

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 26-27, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.1s.(1), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT PROGRAM – PROJECT SCOPE AMENDMENT – EV OASIS SOUTH A PROJECT COMPONENTS RESOLUTION TCEP-P-2425-08**

ISSUE:

Should the California Transportation Commission (Commission) approve a project scope amendment for two Cycle 3 Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) EV Oasis South A project components, in San Bernardino County, to revise the scope?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve this project scope amendment for the two Cycle 3 SB 1 TCEP EV Oasis South A project components mentioned below, in San Bernardino County, to revise the scope.

- Petro Ontario component (PPNO 6199A)
- TA Barstow component (PPNO 6199C)

DISCUSSION:

The EV Oasis South A project (PPNO 6199) was originally programmed as one project with seven electric vehicle charging sites and infrastructure across Southern California. In June 2024, the Commission approved a project scope amendment, under Resolution TCEP-P-2324-12, to remove a site and increase the capacity of the charging equipment on the six remaining sites to keep the outputs consistent with the baseline agreement. The project scope amendment split the project into two project components, EV Oasis South A (PPNO 6199) and EV Oasis South B (PPNO 6240), with three sites each.

The Department is now requesting a project scope change for each of the five sites that removes all six overnight chargers, upgrades all six 400kw chargers to 1,000kw, and adds

Megawatt Charging Standard (MCS) which is designed for heavy-duty vehicles and provides a higher charging power capacity, which will increase the overall charging capacity of each site. These changes are due to unanticipated design and operational safety issues with back-in charging stalls associated with the overnight chargers. Due to the back-in charging stalls, blind spots increased the safety concerns making it extremely difficult for operators to safely navigate backward into charging bays without spotters or rear camera systems in comparison to a pull through design. As a result of the scope change, there will be a decrease in charging time and the revised design ensures safety issues are addressed. There is no cost increase regarding the TCEP funding, however, there is a minor impact on the projects schedule, which will be adjusted accordingly.

ANALYSIS:

The Department's analysis has concluded that the unanticipated design and operational safety issues at each site is beyond the control of the applicant. The revised scope will remove overnight chargers, upgrade 400kw chargers to 1,000kw, and add MCS while increasing the overall charging capacity of each site.

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 significantly reduce the overall project benefit. There is no major change to the project benefits due to the overnight chargers not being included in initial calculations. Therefore, the Department supports the proposed scope changes for this project.

There are concurrent Project Scope Amendments for PPNOs 6240A, 6240B, and 6240C, as well as a concurrent time extension request for PPNOs 6199A and 6240A on this month's Commission 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 in either a reduction of TCEP funds or removal from the program.

Attachments

Project Scope Change Request

Caltrans' Analysis and Recommendations

May 15, 2025

PROJECT NAME: EV Oasis South A – Petro Ontario

PPNO: 6199A

DATE OF AGENCY REQUEST FOR SCOPE CHANGE: June 26, 2025

Summary

This scope change is for EV Oasis South A - Petro Ontario, which is under the EV Oasis South project. The Project will construct five public charging sites across Southern California to support medium- and heavy-duty (MHD) zero-emission freight vehicles (ZEVs). By deploying DC fast chargers (DCFCs), the project aligns with the Trade Corridor Enhancement Program (TCEP) goals of improving freight efficiency and advancing infrastructure that supports zero-emission goods movement.

Proposed Scope Change per Site:

- a. Upgrade (6) - 400 kW chargers to (3) - 1000kW chargers (serving the existing 6 pull through stalls)
- b. Remove (6) - 50 kW overnight chargers
- c. Increase overall charging capacity to 3,000kW
- d. Addition of Megawatt Charging Standard (MCS)

Approved vs Proposed Scope Comparison Per Site:

Project Element	Approved Scope Per Site	Proposed Scope Per Site
Locations with ZEV Infrastructure	1	1
Total Number of Charging Stalls	12	6
Number of DCFC Charging Ports	12	6
Charging Connector Types	Combined Charging System (CCS)	CCS and MCS
Charger Configuration	(6) - 400 kW DCFC + 6 - 50 kW overnight EVSEs per site	(3) - 1000kW chargers (serving the existing 6 pull through stalls)
On-Site Charger Capacity (kW)	2,700 kW per site (2,400 kW DCFC + 300 kW overnight)	3,000 kW per site
Energy Storage System – Capacity (MWh / MW)	3.9 MWh / 1.9 MW per site	3.9 MWh / 1.9 MW per site
Solar Canopy Capacity (kWh)	0.4 per site	0.4 per site

Issues:

Proposed Scope Change: The new scope change proposes a reduction in the number of overnight chargers due to unanticipated design (back in stalls) and operational safety issues. *Analysis: Upgrade of the capacity of charging stalls from 400kW to 1000kW increasing charging capacity, decreasing charging time, and ensures safety issues are addressed and align with Caltrans, NHTSA, AAA and industry standards.*

Cost increase with proposed scope: There is a cost increase due to the change of scope. *Analysis: Cost increase will be marginal and will be covered by the implementing agency – bp pulse. No increase will be requested in TCEP funding from this proposed change.*

Impact to Project Schedule: There will be an impact to the project schedule: *Analysis: Time extension requests for project allocation will be requested at the May and June 2025 to accommodate the impact to the project schedule due to the proposed scope change.*

Outputs/Outcomes

Proposed reduction in outputs due to removal of the (6) 50kW overnight chargers & stalls. *Analysis: Although there is a reduction in the number of stalls, the charging capacity will be increased and will maintain the outcomes as agreed upon in the baseline agreement servicing the pull through stalls. There will be no decrease in charging capacity.*

Performance Metrics show a decrease as a result of this proposed scope change. *Analysis: Although the proposed scope change presents / shows a 40% reduction across most categories from the initial scope, (for instances under Particulate Matter), which could be influenced by the removal of the overnight charger, there is still a reduction. There is also an increase in the battery capacity for the project sites that provide benefits in line with the overall project that will not pose a significant impact/*

05/01/25 ePPRs for June Meeting Scope Change														
		Site 1: Petro Ontario (6199A)	Site 2: TA Coachella (6199 B) (Drop March 2025)	Site 3: TA Barstow (6199 C)	Site 4: TA Wheeler Ridge (Arvin) (6240A)	Site 5: Petro Wheeler Ridge (Lebec) (6240B)	Site 6: TA Buttonwillow (6240C)	Site 7 : TA Ontario (Dropped June 2024)	Programmed Metric Totals PPNO 6199 (7 sites) (June 2023)	Metric Totals in Baseline Agreement PPNO 6199 & 6240 (June 2024) (6 sites)	Metric Totals after drop (March 2025) (5 sites)	Proposed Metric Totals after scope change (June 2025) (5 sites)	Difference from previous to current	Difference from beginning to current
Performance Metric														
Air Quality & GHG (only 'Change' required)														
Particulate Matter	PM 2.5 Tons	-2.47		-2.47	-2.47	-2.47		-43.97	-24.68	-20.57	-12.34		40%	72%
Particulate Matter	PM 10 Tons	-2.55		-2.55	-2.55	-2.55		-45.44	-25.5	-21.25	-12.75		40%	72%
Carbon Dioxide (CO2)	Tons	-84,370.20		-84,370.20	-84,370.20	-84,370.20		-1,503,566.39	-843,701.62	-703,084.68	-421,851.00		40%	72%
Volatile Organic Compounds (VOC)	Tons	-30.20		-30.20	-30.20	-30.20		-538.19	-302	-252	-151.00		40%	72%
Sulphur Dioxides (Sox)	Tons	-1.11		-1.11	-1.11	-1.11		-19.8	-11	-9	-5.55		39%	72%
Carbon Monoxide (CO)	Tons	-123.09		-123.09	-123.09	-123.088		-2,193.56	-1230.88	-1,025.73	-615.44		40%	72%
Nitrogen Oxides (Nox)	Tons	-341.58		-341.58	-341.58	-341.576		-6,087.26	-3415.76	-2,846.47	-1,707.88		40%	72%
Safety														
Number of Fatalities		-0.108		-0.108	-0.108	-0.108		-1.92	-1.08	-0.9	-0.54		40%	72%
Fatalities per 100 Million VMT		-0.32		-0.32	-0.32	-0.32		-0.16	-0.31784	-0.27	-1.59			
Number of Serious Injuries		-2.43		-2.43	-2.43	-2.43		-43.39	-24.34	-20.28	-12.17		40%	72%
Number of Serious Injuries per 100 Million VMT		-0.72		-0.72	-0.72	-0.72		-3.6	-7.2	-6	-3.60		40%	0%
Economic Development														
Jobs Created (Only 'Build' Required)		4		4	4	4		28	48	40	20.00		50%	29%
Cost Effectiveness (Only 'Change' Required)														
Cost Benefit Ratio	Ratio	0.5604		0.5604	0.5604	0.5604		9.12	5.60	4.67	2.80		40%	69%

Recommendation: Support

Project Scope Change Request

Caltrans' Analysis and Recommendations

May 15, 2025

PROJECT NAME: EV Oasis South A – TA Barstow

PPNO: 6199C

DATE OF AGENCY REQUEST FOR SCOPE CHANGE: June 26, 2025

Summary

This scope change is for EV Oasis South A – TA Barstow, which is under the EV Oasis South project. The Project will construct five public charging sites across Southern California to support medium- and heavy-duty (MHD) zero-emission freight vehicles (ZEVs). By deploying DC fast chargers (DCFCs), the project aligns with the Trade Corridor Enhancement Program (TCEP) goals of improving freight efficiency and advancing infrastructure that supports zero-emission goods movement.

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