TAB 67 – YELLOW REPLACEMENT ITEM – Attachment Only

Reference Number 4.16
January 29-30, 2026

This yellow replacement attachment replaces the originally linked attachment for the ***Prologis Mobility – Freight Logistics Electrifications for Emission-Free Transport Project (PPNO 2365A).*** *No other projects are affected.*

Changes from the originally posted version:

- *On page 3 of the file, on the signature page, the signatures for Prologis Mobility, the Caltrans SB 1 Office, and the Caltrans District 10 Director were added.*
- *On pages 5, 9, and 11 of the file, the following technical corrections were made to the Project Programming Request:*
    - *In the "District" field, the district changed from 4 to 10 to reflect the correct Caltrans District in which the project is located.*
    - *In the "County" field, the county name changed from Alameda to San Joaquin to reflect the correct county in which the project is located.*
    - *There are no other substantive changes to the Project Programming Request.*

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Freight Logistics Electrification for Emission-f

Resolution

(to be completed by CTC)

1. FUNDING PROGRAM

☑ Trade Corridor Enhancement Program - *Please note: this form applies ONLY to ZEV TCEP Projects.*

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Prologis Mobility, and the Implementing Agency, Prologis Mobility I, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its June 26, 2025 meeting the Commission approved the Trade Corridor Enh and included in this program of projects the Freight Logistics Elec, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

☐ Resolution , "Adoption of Program of Projects for the Active Transportation Program", dated

☐ Resolution , "Adoption of Program of Projects for the Local Partnership Program", dated

☐ Resolution , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated

☐ Resolution , "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated

■ Resolution G-24-62, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated August 15, 202

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 Prologis Mobility LLC agrees to secure funds for any additional costs of the project.

4.6 Prologis Mobility LLC agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 Prologis Mobility LLC agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 Prologis Mobility LLC agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Cost Overrun
In the event of a cost overrun on a Caltrans nominated project, neither the Trade Corridor Enhancement Program nor the Department shall be responsible for any cost increase. Any cost overruns shall be the sole responsibility of the Private Entity.

5.5 Additional Provisions and Conditions *(Please attach an additional page if additional apace is needed.)*

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: Freight Logistics Electrification for Emission-f

Resolution:

(to be completed by CTC)

DocuSigned by:
JT Steenkamp
5605199F02194C2...

13 January 2026
Date

JT Steenkamp, VP - Technology, Front-End Engineering & Development

Prologis Mobility LLC

Project Applicant/Implementing Entity

Tom O'Hair

01/22/2026
Date

Tom O'Hair

Acting for Angel Pyle as SB1 Program Manager

Nominating Agency/Implementing Agency (Caltrans, Modified Oversight)

Cristin Hallissy

1/22/2026
Date

For Grace Magsayo

District Director
California Department of Transportation

Date

Director
California Department of Transportation

Date

Executive Director
California Transportation Commission

Freight Logistics Electrifications for Emission-free Transport (FLEET) Project

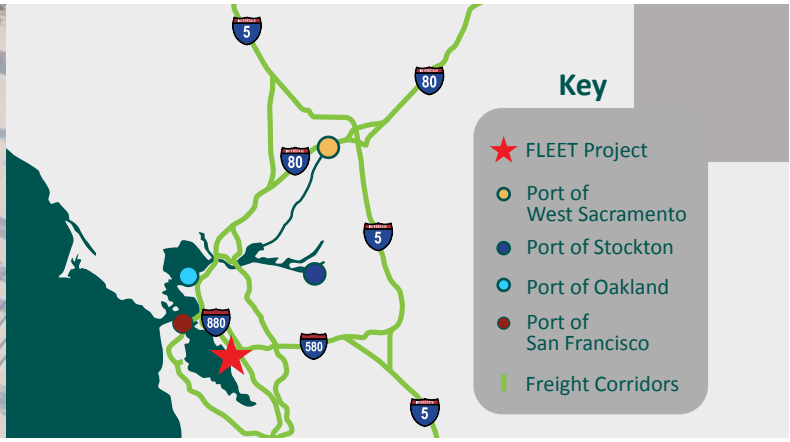
24701 Clawiter Rd, Hayward, CA 94545

TCEP Funding Request: $14,650,000

84 Charging Ports

12 MWh Battery Energy Storage

957M LBS OF CO_2e reduced over 20 years



Scope

The FLEET project addresses an urgent need to support the medium- and heavy-duty (MHD) fleet infrastructure in the Bay Area, focusing on those without the resources for private high-power fast-charging solutions. Located just two miles from one of the Top 6 SB 671 Priority Clean Freight Corridors, this initiative will deploy 84 publicly accessible fast-charging ports, providing 12.6 MW of charging capacity and 12 MWh of battery energy storage.

Each Prologis Mobility Charging Island (PMCI) will be standardized to include four DC fast-charging (Level 3) ports, with a flexible output capacity of up to 600 kW. This flexibility allows the power output to adapt by scenario, accommodating a single MHD electric vehicle charging at a rate of up to 600 kW or four MHD EVs charging simultaneously at 150 kW each.

FLEET will support charging for up to 252 trucks daily, with a commitment to 98 percent uptime through Prologis Mobility's dedicated operations and maintenance team. This infrastructure will play a critical role in reducing emissions, enhancing fleet efficiency, and fostering economic growth through accessible and reliable charging solutions.

Schedule

Milestones	2024 Q4	2025 Q1	2025 Q2	2025 Q3	2025 Q4	2026 Q1	2026 Q2	2026 Q3	2026 Q4
Planning	Q4 2024–Q3 2025								
PAED					Q4 2025				
Environmental Clearance					Q4 2025				
Design		Q4 2025–Q1 2026							
Construction						Q2 2026–Q4 2026			

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P111-2023-0002 v2

Amendment (Existing Project) ☐ YES ☒ NO						Date	01/21/2026 13:38:59
Programs ☐ LPP-C	☐ LPP-F	☐ SCCP	☐ TCEP	☐ STIP	☒ Other		
District	EA	Project ID	PPNO	Nominating Agency			
10			2365A	Caltrans HQ			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
San Joaquin County							
				MPO		Element	
				SJCOG		Local Assistance	
Project Manager/Contact			Phone	Email Address			
Katie Cox			860-387-8774	kcox2@prologis.com			

Project Title

Freight Logistics Electrification for Emission-free Transport (FLEET)

Location (Project Limits), Description (Scope of Work)

In the City of Tracy, at 5902 Hopkins Road, approximately 0.5 miles south of Interstate 205 and 1.2 miles west of the Interstate 5 interchange.

Description (Scope of Work): Design, permit, and construct a zero-emission freight charging hub supporting medium- and heavy-duty (MHD) truck electrification along California's primary north–south freight corridor. The Tracy FLEET site will include:
-Installation of 60 high-power direct current fast-charging (DCFC) ports (20 charging islands with MCS/CCS combo cabinets) totaling approximately 12 MW of simultaneous capacity.
-Integration of a 5.4 MWh centralized Battery Energy Storage System (BESS) to support grid reliability and load-management operations.
-Hydrogen-ready infrastructure for one island to enable future dual-fuel operations.
-Site improvements including electrical distribution upgrades, access roads, lighting, stormwater management, and safety/security systems.
-Construction of a 2,100 sq ft driver lounge

Component	Implementing Agency
PA&ED	Prologis Mobility, Inc.
PS&E	Prologis Mobility, Inc.
Right of Way	Prologis Mobility, Inc.
Construction	Prologis Mobility, Inc.

Legislative Districts

Assembly:	13	Senate:	13	Congressional:	9

Project Milestone	Existing	Proposed
Project Study Report Approved	06/06/2025	
Begin Environmental (PA&ED) Phase	11/01/2025	11/01/2025
Circulate Draft Environmental Document Document Type EIR/CE	12/06/2025	12/06/2025
Draft Project Report	12/06/2025	12/06/2025
End Environmental Phase (PA&ED Milestone)	12/06/2025	12/06/2025
Begin Design (PS&E) Phase	12/06/2025	12/06/2025
End Design Phase (Ready to List for Advertisement Milestone)	05/01/2026	05/01/2026
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)	05/01/2026	08/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	10/28/2026	03/01/2027
Begin Closeout Phase	10/28/2026	01/04/2027
End Closeout Phase (Closeout Report)	01/09/2027	04/01/2027

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P111-2023-0002 v2

Date 01/21/2026 13:38:59

Purpose and Need

The project is needed to provide reliable, high-power charging infrastructure for medium- and heavy-duty trucks along the I-5 freight corridor, supporting California's zero-emission freight goals, improving air quality, and addressing the lack of dedicated MHD charging capacity. The proposed project will benefit the public by providing improved access to publicly available ZEV charging stations for MHD vehicles, reduced congestion, enhanced air quality, emissions reductions, improved on-road safety, and job creation. The project will also contribute to a reduction in crashes and loss of life due to the use of battery EV trucks, which feature safety enhancements not available in conventional trucks. The Benefit Cost Analysis (BCA) indicates a strong net present value and return on investment.

NHS Improvements ☒ YES ☐ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
ZEV infrastructure	Number of DC charging ports	Each	60
ZEV infrastructure	Number of Locations with ZEV infrastructure	Each	1
ZEV infrastructure	Simultaneous EV charging capacity	kW	15,000
ZEV infrastructure	Energy Storage System - Capacity	MWh	12.6

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P111-2023-0002 v2

Date 01/21/2026 13:38:59

Additional Information

Development of a zero-emission medium- and heavy-duty vehicle (MHD) charging hub adjacent to I-5 and I-205 in Tracy, California.
The project relocates the approved Hayward ZEV freight hub to a more freight-intensive corridor, maintaining equivalent throughput (12.6 MW site capacity) and introducing higher-efficiency MCS/CCS chargers, integrated hydrogen fueling, and centralized 5.4 MWh battery energy storage.

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	0	0	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	2.7	6.85	-4.15
			PM 10 Tons	19.98	23.16	-3.18
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	9,298.08	498,983.42	-489,685.34
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	19.69	-19.69
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	2.82	-2.82
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	269.18	-269.18
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	472.41	-472.41
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,163	0	1,163
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.436	0	1.436

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P111-2023-0002 v2

District	County	Route	EA	Project ID	PPNO
10	San Joaquin County				2365A

Project Title

Freight Logistics Electrification for Emission-free Transport (FLEET)

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Prologis Mobility, Inc.
PS&E									Prologis Mobility, Inc.
R/W SUP (CT)									Prologis Mobility, Inc.
CON SUP (CT)									Prologis Mobility, Inc.
R/W									Prologis Mobility, Inc.
CON									Prologis Mobility, Inc.
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)				95				95	
PS&E				1,635				1,635	
R/W SUP (CT)									
CON SUP (CT)				1,403				1,403	
R/W									
CON				31,786				31,786	
TOTAL				34,919				34,919	

Fund #1:	Local Funds - Private Funds (Committed)								Program Code
Existing Funding ($1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Prologis Mobility, Inc.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)				95				95	
PS&E				1,237				1,237	
R/W SUP (CT)									
CON SUP (CT)				1,403				1,403	
R/W									
CON				17,534				17,534	
TOTAL				20,269				20,269	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P111-2023-0002 v2

Fund #2:	SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding ($1,000s)									20.30.210.310
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E				398				398	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				14,252				14,252	
TOTAL				14,650				14,650	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P111-2024-0002 v1

Complete this page for amendments only Date 01/05/2026 07:46:20

District	County	Route	EA	Project ID	PPNO
10	San Joaquin				2365A

SECTION 1 - All Projects

Project Background

The project relocates the originally proposed Hayward FLEET charging hub to 5902 Hopkins Rd, Tracy (San Joaquin County) to better serve I-5/ I-205 freight flows, consolidating the scope into a 12 MW, 60-port MHD DC fast-charging site with hydrogen-ready make-ready, site circulation/ safety upgrades, and a 2,100-sf driver lounge; the move improves corridor access and throughput, reduces diesel emissions in a non-attainment region, maintains independent utility for TCEP eligibility, and positions the hub near disadvantaged communities while aligning with California's zero-emission freight goals.

Programming Change Requested

The programming change requests relocation of the FLEET Project from Hayward to Tracy with a revised scope reflecting the new site's optimized design — 60 DC fast-charging ports (12 MW total), centralized BESS, and hydrogen-ready infrastructure — while maintaining the original project cost, schedule, and zero-emission freight objectives under the TCEP program.

Reason for Proposed Change

The change is proposed because the Tracy site offers superior freight access along the I-5 corridor, lower grid interconnection costs, and fewer permitting constraints than the original Hayward location, ensuring the project can be delivered on schedule while providing greater statewide freight, environmental, and equity benefits.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

No delay is expected.

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

The programming change requests relocation of the FLEET Project from Hayward to Tracy with a revised scope reflecting the new site's optimized design — 60 DC fast-charging ports (12 MW total), centralized BESS, and hydrogen-ready infrastructure — while maintaining the original project cost, schedule, and zero-emission freight objectives under the TCEP program.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
2) Project Location Map

PROJECT REPORT EQUIVALENT

Project Title: Freight Logistics Electrifications for Emission-free Transport (FLEET)

Project Location Description

I-5 (Tracy segment) – a core freight highway carrying tens of thousands of trucks per day. Caltrans data show that I-5 in San Joaquin County carries on the order of 10,000–15,000 trucks daily at key count locations. (*Statewide, I-5 is a trucking backbone – e.g. in Southern CA it sees over 30,000 trucks/day at certain pointscahighways.orgcahighways.org.*) Near Tracy, I-5's traffic mix is heavily freight-oriented – often 20–30% of vehicles are trucks, far above the statewide average of ~9%. This high truck percentage reflects the corridor's role in carrying goods between Southern and Northern California.

I-580/I-205 (Tracy/Bay Area connector) – This corridor, which merges into I just east of Tracy, further boosts the truck volume in the area. About 143,000 vehicles per day travel I-580 over the Altamont Pass, of which roughly 10.4% are trucks. That equates to ≈14,870 trucks per day on I-580 west of Tracy. All of those trucks converge at the I-205/I-5 junction near Tracy. In fact, the I-580/I-205 gateway between the Bay Area (Alameda County) and the Central Valley (San Joaquin County) is one of the busiest inter-regional routes in California: over half of all vehicles entering/exiting the Bay Area use either I-80 or I-580/I-205. This means thousands of Bay-bound freight trucks funnel through the Tracy vicinity daily.

Contents

1. Written MPO Concurrence

SJCOG, Inc.
San Joaquin County Multi-Species Habitat Conservation & Open Space Plan
555 East Weber Ave • Stockton, CA 95202 • (209) 468-3913 • FAX (209) 468-1084

SJMSCP REVIEW FORM (SRF)

Complete, Sign and Submit with all Applications

Applicant Name: HPA, Inc. (Contact Tyneise Beyer)

Address: 600 Grand Ave. Suite 302. Oakland, CA 94610

Phone/Fax: 949-862-2175

E- Mai l: tyneise.beyer@hparchs.com

Local Jurisdiction or Lead Agency/Permittee (check one):

o Escalon	o Stockton	o **SJAFCA**
o Lathrop	o Tracy	o **SSJID**
o **Lodi**	o **San Joaquin County**	o **SEWD**
o **Manteca**	o **SJCOG**	o **EBMUD**
o **Ripon**	o **Caltrans**	o **Other:**_____

Local Jurisdiction/Lead Agency Contact: _____

Project Title: **ZE HUB**
(per referral notice/advisory agency notice)

Project Description:
Charging Hub

Current Site Use: vacant

Project Location: 9502 Hopkins Road

Assessor Parcel #s: 2 0 9 -0 8 0- 3 8 0- o o o

Total Acres: 4 . 7 1 Is an Army Corp. 404 Permit required? Y__ N_✓__

A. ALL APPLICANTS, check ONE of the following:

1. ☐ I, we, **DECLINE** coverage pursuant to the SJMSCP. I, we, understand that declining coverage pursuant to the SJMSCP will require undertaking negotiations with the Local Jurisdiction and Permitting Agencies to avoid potential significant adverse impacts to biological resources where such impacts may occur. I, we, verify that the information contained in this application is true and correct.

2. **0** I, we, **REQUEST COVERAGE** pursuant to the SJMSCP. I, we, understand that this project may be subject to Habitat Technical Advisory Committee review and approval to gain coverage pursuant to the SJMSCP **and that signing this form constitutes authorization for SJCOG, Inc. representatives to enter the subject property for the purposes of assessing biological resources and compliance with the SJMSCP.** I, we, verify that the information contained in this application is true and correct.

Applicant Signature	Tyneise Beyer Printed Name	02/23/2024 Date
Landowner Signature (if different from applicant)	Les Garrison Printed Name	21 December 2023 Date

B. ALL APPLICANTS: Attach the following information (including those opting OUT of the SJMSCP)

☑ This form, signed **0** Location Map(s) and Map(s) or Site Plan(s)

FOR LOCAL JURISDICTION USE ONLY:

LOCAL JURISDICTION: Attach the following information (including those opting OUT of the SJMSCP)

☐ This form, signed **D** Location Map(s) and Map(s) or Site Plan(s)

Prior Agreement Projects Only, include:

- ☐ Copy of Biological Resources Analysis identifying approved mitigation measures for the project from approved or certified environmental document
- ☐ File-Stamped/Dated Copy of Notice of Determination or Completion approving environmental analysis

Submit to:
SJCOG, Inc.
Attn: Habitat Conservation Planning Division
555 E. Weber Ave.
Stockton, CA 95202-2804
(209) 468-3913 /www.sjcoggeo

2. INTRODUCTION

Detailed Project Description/Scope: Describe the proposed project in detail. This should be the alternative that was selected during the environmental process

Project Limit/Footprint	*District 10 (Caltrans District 10) - San Joaquin County* *Directly supports priority SB 671 freight corridors, including I-5/SR-99 and I-580/I-205*
Total Project Cost	$34,919,000
Outputs	• 15MW simultaneous EV charging capacity • 12.6 MWh energy storage system capacity • 60 DC charging ports • 1 location with ZEV Infrastructure
Outcomes	• Zero-emission fueling and enhanced site resiliency • Improved operational efficiency and reliability at a key freight support facility • Reduced congestion and dwell time due to higher-power fueling and improved site flow • Accelerated availability of zero-emission freight fueling along SB 671 priority corridors • Enhanced driver welfare and safety amenities • Supports freight mobility, safety, and energy reliability objectives in Caltrans District 10
Environmental Determination or Document	EIR: https://ceqanet.lci.ca.gov/2011122015/2 Notice of Determination: https://ceqanet.lci.ca.gov/2011122015/3

3. BACKGROUND

California's freight system is undergoing a rapid transition toward zero-emission operations driven by state climate mandates, air quality requirements, and growing private-sector adoption of electric medium- and heavy-duty trucks. While prior planning for the Freight Logistics Electrification for Emission-free Transport (FLEET) project focused on the Bay Area, evolving freight demand patterns and infrastructure readiness now support relocating the project to Tracy, California. Tracy sits at the convergence of I-5, I-205, and I-580—linking the Bay Area, Central Valley, and Northern California trade corridors.

4. Purpose and NEED Purpose:

A. The purpose of the Tracy FLEET Project is to develop a high-capacity, publicly accessible zero-emission charging hub that enables reliable, efficient electrification of medium- and heavy-duty freight vehicles serving interregional goods movement. There is a critical and documented need for zero-emission freight infrastructure in the Tracy area. The I-5/I-205/I-580 nexus carries tens of thousands of trucks daily and functions as a primary gateway between the Port of Oakland, Central Valley logistics centers, and long-haul interstate routes. Despite this high freight intensity, the region lacks sufficient high-power, medium-and heavy-duty charging infrastructure to support fleet electrification at scale.

B. Regional and System Planning: At the regional level, the project aligns with the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) prepared by the San Joaquin Council of Governments (SJCOG) in 2024.

C. Traffic: changes in traffic volumes and collision rates are not directly applicable performance outcomes for the Tracy FLEET Project. However, the project meaningfully addresses operational and safety challenges associated with current and forecasted freight traffic by supporting efficient, predictable, and safer zero-emission freight operations at a critical corridor nexus.

5. ENVIRONMENTAL CLEARANCE DESCRIPTION

The Tracy FLEET Project is expected to be environmentally cleared within the required six-month post-program adoption window, supporting timely allocation and construction readiness. Links to public EIR and NOD provided below:

Cordes Ranch Specific Plan / EIR https://ceqanet.lci.ca.gov/2011122015/2
Notice of Determination https://ceqanet.lci.ca.gov/2011122015/3

6. CONSIDERATIONS REQUIRING DISCUSSION:

6A. Hazardous Waste

The project is not expected to generate, store, or release hazardous materials beyond those typically associated with construction and electrical installation activities.

6B. Value Analysis

The project consists of the deployment of standardized, modular zero-emission charging infrastructure on an existing industrial site and does not involve complex roadway construction, structural facilities, or design alternatives typically warranting a formal VA/VE process.

6C. Resource Conservation

Through material salvage, recycling, waste diversion, modular construction

techniques, and responsible materials management, the Tracy FLEET Project will aim to conserve natural resources and minimize construction-related waste.

6D. Right-of-Way Issues

The Tracy FLEET Project will be constructed entirely within an existing, privately owned industrial parcel under the control of the project sponsor. The project does not require acquisition of additional property, dedication of new public right-of-way, or expansion beyond current parcel boundaries. As a result, no permanent right-of-way acquisition is necessary to deliver the project.

6E. Environmental Compliance

The Tracy FLEET Project will comply with all applicable environmental requirements under state and federal law. Based on the project scope, funding source, and site conditions, environmental compliance is straightforward and does not present a constraint to delivery.

6F. Air Quality Conformity

A formal air quality conformity analysis was not required and therefore was not completed because the Tracy FLEET Project is located within a federal air quality nonattainment or maintenance area.

6G. Title VI Considerations

Yes, Title VI was taken into consideration in the planning and development of the Tracy FLEET Project. The Tracy FLEET Project does not involve residential displacement, property acquisition, roadway expansion, or changes to transportation access that would disproportionately burden any protected population.

6H. Noise Abatement Decision Report

Construction noise: Short-term, temporary noise will occur during construction activities such as trenching, equipment installation, and electrical work. These activities are typical of industrial construction and are expected to be localized and temporary. Construction will occur during permitted daytime hours and will comply with applicable local noise ordinances.

Operational noise: No significant long-term operational noise impacts are anticipated. Electric vehicle charging equipment and associated electrical infrastructure operate at relatively low noise levels and are substantially quieter than diesel truck idling and fueling operations.

7. FUNDING, PROGRAMMING AND ESTIMATE

Funding

It has been determined that this project is eligible for Federal-aid funding. Total Project cost is $34,919,000. The project is funded through a combination of:

- **State funding (requested): $14,650,000**
  Trade Corridor Enhancement Program (SB 1 – Trade Corridor Enhancement Account), requested to support eligible design and construction costs associated with zero-emission freight infrastructure.
- **Private funding (committed): $20,268,000**
  Prologis Mobility will provide the required non-state match and is responsible for all remaining project costs, including site control, development, ownership, and long-term operations and maintenance.

Programming

Fund Source	Project Component (in $1,000)						
	PA&ED Support	PS&E Support	Right-of-Way Support	Construction Support	Right-of-Way Support	Construction	Total
TCEP						$14,650	$14,650
Self Funded	$95	$1,237	$0	$1,403	$0	$17,534	$20,269
Total	$95	$1,237		$1,403		$32,183	$34,919

8. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Project Study Report Approved	12/31/2025	Target
Begin Environmental (PA&ED) Phase	12/31/2025	Target
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	01/31/2026	Target
Draft Project Report	01/31/2026	Target

End Environmental Phase (PA&ED Milestone)	02/15/2026	Target

Begin Design (PS&E) Phase	02/15/2026	Target
End Design Phase (Ready to List for Advertisement Milestone)	07/31/2026	Target

Begin Right of Way Phase	NA	Target
End Right of Way Phase (Right of Way Certification Milestone)	NA	Target
Begin Construction Phase (Contract Award Milestone)	08/01/2027	Target
End Construction Phase (Construction Contract Acceptance Milestone)	04/01/2027	Target
Begin Closeout Phase	04/01/2027	Target
End Closeout Phase (Closeout Report)	06/01/2027	Target

9. RISKS

- **Permitting & Schedule Delays.** Mitigation: Industrial zoning, early agency and utility coordination, design-build delivery, prefabricated equipment.
- **Utility Interconnection & Grid Capacity.** Mitigation: Early load planning, phased deployment, integration of battery energy storage to manage peak demand and reduce upgrade risk.
- **Construction Cost Escalation.** Mitigation: Committed private match, contingency reserves, standardized modular design, limited site complexity.
- **Environmental & Regulatory Compliance.** Mitigation: CEQA clearance already obtained, no NEPA, previously disturbed site, standard protocols for unforeseen conditions.
- **Operational & Utilization Risk.** Mitigation: Location at high-volume freight corridor nexus, regulatory-driven ZEV demand, scalable infrastructure.

- **Community Impacts (Noise, Traffic).** Mitigation: Temporary construction impacts only, compliance with local ordinances, no traffic-inducing or capacity-expanding elements.

10. EXTERNAL AGENCY COORDINATION (anticipated agreements)

The project requires the following coordination:

California Department of Transportation (Caltrans)
Coordination Required: Yes
Agreement/Action: TCEP Grant Agreement and coordination for program oversight and allocation; no state highway ROW agreements required.

San Joaquin Council of Governments (SJCOG)
Coordination Required: Yes
Agreement/Action: Confirmation of consistency with the adopted Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

City of Tracy (Planning / Building / Public Works)
Coordination Required: Yes
Agreement/Action: Local building permits, electrical permits, and zoning consistency determinations; no development agreement anticipated.

Electric Utility Provider (e.g., PG&E)
Coordination Required: Yes
Agreement/Action: Utility service agreement and interconnection approval for electrical upgrades and charging infrastructure.

11. ATTACHMENTS (3 pages)

List attachments with the number of pages, such as:

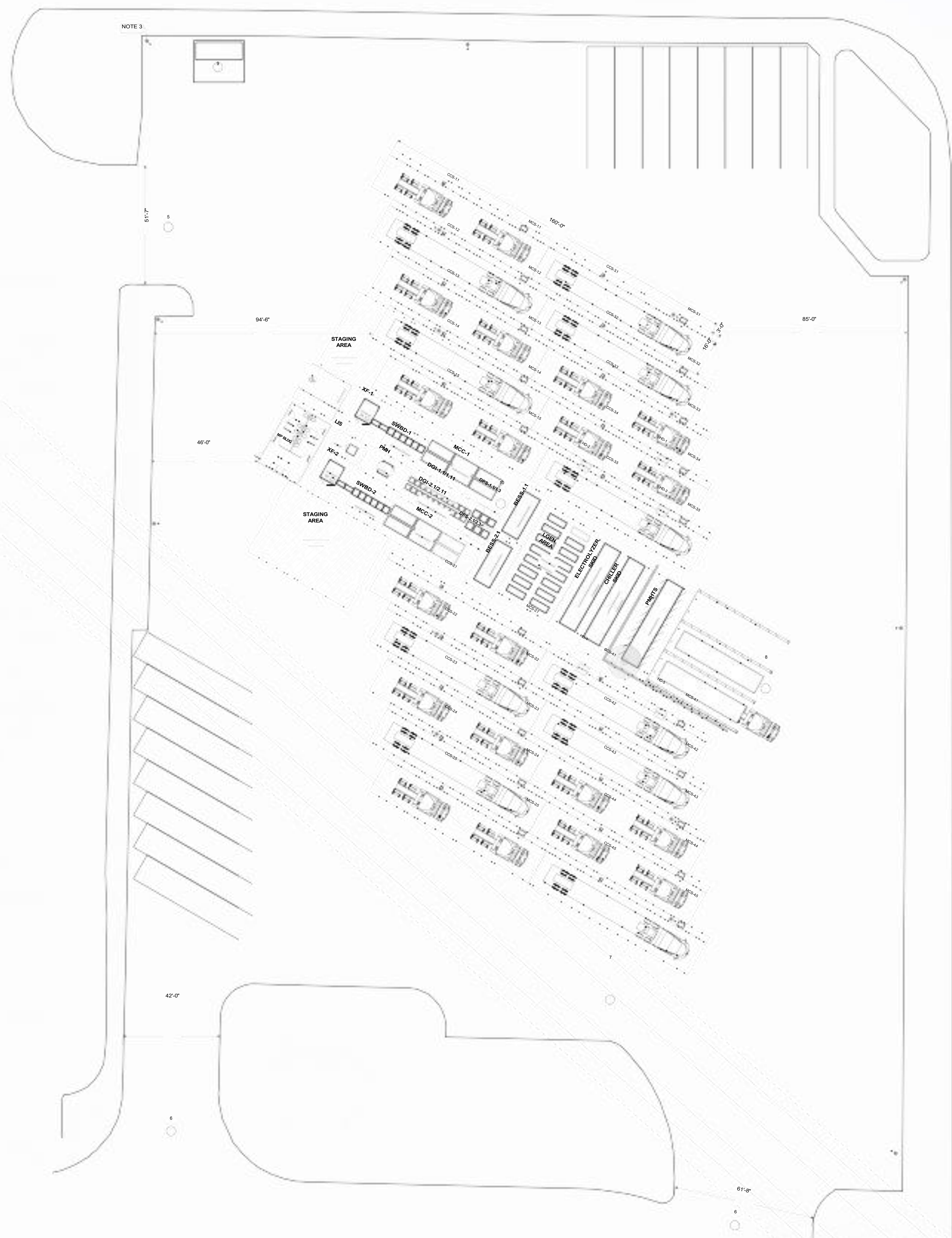
i. e-PPR (found in CalSMART portal)
ii. Project Location Map (1)
iii. Engineers Estimate (1)
iv. Available project schematics or preliminary-design plans (1)

District 10 (Caltrans District 10)
San Joaquin County - I-5, SR-99, and I-580/I-205
Trade Corridor Enhancement Program (TCEP)
Dec/2025

Vicinity Map

Total Site Power	15,000	kW
Totals by Vendor	Sum of Total	Sum of $/KW
CONTRACTOR	$ 9,914,238	$ 661
DESIGN	$ 2,721,710	$ 181
PROLOGIS	$ 21,458,736	$ 1,431
UTILITY	$ 825,000	$ 55
Grand Total	$ 34,919,684	$ 2,328

Total by M Code and Vendor	Column Labels				
Totals by Vendor	CONTRACTOR	DESIGN	PROLOGIS	UTILITY	Grand Total
M10 - Preliminary Design		$ 705,570			$ 705,570
M20 - Entitlement Due Diligence		$ 77,830			$ 77,830
M21 - Detailed Design		$ 656,144			$ 656,144
M22 - Supply Chain Management		$ 296,800			$ 296,800
M24 - Commercial		$ 4,200			$ 4,200
M30 - General Equipment Supply Costs			$ 2,156,700		$ 2,156,700
M31 - EVSE & HRS Supply Costs			$ 8,812,500		$ 8,812,500
M32 - Generators & BESS Supply Costs			$ 8,900,000		$ 8,900,000
M40 - Site Improvements	$ 3,058,698				$ 3,058,698
M41 - Equipment Foundations, Installation, & Trenches	$ 946,126				$ 946,126
M42 - Electrical, Gas & Communication Distribution Systems	$ 1,870,212	$ 140,000			$ 2,010,212
M43 - Contractor General Conditions, O/H & P	$ 756,581				$ 756,581
M44 - Utility Construction Fees	$ 56,126			$ 825,000	$ 881,126
M45 - Building Package	$ 209,445				$ 209,445
M50 - Permitting Fees		$ 100,000			$ 100,000
M51 - Owner's Project Management		$ 364,900			$ 364,900
M53 - Owner Contingency	$ 3,017,050	$ 376,267	$ 1,589,536		$ 4,982,853
Grand Total	$ 9,914,238	$ 2,721,710	$ 21,458,736	$ 825,000	$ 34,919,684



EV STATION LAYOUT
SCALE: 1" = 30'-0"

SITE EV LOADING SUMMARY:	LOAD:		NOTES:
TPS MCC CHARGING CABINETS (10 X 1.5MW)	15	MW	MCC CHARGING CABINET, 1.5MW
MCS/CCS DISPENSERS ([illegible] DISPENSERS, 20 MCS, 20 CCS)			COMBO MCS/CCS DISPENSER, [illegible]
CCS DISPENSERS ([illegible] DISPENSERS, 20 CCS)			CCS DISPENSER, [illegible]
TOTAL CONNECTED EV LOAD:	15	MW	
UTILITY SUMMARY			
SERVICE DROP 1	3.3	MW	RULE 29 (21), 3MW 480Y/277V, 4000A SERVICE DROP
SERVICE DROP 2	3.3	MW	RULE 29 (21), 3MW 480Y/277V, 4000A SERVICE DROP
TOTAL UTILITY POWER	6.6	MW	
BESS SUMMARY:			
[illegible] BESS CABINETS (2 X 2.7MWH, 1C)	5.4	MW	[illegible] BESS UNITS
HYDROGEN ENERGY STORAGE SUMMARY			
[illegible] LINEAR GENERATOR (15 X 200KW)	3	MW	[illegible]
POWER GEN CAPACITY:	15	MW	
PV SUMMARY (POTENTIAL, FUTURE)			
2.4MW ARRAY, DYNAPOWER DPS [illegible]	2.4	MW	DYNAPOWER 400KW, [illegible] UNITS
TOTAL FUTURE POWER GEN CAPACITY:	17.4	MW	
NUMBER OF EV STALLS	[illegible]		
NUMBER OF EV DISPENSERS:	40		
NUMBER OF EV CHARGE PORTS:	[illegible]		
NUMBER OF TRAILER PARKING STALLS	[illegible]		

#	EQUIPMENT ITEMS	SUPPLIED BY	QUANTITY	RATINGS	W	D	H	CLEARANCE
1	[illegible]	PG&E	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2	[illegible]	PG&E	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3	[illegible]	PG&E	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
4	[illegible]	PG&E	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
8	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
9	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
10	[illegible]	[illegible]	10	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
11	[illegible]	[illegible]	20	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
12	TPS CCS DISPENSER POST [illegible]	PROLOGIS	20	TPS CCS [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
13	DYNAPOWER DPS 500 PCS UNITS	PROLOGIS	3	DYNAPOWER DPS 500 [illegible] 1500VDC, OUTPUT 400KW, 500VDC, 500A	[illegible]	[illegible]	[illegible]	[illegible]
14	[illegible] CONTAINER BESS 1.1, 2.1	PROLOGIS	2	[illegible]	[illegible]	27'-0"	[illegible]	[illegible]
15	[illegible] LINEAR GENERATORS [illegible]	PROLOGIS	15	[illegible] 200KW, [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
16	PMHTS SKID	PROLOGIS	1	HYDROGEN TRANSFER SKID	[illegible]	40'-0"	[illegible]	[illegible]
16	HYDROGEN CHILLER SKID	PROLOGIS	1	SKID [illegible] 480VAC, [illegible]	[illegible]	40'-0"	[illegible]	[illegible]
17	HYDROGEN ELECTROLYZER SKID	PROLOGIS	1	SKID - [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
18	SMALL POWER TRANSFORMER XF-3	PROLOGIS	1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
19	POWER PANEL PP-1	PROLOGIS	1	[illegible] NEMA 3R	[illegible]	[illegible]	[illegible]	[illegible]

SITE PLAN CALLOUT NOTES:

1. PG&E PROVIDED LOAD INTERRUPTER SWITCH. ALLOW FOR 14'-4" X 9'-6" SPACE FOR PAD-MOUNTED LOAD INTERRUPTER SWITCH FOR INCOMING 12KV LINE. ENSURE 8'-0" CLEARANCE FROM DOORS. FINAL SWITCH SIZE AND CONFIGURATION TO BE DETERMINED. EQUIPMENT BASED PER PG&E UG-1: 068188 - 600A PMI.
2. PG&E PROVIDED PAD-MOUNT SWITCH. ALLOW FOR 11'-8" X 21'-0" SPACE FOR PAD-MOUNTED PMH SWITCH FOR DISTRIBUTION TO 12 KV TRANSFORMERS. ENSURE 8'-0" CLEARANCE FROM DOORS. FINAL SWITCH SIZE AND CONFIGURATION TO BE DETERMINED. EQUIPMENT BASED PER PGE UG-1: 053318 - 037080 PMH-11.
3. PGE PROVIDED PAD-MOUNT TRANSFORMER. ALLOW FOR 13'-4" X 19'-5" SPACE FOR PAD-MOUNTED TRANSFORMER. ENSURE 8'-0" CLEARANCE FROM DOORS. PAD SIZE BASED PER PG&E UG-1: 045292 - IIG PAD.
4. BUS DUCT TERMINATION UNIT. FOLLOW PGE STANDARD UG-1: 063929 FOR 4000A BUS DUCT SWITCH FROM TRANSFORMER SECONDARY TO SWITCHBOAD. COORDINATE WITH PG&E TRANSFORMER AND LV SWITCHBOARD VENDOR. FINAL DESIGN TO BE DETERMINED.
5. ENTRANCE TO EV STATION
6. EXIT FROM EV STATION
7. PG&E PIPELINE CORRIDOR
8. HYDROGEN AREA - INCLUDE 14' WALL PER NFPA 7.3.2.3.1.3
9. TRASH ENCLOSURE
10. POTENTIAL PV ARRAY EQUIPMENT - SHOWN IN LAYOUT FOR ELECTRICAL EQUIPMENT SPACE ALLOCATION

GENERAL NOTES:

1. SITE PLAN IS PRELIMINARY AND SUBJECT TO CHANGE BASED ON FINAL EQUIPMENT SELECTION, PG&E REVIEW AND APPROVAL, FINAL SITE CONDITIONS AND DETAILED DESIGN PACKAGE.

2. SITE LANDSCAPING AND PERIMETER SCREEN DETAILS TO BE DETERMINED.

3. ALL LIGHTING LOCATIONS ARE SHOWN FOR GENERAL DESIGN INTENT ONLY. FINAL FIXTURE SELECTIONS, MOUNTING HEIGHTS, AND PHOTOMETRIC PERFORMANCE SHALL BE DETERMINED AND COMPLY WITH APPLICABLE ILLUMINANCE AND UNIFORMITY REQUIREMENTS.

PRELIMINARY

PROLOGIS

REFERENCE DRAWINGS

DRAWING NO.:	DESCRIPTION
-	-
-	-
-	-
-	-

REVISION HISTORY

REV.	DATE	DESCRIPTION
A	11/03/2025	COMPETITIVE TECHNICAL SCOPE (CTS) TPS + HYDROGEN ENERGY STORAGE SOLUTION
-	-	-
-	-	-
-	-	-

PROJECT NO.:	00006_2025_04
DRAWING NO.:	G-1
SCALE:	1" = 30'-0"
DATE:	10/10/2025

TITLE

TRACY HUB
CONCEPTUAL LAYOUT
5902 HOPKINS RD
TRACY, CA 95377