

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 14-15, 2026

From: STEVEN KECK, Chief Financial Officer

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

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT PROGRAM – PROJECT SCOPE AMENDMENT – ACCELERATING ZERO EMISSION FLEET CHARGING ON PRIORITY FREIGHT CORRIDORS - OAKLAND PROJECT RESOLUTION TCEP-P-2526-20**

ISSUE:

Should the California Transportation Commission (Commission) approve a project scope amendment for the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) Accelerating Zero Emission Fleet Charging on Priority Freight Corridors – Oakland project (PPNO Z001A), in Alameda County, to amend the scope and update the implementing agency, project title, and project location?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve this project scope amendment for the SB 1 TCEP Accelerating Zero Emission Fleet Charging on Priority Freight Corridors – Oakland project (PPNO Z001A), in Alameda County, to amend the scope and update the implementing agency, project title, and project location.

DISCUSSION:

The SB 1 TCEP Accelerating Zero Emission Fleet Charging on Priority Freight Corridors – Oakland project proposed to construct and install a multi-fleet charging hub in Oakland. The project proposed to improve operational efficiency and reduce travel time variability for freight movement to significantly advance the State’s goals to transition to clean transportation while reducing congestion and improving the reliability of the statewide freight network.

Gage Zero LLC was the original applicant for this project. However, EV Realty Inc. has acquired various Gage Zero LLC assets including its portfolio of SB 1 TCEP projects. EV Realty Inc. determined that no formal lease had been negotiated or executed at the time of

acquisition, leaving the project without a viable development path. Further analysis identified additional constraints specific to the original site, Oakland, including severe electric grid limitations that significantly restrict available power capacity. Given these constraints, EV Realty Inc. evaluated alternative locations that serve the same fleet travel patterns without being subject to the same grid limitations. \$943,311 will be deprogrammed and returned to SB 1 TCEP at a future meeting.

The Department is now requesting a project scope amendment to change the location of the project site from the City of Oakland to the City of Livermore, increase the EV charging capacity and charging ports, and remove the energy storage system, solar capacity, and alternating current (AC) charging ports. The original Oakland site had expected challenges with utility power availability, which led to the project including energy storage and on-site solar to mitigate this issue. However, the proposed Livermore site has a larger site footprint and eliminates this need with sufficient grid power availability, allowing those assets to be removed from the project scope while achieving the same or better benefits. Additionally, four AC charging ports have been removed in lieu of six additional direct current fast charging ports, given the increased power capacity at the Livermore site.

The proposed change will also revise the implementing agency from Gage Zero LLC to CA-ALA-002 Project LLC, along with revising the project title from Accelerating Zero Emission Fleet Charging on Priority Freight Corridors – Oakland to EV Realty – Livermore Charging Hub.

As a result of the scope amendment, the proposed benefits increase, while the SB 1 TCEP funding decreases. The project is in final stages of design and EV Realty Inc. expects a minor delay of two months for the completion of this project.

ANALYSIS:

The Department's analysis has concluded that the unforeseen constraints after acquiring Gage Zero's portfolio are beyond the control of the applicant. The revised scope will increase the energy storage capacity, modify the number of charging ports, remove the energy storage system and solar capacity, along with revising the implementing agency, project title and project location.

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 this scope amendment will increase the overall project benefit. Therefore, the Department supports the proposed scope changes for this project.

BACKGROUND:

SB1 TCEP Guidelines stipulate that any agency implementing a 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 SB 1 TCEP funds or removal of this project from the program.

Attachment

EV Realty/Gage Zero – Accelerating Zero Emission Fleet Charging on Priority Freight Corridors (Oakland to Livermore)

Date Analysis Completed: 3/24/2026

Project Information

Project Title: EV Realty/Gage Zero –
Accelerating Zero
Emission Fleet Charging
on Priority Freight
Corridors (Oakland to
Livermore)

Nominating Agency: Caltrans (modified)

Implementing Entity: EV Realty

Funding Program(s): TCEP

District: 4,

PPNO: Z001A

Cycle: 4

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Submitted Documents

Scope Change Request

Original ePPR

Revised ePPR

Additional Information: The proposed scope modification request includes updated ePPR for the Oakland to Livermore site, and a revised Benefit Cost Analysis that shows the overall project performance and public benefit from the removal of the AC charging ports and replacement with additional DC fast charging ports, which will better serve the large batteries of heavy-duty electric truck, which was originally adopted under this project.

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:

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Original Scope

The Gage Zero – Accelerating Zero Emission Fleet Charging on Priority Freight Corridors project (Livermore) was originally programmed to improve operational efficiency and reduce travel time variability for freight movement, aligning with the goals of the National Highway Freight Program, the 2020 California Freight Mobility Plan, and the California Sustainable Freight Action Plan. The project would act to significantly advance the State's goals to transition to clean transportation while reducing congestion and improving the reliability of the statewide freight network

The originally awarded project consisted of a portfolio of four individual sites. A related scope change request removed three sites (Fresno, San Diego and Ontario), with this project site in Oakland remaining.

Proposed Scope

This scope change proposes a site change from Oakland to Livermore, construction and installation of 6,000 kW simultaneous EV charging capacity, 8 MCS charging ports, 2 high power charging ports, and 30 standard DC fast charging ports and a revision to the implementing agency.

Location/Element	Approved Scope	Proposed Change	Change in Benefit
OAKLAND LIVERMORE			
Number of locations with ZEV infrastructure	1 site	1 site	No change
Number of DC charging ports	34 ports	40 ports	+6 ports
Energy storage system capacity	4 MWh	0 MWh	-4 MWh
Solar capacity	0.75 MW	0 MW	-0.75 MW
Number of AC charging ports	4 ports	0 ports	-4 ports
Simultaneous EV charging capacity	5,100 kW	6,000 kW	+900 kW

Reason/Justification

Gage Zero was the original applicant for this TCEP award. After application submittal, EV Realty acquired various Gage Zero assets including its portfolio of awarded TCEP projects, assuming responsibility for advancing the projects in accordance with program requirements and timelines.

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EV Realty proposes to relocate the approved Oakland project to the City of Livermore and update the scope to reflect a larger site footprint with increased site charging capacity.

This was because under Gage Zero, no formal lease had been negotiated or executed at the time of acquisition, leaving the project without a viable development path. Further analysis identified additional constraints specific to Oakland, including severe electric grid limitations that significantly restrict available power capacity.

EV Realty's analysis indicates that only a small percentage of circuits within Oakland have available capacity, creating heightened risk of cost escalation and schedule delays. Given these constraints, EV Realty evaluated alternative locations that serve the same fleet travel patterns without being subject to the same grid limitations

Based on this analysis, EV Realty is proposing to relocate the Oakland project, roughly 30 miles along the interstate, to the City of Livermore.

The Livermore site serves similar fleets and routes, including traffic to and from the Port of Oakland. The site is located along the Interstate 580 corridor, a designated SB 671 priority freight corridor that supports Oakland-bound freight traffic. The site is also underserved with respect to fleet electrification infrastructure and offers significant development advantages, including EV Realty site ownership, completed CEQA clearance, and 6 MW of confirmed and reserved power from PG&E. These conditions allow the project to advance on an accelerated schedule and support a larger, more capable charging facility than would have been possible in Oakland.

The original Oakland site included on-site solar and energy storage to partially mitigate the expected challenges with utility power availability. The availability of sufficient grid power at the Livermore site eliminates this need, allowing those assets to be removed from the project scope while achieving the same or better benefits. Removing the on-site solar and energy storage, in conjunction with the larger site footprint, provides flexibility to incorporate additional charging stalls, higher power charging equipment, and overnight truck parking that could not have been accommodated at the Oakland location due to space constraints.

Additionally, AC charging ports have been removed in lieu of incremental DC fast charging ports, given the increased power capacity at the Livermore site. These ports are better positioned to serve the large batteries of heavy-duty electric trucks, providing improved project outputs and benefits. Collectively,

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these changes enable EV Realty to responsibly advance a viable project within TCEP program timelines while maintaining, and in several cases exceeding, the originally proposed project capabilities. \$943,311 will be deprogrammed and returned to TCEP at a future meeting.

Impact to Cost:

The total project cost for the Oakland site was \$14,468,185. The proposed scope change to the Livermore site would result in a 15.7% decrease in the overall project cost due to modifications to charging infrastructure and associated site improvements. EV Realty recognizes that the decrease in overall project costs requires a proportional reduction in the TCEP award and has updated the project budget accordingly.

The updated total project cost is \$12,191,798, consisting of \$5,061,400 in TCEP funds (reduced from \$6,004,711) and \$7,130,398 in private share funds, maintaining compliance with the program’s 50% share requirement.

The amounts previously programmed into the PA&ED and PS&E phases have been shifted to CON as these phases will be completed prior to allocation and are therefore not eligible costs under the revised schedule as shown below:

3. Impact to Project Cost

Phase	Programmed		Proposed		Cost Expended to Date			Change		
	Value	FY	Value	FY	Value	%	% Compl.	Value	%	FY
PA&ED	\$41	25-26	\$0	N/A	\$0	0%	100%	-\$41	-100%	N/A
PS&E	\$99	25-26	\$0	N/A	\$0	0%	80%	-\$99	-100%	N/A
R/W	\$0	N/A	\$0	N/A	\$0	0%	N/A	\$0	0%	N/A
CON	\$14,328	25-26	\$12,191	26-27	\$0	0%	0%	-\$2,137	-15%	26-27
Total	\$14,468	-	\$12,191	-	\$0	0%	-	-\$2,277	-15.7%	-

Impact to Schedule:

The Design (PS&E) phase is expected to be completed by June 15, 2026; an 11 month delay. This is due to the acquisition of Gage Zero by EV Realty, the

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extended contracting timelines during this acquisition, and the design modifications to the Livermore site.

Construction (CON) funds are currently programmed in the 25-26 Fiscal Year. As a result, the latest allocation date as currently programmed is June 30, 2026. The project anticipates requesting a 4-month extension to the CON allocation date; which reflects the time required to complete permitting and approvals through two third-party agencies and is requested to ensure sufficient schedule contingency, as third-party agency review timelines are outside of EV Realty's control.

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.

ePPR for Livermore (new):

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	7/1/2025	7/1/2026
Circulate Environmental Document	Document Type: CE	
Draft Project Report	7/1/2025	7/1/2025
End Environmental Phase (PA&ED milestone)	12/31/2025	12/31/2025
Begin Design (PS&E) Phase	7/1/2025	7/1/2026
End Design Phase (Ready to List for Advertisement Milestone)	7/31/2025	6/15/2026
Begin Right of Way Phase	N/A	
End Right of Way Phase (Right of Way Certification Milestone)	N/A	
Begin Construction Phase (Contract Award Milestone)	9/10/2026	8/1/2026
End Construction Phase (Construction Contract Acceptance Milestone)	4/13/2027	6/30/2027
Begin Closeout Phase	4/28/2027	8/1/2027
End Closeout Phase (Closeout Report)	5/12/2027	10/31/2027

Impact to Outputs

Although there is scope work being removed (on-site solar and energy storage), with the change to the location, and because of the reserved power from PG&E, it provides flexibility to add higher power charging equipment and overnight truck parking. Additionally, the increased power allows for AC charging ports to be installed in lieu of incremental DC fast charging ports, which are better positioned to serve large batteries of heavy-duty trucks.

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Project Outputs

Location/Element	Approved Scope	Proposed Change	Change in Benefit
Number of locations with ZEV infrastructure	1 site	1 site	0
Number of DC charging ports	34 ports	40 ports	+6 ports
Energy storage system capacity	4 MWh	0 MWh	-4 MWh
Solar capacity	0.75 MW	0 MW	-0.75 MW
Number of AC charging ports	4 ports	0 ports	-4 ports
Simultaneous EV charging capacity	5,100 kW	6,000 kW	+900 kW

ePPR for Livermore (new):

Project Outputs			
Category	Outputs	Unit	Total
ZEV infrastructure	Number of Locations with ZEV infrastructure	Each	1
ZEV infrastructure	Simultaneous EV charging capacity	kW	6,000
ZEV infrastructure	Number of DC charging ports	Each	40

Impact to Benefits

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.

Updates to the BCA were limited to revised project inputs reflecting the proposed scope change. Specifically, the model was updated to incorporate increased construction and equipment costs associated with higher-power charging infrastructure, as well as adjustments to charging capacity and utilization assumptions to reflect the deployment of higher-power chargers. Due to the updated construction schedule and the deadline to claim the now cancelled Investment Tax Credits (ITC), that incentive source has been removed from both the Oakland and Livermore BCAs.

The job creation statistic was originally estimated to be 80 FTEs for construction and 12 FTE for ongoing operations. Those figures considered job creation across four sites, and have been revised to 20 FTE and 3 FTE for this comparison. Since job creation was estimated through a site level analysis, this change was updated for both the Oakland and Livermore BCAs. The final change was made for the calculation of project CAPEX. All but the energy cost figures were hard-coded in the BCA based on the four site configuration. The left the Labor, Maintenance, and Software costs to be updated following a different

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approach. To align as much as possible with the original BCA framework, these values were calculated based on a cost per total kWh consumed.

The following values were used to updated Oakland and Livermore BCAs:

- Labor: \$0.069 per total kWh consumed
- Maintenance: \$0.699 per total kWh consumed
- Software: \$0.007 per total kWh consumed

All other inputs remain consistent with the previously approved BCA. As a result of these limited input updates, project benefits were maintained or increased across all evaluated metrics relative to the original application. The Metrics that remained unchanged were ratio units and job creation. The ratios were impacted by the scale of the project, such as the number of fatalities and injuries expected per 100M VMT. The job creation metric in the original evaluation was associated with each site. Given that the Livermore site would have more ports and charging capacity than any site in the original evaluation, claiming no change in job creation is a conservative estimate.

The increased benefit metrics show incremental improvements attributable to increased charging capacity and utilization. All benefits are ultimately derived from the amount of zero emission VMT enabled by the site. Following the utilization expectations, the Livermore site is expected to provide enough energy for 3.5M VMT in the first year, increasing to 8.0M VMT by 2045. The revised BCA, therefore, captures the incremental effects of the proposed scope change while maintaining full methodological consistency with the original analysis.

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Project Outcomes

Measure	Metric	Unit	Programmed Metric Benefits	Revised Metric Benefits	Change	Benefit Increase/Decrease
Air Quality	Particulate Matter (PM 10)	Tons	-1.57	-2.53	61%	Increase
	Particulate Matter (PM 2.5)		-1.30	-2.09	61%	Increase
	Carbon Oxide (CO2)		-195489	-314581	61%	Increase
	Volatile Organic Compounds (VOC)		-8.95	-14.40	61%	Increase
	Sulphur Oxides (SOx)		-0.79	-1.27	61%	Increase
	Carbon Monoxide (CO)		-123	-197	61%	Increase
	Nitrogen Oxides (NOx)		-216	-347	61%	Increase
Safety	Number of Fatalities	#	-1.01	-1.63	61%	Increase
	Rate of Fatalities per 100 Million VMT	#/100M VMT	-1.46	-1.46	0%	No change
	Number of Serious Injuries	#	-24.98	-40.20	61%	Increase
	Number of Serious Injuries per 100 Million VMT	#/100M VMT	-36.00	-36.00	0%	No change
	(Optional) Number of Non- Motorized Fatalities and Non- Motorized Serious Injuries	N/A	-	-	-	N/A
	(Optional) Other Information	N/A	-	-	-	N/A
Cost Effectiveness	Cost Benefit Ratio	N/A	1.229	1.306	6%	Increase
	(Optional) Other Information	N/A	N/A	N/A	N/A	N/A
Economic Development	Jobs Created	N/A	114	114	0%	No change
	(Optional) Other Information	N/A	N/A	N/A	N/A	N/A

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Reason/Justification for change to Implementing Entity & Project Title

This scope change also requests that the implementing agency and project title be revised as the assets under Gage Zero were acquired by EV Realty. The proposed changes, as shown below, request for the new implementing entity be updated to an LLC under the larger EV Realty Holdings LLC umbrella. This is a wholly owned subsidiary. There are no changes to the individuals and points of contact managing the project directly, and the change to the implementing agency is strictly aligned with EV Realty's organizational structure.

Updated Project Title	EV Realty - Livermore Charging Hub
Updated Project Implementing Agency	CA-ALA-002 Project LLC

Site	Project Description	Project Limits
Livermore	The project will construct and install a multi-fleet charging hub to improve operational efficiency and reduce travel time variability for freight movement. The project scope includes: <ul style="list-style-type: none">• 6,000kW simultaneous EV charging capacity• 8 MCS charging ports• 2 high power charging ports• 30 standard DC fast charging ports	In Livermore, on McGraw Avenue, near I-580 Exit 54 and Southfront Road. 461 McGraw Avenue, Livermore, CA 94551

Summary

This project was adopted with the intent to improve operational efficiency and reduce travel time variability for freight movement, aligning with the goals of the National Highway Freight Program, the 2020 California Freight Mobility Plan, and the California Sustainable Freight Action Plan. The project will act to significantly advance the State's goals to transition to clean transportation while reducing congestion and improving the reliability of the statewide freight network.

There is a reduction in outputs for the project, however due to the moving to a new site, there is significant increase in benefits in the form of dedicated power grid that can handle higher power charging equipment, which not only are better positioned to serve large batteries of heavy-duty trucks but reduce the project costs.