should the California Transportation Commission (Commission) approve a project scope amendment for the Cycle 3 Trade Corridor Enhancement Program (TCEP) BP Products North America Inc. EV Oasis South A project (PPNO 6199), infrastructure construction component, in Riverside, San Bernardino, and Kern counties?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve this project scope amendment for the Cycle 3 TCEP BP Products North America Inc. EV Oasis South A project (PPNO 6199), in Riverside, San Bernardino and Kern counties.

BACKGROUND:

BP Products North America Inc. (BP Pulse) has submitted a scope change request for the EV Oasis South A project (PPNO 6199), in Riverside, San Bernardino and Kern counties. The original scope of the project proposed to deploy charging infrastructure across seven TravelCenters of America (TA) sites, which are held in private property in Southern California. The sites of these stations include TA Coachella, TA Ontario, Petro Ontario, TA Barstow, TA Wheeler Ridge (Arvin), Petro Wheeler Ridge (Lebec), and TA Buttonwillow. The proposed project will support the initial phases of deploying high-power direct current fast charging infrastructure to enable zero-emission goods movement throughout California's critical goods movement corridors.

*“Provide a safe and reliable transportation network that
serves all people and respects the environment.”*

The TA Ontario site has received funding from another funding source and will be developed by BP Pulse on a different project. The proposed change on the project is to remove the Ontario site from the TCEP project and increase the capacity of the charging equipment on the six remaining sites. The removal will enable a more concentrated and effective application of resources across the remaining project scope, including increasing the overall capacity. Instead of deploying two 500 kilowatt (kW) charging units and two 350 kW charging units at each site, the project will deploy six 400 kW charging units plus six Carbon Potential (CP) controllers at pull-through stalls at each site in order to future proof the site for 1 megawatt (MW) charging when the technology becomes available. The change will also remove the deployment of a 100 kW hydrogen fuel cell per site, based on the BP Pulse's operational policy, and will also install a 400 kW solar canopy in lieu of a 1 MW canopy.

Additionally, in coordination with the Department, the outputs and benefits units have been changed to provide a better quantitative method to ensure that project benefits can be adequately tracked over the life of the project. The proposed outputs and benefits, in the revised format, are shown in the attachment.

The schedule of the project has been updated to accommodate a more sequential flow for the project phases, to allow for ownership transition and project evaluation, and to allow review and execution of a Restricted Grant Agreement which requires more in-depth coordination with the applicant.

The applicant is also requesting that the project be split into two projects to better align with the regional jurisdictions as follows:

- EV Oasis South A (PPNO 6199): Southern California Association of Governments (SCAG); Coachella, Ontario and Barstow
- EV Oasis South B (PPNO 6240): San Joaquin Valley Air Pollution Control District (SJVAPCD); Arvin, Lebec and Buttonwillow

The project was originally programmed with TCEP funds in the amount of \$28,095,000. The proposed scope change would split the funding between EV Oasis South A (\$14,047,000) and EV Oasis South B (\$14,048,000).

ANALYSIS:

The Department's analysis has concluded that the proposed scope changes will provide the same or better benefits because of the increase in charging capacity on other project sites and will not negatively affect the original project's cost. Schedule delays are due to various factors relating to innovative technology, regulations legal issues, also funding. This project remains fully funded and adheres to TCEP Program Guidelines.

ANALYSIS RECOMMENDATION:

Based on the Commission's scope change guidance, as well as the analysis of the proposed scope changes, the Department has determined that this scope change will not reduce the user's benefit. Therefore, the Department supports the proposed scope changes for this project. No cost reduction is warranted.

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There is a concurrent programming amendment and baseline agreement on this month's agenda.

BACKGROUND:

TCEP Guidelines stipulate that any agency implementing a TCEP project, present scope changes to the Department in a timely manner. The Department will make a recommendation to the Commission for final approval with the understanding that scope changes that are significant and result in a decrease in project benefits may result either a reduction of TCEP funds or removal from the program.

Attachment

Project Scope Change Request

Caltrans' Analysis and Recommendations

April 17, 2024

PROJECT NAME: EV Oasis South A and EV Oasis South B

PPNO: 6199 and 6240

DATE OF AGENCY REQUEST FOR SCOPE CHANGE: April 5, 2024

Approved Project Scope

The proposed project will support the initial phases of deploying high-power DC fast charging infrastructure (EVSE) to enable zero-emission goods movement throughout California's critical goods movement corridors. This project proposes initial deployments across seven TravelCenters of America (TA) sites in Southern California. The project builds upon the recommendations contained within the West Coast Clean Transit Corridor Initiative (WCCTCI) Final Report published in June 2020 by HDR, CALSTART, S Curve Strategies, and Ross Strategic. This project seeks to jumpstart the scale deployment of publicly accessible charging and alternative fueling infrastructure for medium- and heavy-duty transportation. The project will seek to identify and design early sites for cost-effective deployments, avoiding the need for substantial utility infrastructure upgrades. While managing costs, the project will deploy a viable network of fueling infrastructure to support early and rapid adoption of zero-emission vehicle and equipment technologies. The project will achieve substantial emissions reductions while advancing the goals of the California Sustainable Freight Action Plan, the California Freight Mobility Plan, and many other environmental, sustainability, public health, and climate change goals and policies established at the local, state, and federal levels.

Purpose

This document serves as supplemental information for a REQUEST FOR PROJECT SCOPE CHANGE completed on April 05, 2024, by BP Products North America Inc. ("bp pulse").

Caltrans' Recommendation

As a result of Caltrans' review of the Scope Change Request documentation and multiple discussions with bp pulse, Caltrans recommends:

APPROVAL AS A MINOR SCOPE CHANGE

Change to Project

See Scope to be Changed.

Scope to be Changed

See attached EV Oasis South - Matrix Summary of Changes

Reason for Scope Change

The proposed scope change for the project arises from a series of strategic and regulatory adjustments following the acquisition of TA by BP Products North America Inc (BPPNA). This transition necessitates adherence to BPPNA's operational guidelines, notably the exclusion of hydrogen from all U.S. sites. The project, initially submitted as a single endeavor, is now divided into two Electronic Project Programming Request (ePPRs) to better align with regional regulatory frameworks.

The removal of the Ontario site from the SB1 Program will enable a more concentrated and effective application of resources across the remaining project scope, including increased charging capacity. In addition, the removed site will include EV infrastructure that will be funded through a different program under the CEC (California Energy Commission). It should also be noted the proximity of the site being removed is within 0.7 miles of a programmed site with increased benefits. This adjustment underscores BP's strategy to refine project outcomes and efficiency, highlighting a reevaluation of resource allocation and project deliverables.

In alignment with this collaboration with Caltrans, the project team has reassessed the design around the updates/changes to equipment and will delay the start of construction until it receives official approval of project changes by the CTC and the grant agreement is executed. An additional proposed project milestone change includes an update to maintain a sequential order of milestones.

The project team proposes the above scope changes within the original total project cost of \$40,136,000. The reduction of sites from seven to six allowed those costs to be reallocated to the added equipment.

The project scope change is expected to have a slight increase to project benefits as described in the original application. The project team worked with Caltrans staff to amend the Benefit-Cost Analysis model to reflect the proposed scope changes and ensure benefits are the same or better.

This scope change does not require revalidation of the environmental document required and is not programmed in an MPO.

Impact to Project Cost, Schedule, and Benefits

Reduce the number of sites from seven to the following six: TA Coachella, Petro Ontario, TA Barstow, TA Wheeler Ridge, Petro Wheeler Ridge, and TA Buttonwillow (remove TA Ontario).

Split the Project via two Electronic Project Programming Requests (ePPRs), divided by site locations in Southern California Association of Governments (SCAG) and San Joaquin Valley Air Pollution Control District (SJVAPCD) jurisdictions.

Cost changes

Project was originally programmed for \$28,095M in TCEP funds. The funding was split between the two Projects:

- EV Oasis South A: \$14,047M
- EV Oasis South B: \$14,048M

Schedule changes

Project schedules were revised.

- PS&E Justifications: Reassessing equipment on site and reviewing corresponding benefits with Caltrans after TA was acquired by BPPNA.
- R/W Justifications: An update to ensure dates are presented in sequential order, as required.
- CON: A delay in receiving and completing a legal review of the grant agreement documents caused the project team to delay the start of construction until all proposed changes are approved by the CTC and the grant agreement is executed.

Outputs changes

Outputs were updated to reflect Zero Emission Vehicle (ZEV) Infrastructure specific outputs.

- Deploy six 50 kilowatts (kW) "overnight" end zone chargers per site, instead of six 40 kW chargers for overnight charging.
- Instead of deploying two 500 kW charging units and two 350 kW charging units, deploy six 400 kW charging units plus six Carbon Potential controllers at pull-through stalls at each site to future proof the site for 1 MW charging when the technology becomes available.
- Install a 400 kW solar canopy instead of 1 Mega Watt (MW).
- Remove the deployment of 100 kW fuel cell.
- Changes to the project milestone schedule, detailed in the Schedule Chart below.

Summary of Caltrans Analysis

Caltrans supports this request for the following reasons:

1. The proposed scope change does not negatively affect the original Project's cost' Schedule delays are due to various factors relating to innovative technology, regulations legal issues, also funding. The benefits are anticipated to be the same or better.
2. This project remains fully funded and adheres to TCEP Program Guidelines.
3. The Baseline Agreement approval is anticipated at the June 2024 Commission meeting. Approving this updated scope as a Minor Scope Change will not need a Baseline Agreement amendment.

ATTACHMENT

1. EV Oasis South - Matrix Summary of Changes

Project	TCEP Application EV Oasis South: PPNO 6199	Project Split EV Oasis South A: PPNO 6199 Regional Jurisdiction: Southern California Association of Governments (SCAG)	Project Split EV Oasis South B: PPNO 6240 Regional Jurisdiction: San Joaquin Valley Air Pollution Control District (SJVAPCD)
Locations	Buttonwillow, Ontario, Barstow, Coachella, Arvin, Lebec	Petro Ontario, TA Coachella, TA Barstow	TA Wheeler Ridge (Arvin), Petro Wheeler Ridge (Lebec), TA Buttonwillow
District	6 & 8	8	6
Scope	Deploy microgrid-enabled, electric charging equipment for heavy-duty trucks at 7 TA & Petro travel centers across Southern CA along the I-5, I-15, I-10, I-40 & Hwy 99 corridors.	Deploy microgrid-enabled, electric charging equipment for heavy-duty trucks at 3 TA & Petro travel centers across Southern CA along the I-5, I-15, I-10, I-40 & Hwy 99 corridors.	Deploy microgrid-enabled, electric charging equipment for heavy-duty trucks at 3 TA & Petro travel centers across Southern CA along the I-5, I-15, I-10, I-40 & Hwy 99 corridors.
TCEP Funding	\$28,095M	\$14,047M	\$14,048M
# of construction contracts	2	1	1
Outputs	Facility Improvements: 6,104,000	ZEV Energy Storage System-Capacity: 11.7 MWh ZEV Solar Capacity: 1.2 MW ZEV Number of DC Charging Ports: 36 Each ZEV Number of Locations with ZEV Infrastructure: 3 Each ZEV Number of Vehicle Stalls Available for Charging: 36 Each ZEV Simultaneous EV Charging Capacity: 8,100 kW	ZEV Energy Storage System-Capacity: 11.7 MWh ZEV Solar Capacity: 1.2 MW ZEV Number of DC Charging Ports: 36 Each ZEV Number of Locations with ZEV Infrastructure: 3 Each ZEV Number of Vehicle Stalls Available for Charging: 36 Each ZEV Simultaneous EV Charging Capacity: 8,100 kW
Milestones	Begin Environmental (PA&ED) Phase: 01/01/2022	Begin Environmental (PA&ED) Phase: 01/01/2022	Begin Environmental (PA&ED) Phase: 01/01/2022
	Circulate Draft Environmental Document: 08/01/2023	Circulate Draft Environmental Document: 08/01/2023	Circulate Draft Environmental Document: 08/01/2023
	Draft Project Report: 12/31/2023	Draft Project Report: 12/31/2023	Draft Project Report: 12/31/2023
	End Environmental Phase (PA&ED Milestone): 12/31/2023	End Environmental Phase (PA&ED Milestone): 12/31/2023	End Environmental Phase (PA&ED Milestone): 12/31/2023
	Begin Design (PS&E) Phase: 06/01/2023	Begin Design (PS&E) Phase: 04/05/2024	Begin Design (PS&E) Phase: 04/05/2027
	End Design Phase (Ready to List for Advertisement Milestone): 06/30/2024	End Design Phase (Ready to List for Advertisement Milestone): 06/15/2024	End Design Phase (Ready to List for Advertisement Milestone): 06/15/2024
	Begin Right of Way Phase: 07/01/2023	Begin Right of Way Phase: 07/01/2023	Begin Right of Way Phase: 07/01/2023
	End Right of Way Phase (Right of Way Certification Milestone): 12/31/2023	End Right of Way Phase (Right of Way Certification Milestone): 12/31/2023	End Right of Way Phase (Right of Way Certification Milestone): 12/31/2023
	Begin Construction Phase (Contract Award Milestone): 04/01/2024	Begin Construction Phase (Contract Award Milestone): 03/01/2025	Begin Construction Phase (Contract Award Milestone): 03/01/2025
	End Construction Phase (Construction Contract Acceptance Milestone): 12/31/2025	End Construction Phase (Construction Contract Acceptance Milestone): 07/01/2026	End Construction Phase (Construction Contract Acceptance Milestone): 12/31/2026
	Begin Closeout Phase: 11/01/2025	Begin Closeout Phase: 01/01/2027	Begin Closeout Phase: 01/01/2027
	End Closeout Phase (Closeout Report): 06/30/2026	End Closeout Phase (Closeout Report): 06/30/2027	End Closeout Phase (Closeout Report): 12/31/2027