ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

EV Realty • South Bay Truck Charging Hub Project

Resolution TCEP-P-2526-17B
(to be completed by CTC)

1. FUNDING PROGRAM

☑ Trade Corridor Enhancement Program - *Please note: this form applies ONLY to ZEV TCEP Projects.*

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Caltrans, and the Implementing Agency, EV Western Tenant LLC, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 6/26/2025 meeting the Commission approved the Trade Corridor Enhancement Program and included in this program of projects the EV Realty • South Bay Truck Charging Hub Project, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

☐ Resolution _____, "Adoption of Program of Projects for the Active Transportation Program", dated _____

☐ Resolution _____, "Adoption of Program of Projects for the Local Partnership Program", dated _____

☐ Resolution _____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____

☐ Resolution _____, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____

■ Resolution G-25-42, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated 6/26/2025

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 EV Western Tenant LLC agrees to secure funds for any additional costs of the project.

4.6 EV Western Tenant LLC agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 EV Western Tenant LLC agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 EV Western Tenant LLC agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Cost Overrun
In the event of a cost overrun on a Caltrans nominated project, neither the Trade Corridor Enhancement Program nor the Department shall be responsible for any cost increase. Any cost overruns shall be the sole responsibility of the Private Entity.

5.5 Additional Provisions and Conditions *(Please attach an additional page if additional apace is needed.)*

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: EV Realty • South Bay Truck Charging Hub Project

Resolution: TCEP-P-2526-17B

(to be completed by CTC)

Wyatt Toolson — 3/12/2026

Wyatt Toolson

Chief Financial Officer

Date

Project Applicant/Implementing Entity

Angel Pyle — 03/19/2026

Angel Pyle

SB1 Program Manager

Date

Nominating Agency/Implementing Agency (Caltrans, Modified Oversight)

Gloria Roberts (Apr 9, 2026 13:37:37 PDT) — 04/09/2026

Gloria Roberts

District Director

California Department of Transportation

Date

Director

California Department of Transportation

Date

Executive Director

California Transportation Commission



EV Realty South Bay Truck Charging Hub

Scope

EV Western Tenant LLC, a subsidiary of EV Realty Holdings LLC, will develop the South Bay Truck Charging Hub, a charging depot with (30) pull–in DC fast chargers (up to 350 kW) and (20) pull–in DC fast charging stalls (up to 1,200 kW) featuring Megawatt Charging System (MCS) ports for medium– and heavy–duty commercial vehicles in Torrance, CA. In close proximity to the Ports of Long Beach and Los Angeles, high–density warehouse districts, and major freight hubs, the project is strategically located to serve a wide variety of fleet needs, including drayage, regional haul, and last mile operations. The site is grid–optimized with available power capacity, minimizing potential delays.

The project is a secure, multi–fleet charging hub that will be open to any contracted fleet customer, including both large companies and independent owner–operators, with simple access requirements and terms tailored to specific fleet needs. The site will be open 24/7, allowing both daytime and overnight charging. The site will also have basic driver amenities, including bathrooms, security, lighting, and onsite parking for drivers' personal vehicles.



Cost

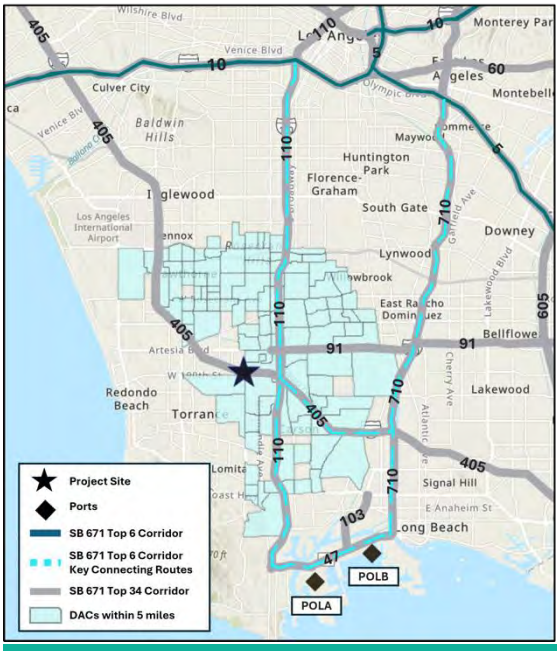
Leveraged funds	$14.215 million
TCEP Funds	$7.9 million
Total	**$22.12 million**

Estimated Schedule

Site Control	✔
CEQA Clearance	✔
Break Ground	Q4 2026
Site Operational	2027

Benefits

The project sits on a major arterial road with heavy truck traffic, directly adjacent to I–405 and 1–2 miles from the intersections of I–110 and I–405 and I–110 and SR 91. The project is not expected to increase truck traffic or otherwise negatively impact the surrounding communities. The project has been welcomed by local leaders, and the project team is continuing to conduct local community outreach and engagement to avoid adverse impacts and mitigate community risks and concerns.



Close proximity to freeways, freight hubs, improves system efficiency and reliability

Increasing access to charging for commercial trucks in a high–traffic area will enable significant greenhouse gas (GHG) emissions reductions as conventional vehicles are replaced by clean, zero–emission alternatives. Enabling a faster transition to electric vehicles will also improve local air quality and public health outcomes at the local and regional levels, including nearby communities that have been designated as disadvantaged and underserved.

Beyond the noise reduction and local air quality improvements that are enabled by the development of this project and the adoption of heavy–duty electric vehicles, the project will provide local job opportunities for construction and ongoing operations, supporting regional workforce development and the availability of good–paying jobs in the clean transportation industry.

Improves Goods Movement

30 pull–in DC fast chargers (up to 350kW)

20 pull–in DC fast charging stalls (up to 1,200 kW), featuring MCS

9 MW of charging capacity

Ability to charge 250+ trucks per day as market grows

Meets Fleet and Driver Needs

Shared, multi–fleet hub for offsite charging

Open to fleets of all sizes, supporting the availability of charging with equitable access

Security, stall reservations, and amenities meet fleet operational needs

Benefits Local Communities

Reduced GHG emissions: 15,700 tons/year

Local air quality and public health benefits : 15,700 kg/NOx/year

Reduced noise as local truck traffic electrifies

Local job creation opportunities

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P106-2024-0001 v6

Amendment (Existing Project) ☒ YES ☐ NO				Date	03/18/2026
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
07			Z003	Caltrans HQ	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County				EV Realty, Inc.	
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Katrina Aceves			562-485-8473	katrina@buildmomentum.io	

Project Title

EV Realty - South Bay Truck Charging Hub

Location (Project Limits), Description (Scope of Work)

In Torrance, CA, adjacent to I-405 near the intersection of S. Western Avenue and 186th Street. Install 30 standard direct current fast charging ports and 20 Megawatt Charging System (MCS) ports.

The project will provide facility improvements to a vacant site in Torrance, CA, installing (30) standard DC fast charging ports and (20) MCS fast charging ports. Construction will be completed in a single phase between 2026 and 2027. Early activities involve completing prior site assessments, developing a bid process to select vendors, selecting equipment, and ensuring environmental compliance.

Component	Implementing Agency
PA&ED	EV Western Tenant LLC
PS&E	EV Western Tenant LLC
Right of Way	EV Western Tenant LLC
Construction	EV Western Tenant LLC

Legislative Districts					
Assembly:	66	Senate:	24	Congressional:	43

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	06/03/2024	06/03/2024
Circulate Draft Environmental Document Document Type CE	12/01/2025	12/01/2025
Draft Project Report	07/15/2024	07/15/2024
End Environmental Phase (PA&ED Milestone)	12/31/2025	12/31/2025
Begin Design (PS&E) Phase	06/12/2024	06/12/2024
End Design Phase (Ready to List for Advertisement Milestone)	01/15/2025	08/31/2026
Begin Right of Way Phase	01/16/2025	
End Right of Way Phase (Right of Way Certification Milestone)	01/16/2025	
Begin Construction Phase (Contract Award Milestone)	12/04/2025	09/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	02/06/2026	06/30/2027
Begin Closeout Phase	02/09/2026	07/01/2027
End Closeout Phase (Closeout Report)	02/13/2026	09/30/2027

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

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Date 03/18/2026

Purpose and Need

Located along a principal arterial road with heavy truck traffic, the project will facilitate broad fleet transformation and electrification efforts to reduce local transportation-related noise pollution and improve air quality. Benefits include increased zero-emission truck throughput, greater charging reliability, reduced GHG emissions, and job creation.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
ZEV infrastructure	Number of Locations with ZEV infrastructure	Each	1
ZEV infrastructure	Simultaneous EV charging capacity	kW	9,000
ZEV infrastructure	Number of vehicle stalls available for charging	Each	50
ZEV infrastructure	Number of DC charging ports	Each	50

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Date 03/18/2026

Additional Information

Note that in the performance indicators and metrics section the change for Number of Serious Injuries per 100 Million VMT is rounded up to 4, but the accurate non-rounded number is 3.6

R/W milestone has the same start and end date of 1/16/2025 as the project is not subject to right of way. The project site is wholly owned by EV Realty, and no additional easements, access rights, or temporary construction rights are required.

The implementing agency has changed to EV Western Tenant LLC, a wholly-owned subsidiary of EV Realty Holdings LLC (parent entity). There have been no changes to personnel, projects, public name, etc. As a wholly-owned subsidiary, EV Western Tenant LLC will sign the RGA, sign all relevant construction and equipment contracts, and be named on all invoices and permits.

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PPR ID
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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	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	0	0	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	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	3.41	4.73	-1.32
			PM 10 Tons	5.68	14.74	-9.06
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	55,028.66	288,816.62	-233,787.96
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	3.41	12.54	-9.13
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	1.14	1.63	-0.49
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	37.52	171.39	-133.87
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	20.47	300.78	-280.31
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	1.25	1.39	-0.14
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	1.31	1.46	-0.15
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	30.85	34.28	-3.43
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	32	36	-4
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	742	0	742
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.558	0	1.558

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P106-2024-0001 v6

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				Z003

Project Title

EV Realty - South Bay Truck Charging Hub

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)			180					180	EV Western Tenant LLC
PS&E			150	150				300	EV Western Tenant LLC
R/W SUP (CT)									EV Western Tenant LLC
CON SUP (CT)									EV Western Tenant LLC
R/W									EV Western Tenant LLC
CON				15,210	2,680			17,890	EV Western Tenant LLC
TOTAL			330	15,360	2,680			18,370	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				7,900	14,215			22,115	
TOTAL				7,900	14,215			22,115	

Fund #1:	Local Funds - Private Funds (Committed)								Program Code
Existing Funding ($1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)			180					180	EV Western Tenant LLC
PS&E			150	150				300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				7,310	2,680			9,990	
TOTAL			330	7,460	2,680			10,470	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					14,215			14,215	
TOTAL					14,215			14,215	

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P106-2024-0001 v6

Fund #2:	SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding ($1,000s)									20.30.210.310
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									STATE State 20.xx.723.100
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				7,900				7,900	
TOTAL				7,900				7,900	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				7,900				7,900	
TOTAL				7,900				7,900	

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PROJECT PROGRAMMING REQUEST (PPR)

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PPR ID
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Complete this page for amendments only Date 03/18/2026

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				Z003

SECTION 1 - All Projects

Project Background

EV Realty is proposing beneficial changes to the site, including adjustments to the overall layout, selected hardware, and increased power levels. The modifications improve overall site performance and public benefit by shifting from a larger number of lower-power charging ports to a smaller number of significantly higher-power charging ports. The site's total charging capacity and throughput are substantially increased through the deployment of Megawatt Charging System (MCS) infrastructure. MCS charging infrastructure requires a larger on-site footprint due to increased power electronics and cooling elements to handle increased charging speeds. The introduction of MCS infrastructure results in a reduction of charging stalls from 60 to 50, while substantially increasing throughput and total charging capacity on the site. These 1,200 kW-capable charging ports position the site to meet emerging high-speed charging requirements for next-generation zero-emission trucks, as informed by ongoing engagement with fleet operators, charging and vehicle technology providers, and industry stakeholders.

Programming Change Requested

Reason for Proposed Change

EV Realty has continued the detailed design development and coordination with project engineers, local utilities, planning departments, and fleet customers. Their requests ultimately required changes to the site layout. SCE's requirements for equipment access and operational clearances created impacts to 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 at 15% increase in 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 radii and minimizing congestion is critical to safe vehicle and freight operations. Redesign efforts enabled EV Realty to increase site capacity and improve project outputs, specifically by adding MCS capable chargers. The introduction of higher-capability zero-emission trucks has increased demand for faster charging and shorter dwell times. These changes were driven by external policy and OEM developments, rather than project-level decisions.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

A Time Extension will be requested for CON allocation of the awarded TCEP funds. This is due to the time required to complete permitting and approvals through two third-party agencies. Prior to requesting CON allocation, EV Realty and its design team must complete detailed engineering drawings, submit final plans to the City of Torrance Planning Department for review and approval, and subsequently submit approved plans and permit materials to the Building Department for final approval.

The proposed scope change would result in an increase of the overall project cost due to modifications to charging infrastructure and associated site improvements. The increase in total project cost will be funded by EV Realty, with no increase to the previously programmed TCEP funds.

Other Significant Information

Regarding Right of Way, the project site is wholly owned by EV Realty, and no additional easements, access rights, or temporary construction rights are required. The ROW milestones have been removed and marked N/A.

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

The scope changes proposes the following amendments:
- Number of DC charging ports: decrease from 60 to 50
- Number of vehicle stalls available for charging: decrease from 60 to 50
- Simultaneous EV charging capacity: increase from 7,600 kW to 9,000 kW

Due to schedule and budget adjustments, the following programming amendments are requested:
- Removal of private funds in the PA&ED and PS&E phases.
- Increase of private funds in the CON phase to $14,215,000 in FY 26-27.
- No change in the awarded TCEP funds in the CON phase, remains at $7,900,000.
- Time Extension will be requested for CON allocation of awarded TCEP funds in FY26-27 instead of FY25-26.

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PPR ID
ePPR-P106-2024-0001 v6

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments
1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
2) Project Location Map

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Performance Metrics Form Trade

Corridor Enhancement Program

Existing Average Annual Vehicle Volume on Project Segment	256,000 AADT
Existing Average Annual Truck Percent on Project Segment	10,957 AADT
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	256,000 AADT
Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	20,184 AADT

Measure	**Metric**	**Project Type**	**Build**	**Future No Build**	**Change**	**Increase/ Decrease**
Congestion Reduction (Freight)	Change in Daily Vehicle Hours of Delay	All	N/A	N/A	N/A	N/A
	Change in Daily Truck Hours of Delay	All (except rail)	N/A	N/A	N/A	N/A
	(Optional) Person Hours of Travel Time Saved	All	N/A	N/A	N/A	N/A
	(Optional) Daily Truck Trips Due to Mode Shift	Rail, Sea Port	N/A	N/A	N/A	N/A
	(Optional) Daily Truck Miles Travelled Due to Mode Shift	Rail, Sea Port	N/A	N/A	N/A	N/A
	(Optional) Other Information	All	N/A	N/A	N/A	N/A
Throughput (Freight)	Change in Truck Volume	Highway, road, and port projects only	N/A	N/A	N/A	N/A
	Change in Rail Volume	Rail	N/A	N/A	N/A	N/A

	(Optional) Change in Cargo Volume	Sea port, airport	N/A	N/A	N/A	N/A
	(Optional) Other Information	All	N/A	N/A	N/A	N/A
System Reliability (Freight)	Truck Travel Time Reliability Index (“No Build” Only) (Optional Metric)	National and State Highway System Only	N/A	N/A	N/A	N/A
	(Optional) Other Information	All	N/A	N/A	N/A	N/A
Velocity (Freight)	Travel time or total cargo transport time	All	N/A	N/A	N/A	N/A
	(Optional) Change in Average Peak Period Weekday Speed for Road Facility	Road	N/A	N/A	N/A	N/A
	(Optional) Average Peak Period Weekday Speed for Rail Facility	Rail	N/A	N/A	N/A	N/A
	(Optional) Other Information	All	N/A	N/A	N/A	N/A
Air Quality	Particulate Matter (PM 10)	All	5.68	14.74	-9.06	decrease
	Particulate Matter (PM 2.5)		3.41	4.73	-1.32	decrease
	Carbon Oxide (CO2)		55,028.66	288,816.62	-233,787.96	decrease
	Volatile Organic Compounds (VOC)		3.41	12.54	-9.13	decrease
	Sulphur Oxides (SOx)		1.14	1.63	-0.50	decrease
	Carbon Monoxide (CO)		37.52	171.39	-133.87	decrease
	Nitrogen Oxides (NOx)		20.47	300.78	-280.31	decrease
Safety	Number of Fatalities	Road and Land Port	1.25	1.39	-0.14	decrease
	Rate of Fatalities per 100 Million VMT					decrease

	Number of Serious Injuries		30.85	34.28	-3.43	decrease
	Number of Serious Injuries per 100 Million VMT		32	36	-3.6	decrease
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries		N/A	N/A	N/A	N/A
	(Optional) Other Information	All	N/A	N/A	N/A	N/A
Cost Effectiveness	Cost Benefit Ratio	All	N/A	1.558	N/A	N/A
	(Optional) Other Information	All	N/A	N/A	N/A	N/A
Economic Development	Jobs Created	All	742	N/A	742	increase
	(Optional) Other Information	All	N/A	N/A	N/A	N/A

Caltrans District 7
Planning Program Numbers (PPNO): Z003
TCEP
March 2026

PROJECT REPORT EQUIVALENT

EV Realty – South Bay Truck Charging Hub

EV Western Tenant LLC

18715 South Western Avenue
Torrance, CA 90248

Vicinity Map



Caltrans District 7
Planning Program Numbers (PPNO): Z003
TCEP
March 2026

I, Jamie Hall, have been given full authority by EV Western Tenant LLC. to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief and I understand that disciplinary action may be taken in the event that the following information are found to be falsified.

Jamie Hall

3/13/2026

Date

Jamie Hall
Senior Director, External Affairs
EV Realty Holdings LLC

I have reviewed the information contained in this report and find the data and information to be complete, current, and accurate.

Gary Root

3/13/2026

Date

Gary Root
Business Development Manager
EV Realty Holdings LLC

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1. INTRODUCTION

Project Description

The South Bay Truck Charging Hub project will provide facility improvements to a vacant site in Torrance, CA, installing (30) DC fast charging ports (up to 350kW) and (20) higher power charging ports featuring Megawatt Charging System (MCS) for medium- and heavy-duty (MDHD) commercial vehicles. Construction will be completed in a single phase between 2026 and 2027. Early activities involve completing prior site assessments, developing a bid process to select vendors, selecting equipment, and ensuring environmental compliance. Adjacent to Interstate 405 (I-405), 1.5 miles from Interstate 110 (I-110), and in close proximity to the Ports of Long Beach and Los Angeles, high-density warehouse districts, and major freight hubs, the project is strategically located to serve a variety of fleet needs including drayage, regional haul, and last-mile operations.

Project Limit / Footprint	18715 South Western Avenue Torrance, CA 90248
Total Project Cost	Total Costs: $22,115,000
Outputs	• 1 ZEV infrastructure installation • 50 DC charging ports • 50 vehicle stalls available for charging • 9,000 kW simultaneous EV charging capacity
Outcomes	Per Site Outcomes: • PM 2.5 (tons): -1.32 • PM 10 (tons): -9.06 • CO_2 (tons): -233788 • VOC (tons): -9.13 • SOx (tons): -0.5 • CO (tons): -134 • NOx (tons): -280 • Fatalities: -0.14 • Rate of Fatalities per 100M VMT: -0.15 • Serious Injuries: -3.43 • Serious Injuries per 100 M VMT: -3.60 • Jobs created: 633
Environmental Determination or Document	Categorically Exempt under the California Environmental Quality Act (CEQA) under the following Sections of the California Code of Regulations, Title 14, Division 6, Chapter 3: • Section 15301 (a) – Existing Facilities – exterior electrical conveyances • Section 15303 – Construction of new, small structures and equipment

	• Section 15404 (f) – Minor alterations to Land – minor trenching

2. BACKGROUND

The South Bay Charging Hub is expected to serve short- and regional-haul fleets serving the POLB and POLA transfer facilities and surrounding warehouse and logistics facilities. As a developer and operator of charging hubs for commercial fleet customers, EV Western Tenant LLC, a subsidiary of EV Realty Holdings LLC, prioritizes reliability and customer experience to meet fleet needs. Commercial fleet customers cannot afford unexpected interruptions to their daily operations. They must have confidence that they can charge when they need to and that a charger will be available. As a result, our approach to reliability starts with site design. We have built-in redundancy on site, allowing fleet customers to work around unexpected downtime at specific chargers.

The project is necessary to support California's MDHD ZEV transition, as the future of efficient, resilient, and reliable goods movement depends on the availability of charging and fueling infrastructure. The secure, multi-fleet charging hub will be publicly available to any contracted fleet customer, including both large fleets and independent owner-operators (IOOs), with simple access requirements and terms tailored to specific fleet needs. Identified as a method of satisfying initial infrastructure needs in the California Transportation Commission's (CTC) Senate Bill (SB) 671 Clean Freight Corridor Efficiency Assessment, the shared depot model can be considered publicly accessible and represents a cost-effective charging solution for fleets.

Located along a principal arterial road with heavy truck traffic, the project will enable significant emissions reductions as conventional vehicles are replaced by clean, zero-emission (ZE) alternatives, eliminating nearly 200,000 tons of harmful greenhouse gas (GHG) emissions throughout the project lifetime. These benefits will flow directly to disadvantaged and disproportionately pollution-burdened communities along freight corridors. Beyond noise reduction and air quality improvements, the project will provide job opportunities for the local workforce, supporting regional workforce development and the availability of good-paying jobs in the clean transportation industry.

3. PURPOSE AND NEED

Purpose

Located along a principal arterial road with heavy truck traffic, the project will facilitate broad fleet transformation and electrification efforts to reduce local transportation-related noise pollution and improve air quality. Benefits include increased zero-emission truck throughput, greater charging reliability, reduced GHG emissions, and job creation.

Need

A. Problem Justification

In the Assembly Bill 2127 Second Electric Vehicle Charging Infrastructure Assessment, the California Energy Commission concluded that California will need 264,500 chargers to serve MDHD vehicles by 2035. This will require public and private investments far beyond what has

been announced to date to dramatically increase the pace of deployment. The South Bay Truck Charging Hub represents a critical opportunity to contribute to meeting California's growing charging needs. Once complete, the hub will serve as an integral public-private partnership model to scale investment in ZE technologies for MDHD applications.

B. Regional and System Planning
This project is a critical component of larger regional public truck charging efforts that will expand accessible and equitable charging for fleets of all sizes. In alignment with the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), National Zero-Emission Freight Corridor Strategy, California Freight Mobility Plan, and the California Sustainable Freight Action Plan, the project will increase charging opportunities for fleets of all sizes, improve public health, and improve regional climate resilience

In coordination with Caltrans and the respective MPOs, EV Western Tenant LLC will ensure that the project's cost, scope, and schedule are consistent with the MPO's regional transportation plan and sustainable communities strategy by program adoption in June 2025. The proposed project supports the Accelerated Electrification component of the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments, which identifies a goal to achieve a ZE system in the goods movement sector. The plan calls for investments to decarbonize the transportation system and facilitate the transition to ZE.

C. Traffic
The installation of EVSE infrastructure is not expected to have a major impact on traffic performance external to the inherent safety and efficiency gains enabled by MHD vehicles.

4. ENVIRONMENTAL CLEARANCE DESCRIPTION

California has taken significant steps to streamline permitting for EV charging stations through the adoption of Assembly Bill 1236, Assembly Bill 970, and the issuance of Attorney General Legal Alert OAG-225-01. These authorities clarify that EV charging station projects are ministerial and non-discretionary, and therefore not subject to CEQA, unless a jurisdiction makes written findings of a specific, adverse impact on public health or safety.

Consistent with these statutes, the project is exempt from CEQA. All project work will occur on existing paved facilities and will involve the installation of charging equipment and associated infrastructure, with no greenfield development. The project does not anticipate any adverse impacts on public health or safety. A letter from the City of Torrance Planning Division conferring this is attached to this report.

5. CONSIDERATIONS REQUIRING DISCUSSION

5A. Hazardous Waste
No hazardous waste considerations requiring discussion.

5B. Value Analysis
The project has a Cost Benefit Ratio of 1.530, indicating significant positive benefits associated with air quality improvements, reduced traffic fatalities and injuries, and job creation. The net

present value (NPV) is project at $17.8 million, reinforcing the economic feasibility and favorable return on investment for both public and private stakeholders.

5C. Resource Conservation
No resource conservation consideration requiring discussion.

5D. Right-of-Way Issues
For this project, right-of-way (ROW) considerations do not apply. All proposed project sites are owned by the applicant, who maintains full site control. As such, no acquisition of property rights, easements, or access agreements are required, and there are no anticipated ROW constraints associated with project implementation.

5E. Environmental Compliance
The project is exempt from CEQA. All project work will occur on existing paved facilities and will involve the installation of charging equipment and associated infrastructure, with no greenfield development. The project does not anticipate any adverse impacts on public health or safety. A letter from the City of Torrance Planning Division confirming this is attached to this report.

5F. Air Quality Conformity
This project conforms with the California Air Resources Board Mobile Source Strategy: a 15-year plan aimed at meeting air quality standards, reducing GHG emissions, reducing petroleum consumption, and lowering health risks from transportation emissions throughout California.

5G. Title VI Considerations
The project complies with Title VI Considerations summarized on the Caltrans website (https://dot.ca.gov/programs/civil-rights/title-vi).

In conjunction with local Planning and Building codes, ordinances, requirements, and exceptions, EV Western Tenant LLC will comply with the Americans with Disabilities Act (ADA) of 1990, Title VI of the Civil Rights Act of 1964, and Section 504 of the Rehabilitation Act. This compliance includes considerations for parking stall size and spacing, accessible route, stall signage, and lot slope. In addition to site lighting, surveillance, and on-site security, nighttime lighting levels between parked cars and on pedestrian pathways will be assessed to provide adequate visibility. Also, in an effort to minimize trip hazards or conditions, the charging equipment features retractable charging cables, and the site design incorporates ample 12’ x 25’ stall size and pathway clearances. Stalls will include features to separate vehicles from EVSE, such as bollards

5H. Noise Abatement Decision Report
No noise abatement report conducted.

6. FUNDING, PROGRAMMING AND ESTIMATE

Funding
The project has been estimated to cost $22.12M. It has been determined that this project is eligible for Federal-aid funding.

Programming

Fund Source	Fiscal Year Estimate								
Local Private Funds	Prior	24/25	25/26	26/27	27/28	28/29	29/30+	Future	Total
Component	In thousands of dollars ($1,000)								
PA&ED									
PS&E									
RW Support									
CON Support									
RW									
CON				14,215					14,215
Total				14,215					14,215

Fund Source	Fiscal Year Estimate								
State SB1 TCEP Funds	Prior	24/25	25/26	26/27	27/28	28/29	29/30+	Future	Total
Component	In thousands of dollars ($1,000)								
PA&ED									
PS&E									
RW Support									
CON Support									
RW									
CON				7,900					7,900
Total				7,900					7,900

7. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)
Begin Environmental (PA&ED) Phase	06/03/2024
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	12/01/2025
Draft Project Report	07/15/2024
End Environmental Phase (PA&ED Milestone)	12/31/2025
Begin Design (PS&E) Phase	06/12/2024
End Design Phase (Ready to List for Advertisement Milestone)	08/31/2026

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)	09/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2027
Begin Closeout Phase	07/01/2027
End Closeout Phase (Closeout Report)	09/30/2027

8. RISKS

Risk	Description	Mitigation Strategy
Utility delays	Delays from utility company on utility final map deliverable and site energization	EV Western Tenant LLC has a 3-month window of flexibility from completion of final map to construction start. The preliminary map has been revised, and EV Western Tenant LLC is working closely with the Utility Planner to ensure there are no issues with power interconnection, conduit routing, and equipment and substructures location (on and off-site). Utility scope will be on our construction critical path. We will provide SCE an additional 2 months from what they require to schedule their civil and electrical crews.
Utility capacity	Not enough utility capacity	EV Western Tenant LLC began engagement with SCE early to verify the site grid capacity of 9.9 MW, which is more than sufficient to serve the 9 MW of simultaneous charging capacity.
Permit delays	Planning and Building permitting reviews are delayed	EV Western Tenant LLC is being conservative in the permitting timeline assumptions to account for possible comments and revisions to the design. EV Western Tenant LLC will prioritize any permits required to break ground and start construction activity where possible.
Equipment delays	Supply chain and material delays	EV Western Tenant LLC will start onboarding the contractor months before starting construction and identify long lead materials early. EV Western Tenant LLC is already in communication with multiple vendors to understand lead time and will begin project-specific conversations with these manufacturers months before issuing a purchase order to ensure it aligns with the construction schedule.

Workforce	Worker availability	EV Western Tenant LLC will onboard the contractor and share the schedule months before starting construction to ensure they allocate appropriate manpower.
Utilization	Fleet Commitment	Grant funding significantly lowers the fleet commitment requirements for EV Western Tenant LLC to initiate construction spend. Since the original application submission, the project team has conducted sustained customer acquisition efforts, including engagement with regional fleet operators and logistics partners to build a pipeline of potential utilization. These efforts have strengthened market awareness and positioned the project to secure fleet participation as construction mobilization approaches.
Stakeholders	Community Pushback	EV Western Tenant LLC has obtained a land-use letter for a non-discretionary review process (see Additional Resources), which means that approval is administrative under a non-discretionary permit. The project team will actively socialize the project with the community and maintain feedback mechanisms to monitor unforeseen adverse impacts.

9. EXTERNAL AGENCY COORDINATION

The project requires the coordination with the following external agencies:

- City of Torrance – Planning Department
- Southern California Edison

10. ADDITIONAL INFORMATION

There is no additional information to provide at this time.

11. ATTACHMENTS

A. Project Location Maps
B. Approved Environmental Documents