

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 19-20, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.1s.(3), Action Item

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Division of Local Assistance

Subject: **SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT PROGRAM – PROJECT SCOPE AMENDMENT – LONG BEACH-EAST LOS ANGELES CORRIDOR ZERO-EMISSIONS TRUCK PROJECT (FORUM MOBILITY) RESOLUTION TCEP-P-2526-12**

ISSUE:

Should the California Transportation Commission (Commission) approve a project scope amendment for the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project (Forum Mobility) (PPNO Z004A), in Los Angeles County, to amend the scope, revise the location and update the implementing agency?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve this project scope amendment for the SB 1 TCEP Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project (Forum Mobility) (PPNO Z004A), in Los Angeles County, to amend the scope, revise the location and update the implementing agency.

DISCUSSION:

The SB 1 TCEP Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project (Forum Mobility) (PPNO Z004A) was originally programmed to construct one of the first charging points for zero-emission medium and heavy-duty trucks utilizing the Ports of Long Beach and Los Angeles. The project addressed much needed infrastructure to support the transition of diesel heavy-duty trucks to zero-emission heavy-duty trucks along Interstate 710 (I-710), California's Priority Freight Corridor, serving the Southern California drayage industry. The project proposed to install a public 24-hour 7-day per week access charging facility including 107 lower power charging stalls and 59 direct charge ports.

The Los Angeles County Metropolitan Authority is now requesting a project scope amendment to upgrade the charging technology to accommodate the new, higher-powered heavy-duty electric vehicle (HDEV) models and align the infrastructure with the prevailing industry standard for commercial charging. The proposed change dramatically reduces the required number of physical chargers, cables, and infrastructure equipment. The proposed site includes a combination of 10 high power Megawatt Charging System (MCS) stalls, six Combined Charging System (CCS) bobtail stalls, and four CCS/MCS combination stalls. The upgrade to MCS chargers enables faster charging time, maximizing vehicle up time and quicker turnover for charging stations, resulting in a higher daily truck throughput with fewer overall charging spots. The decrease in charging units results in a substantially smaller physical footprint for the depot itself, leading to significantly lower construction costs. These changes are due to rapid unforeseen market and technological developments that occurred after the application submission that will fundamentally reconfigure the charging architecture and relocate the project. The proposed site is only 0.5 miles southwest of the original site within the Rancho Dominguez warehousing hub.

The proposed change will also revise the implementing agency from Forum Mobility, Inc. to Los Angeles County Metropolitan Transportation Authority.

As a result of the scope amendment, there is an increase in truck throughput, while decreasing the original number of stalls and charging ports, along with a minor reduction in project benefits. The overall project cost reduces by 14.2 million dollars, with TCEP funding reducing by \$5 million. The projected allocation date and construction completion date remain within the same fiscal year as programmed.

ANALYSIS:

The Department's analysis has concluded that the rapid unforeseen market and technological developments are beyond the control of the applicant. The revised scope will upgrade the charging technology to accommodate the new, higher-powered HDEV models and align the infrastructure with the prevailing industry standard for commercial charging.

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 the proposed changes will provide greater throughput than the original scope while decreasing project cost along with a minor reduction in project benefits. 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 of this scope change 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 of this project from the program.

Attachment

Project Information

Project Title: Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project (Forum Mobility)

District: 7

PPNO: Z004A

Cycle: 4

Nominating Agency: LA Metro/
Forum Mobility

Implementing Agency: LA Metro

Implementing Entity: Forum Mobility

Funding Program(s): TCEP

Submitted Documents

Scope Change Request

Original ePPR

Revised ePPR

Additional Information: LA Metro is the Implementing Agency while the implementing Entity is Forum Mobility. Forum Mobility is proposing a location change. The new proposed project location, FM Santa Fe, is situated approximately 0.5 miles southwest of the original site, FM Hermanas.

Summary

Reduction in Outputs?

Yes: No:

Reduction in Benefits? Slight reduction

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 SB 1 recommend the change? Yes: No:

Additional conditions: Recommended if Forum Mobility agrees to fund any future overruns. The Department will not provide any supplemental TCEP funding beyond what has already been programmed.

Original Scope

The original location of the project is 2943 E. Las Hermanas Street, Rancho Dominguez, CA 90221.

- Located in an unincorporated area of LA County, the four-acre property, surrounded by warehousing and logistics operations, will offer **107 low power charging ports** and is anticipated to accommodate approximately 214 MHDTs daily by the end of the lifecycle of the Project.
- The depot will be strategically located a quarter mile from State Route 47 and State Route 91, and three-quarters of a mile from I-710, all freight corridors were heavily trafficked.
- The Las Hermanas EV Charging Depot is purposefully located to serve the Southern California drayage industry and will be open for public access 24/7 to address overnight charging needs of fleets.

Proposed Scope

The proposed location is at 18601 S. Santa Fe Avenue Rancho Domínguez, CA 90221, which is 0.5 miles away from the original location:

- The project will implement a **Megawatt Charging System (MCS)** architecture, featuring **14 high-power MCS charging ports** for pull-through stalls and **six kW-level chargers** for bobtail stalls.
- Due to this minimal geographical shift, the project remains securely positioned within the established Rancho Dominguez logistics and warehousing hub.
- The site itself is appropriately zoned for Industrial/Manufacturing (M-2 equivalent) use, which is fully compatible with a heavy-duty truck charging depot. Furthermore, the new site provides excellent access to the region's main freight corridors, located less than one mile from Interstate 710 (I-710) South Freeway (SB671 Priority Clean Freight Corridor) access points, less than one-half mile from State Route 47 (SR-47), and less than one mile from State Route (SR-91) Freeway access points.

Reason/Justification for the Scope Change

The Implementing Entity, Forum Mobility, Inc., requests approval for a substantial scope change, necessitated by unforeseen market and technological developments, that will fundamentally reconfigure the charging architecture and relocate the project. The changes pivoted the project from a first-generation CCS charging design to a future-proof Megawatt Charging System (MCS) model.

The proposed scope change is driven by unprecedented industry advancements that occurred after the application submission in November 2024. The rapid and near-universal adoption of the Megawatt Charging System (MCS) by electric truck Original Equipment Manufacturers (OEMs) and major fleet partners. When the original application was submitted, MCS was considered an emerging standard, with commercial deployment expected closer to the end of the decade.

The scope change for the TCEP-approved project is a critical technology pivot: a switch from the now-antiquated CCS (Combined Charging System) charging to the Megawatt Charging System (MCS) standard. This shift is an economic and operational imperative driven by the fact that the new MCS-enabled technology is fundamentally superior, delivering faster charging times, maximizing vehicle up time, and allowing for a greater throughput of zero-emission heavy-duty trucks. Furthermore, this transition aligns with dramatically improved market economics, where MCS-capable trucks now offer significantly lower costs with substantially increased range compared to first-generation CCS trucks, while the charging infrastructure itself is becoming cost-competitive or even less expensive to deploy than the high-density CCS depots it replaces.

The transition to MCS-based architecture is thus necessary to ensure the newly proposed FM Santa Fe depot remains viable and competitive. This necessary upgrade is driven entirely by a convergence of unforeseen market conditions and unexpected enabling factors that occurred after the original project submission and award.

In the last 12 months, the heavy-duty Electric Vehicle (EV) market has undergone a significant and unforeseen transformation. This rapid change has resulted in the near-universal adoption of MCS by key industry players.

OEM Commitment: Major OEMs have publicly committed to MCS-capable platforms, with commercial deliveries beginning in late 2025. This accelerated timeline—a direct contrast to earlier expectations—is the primary driver for the change.

Customer Demand: Most importantly, Forum's customers have directly requested these technologies as they begin accepting deliveries of MCS-equipped trucks expected at the end of the year (2025). Feedback from all key industry players has made this transition an “absolute mandate,” rendering the original kW-level design obsolete for future, high-utilization operations.

Market Signal: The broader market is shifting, with others in the third-party shared charging space similarly pivoting to MCS-based architecture. For example, WattEV, another EV truck charging infrastructure developer, plans to invest \$27 million in 16 1.25 MW MCS chargers. The deployment of this technology at scale reinforces that MCS will be the clear future of commercial MHD charging.

The shift to MCS (up to 1+ MW charge acceptance) enables faster charging times, maximizing vehicle uptime.

Maximized Throughput: The enhanced efficiency directly translates to a 31 percent higher daily truck throughput (280 vs. 214).

Impact to Cost:

The total project cost has **decreased substantially** by \$14.21 Million, from \$28.41 Million to \$14.19 Million. The shift to more efficient MCS technology and the selection of the new site are the main reasons for this substantial decrease in the total project cost.

Additional details about the cost decrease:

- Lower Infrastructure Equipment Costs. The shift from 107 low-power ports to 14 high-power MCS ports dramatically reduces the required number of physical chargers, cables, and ancillary infrastructure equipment.
- Reduced Footprint and Construction. The smaller number of charging units results in a substantially smaller physical footprint for the depot itself, leading to significantly lower construction costs (\$7.62M vs. \$15M).

Long Beach – East Los Angeles Corridor Zero Emissions Truck Project (Forum Mobility)

Date: 02/06/2026

Phase	Programmed		Proposed		Cost Expended to Date			Change		
	Amount	FY	Amount	FY	Expended	% Expended	% Complete	Amount	%	FY
PA&ED	75	Prior	75	25-26	0	0	0	0	0	25-26
PS&E	489	24-25	489	25-26	0	0	0	0	0	25-26
R/W Sup										
Con Sup										
R/W										
Con	27,850	25-26	13,636	25-26	0	0	0	14,214	51%	25-26
Total	28,414	25-26	14,195	25-26	0	0	0	14,219	50%	25-26

Impact to Schedule:

The approved construction start date as reported in the ePPR was November 28, 2025. The new construction start date is April 13, 2026. The approved construction completion date was October 02, 2026, which will be November 09, 2026, with the new schedule. The table shows construction completion date.

While construction starts and completion dates will be pushed back, both Forum Mobility and LA Metro are committed to **requesting the fund allocation within the fiscal year** that was approved at the time of the 2024 TCEP adoption, which is FY 2025-26.

Project Schedule-Project 3A						
Phase	Current Milestone Date	Proposed Milestone Date		Current Allocation Date	Proposed Allocation Date	Change (Months)
PA&ED	7/8/2024	11/30/2025		0	0	0
PS&E	6/1/2025	3/13/2026		0	0	0
R/W	9/29/2025	10/15/2026		0	0	0
CON	10/2/2026	11/9/2026		12/4/2025	3/19/2026	3.5

Impact to Outputs

Project outputs:

- The **original 59 DC charging ports** are now changed to **14 high-speed MCS charging ports for pull-through stalls and six kW-level chargers.**
- Number of chargers is reduced but the new MCS-enabled technology chargers are fundamentally superior.

Long Beach – East Los Angeles Corridor Zero Emissions Truck Project (Forum Mobility)

Date: 02/06/2026

- The newer technology and enhanced efficiency directly translate to a **31percent higher daily truck** throughput (280 vs. 214).

Impact on Outcomes/Benefits

There is a slight decrease in performance outcomes due to the decrease in number of chargers. Jobs created numbers have decreased due to reduced cost of the project, but the benefit/cost ratio increased. Please note that the yellow cells in the proposed table are the outcomes that were affected by the scope change.

Original:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION				PPR ID		
PROJECT PROGRAMMING REQUEST (PPR)				ePPR-6065-2024-0008 v2		
PRG-0010 (REV 08/2020)						
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	1,471,000	1,471,000	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	201,530	201,530	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	3,483,652	3,483,652	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	34,094,826	34,094,826	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.43	1.04	-0.61
			PM 10 Tons	3.14	3.82	-0.68
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	27,875	49,981	-22,106
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	3.3	-3.3
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0.31	-0.31
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	53.97	-53.97
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	61.45	-61.45
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	98	98	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.92853	0.92853	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	529	529	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	5.00374	5.00374	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	442	0	442
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.85	0	1.85
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	23,632,760	23,632,760	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	23,067,844	23,067,844	0

Proposed:

Revised Performance Metrics_Forum Mobility					
Key	Measure	Metric	Build	No Build	Change
1		Existing Average Annual Volume on Project Segment		23,632,760	
2		Existing Average Annual Truck Percent on Project Segment		14.6%	
3		Estimated Year 20 Average Annual Vehicle Volume on Project Segment		23,067,844	
4		Estimated Year 20 Average Annual Truck Percent on Project Segment with		14.7%	
5	Congestion Reduction (Freight)	Change in Daily Vehicle Hours of Delay	1,471,000	1,471,000	0
6		Change in Daily Truck Hours Delay	201,530	201,530	0
7		Person Hours of Travel Time Saved			
8		Daily Truck Trips Due to Mode Shift			
9		Daily Truck Miles Travelled Due to Mode Shift			
10		Other Information			
11	Throughput (Freight)	Change in Annual Truck Volume	3,483,652	3,483,652	0
12		Change in Cargo Volume			
13		(Optional) Other Information			
14	System Reliability (Freight)	Truck Travel Time Reliability Index ("No Build" Only)			
15		Other Information			
16	Velocity (Freight)	Travel time or total cargo transport time	34,094,826	34,094,826	0
17		Change in Average Peak Period Weekday Peak Period Weekday Speed for Road Facility			
		18	Other Information		
		19	Particulate Matter (PM 10)	2.99	3.62
20	Air Quality	Particulate Matter (PM 2.5)	0.41	0.98	0.57
21		Carbon Oxide (CO2)	26,565	41,993	15,429
22		Volatile Organic Compounds	0.00	3.15	3.15
23		Sulphur Oxides (SOx)	0.00	0.29	0.29
24		Carbon Monoxide (CO)	0.00	51.44	51.44
25		Nitrogen Oxides (NOx)	0.00	58.56	58.56
26		Safety	Number of Fatalities	98	98
27	Rate or Fatalities per 100 Million VMT		0.9285305022	0.9285305022	0
28	Number of Serious Injuries		529	529	0
29	Number of Serious Injuries per 100 Million V		5.003747706	5.003747706	0
30	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries				
31	Other Information				
32	Cost Effectiveness	Cost Benefit Ratio			3.13
33		Other Information			
34	Economic Development	Jobs Created	174	0	174
35		Other Information			

Summary

- Location change: The newly proposed project location, FM Santa Fe, is situated approximately 0.5 miles southwest of the original site, FM Hermanas.
- Decrease in outputs: Number of chargers decreased from 107 low power charging ports to 14 high power Megawatt Charging System (MCS) and 6 Combined Charging System (CCS) ports. This decrease in number of chargers is due to improvements in technology to deliver better truck throughput using recent high power charging technologies.
- Total project cost went down from \$28,410,000 to \$14,195,000
- Outcomes stayed the same: Even with the decrease in number of chargers, the high-power chargers are moving 31 percent more daily truck throughput and hence achieving similar air quality benefits.
- Schedule Delay: There is a slight delay of one month to complete construction. The approved construction completion date was October 02, 2026, and the new completion will be November 09, 2026.

SB 1 Office's Recommendation

Based on the information provided in the request, SB 1 recommends the proposed scope change be approved under the condition Forum Mobility commits to fund any current and future cost overruns without financial support from TCEP or the Department.