

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 14-15, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8a.(9), Action Item

Prepared By: Dee Lam, Chief  
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR  
LOCALLY-ADMINISTERED SENATE BILL 1 TRADE CORRIDOR  
ENHANCEMENT PROGRAM PROJECTS, OFF THE STATE HIGHWAY SYSTEM,  
PER TCEP GUIDELINES  
WAIVER 26-68**

### **ISSUE:**

Should the California Transportation Commission (Commission) extend the period of project allocation for five locally-administered Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) projects, for the time periods as identified in the attachment?

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the Commission extend the period of project allocation for five locally-administered SB 1 TCEP projects, for the time periods as identified in the attachment.

### **BACKGROUND:**

The local agencies will not be able to request allocation for funds by the June 30, 2026, deadline. The attachment shows the details of the projects and the explanations for the delays. The respective agencies are requesting extensions, and the regional planning agencies concur. Current TCEP Guidelines adopted by the Commission, stipulate that funds programmed for all components of local grant projects are available for allocation only until the end of the fiscal year. The Commission may approve a waiver to the Timely Use of Funds deadline, one-time only, for up to 12 months.

Attachment

**Time Extension/Waiver – Project Allocation  
Trade Corridor Enhancement Program**

Project Number: 1  
Applicant: EV Realty, Inc.  
County: Los Angeles  
District: 07  
PPNO: Z003  
Allocation Amount: \$7,900,000  
Phase: Construction  
Number of Months Requested: 12 Months  
Extended Deadline: 06/30/2027  
Department Recommendation: Support

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

The EV Realty, Inc. (Agency) requests a 12-month time extension for the period of project allocation for the Construction (CON) phase of the EV Realty - South Bay Truck Charging Hub project. The Agency experienced delays due to Southern California Edison (SCE) requirements.

The project proposes to install 30 standard direct current fast charging ports and 20 Megawatt Charging System ports.

Since the submission of the original application, the Agency has continued detailed design development and coordination with project engineers, the local utility, the planning department, and fleet customers. Their requests ultimately required changes to site layout. SCE requirements for equipment access and operational clearances impacted the utility yard, and planning department feedback further compounded space constraints. These requirements created an unforeseen need to revisit and modify the site design to accommodate a 15 percent increase in the total square footage of the utility and equipment yard. These changes also had direct impacts on vehicle turning movements and on-site traffic flow. Given the maneuvering requirements of Class 8 trucks, maintaining adequate turning radius and minimizing congestion is critical to safe vehicle and freight operations. As a result of these new SCE requirements and their subsequent impact on vehicle turning movement, redesigned efforts were necessary.

The Agency has accelerated the design process as much as possible, contributing significant time and resources to the project. While best efforts were made, final permits issued by third-party agencies will not be received before the CON phase allocation deadline. Prior to requesting allocation, the Agency and its design team must complete detailed engineering drawings, submit final plans to the City of Los Angeles (City) for review and approval, and subsequently submit approved plans and permit materials to the Building Department for final approval. The Agency is currently finalizing design and anticipates submitting plans to the City in May 2026. It will hold bi-monthly coordination meetings with the Department staff to provide

regular project updates and ensure on-time delivery. The Agency needs this time extension to complete permitting and approvals by two third-party agencies.

Therefore, the Agency is requesting a 12-month time extension for the period of project allocation for the CON phase from June 30, 2026 to June 30, 2027.

Project Number: 2  
Applicant: Los Angeles County Metropolitan Transportation Authority  
County: Los Angeles  
District: 07  
PPNO: Z004B  
Allocation Amount: \$3,653,000  
Phase: Construction  
Number of Months Requested: 12 Months  
Extended Deadline: 06/30/2027  
Department Recommendation: Support

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

The Los Angeles County Metropolitan Transportation Authority (LA Metro) requests a 12-month time extension for the period of project allocation for the CON phase of the Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project (MN8 Energy) LA Metro. The LA Metro experienced delays during the utility design timeline.

The project proposes to enhance access to charging infrastructure for battery-electric Zero-Emission (ZE) Medium- and Heavy-Duty Trucks (MHDTs) along the Long Beach-East LA Corridor. The project will provide 26 charging units, supporting charging needs for more than 100 ZE MHDTs per day.

The project experienced delays due to utility design coordination with the Los Angeles Department of Water and Power (LADWP). In February 2026, LADWP indicated a 12-month utility-side design timeline for the Rio Vista charging hub project. The Rio Vista charging hub project required a design process beyond LA Metro's control, pushing the utility approval timeline to April 2027. The LA Metro submitted the required documentation to LADWP in December 2025. LADWP stated in its feasibility report that the design activities for the project will be completed in 12 months. As such, LADWP will provide a utility design in December 2026. This extended design schedule was unforeseen and outside of the LA Metro's control. Because utility design is a requirement for several subsequent construction activities, including awarding a contract, the LADWP schedule directly impacts LA Metro's ability to request the CON phase allocation. The additional months requested correspond directly to this utility design delay.

Therefore, LA Metro is requesting a 12-month time extension for the period of project allocation for the CON phase from June 30, 2026 to June 30, 2027.

Project Number: 3  
Applicant: City of Beaumont  
County: Riverside  
District: 08  
PPNO: 1347  
Allocation Amount: \$1,000,000  
Phase: Construction  
Number of Months Requested: 12 Months  
Extended Deadline: 06/30/2027  
Department Recommendation: Support

### **Park and Ride EV Charging**

The City of Beaumont (City) requests a 12-month time extension for the period of project allocation for the CON phase of the Park and Ride EV Charging project. The City experienced delays during the design phase.

The project proposes to install eight Level 3 Direct Current Electric Vehicle (EV) fast chargers; each rated at 150 kilowatts.

The project experienced delays due to the extended time required for Southern California Edison (SCE) to develop its portion of the design needed to increase transformer capacity for the proposed EV chargers. It is standard for SCE design to take up to nine months; however, it was unanticipated by the City. This delay was unforeseen, and the City does not control SCE's design schedule or anticipate earlier completion. The City has been coordinating with SCE and will submit its final design plans to SCE in May 2026, as required by SCE for utility design. Based on the SCE schedule, the City anticipates that utility design will be completed in nine to twelve months. The City recognizes the importance of thorough planning and needs additional time to ensure the project's successful progress.

Therefore, the City is requesting a 12-month time extension for the period of project allocation for the CON phase from June 30, 2026 to June 30, 2027.

Project Number: 4  
Applicant: San Bernardino County Transportation Authority  
County: San Bernardino  
District: 08  
PPNO: 1350  
Allocation Amount: \$4,943,000  
Phase: Construction  
Number of Months Requested: 12 Months  
Extended Deadline: 06/30/2027  
Department Recommendation: Support

### **Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project**

The San Bernardino County Transportation Authority (Agency) requests a 12-month time extension for the period of project allocation for the CON phase of the Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project. The Agency experienced delays during the utility design timeline.

The project proposes to replace the existing 2-lane timber bridge with a new 4-lane structure featuring a center median, 10-foot shoulders, and sidewalks on both sides, and will contribute to zero-emission truck fueling infrastructure.

The project, in coordination with WattEV, experienced several unforeseen delays outside the team's control. In August 2025, SCE determined it could not provide sufficient electrical capacity at the original site due to an undocumented utility easement, requiring the station to be relocated. This relocation triggered the need to restart design work, conduct new site assessments, and repeat utility, environmental, and permitting tasks. Although the Department approved the revised approach in August 2025, finalizing the Baseline Agreement was delayed until the new site was confirmed, resulting in a 2-month setback for securing the CON Phase allocation.

Once the new site was selected, the Agency requested that the San Bernardino County Land Use Services Department, the Authority Having Jurisdiction (AHJ), review the project plans available at the time and prepare the environmental document support letter. Assembly Bill (AB) 1236 identifies the Authority Having Jurisdiction as the entity with legal authority to approve or deny the installation of Electric Vehicle charging equipment through a permit application. This documentation was necessary to complete the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) Baseline Agreement. Under AB 1236, EV charging stations typically qualify for ministerial, The California Environmental Quality Act (CEQA) exempt permitting unless specific health or safety risks are identified; however, the exemption is granted only after the AHJ reviews finalized, engineer-approved plans. Because WattEV had not yet completed its design package, the AHJ was hesitant to issue the letter, jeopardizing the Agency's ability to meet the Baseline Agreement deadline. WattEV submitted a 30 percent design set for preliminary review, after which the AHJ provided the required environmental

support letter confirming ministerial review and CEQA exemption. This step added approximately three additional months to the delay.

Following further coordination among the Agency, the Department, and WattEV to clarify program requirements, design work resumed and is expected to be completed in May. WattEV anticipates that the AHJ will require approximately five months for plan review and permit issuance beginning in May 2026. Once the AHJ approves the plans, expected by late October, the Agency can request the CON phase allocation. In addition, manufacturing timelines for key electrical components were longer than initially projected.

Longer than expected equipment lead times for electrical asset manufacturing prompted the Agency to request restructuring the project into procurement and construction components. The electrical asset manufacturer anticipates a 14 to 18-month timeframe to build and deliver the equipment. This split was necessary to ensure delivery of the electrical assets in tandem with the current construction schedule. Identifying this issue and coordinating the development of the proposed procurement component further delayed the Baseline Agreement so that both items could be presented together at the May 2026 Commission meeting. The Agency needs this time extension to proceed accordingly.

Therefore, the Agency is requesting a 12-month time extension for the period of project allocation for the CON phase from June 30, 2026 to June 30, 2027.

Project Number: 5  
Applicant: Riverside County Transportation Commission  
County: Riverside  
District: 08  
PPNO: 3025G  
Allocation Amount: \$49,400,000  
Phase: Construction  
Number of Months Requested: 12 Months  
Extended Deadline: 06/30/2027  
Department Recommendation: Support

### **Pennsylvania Avenue Grade Separation Project**

The Riverside County Transportation Commission (RCTC) requests a 12-month time extension for the period of project allocation for the CON phase of the Pennsylvania Avenue Grade Separation Project. The RCTC experienced delays during the environmental phase.

The project proposes to construct a grade-separated underpass, including a 4-lane divided arterial roadway with 0.4 miles of sidewalks, Americans with Disabilities Act-compliant curb ramps, and crosswalks. The project will also install traffic signals and reconstruct an on-ramp to accommodate new roadway grades.

The original scope for the Project Approval and Environmental Document phase was based on a CEQA Statutory Exemption (SE) pursuant to PRC 21080.13 and 14 CCR 15282(g). However, the Department's Environmental Branch requested that the City of Beaumont (City) prepare an Initial Study/Mitigated Negative Declaration (IS/MND). In response, the City developed the IS/MND for Department review and approval, which resulted in a delay of nearly 11 months. Following further discussions with the Department, the project ultimately reverted to the original SE scope and received approval in November 2025.

In addition, the City asked the RCTC to serve as the implementing agency; as a result, a cooperative agreement was carried out. In addition, the City asked the RCTC to serve as the implementing agency due to the aggressive schedule required to utilize the programmed TCEP funds promptly. The project needs an implementing agency, such as RCTC, with extensive knowledge and expertise in railroads like Union Pacific and utilities in the area. As a result, a cooperative agreement was carried out. This transition required onboarding a new consultant team, which further delayed the schedule by an additional month. The project is now progressing on the design and Right of Way phases. The RCTC needs this time extension to complete the final design and meet all requirements for allocation by June 2027.

Therefore, the RCTC is requesting a 12-month time extension for the period of project allocation for the CON phase from June 30, 2026 to June 30, 2027.