

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 19-20, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.1s.(2), Action Item

Prepared By: Dee Lam, Chief  
Division of Local Assistance

Subject: **SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT PROGRAM – PROJECT SCOPE AMENDMENT – EV REALTY – SOUTH BAY TRUCK CHARGING HUB PROJECT**  
**RESOLUTION TCEP-P-2526-11**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve a project scope amendment for the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) EV Realty – South Bay Truck Charging Hub Project (PPNO Z003), in Los Angeles County, to revise the scope?

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the Commission approve this project scope amendment for the SB 1 TCEP EV Realty – South Bay Truck Charging Hub Project (PPNO Z003), in Los Angeles County, to revise the scope.

### **DISCUSSION:**

The EV Realty – South Bay Truck Charging Hub Project (PPNO Z003) was originally programmed to provide facility improvements to a vacant site including the installation of 60 fast charging ports for zero-emission trucks. The project will facilitate broad fleet transformation and electrification efforts to reduce local transportation-related noise pollution, increase zero-emission truck throughput, reduce emissions and improve air quality.

The Department and EV Realty, Inc. are now requesting a project scope amendment to shift the proposed number of power chargers to a smaller number of Megawatt Charging System (MCS) chargers, which are significantly higher power chargers. This change is due to updated site designs requiring larger square footage to accommodate the originally proposed design using lower power chargers. Redesign efforts enabled EV Realty to revise the design approach and to better serve the evolving needs of fleet operators with a revised scope that provides increased project outputs with the implementation of MCS chargers. These

chargers can serve the newer development of trucks which are dominating the current market and have MCS charging capability.

As a result of the scope change, the total charging capacity, charge rate and throughput are substantially increased through the deployment of MCS chargers. Due to the implementation of the higher charger ports, the charging time is reduced, enabling a higher volume of trucks to be charged per day using the same site footprint and a smaller number of charging stalls. There is no reduction in benefits with the proposed improvements. The overall project cost increase in funding is covered by local funding, while the TCEP funding amount remains the same. The projected construction completion date remains within Timely Use of Funds Policy, but will require a time extension request due to revising the project design and needing additional time to obtain approval from permitting agencies.

**ANALYSIS:**

The Department's analysis has concluded that necessary revisions to the originally proposed design is beyond the control of the applicant. The revised scope will upgrade the chargers, reduce charging dwell time and allow for an increase in zero-emission truck throughput within the same footprint.

**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 there is no reduction to project benefits, while the truck throughput increases and TCEP funding remains the same. Therefore, the Department supports the proposed scope changes for this project.

**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 Information

**Project Title:** EV Realty – South Bay  
Truck Charging Hub

**District:** 7

**PPNO:** Z003

**Cycle:** 4

**Nominating Agency:** Caltrans (modified)

**Implementing Entity:** EV Realty

**Funding Program(s):** TCEP

## Submitted Documents

**Scope Change Request**

**Original ePPR**

**Revised ePPR**

**Additional Information:** The proposed scope modification request also includes an updated ePPR, and revised Benefit Cost Analysis that supports the overall site performance and public benefit by shifting from a larger number of lower-power chargers to a smaller number of significantly higher-power charging ports. The site's total charging capacity and throughput are substantially increased through the deployment of Megawatt Charging System (MCS) infrastructure. MCS charging infrastructure requires a larger on-site footprint due to increased power electronics and cooling elements to handle increased charging speeds. The introduction of MCS infrastructure results in a reduction of charging stalls from 60 to 50, while substantially increasing throughput and total charging capacity on the site, leading to increased project benefits

## Summary

### Reduction in Outputs?

Yes:  No:

### Reduction in Benefits?

Yes:  No:

### Increase/Reduction in Total Project Cost?

Increase:  Reduction:  No Change:

### Increase/Reduction in SB 1 Funds?

Increase:  Reduction:  No Change:

### Do all partners and funding entities approve of the proposed scope change?

Yes:  No:

### Does the SB 1 Office recommend?

Yes:  No:

## Original Scope

The South Bay Truck Charging Hub project was originally programmed to provide facility improvements to a vacant site in Torrance, CA, installing (42) 100-300kW DC fast charging ports, (16) 150-300kW DC fast charging ports, and (2) 500kW DC fast charging ports. Construction will be completed in a single phase between 2025 and 2026. Early activities involve completing prior site assessments, developing a bid process to select vendors, selecting equipment, and ensuring environmental compliance

## Proposed Scope

The South Bay Truck Charging Hub project proposed scope change modification will upgrade the facility improvements to a vacant site in Torrance, CA, by installing 30 standard DC 100-300kW fast charging ports, and 20 MCS fast charging ports, which will increase the charging capacity from 7,600 kW to 9,000 kW.

The main changes to the projects scope include:

- Increase of simultaneous EV charging capacity
- Decrease in number of DC charging ports
- Decrease in the number of vehicle stalls available for charging.

| Location/Element                                | Approved Scope | Proposed Change | Change in Benefit |
|---|----------------|-----------------|-------------------|
| Simultaneous EV charging capacity               | 7,600 kW       | 9,000 kW        | +1,400 kW         |
| Number of DC charging ports                     | 60 ports       | 50 ports        | -10 ports         |
| Number of vehicle stalls available for charging | 60 stalls      | 50 stalls       | -10 stalls        |
| Number of Locations with ZEV Infrastructure     | 1              | N/C             | 0                 |

## Reason/Justification

The EV Realty team is proposing beneficial changes to the site, including adjustments to the overall layout, selected hardware, and increased power levels. The proposed scope modification improves overall site performance and public benefit by shifting from a larger number of lower-power chargers to a smaller number of significantly higher-power charging ports. The site's total charging capacity and throughput are substantially increased through the deployment of Megawatt Charging System (MCS) infrastructure.

MCS charging infrastructure requires a larger on-site footprint due to increased power electronics and cooling elements to handle increased charging speeds. The introduction of MCS infrastructure results in a reduction of charging stalls from 60 to 50, while substantially increasing throughput and total charging capacity on the site, leading to increased project benefits.

The proposed MCS-capable ports will be deployed with a maximum charge rate of 1,200 kW and a simultaneous charge rate of 300 kW per port. By comparison, the originally proposed chargers were limited to a maximum charge rate of 300 kW and a simultaneous charge rate of only 100-150 kW. This represents a step-change in charging performance that materially reduces vehicle dwell time and enables more trucks to be charged per day using the same site footprint.

For heavy-duty freight vehicles, higher power charging enables faster opportunity charging, reduces queuing, and minimizes the amount of time zero-emission trucks are idling or waiting to charge. This directly supports more efficient freight movement, higher charger utilization, and improved operational reliability, accelerating the transition to electrification and the associated local pollutant and greenhouse gas emissions.

Importantly, the MCS-capable infrastructure is designed to serve the market over the project life of this site. These 1,200 kW-capable charging ports position the site to meet emerging highspeed charging requirements for next-generation zero-emission trucks, as informed by ongoing engagement with fleet operators, charging and vehicle technology providers, and industry stakeholders.

As a result of these improvements, the project will deliver a net increase in total site charging capacity from 7,600 kW to 9,000 kW, despite the reduction in total charging port count. The revised design therefore enhances freight efficiency, increases charging throughput, and strengthens long-term emissions reduction benefits, while making more effective use of grant funding and existing infrastructure.

### **Impact to Cost:**

The total project cost for the South Bay Truck Charging Hub (Torrance) was \$18.37M. The proposed scope change would result in an increase in the overall project cost due to modifications to charging infrastructure and associated site improvements. **The increase in total project cost will be funded by EV Realty, with no increase to the previously programmed TCEP funds.**

Caltrans/SB 1 Scope Change Analysis  
**EV Realty – South Bay Truck Charging Hub**  
 Date: 2/2/2026

The updated total project cost is \$22.12M, consisting of \$7.9M in TCEP funds for Construction and an increase of \$14.22M in private share funds, increasing the originally proposed 57% share to 64%.

**Impact to Schedule:**

|           | Current Milestone Date | Proposed Milestone Date | Change (Months) | Current Allocation Date | Proposed Allocation Date | Change (Months) |
|-----------|------------------------|-------------------------|-----------------|-------------------------|--------------------------|-----------------|
| PA&ED end | 7/15/2024              | 11/14/2025              | 16              | N/A                     | N/A                      |                 |
| PS&E end  | 1/15/2025              | 8/31/2026               | 20              | N/A                     | N/A                      |                 |
| R/W end   | 1/16/2025              | N/A                     | N/A             | N/A                     | N/A                      |                 |
| CON end   | 2/06/2026              | 6/30/2027               | 16              | 6/30/2026               | 6/30/2027                | 12              |

The delay of Construction reflects the time required to complete permitting and approvals through two third-party agencies and will be requested to ensure sufficient schedule contingency. Prior to requesting the Construction allocation, EV Realty and its design team must complete detailed engineering drawings, submit final plans to the City of Torrance Planning Department for review and approval, and subsequently submit approved plans and permit materials to the Building Department for final approval.

EV Realty is currently finalizing design and anticipates submitting plans to the City of Torrance in March with approval from the City of Torrance anticipated in May. However given that this third-party agency review timelines are outside of EV Realty’s control, the project team will be requesting a time extension to avoid the risk of missing the June 2026 allocation deadline under TCEP guidelines.

EV Realty will continue to coordinate closely with permitting agencies, and maintain bi-monthly coordination meetings with Caltrans staff to provide regular project updates and ensure timely delivery of the project.

Revised schedule

| Project Milestone   | Existing          | Proposed   |
|---|-------------------|------------|
| Project Study Report Approved                                       |                   |            |
| Begin Environmental (PA&ED) Phase                                   | 6/03/2024         | 6/03/2024  |
| Circulate Environmental Document                                    | Document Type: CE |            |
| Draft Project Report  | 7/15/2024         | 12/01/2025 |
| End Environmental Phase (PA&ED milestone)                           | 7/15/2024         | 11/14/2025 |
| Begin Design (PS&E) Phase   | 6/12/2024         | 6/12/2024  |
| End Design Phase (Ready to List for Advertisement Milestone)        | 1/15/2025         | 8/31/2026  |
| Begin Right of Way Phase  | 1/16/2025         |            |
| End Right of Way Phase (Right of Way Certification Milestone)       | 1/16/2025         |            |
| Begin Construction Phase (Contract Award Milestone)                 | 8/15/2025         | 9/01/2026  |
| End Construction Phase (Construction Contract Acceptance Milestone) | 2/06/2026         | 6/30/2027  |
| Begin Closeout Phase  | 2/09/2026         | 7/01/2027  |
| End Closeout Phase (Closeout Report)                                | 2/13/2026         | 9/30/2027  |

## Impact to Outputs

Although there is a reduction of the number of DC charging port and vehicle stalls available for charging, the introduction of MCS infrastructure results in substantially increasing throughput and total charging capacity on the site, leading to increased project benefits.

The proposed MCS-capable ports will be deployed with a maximum charge rate of 1,200 kW and a simultaneous charge rate of 300 kW per port. By comparison, the originally proposed chargers were limited to a maximum charge rate of 300 kW and a simultaneous charge rate of only 100-150 kW.

This represents a step-change in charging performance that materially reduces vehicle dwell time and enables more trucks to be charged per day using the same site footprint.

Approved Outputs as shown in ePPR:

| Project Outputs    |   |      |       |
|--------------------|---|------|-------|
| Category           | Outputs   | Unit | Total |
| ZEV infrastructure | Number of Locations with ZEV infrastructure     | Each | 1     |
| ZEV infrastructure | Simultaneous EV charging capacity               | kW   | 9,000 |
| ZEV infrastructure | Number of vehicle stalls available for charging | Each | 50    |
| ZEV infrastructure | Number of DC charging ports                     | Each | 50    |

| Location/Element                                | Approved Scope | Proposed Change | Change in Benefit |
|---|----------------|-----------------|-------------------|
| Simultaneous EV charging capacity               | 7,600 kW       | 9,000 kW        | +1,400 kW         |
| Number of DC charging ports                     | 60 ports       | 50 ports        | -10 ports         |
| Number of vehicle stalls available for charging | 60 stalls      | 50 stalls       | -10 stalls        |
| Number of Locations with ZEV Infrastructure     | 1              | N/C             | 0                 |

## Impact to Benefits

Although there is a drop in outputs, the project shows the benefits do not decrease.

The revised Benefit-Cost Analysis (BCA) was prepared using the same analytical framework, methodology, and baseline assumptions as the BCA submitted with the original project application. No changes were made to the structure of the model, the valuation of benefits, discount rates, analysis period, or underlying safety, emissions, or operational assumptions.

Caltrans/SB 1 Scope Change Analysis  
**EV Realty – South Bay Truck Charging Hub**

Date: 2/2/2026

As a result of these limited input updates, project benefits were maintained or increased across all evaluated metrics relative to the original application. Metrics that remain unchanged have ratio units that are not impacted by the scale of the project.

**Project Outcomes**

| Measure              | Metric   | Unit       | Programmed Metric Benefits | Revised Metric Benefits | Change | Benefit Increase/ Decrease |
|----------------------|--|------------|----------------------------|-------------------------|--------|----------------------------|
| Air Quality          | Particulate Matter (PM 10)   | Tons       | -7.70                      | -9.06                   | 18%    | Increase                   |
|                      | Particulate Matter (PM 2.5)  |            | -1.12                      | -1.32                   | 18%    | Increase                   |
|                      | Carbon Oxide (CO2)   |            | -198862                    | -233788                 | 18%    | Increase                   |
|                      | Volatile Organic Compounds (VOC)   |            | -7.76                      | -9.13                   | 18%    | Increase                   |
|                      | Sulphur Oxides (SOx)   |            | -0.42                      | -0.50                   | 18%    | Increase                   |
|                      | Carbon Monoxide (CO)   |            | -114                       | -134                    | 18%    | Increase                   |
|                      | Nitrogen Oxides (NOx)  |            | -238                       | -280                    | 18%    | Increase                   |
| Safety               | Number of Fatalities   | #          | -0.11                      | -0.14                   | 26%    | Increase                   |
|                      | Rate of Fatalities per 100 Million VMT   | #/100M VMT | -0.15                      | -0.15                   | 0%     | No change                  |
|                      | Number of Serious Injuries   | #          | -2.90                      | -3.43                   | 18%    | Increase                   |
|                      | Number of Serious Injuries per 100 Million VMT                                     | #/100M VMT | -3.60                      | -3.60                   | 0%     | No change                  |
|                      | (Optional) Number of Non- Motorized Fatalities and Non- Motorized Serious Injuries | N/A        |                            | N/A                     |        | N/A                        |
|                      | (Optional) Other Information   | N/A        |                            | N/A                     |        | N/A                        |
| Cost Effectiveness   | Cost Benefit Ratio   | N/A        | 1.530                      | 1.558                   | 2%     | Increase                   |
|                      | (Optional) Other Information   | N/A        |                            | N/A                     |        | N/A                        |
| Economic Development | Jobs Created   | N/A        | 633                        | 742                     | 17%    | Increase                   |
|                      | (Optional) Other Information   | N/A        |                            | N/A                     |        | N/A                        |

**Summary**

The requested scope change request proposes a reduction in project outputs but maintains the same level of benefits as proposed in the original project application. There is also an increase in total project cost, however, this will be absorbed by the implementing entity and there will not be a request of any additional TCEP funding.

**EV Realty – South Bay Truck Charging Hub**

Date: 2/2/2026

This project was adopted with the intent of facilitating broad fleet transformation and electrification efforts to reduce local transportation-related noise pollution and improve air quality. Benefits include increased zero-emission truck throughput, greater charging reliability, reduced greenhouse gas emissions, and job creation. Although there is a reduction in outputs, the project has shown that benefits remain the same, thus still delivering the original intent of the project.