

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25-26, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8a.(16), 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 26-123**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project allocation for 13 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 13 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 SB 1 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 programmed. 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: bp Products North America
County: Shasta
District: 02
PPNO: 6299C
Allocation Amount: \$106,000
Phase: Plans, Specifications, and Estimate
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2027
Department Recommendation: Support

EV Oasis North - Redding project

The bp Products North America (Agency) requests a 12-month time extension for the period of project allocation for the Plans, Specifications, and Estimate (PS&E) phase of the EV Oasis North - Redding project. The Agency experienced delays due to several unforeseen factors.

The project proposes to construct and install medium- and heavy-duty electric chargers and infrastructure.

Since the program's adoption in June 2025, the Electric Vehicle (EV) market has experienced notable shifts, including a slowdown in medium- and heavy-duty adoption rates and evolving federal policy support. As a result, this project has undergone additional internal evaluation and design refinement beyond what was originally anticipated, including expanded internal and senior leadership review processes, reflecting increased scrutiny of project assumptions, phasing, and readiness in light of changing market conditions, additional design iteration and validation, as project elements have been revisited to ensure they appropriately respond to updated expectations around demand, utilization, and scalability, and extended approval timelines, driven by multiple rounds of feedback and refinement required to secure concurrence under evolving programmatic and policy considerations.

These factors represent a shift in the broader market and policy context that occurred after program adoption and could not have been fully anticipated at that time. The resulting increase in review intensity and iterative approvals has led to schedule impacts outside of the original delivery assumptions. The project team has continued to advance the early design activities in coordination with these evolving requirements and remains committed to delivering a project that is responsive to current conditions and positioned for long-term success. The Agency needs additional time to complete the required review and approval processes for design and construction allocation. The project has a concurrent project allocation time extension request for the Construction (CON) phase under this item on this month's Commission agenda.

Therefore, the Agency requests a 12-month time extension for the period of project allocation for the PS&E phase from June 30, 2026 to June 30, 2027.

Project Number: 2
Applicant: bp Products North America
County: Shasta
District: 02
PPNO: 6299C
Allocation Amount: \$2,625,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2027
Department Recommendation: Support

EV Oasis North - Redding project

The bp Products North America (Agency) requests a 12-month time extension for the period of project allocation for the CON phase of the EV Oasis North - Redding project. The Agency experienced delays due to several unforeseen factors.

The project proposes to construct and install medium- and heavy-duty electric chargers and infrastructure.

Since the program's adoption in June 2025, the EV market has experienced notable shifts, including a slowdown in medium- and heavy-duty adoption rates and evolving federal policy support. As a result, this project has undergone additional internal evaluation and design refinement beyond what was originally anticipated, including expanded internal and senior leadership review processes, reflecting increased scrutiny of project assumptions, phasing, and readiness in light of changing market conditions, additional design iteration and validation, as project elements have been revisited to ensure they appropriately respond to updated expectations around demand, utilization, and scalability, and extended approval timelines, driven by multiple rounds of feedback and refinement required to secure concurrence under evolving programmatic and policy considerations.

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Therefore, the Agency requests 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: bp Products North America
County: Tehama
District: 02
PPNO: 6299D
Allocation Amount: \$106,000
Phase: Plans, Specifications, and Estimate
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2027
Department Recommendation: Support

EV Oasis North - Corning project

The bp Products North America (Agency) requests a 12-month time extension for the period of project allocation for the PS&E phase of the EV Oasis North - Corning project. The Agency experienced delays due to several unforeseen factors.

The project proposes to construct and install medium- and heavy-duty electric chargers and infrastructure.

Since the program's adoption in June 2025, the EV market has experienced notable shifts, including a slowdown in medium- and heavy-duty adoption rates and evolving federal policy support. As a result, this project has undergone additional internal evaluation and design refinement beyond what was originally anticipated, including expanded internal and senior leadership review processes, reflecting increased scrutiny of project assumptions, phasing, and readiness in light of changing market conditions, additional design iteration and validation, as project elements have been revisited to ensure they appropriately respond to updated expectations around demand, utilization, and scalability, and extended approval timelines, driven by multiple rounds of feedback and refinement required to secure concurrence under evolving programmatic and policy considerations.

These factors represent a shift in the broader market and policy context that occurred after program adoption and could not have been fully anticipated at that time. The resulting increase in review intensity and iterative approvals has led to schedule impacts outside of the original delivery assumptions. The project team has continued to advance the early design activities in coordination with these evolving requirements and remains committed to delivering a project that is responsive to current conditions and positioned for long-term success. The Agency needs additional time to complete the required review and approval processes for design and construction allocation. The project has a concurrent project allocation time extension request for the CON phase under this item on this month's Commission agenda.

Therefore, the Agency requests a 12-month time extension for the period of project allocation for the PS&E phase from June 30, 2026 to June 30, 2027.

Project Number: 4
Applicant: bp Products North America
County: Tehama
District: 02
PPNO: 6299D
Allocation Amount: \$2,625,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2027
Department Recommendation: Support

EV Oasis North - Corning project

The bp Products North America (Agency) requests a 12-month time extension for the period of project allocation for the CON phase of the EV Oasis North - Corning project. The Agency experienced delays due to several unforeseen factors.

The project proposes to construct and install medium- and heavy-duty electric chargers and infrastructure.

Since the program's adoption in June 2025, the EV market has experienced notable shifts, including a slowdown in medium- and heavy-duty adoption rates and evolving federal policy support. As a result, this project has undergone additional internal evaluation and design refinement beyond what was originally anticipated, including expanded internal and senior leadership review processes, reflecting increased scrutiny of project assumptions, phasing, and readiness in light of changing market conditions, additional design iteration and validation, as project elements have been revisited to ensure they appropriately respond to updated expectations around demand, utilization, and scalability, and extended approval timelines, driven by multiple rounds of feedback and refinement required to secure concurrence under evolving programmatic and policy considerations.

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Therefore, the Agency requests 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: Gage Zero LLC
County: Alameda
District: 04
PPNO: Z001A
Allocation Amount: \$5,946,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2027
Department Recommendation: Support

Accelerating Zero Emission Fleet Charging on Priority Freight Corridors – Oakland project

The Gage Zero LLC (Agency) requests a 12-month time extension for the period of project allocation for the CON phase of the Accelerating Zero Emission Fleet Charging on Priority Freight Corridors – Oakland project. The Agency experienced delays in securing sites.

The project proposes to construct and install a multi-fleet charging hub to improve operational efficiency and reduce travel time variability for freight movement.

After EV Realty acquired Gage Zero's assets, including its awarded Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) projects, it discovered that none of the proposed sites had secured site control and that lease negotiations were still preliminary. EV Realty determined that formalizing these early discussions was commercially unworkable and, starting from scratch, could not secure leases or complete California Environmental Quality Act (CEQA) requirements by the program's December 2025 deadline. As a result, the originally proposed sites were ultimately deemed unviable due to a lack of site control and environmental permitting challenges. EV Realty pursued alternative sites within the original cities to keep the awarded SB 1 TCEP projects on track. Still, it was unable to secure site-host agreements or obtain CEQA clearance for three of the four sites before the program deadlines. These delays were caused by factors outside EV Realty's control, including limited site availability, challenging property negotiations, and utility-related constraints.

For the Oakland site inherited from Gage Zero, EV Realty found that no formal lease had been established, leaving the project without a viable development path. Further evaluation revealed severe grid constraints in Oakland, where only a small share of circuits has available capacity, creating a high risk of cost increases and delays. To address these challenges, EV Realty identified an alternative site in Livermore that serves the same fleet travel patterns. Although EV Realty was not the original SB 1 TCEP awardee, the team has made substantial efforts to identify a viable site among the four originally awarded locations. The requested time extension reflects the additional time needed to complete permitting and approvals from the City of Livermore Planning Department, and Building Department, which serve as two external agencies. Before an allocation can be requested, EV Realty must finalize engineering drawings, obtain the Planning Department's approval, and secure final Building Department

permits. The design is nearing completion, with plan submittal expected in April 2027. EV Realty will continue coordinating closely with permitting agencies and will maintain bi-monthly update meetings with the Department to support timely project delivery.

Therefore, the Agency requests 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: 6
Applicant: WattEV, Inc.
County: Los Angeles
District: 07
PPNO: Z002A
Allocation Amount: \$6,736,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2027
Department Recommendation: Support

Port to Border California Freight Electrification Project - Long Beach

The WattEV, Inc. (Agency) requests a 12-month time extension for the period of project allocation for the CON phase of the Port to Border California Freight Electrification Project - Long Beach. The Agency experienced delays while completing the PS&E activities.

The project proposes to construct a new facility with eight pass-through charging lanes that will incorporate medium-voltage Megawatt Charging System charging infrastructure.

The project's baseline agreement was approved in December 2025, with allocations for the PS&E and the CON phases programmed in Fiscal Year 2025–26. The Agency intended to use a portion of its matching funds to initiate the PS&E phase; however, it cannot complete this work without receiving its PS&E phase allocation. To request, expend, and be reimbursed for the programmed PS&E funds, a fully executed Restricted Grant Agreement (RGA) between the Agency and the Department is required. The RGA, which serves a similar function to the Master Agreement used with local agencies, began in February 2026 and was completed in May 2026. With the RGA now fully executed, the Agency is requesting the PS&E allocation concurrently at the June 2026 Commission meeting.

Additional time is needed to complete the remaining PS&E phase activities, including final engineering, bid document preparation, and permitting coordination. Because the CON phase allocation depends on the completion of the PS&E phase, this delay affects the overall construction schedule. The Agency needs more time to maintain the project timeline and to request construction funding by June 2027.

Therefore, the Agency requests 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: 7
Applicant: WattEV, Inc.
County: Los Angeles
District: 07
PPNO: Z002B
Allocation Amount: \$6,736,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2027
Department Recommendation: Support

Port to Border California Freight Electrification Project - Otay Mesa

The WattEV, Inc. (Agency) requests a 12-month time extension for the period of project allocation for the CON phase of the Port to Border California Freight Electrification Project - Long Beach. The Agency experienced delays while completing the PS&E activities.

The project proposes to construct a new facility with eight pass-through charging lanes that will incorporate medium-voltage Megawatt Charging System charging infrastructure.

The project's baseline agreement was approved in December 2025, with allocations for the PS&E and the CON phases programmed in Fiscal Year 2025–26. The Agency intended to use a portion of its matching funds to initiate the PS&E phase; however, it cannot complete this work without receiving its PS&E phase allocation. To request, expend, and be reimbursed for the programmed PS&E funds, a fully executed RGA between the Agency and the Department is required. The RGA, which serves a similar function to the Master Agreement used with local agencies, began in February 2026 and was completed in May 2026. With the RGA now fully executed, the Agency is requesting the PS&E allocation concurrently at the June 2026 Commission meeting.

Additional time is needed to complete the remaining PS&E phase activities, including final engineering, bid document preparation, and permitting coordination. Because the CON phase allocation depends on the completion of the PS&E phase, this delay affects the overall construction schedule. The Agency needs more time to maintain the project timeline and to request construction funding by June 2027.

Therefore, the Agency requests 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: 8
Applicant: Prologis Mobility, Inc.
County: San Joaquin
District: 10
PPNO: 2365A
Allocation Amount: \$398,000
Phase: Plans, Specifications, and Estimate
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2027
Department Recommendation: Support

Prologis Mobility - Freight Logistics Electrifications for Emission-Free Transport Project

The Prologis Mobility, Inc. (Agency) requests a 12-month time extension for the period of project allocation for the PS&E phase of the Prologis Mobility - Freight Logistics Electrifications for Emission-Free Transport Project. The Agency experienced delays due to Pacific Gas and Electric (PG&E) utility capacity constraints.

The project proposes to construct and install a zero-emission freight charging hub to support the electrification of medium- and heavy-duty trucks.

The project delay is driven by PG&E utility capacity constraints that originate upstream within the transmission and distribution system and are outside the direct control of the project team. The Agency was aware of this in March 2026. The original delivery assumptions were based on standard interconnection timelines to support the requested 9.9-megawatt (MW) load. However, PG&E's 2024 preliminary engineering study and subsequent utility reporting identified two potential infrastructure upgrade pathways: installing an additional bank at the existing substation or constructing a new substation. This study started in January 2024 and after a required update, it was completed in March 2026.

Project conditions changed materially in February 2026, when an unforeseen load allocation was adjusted due to a new development across the street that required reallocation of available firm capacity. This issue was not captured earlier because the material change did not occur until PG&E reassessed capacity allocations in February 2026. Prior utility studies focused on identifying infrastructure solutions needed to serve the project load, including either an additional substation bank or a new substation. The subsequent reduction in available capacity resulted from evolving system conditions and competing load demands that developed after the original utility studies and project planning assumptions were completed. These upstream transmission and distribution system constraints are controlled by PG&E and were outside the direct control or visibility of the project team. This reassessment resulted in updated PG&E capacity letters indicating that currently available utility capacity is less than 1 MW, with full delivery of the requested 9.9 MW now projected for the third quarter of 2028 and potentially extending into 2029. The project may proceed at reduced capacity through PG&E's Flex Connect program, which provides day-ahead communication of available power. While Flex Connect enables partial operations, it requires significant design modifications to uphold

customer commitments, including the integration of onsite energy storage systems to buffer load and manage variability. These requirements have increased design complexity and caused schedule impacts. In response, the project team evaluated multiple redesign strategies, including phased deployment, reduced-load configurations, and the addition of onsite generation and storage to align with constrained near-term capacity while maintaining compliance with program requirements and performance thresholds. Despite this effort, the significantly limited capacity and extended energization timeline necessitate continued design adjustments to establish a viable project scope that satisfies both program needs and market demand. The Commission's involvement in proceeding at reduced capacity through PG&E's Flex Connect program is not anticipated. Due to unforeseen circumstances, the Agency needs additional time to proceed. The project has a concurrent project allocation time extension request for the CON phase under this item on this month's Commission agenda.

Therefore, the Agency requests a 12-month time extension for the period of project allocation for the PS&E phase from June 30, 2026 to June 30, 2027.

Project Number: 9
Applicant: Prologis Mobility, Inc.
County: San Joaquin
District: 10
PPNO: 2365A
Allocation Amount: \$14,252,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2027
Department Recommendation: Support

Prologis Mobility - Freight Logistics Electrifications for Emission-Free Transport Project

The Prologis Mobility, Inc. (Agency) requests a 12-month time extension for the period of project allocation for the CON phase of the Prologis Mobility - Freight Logistics Electrifications for Emission-Free Transport Project. The Agency experienced delays due to PG&E utility capacity constraints.

The project proposes to construct and install a zero-emission freight charging hub to support the electrification of medium- and heavy-duty trucks.

The project delay is driven by PG&E utility capacity constraints that originate upstream within the transmission and distribution system and are outside the direct control of the project team. The Agency was aware of this in March 2026. The original delivery assumptions were based on standard interconnection timelines to support the requested 9.9-MW load. However, PG&E's 2024 preliminary engineering study and subsequent utility reporting identified two potential infrastructure upgrade pathways: installing an additional bank at the existing substation or constructing a new substation. This study started in January 2024 and after a required update, it was completed in March 2026.

Project conditions changed materially in February 2026, when an unforeseen load allocation was adjusted due to a new development across the street that required reallocation of available firm capacity. This issue was not captured earlier because the material change did not occur until PG&E reassessed capacity allocations in February 2026. Prior utility studies focused on identifying infrastructure solutions needed to serve the project load, including either an additional substation bank or a new substation. The subsequent reduction in available capacity resulted from evolving system conditions and competing load demands that developed after the original utility studies and project planning assumptions were completed. These upstream transmission and distribution system constraints are controlled by PG&E and were outside the direct control or visibility of the project team. This reassessment resulted in updated PG&E capacity letters indicating that currently available utility capacity is less than 1 MW, with full delivery of the requested 9.9 MW now projected for the third quarter of 2028 and potentially extending into 2029. The project may proceed at reduced capacity through PG&E's Flex Connect program, which provides day-ahead communication of available power. While Flex Connect enables partial operations, it requires significant design modifications to uphold

customer commitments, including the integration of onsite energy storage systems to buffer load and manage variability. These requirements have increased design complexity and caused schedule impacts. In response, the project team evaluated multiple redesign strategies, including phased deployment, reduced-load configurations, and the addition of onsite generation and storage to align with constrained near-term capacity while maintaining compliance with program requirements and performance thresholds. Despite this effort, the significantly limited capacity and extended energization timeline necessitate continued design adjustments to establish a viable project scope that satisfies both program needs and market demand. The Commission's involvement in proceeding at reduced capacity through PG&E's Flex Connect program is not anticipated. Due to unforeseen circumstances, the Agency needs additional time to proceed. The project has a concurrent project allocation time extension request for the PS&E phase under this item on this month's Commission agenda.

Therefore, the Agency requests 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: 10
Applicant: bp Products North America
County: Merced
District: 10
PPNO: 6299A
Allocation Amount: \$106,000
Phase: Plans, Specifications, and Estimate
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2027
Department Recommendation: Support

EV Oasis North - Livingston project

The bp Products North America (Agency) requests a 12-month time extension for the period of project allocation for the PS&E phase of the EV Oasis North - Livingston project. The Agency experienced delays due to several unforeseen factors.

The project proposes to construct and install a zero-emission freight charging hub to support the electrification of medium- and heavy-duty trucks.

Since the program's adoption in June 2025, the EV market has experienced notable shifts, including a slowdown in medium- and heavy-duty adoption rates and evolving federal policy support. As a result, this project has undergone additional internal evaluation and design refinement beyond what was originally anticipated, including expanded internal and senior leadership review processes, reflecting increased scrutiny of project assumptions, phasing, and readiness in light of changing market conditions, additional design iteration and validation, as project elements have been revisited to ensure they appropriately respond to updated expectations around demand, utilization, and scalability, and extended approval timelines, driven by multiple rounds of feedback and refinement required to secure concurrence under evolving programmatic and policy considerations.

In response, there has been a heightened level of internal and executive review applied to EV infrastructure projects to ensure that investments remain aligned with current market conditions and organizational goals. As a result, this project has undergone additional internal evaluation and design refinement beyond what was originally anticipated, including expanded internal and senior leadership review processes, reflecting increased scrutiny of project assumptions, phasing, and readiness in light of changing market conditions, additional design iteration and validation, as project elements have been revisited to ensure they appropriately respond to updated expectations around demand, utilization, and scalability, and extended approval timelines, driven by multiple rounds of feedback and refinement required to secure concurrence under evolving programmatic and policy considerations.

These factors represent a shift in the broader market and policy context that occurred after program adoption and could not have been fully anticipated at that time. The resulting increase in review intensity and iterative approvals has led to schedule impacts outside of the original

delivery assumptions. The project team has continued to advance the early design activities in coordination with these evolving requirements and remains committed to delivering a project that is responsive to current conditions and positioned for long-term success. The Agency needs additional time to complete the required review and approval processes for design and construction allocation. The project has a concurrent project allocation time extension request for the CON phase under this item on this month's Commission agenda.

Therefore, the Agency requests a 12-month time extension for the period of project allocation for the PS&E phase from June 30, 2026 to June 30, 2027.

Project Number: 11
Applicant: bp Products North America
County: Merced
District: 10
PPNO: 6299A
Allocation Amount: \$2,625,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2027
Department Recommendation: Support

EV Oasis North - Livingston project

The bp Products North America (Agency) requests a 12-month time extension for the period of project allocation for the CON phase of the EV Oasis North - Livingston project. The Agency experienced delays due to several unforeseen factors.

The project proposes to construct and install medium- and heavy-duty electric chargers and infrastructure.

Since the program's adoption in June 2025, the EV market has experienced notable shifts, including a slowdown in medium- and heavy-duty adoption rates and evolving federal policy support. As a result, this project has undergone additional internal evaluation and design refinement beyond what was originally anticipated, including expanded internal and senior leadership review processes, reflecting increased scrutiny of project assumptions, phasing, and readiness in light of changing market conditions, additional design iteration and validation, as project elements have been revisited to ensure they appropriately respond to updated expectations around demand, utilization, and scalability, and extended approval timelines, driven by multiple rounds of feedback and refinement required to secure concurrence under evolving programmatic and policy considerations.

In response, there has been a heightened level of internal and executive review applied to EV infrastructure projects to ensure that investments remain aligned with current market conditions and organizational goals. As a result, this project has undergone additional internal evaluation and design refinement beyond what was originally anticipated, including expanded internal and senior leadership review processes, reflecting increased scrutiny of project assumptions, phasing, and readiness in light of changing market conditions, additional design iteration and validation, as project elements have been revisited to ensure they appropriately respond to updated expectations around demand, utilization, and scalability, and extended approval timelines, driven by multiple rounds of feedback and refinement required to secure concurrence under evolving programmatic and policy considerations.

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delivery assumptions. The project team has continued to advance the early design activities in coordination with these evolving requirements and remains committed to delivering a project that is responsive to current conditions and positioned for long-term success. The Agency needs additional time to complete the required review and approval processes for design and construction allocation. The project has a concurrent project allocation time extension request for the PS&E phase under this item on this month's Commission agenda.

Therefore, the Agency requests 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: 12
Applicant: bp Products North America
County: Merced
District: 10
PPNO: 6299B
Allocation Amount: \$106,000
Phase: Plans, Specifications, and Estimate
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2027
Department Recommendation: Support

EV Oasis North - Santa Nella project

The bp Products North America (Agency) requests a 12-month time extension for the period of project allocation for the PS&E phase of the EV Oasis North - Santa Nella project. The Agency experienced delays due to several unforeseen factors.

The project proposes to construct and install a zero-emission freight charging hub to support the electrification of medium- and heavy-duty trucks.

Since the program's adoption in June 2025, the EV market has experienced notable shifts, including a slowdown in medium- and heavy-duty adoption rates and evolving federal policy support. As a result, this project has undergone additional internal evaluation and design refinement beyond what was originally anticipated, including expanded internal and senior leadership review processes, reflecting increased scrutiny of project assumptions, phasing, and readiness in light of changing market conditions, additional design iteration and validation, as project elements have been revisited to ensure they appropriately respond to updated expectations around demand, utilization, and scalability, and extended approval timelines, driven by multiple rounds of feedback and refinement required to secure concurrence under evolving programmatic and policy considerations.

In response, there has been a heightened level of internal and executive review applied to EV infrastructure projects to ensure that investments remain aligned with current market conditions and organizational goals. As a result, this project has undergone additional internal evaluation and design refinement beyond what was originally anticipated, including expanded internal and senior leadership review processes, reflecting increased scrutiny of project assumptions, phasing, and readiness in light of changing market conditions, additional design iteration and validation, as project elements have been revisited to ensure they appropriately respond to updated expectations around demand, utilization, and scalability, and extended approval timelines, driven by multiple rounds of feedback and refinement required to secure concurrence under evolving programmatic and policy considerations.

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delivery assumptions. The project team has continued to advance the early design activities in coordination with these evolving requirements and remains committed to delivering a project that is responsive to current conditions and positioned for long-term success. The Agency needs additional time to complete the required review and approval processes for design and construction allocation. The project has a concurrent project allocation time extension request for the CON phase under this item on this month's Commission agenda.

Therefore, the Agency requests a 12-month time extension for the period of project allocation for the PS&E phase from June 30, 2026 to June 30, 2027.

Project Number: 13
Applicant: bp Products North America
County: Merced
District: 10
PPNO: 6299B
Allocation Amount: \$2,625,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2027
Department Recommendation: Support

EV Oasis North - Santa Nella project

The bp Products North America (Agency) requests a 12-month time extension for the period of project allocation for the CON phase of the EV Oasis North - Santa Nella project. The Agency experienced delays due to several unforeseen factors.

The project proposes to construct and install a zero-emission freight charging hub to support the electrification of medium- and heavy-duty trucks.

Since the program's adoption in June 2025, the EV market has experienced notable shifts, including a slowdown in medium- and heavy-duty adoption rates and evolving federal policy support. As a result, this project has undergone additional internal evaluation and design refinement beyond what was originally anticipated, including expanded internal and senior leadership review processes, reflecting increased scrutiny of project assumptions, phasing, and readiness in light of changing market conditions, additional design iteration and validation, as project elements have been revisited to ensure they appropriately respond to updated expectations around demand, utilization, and scalability, and extended approval timelines, driven by multiple rounds of feedback and refinement required to secure concurrence under evolving programmatic and policy considerations.

In response, there has been a heightened level of internal and executive review applied to EV infrastructure projects to ensure that investments remain aligned with current market conditions and organizational goals. As a result, this project has undergone additional internal evaluation and design refinement beyond what was originally anticipated, including expanded internal and senior leadership review processes, reflecting increased scrutiny of project assumptions, phasing, and readiness in light of changing market conditions, additional design iteration and validation, as project elements have been revisited to ensure they appropriately respond to updated expectations around demand, utilization, and scalability, and extended approval timelines, driven by multiple rounds of feedback and refinement required to secure concurrence under evolving programmatic and policy considerations.

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