

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 19-20, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.1s.(6), Action Item

Prepared By: Dee Lam, Chief
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 (MN8 ENERGY) RESOLUTION TCEP-P-2526-16**

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 (MN8 Energy) (PPNO Z004B), in Los Angeles County, to amend the scope 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 (MN8 Energy) (PPNO Z004B), in Los Angeles County, to amend the scope and update the implementing agency.

DISCUSSION:

The SB 1 TCEP Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project (MN8 Energy) (PPNO Z004B) was originally programmed to enhance access to charging infrastructure for zero-emission medium and heavy-duty truck use along the Long Beach East Los Angeles corridor. The project addressed much needed infrastructure to support the transition of diesel heavy-duty trucks to zero-emission heavy-duty trucks along three of California's Priority Freight Corridors. The project proposed installing 26 charging stalls and 30 charging ports, including 4 Megawatt Charging System (MCS) fast chargers.

The Los Angeles County Metropolitan Transportation 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. While the original 26 charging stalls allowed only 4 positions to be capable of both Direct Current (DC) and MCS fast chargers, the new configuration adds 2 additional charging ports and allows all 28 charging positions to be equipped with both DC and MCS fast chargers. 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. These changes are due to the evolving technological trend towards the MCS units.

The proposed change will also revise the implementing agency from MN8 Energy Operating Company LLC to Los Angeles County Metropolitan Transportation Authority.

As a result of the scope amendment, there is an increase in the number of charging stalls and upgraded charging ports and the proposed improvements deliver similar benefits. 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 the same fiscal year as programmed with a minor schedule delay.

ANALYSIS:

The Department's analysis has concluded that the evolving technological trend towards the MCS units is beyond the control of the applicant. The revised scope will upgrade the chargers and increase the number of stalls 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 project delivers similar benefits, while the truck throughput increases and TCEP funding remains the same. Therefore, the Department supports the proposed scope change 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

Long Beach-East Los Angeles Corridor Zero Emissions Truck Project (MN8 Energy)

Date: 02/06/2026

Project Information

Project Title: Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project (MN8 Energy)

District: 7

PPNO: Z004B

Cycle: 4

Nominating Agency: LA Metro/Rio Vista EV Charging

Implementing Agency: LA Metro

Implementing Entity: MN8 Energy (Rio Vista EV Charging)

Funding Program(s): TCEP

Submitted Documents

Scope Change Request

Original ePPR

Revised ePPR

Additional Information: Implementing Entity name is changing from MN8 Energy to Rio Vista EV Charging. Rio Vista EV Charging is a subsidiary of MN8 Energy. LA Metro provided necessary documentation to demonstrate the relationship between MN8 and Rio Vista EV Charging. We will be requesting Implementing Entity name change separately later.

Summary

Reduction in Outputs?

Yes: No:

Reduction in Benefits? No 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: Recommend for approval if MN8 (Rio Vista EV Charging) agrees to fund any future overruns. The Department will not provide any supplemental TCEP funding beyond what has already been programmed.

Long Beach-East Los Angeles Corridor Zero Emissions Truck Project (MN8 Energy)

Date: 02/06/2026

Original Scope

MN8 Energy will develop the Rio Vista EV Charging Depot, a 0.86-acre parcel located at the north end of the Long Beach and East LA corridor. Located near I-710, BNSF Railway's Hobart Yard, and Union Pacific Railroad's East Washington Yard, the Rio Vista EV Charging Depot will offer:

- 26 charging ports and is anticipated to accommodate approximately 177 Medium-Heavy Duty Trucks (MHDTs) daily by the end of the lifecycle of the Project.
- The original 26 charging position plan allowed only four positions to be capable of both DC fast charger and Megawatt Charging Systems (MCSs)
- The total power: 6,720 kW

Approved Project Scope

Level 3 DC Fast Chargers		Megawatt Charging System (MCS)		No. of Parking Positions
No. of Ports	Charger Type	No. of Ports	Charger Type	26 total*
22	240-kW charging ports	4*	1440-kW MCS Liquid-cooled dispensers	
4	360-kW charging port			
Total kW	6,720 kW			

Proposed Scope

MN8 Energy will develop the Rio Vista EV Charging Depot, a 0.86-acre parcel located at the north end of the Long Beach and East LA corridor. Located near I-710, BNSF Railway's Hobart Yard, and Union Pacific Railroad's East Washington Yard, the Rio Vista EV Charging Depot will offer:

Long Beach-East Los Angeles Corridor Zero Emissions Truck Project (MN8 Energy)

Date: 02/06/2026

- MN8 Energy proposes to add two additional charging positions to the original site plan, resulting in a total of 28 charging positions.
- The new configuration allows all 28 charging positions to be equipped with both DC fast charger and MCS chargers
- The total power: 10,800 kW

Updated Project Scope

Level 3 DC Fast Chargers		Megawatt Charging System (MCS)		No. of Parking Positions
No. of Ports	Charger Type	No. of Ports	Charger Type	
20	500-kW charging ports**	20*	1400-kW MCS dispensers	28 total*
8	1500-kW charging port**	8*	1900-kW MCS dispensers	
Total kW	10,800 kW			

Reason/Justification for Location Change

The change reflects the changing technology availability and the current market trend towards the MCS units. These are now available with greater market readiness than a year ago. Implementing the MCS units would also increase the viability of the investment.

Impact to Cost:

The total project cost has increased slightly by \$806,000, from \$9.71 Million to \$10.52 Million. This increase in total project cost will be funded with MN8's (Rio Vista) private funds, underscoring MN8's long-term investment in California's clean freight infrastructure.

Long Beach-East Los Angeles Corridor Zero Emissions Truck Project (MN8 Energy)

Date: 02/06/2026

Cost (\$1000s):

Phase	Programmed		Proposed		Cost Expended to Date			Change		
	Value	FY	Value	FY	Expended	% Expended	% Completed	Value	%	FY
PA&ED	235	24-25	145	24-25	0	0	0	(90)	(38%)	25-26
PS&E	92	24-25	25	24-25	0	0	0	(67)	(72%)	24-25
Con	9,382	25-26	10,345	25-26	0	0	0	963	10%	25-26
Con Cap										
Total	9,709		10,515		0	0	0	806	8%	

Impact to Schedule:

Impacts on schedule are due to delays in PA&ED and Design. Construction start date is delayed by 14 months, from October 2025 to November 2026. This will require a time extension at the May or June 2026 CTC meeting.

Schedule:

	Current Milestone Date	Proposed Milestone Date	Change (Months)	Current Allocation Date (FY)	Proposed Allocation Date (FY)	Change (Months)
PA&ED	02/28/2025	12/26/2025	10			0
PS&E (End)	06/01/2025	04/01/2026	10			
CON (Start)	10/29/2025	12/01/2026	14	25-26	25-26	
CON-IN			0			0

Impact to Outputs

Project outputs:

- The original 26 charging positions increased by 2 to 28 charging positions.
- Originally four charging positions have the options of using the 360 kW DC fast chargers but now 28 charging positions have the options of using the Level 3 DC Fast Chargers or the MCS, as there is an MCS and CCS connector for every stall (20 @ 500 kW and 8 @ 1500 kW)

Impact on Outcomes/Benefits

There is a slight improvement in benefits due to the increase in number of chargers but there is a decrease in the Benefit/Cost ratio due to the following reason.

The benefit-cost analysis (BCA) model used to calculate the project benefits reported in the original TCEP application was updated, using the updated daily maximum trucks charged as an input from year one (the project opening year) through year 15, and the increase in the new estimated project costs.

Please note that the yellow cells in the proposed table are the outcomes that were affected by the scope change.

Caltrans/SB 1 Scope Change Analysis Form

Long Beach-East Los Angeles Corridor Zero Emissions Truck Project (MN8 Energy)

Date: 02/06/2026

Original:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)
 PRG-0010 (REV 08/2020)

PPR ID ePPR-6065-2024-0011 v2

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	7,354,998	7,354,998	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	1,007,652	1,007,652	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	0.2	0.47	-0.27
			PM 10 Tons	1.48	1.78	-0.3
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	13,190	20,885	-7,695
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	1.57	-1.57
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0.14	-0.14
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	25.54	-25.54
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	29.07	-29.07
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	119	0	119
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3.25	0	3.25
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	23,632,760	0	23,632,760
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	23,067,844	0	23,067,844

Long Beach-East Los Angeles Corridor Zero Emissions Truck Project (MN8 Energy)

Date: 02/06/2026

Proposed:

Performance Metrics MN8 Site, December 1, 2025					
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 with Project			23,067,844	
4	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project			14.7%	
5	Congestion Reduction (Freight)	Change in Daily Vehicle Hours of Delay	7,354,998	7,354,998	0
6		Change in Daily Truck Hours Delay	1,007,652	1,007,652	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		Travel time or total cargo transport time	34,094,826	34,094,826	0
17	Velocity (Freight)	Change in Average Peak Period Weekday Peak Period Weekday Speed for Road Facility			
18		Other Information			
19	Air Quality	Particulate Matter (PM 10)	1.63	1.96	0.33
20		Particulate Matter (PM 2.5)	0.22	0.52	0.29
21		Carbon Dioxide (CO2)	14,503	22,964	8,461
22		Volatile Organic Compounds	0.00	1.72	1.72
23		Sulphur Oxides (SOx)	0.00	0.15	0.15
24		Carbon Monoxide (CO)	0.00	28.08	28.08
25		Nitrogen Oxides (NOx)	0.00	31.97	31.97
26	Safety	Number of Fatalities	98	98	0
27		Rate of 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 VMT	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			2.20
33		Other Information			
34	Economic Development	Jobs Created	129	0	129
35		Other Information			

Summary

- Outputs increased: Number of chargers increased from 26 to 28.
- Power output increased from 6,720 kW to 10,800 kW.
- Project cost went up from \$9,709,000 to \$10,515,000 (MN8/Rio Vista EV Charging will fund the cost increase).
- Outcomes improved for the most part: Improvement in reduction of particulate matter, Improvement in reduction in greenhouse gases, increase in jobs created, and a decrease in Benefit/Cost ratio. The benefit-cost analysis (BCA) model used to calculate the project benefits reported in the original TCEP application was updated
- There is a delay of 14 months in the construction start date due to the implementation of newer technologies. This project will require a time extension at the May or June CTC meeting.

SB 1 Office's Recommendation

Based on the information provided in the request, SB 1 recommends the approval of proposed scope change under the condition MN8/Rio Vista EV charging commits (in the Baseline Agreement) to fund any current and future cost overruns without financial support from TCEP or the Department.