

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017  
PROJECT BASELINE AGREEMENT

EV Realty - Livermore Truck Charging Hub Project

Resolution TCEP-P-2526-26B

(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 6/26/2026 (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, CA-ALA-002 Project 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 - Livermore 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 [REDACTED], "Adoption of Program of Projects for the Active Transportation Program", dated [REDACTED]
- Resolution [REDACTED], "Adoption of Program of Projects for the Local Partnership Program", dated [REDACTED]
- Resolution [REDACTED], "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated [REDACTED]
- Resolution [REDACTED], "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated [REDACTED]
- 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 CA-ALA-002 Project LLC agrees to secure funds for any additional costs of the project.
- 4.6 CA-ALA-002 Project 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 CA-ALA-002 Project 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 CA-ALA-002 Project 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 space 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 - Livermore Truck Charging Hub Project

Resolution TCEP-P-2526-26B

(to be completed by CTC)

Wyatt Toolson

Digitally signed by Wyatt Toolson  
Date: 2026.03.12 16:26:17 -07'00'

3/12/2026

Date

Wyatt Toolson

Chief Financial Officer

Project Applicant/Implementing Entity

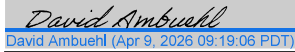


03/27/2026

Date

SB1 Program Manager

Nominating Agency/Implementing Agency (Caltrans, Modified Oversight)

  
David Ambuehl (Apr 9, 2026 09:19:06 PDT)

04/09/2026

Date

David Ambuehl

District Director

California Department of Transportation

  
Cora Binns (Jun 23, 2026 16:55:23 PDT)

06/23/2026

Date

FOR

DINA EL-TAWANSY

Director

California Department of Transportation



06/30/2026

Date

Tanisha Taylor

Executive Director

California Transportation Commission



# EV Realty Livermore Truck Charging Hub

## Scope

CA-ALA-002 Project LLC, a subsidiary of EV Realty Holdings LLC, will develop the Livermore Truck Charging Hub, a charging depot with (30) pull-in DC fast chargers (up to 305kW) and (10) 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 Livermore, CA. In close proximity to the Ports of Oakland and Stockton, 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	\$7.130 million
TCEP Funds	\$5.06 million
<b>Total</b>	<b>\$12.191 million</b>

### Estimated Schedule

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

## Benefits

The project sits on Interstate 580, a crucial east-west auxiliary route connecting US 101 to Interstate 5, bridging the Bay Area and Central Valley. The site is also strategically located between the Ports of Oakland and Stockton. 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

This Project will significantly accelerate the adoption of ZE trucking by a) eliminating the up-front costs for fleets associated with building charging infrastructure by allowing them to electrify without expending any capital on construction/EVSE; b) providing opportunity charging to support the electrification of fleets of all sizes and use cases; c) augmenting charging for fleets that have dedicated charging facilities with additional infrastructure to serve en-route charging needs; d) strategically locating charging hubs within 1-5 miles of major freight corridors and key logistics hubs, like the Ports of Oakland and Stockton, which ensures minimal deviation for freight operators seeking to charge along regular routes; and e) improving operational efficiency, reducing congestion, and enhancing reliability across California's freight network through high-capacity, high-speed chargers and grid-resilient design.



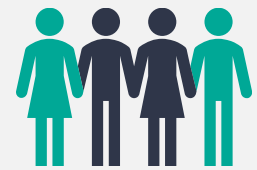
### Improves Goods Movement

- 30 pull-in DC fast chargers (up to 350kW)
- 10 pull-in DC fast charging stalls (up to 1,200kW) featuring MCS
- 6 MW of charging capacity
- Ability to charge 150+ 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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	03/26/2026
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
04			Z001A	Caltrans HQ		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Alameda County				EV Realty, Inc.		
				MPO	Element	
				MTC	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Katrina Aceves			562-485-8473	katrina@buildmomentum.io		

**Project Title**

EV Realty - Livermore Truck Charging Hub Project

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

In Livermore, on McGraw Avenue, near I-580 Exit 54 and Southfront Road. 461 McGraw Avenue, Livermore, CA 94551

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: 6,000 kW simultaneous EV charging capacity, 8 MCS charging ports, 2 high power charging ports, and 30 standard DC fast charging ports.

Component	Implementing Agency
PA&ED	CA-ALA-002 Project LLC
PS&E	CA-ALA-002 Project LLC
Right of Way	CA-ALA-002 Project LLC
Construction	CA-ALA-002 Project LLC

**Legislative Districts**

Assembly:	16	Senate:	5	Congressional:	14
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/01/2025	07/01/2025
Circulate Draft Environmental Document <span style="float: right;">Document Type CE</span>		
Draft Project Report	07/01/2025	07/01/2025
End Environmental Phase (PA&ED Milestone)	12/31/2025	12/31/2025
Begin Design (PS&E) Phase	07/01/2025	07/01/2025
End Design Phase (Ready to List for Advertisement Milestone)	07/31/2025	06/15/2026
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)	09/10/2026	08/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	04/13/2027	06/30/2027
Begin Closeout Phase	04/28/2027	08/01/2027
End Closeout Phase (Closeout Report)	05/12/2027	10/31/2027

Date 03/26/2026

**Purpose and Need**

Governor Newsom’s Executive Order N-79-20 set California on the course to decarbonize the transportation sector, including establishing the goal that 100% of in-state sales of M/HD trucks and buses are to be zero emission by 2045. According to the US Department Of Energy’s Alternative Fuel Data Center, 443 publicly available fast charging ports exist at M/HD charging sites in California. Furthermore, the California Energy Commission stated in their 2nd AB 2127 Report that the estimated 337,000 zero-emission trucks we are expecting in the state by 2035 will require 8,500 public chargers. This project will significantly accelerate the adoption of zero-emission trucking by a) eliminating the up-front costs for fleets associated with building charging infrastructure by allowing them to electrify without expending any capital on construction/ EVSE; b) providing opportunity charging to support the electrification of fleets of all sizes and use cases; c) augmenting charging for fleets that have dedicated charging facilities with additional infrastructure to serve en-route charging needs.

The project will 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 (CFMP), and the California Sustainable Freight Action Plan (CSFAP). 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.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

**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

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Date 03/26/2026

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Additional Information

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Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	3.06	5.15	-2.09
			PM 10 Tons	14.89	17.42	-2.53
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	26,602.35	341,183.08	-314,580.73
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0.41	14.81	-14.4
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.66	1.93	-1.27
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	5.04	202.46	-197.42
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	8.3	355.32	-347.02
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	1.63	-1.63
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	1.46	-1.46
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	40.2	-40.2
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	36	-36
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	114	0	114
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.306	0	1.306

District	County	Route	EA	Project ID	PPNO
04	Alameda County				Z001A

Project Title

EV Realty - Livermore Truck Charging Hub Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)				41				41	CA-ALA-002 Project LLC
PS&E				99				99	CA-ALA-002 Project LLC
R/W SUP (CT)									CA-ALA-002 Project LLC
CON SUP (CT)									CA-ALA-002 Project LLC
R/W									CA-ALA-002 Project LLC
CON				14,328				14,328	CA-ALA-002 Project LLC
<b>TOTAL</b>				<b>14,468</b>				<b>14,468</b>	

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,061	7,130			12,191	
<b>TOTAL</b>				<b>5,061</b>	<b>7,130</b>			<b>12,191</b>	

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)				41				41	CA-ALA-002 Project LLC
PS&E				41				41	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				8,382				8,382	
<b>TOTAL</b>				<b>8,464</b>				<b>8,464</b>	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					7,130			7,130	
<b>TOTAL</b>					<b>7,130</b>			<b>7,130</b>	

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				58				58	STATE
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,946				5,946	
TOTAL				6,004				6,004	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,061				5,061	
TOTAL				5,061				5,061	

**Complete this page for amendments only**

Date 03/26/2026

District	County	Route	EA	Project ID	PPNO
04	Alameda County				Z001A

**SECTION 1 - All Projects**

**Project Background**

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. At the time of acquisition, there was no site control for any of the sites as lease discussions were still in very early stages. No leases had been formally negotiated or executed. Following the acquisition and subsequent due diligence, EV Realty engaged with site owners to negotiate lease agreements for the sites. EV Realty, which needed to follow its own real estate acquisition and due diligence processes, determined that converting the ongoing discussions between the site owners and Gage Zero into binding site control was impractical or commercially infeasible. Having to start from scratch, EV Realty was unable to secure site host agreements and complete the necessary environmental review in time to meet the TCEP program's December 31, 2025 CEQA clearance deadline. Ultimately, EV Realty determined that the originally identified sites were not viable for development due to a lack of site control and environmental permitting. In parallel, EV Realty continued its good-faith effort to advance each site by exploring alternative locations within the originally proposed cities. Despite these efforts, site host agreements and CEQA clearance for three of the four awarded sites could not be achieved in advance of clearance deadlines. These challenges were driven by factors outside of EV Realty's control, including site availability, property negotiations, and utility constraints. For the remaining awarded site, Oakland, EV Realty 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 Oakland, including severe electric grid limitations.

**Programming Change Requested**

EV Realty is proposing to move the site to Livermore. As a result, the following programming changes are requested:

- Project Location change: Livermore, CA
- Project Title change: EV Realty - Livermore Truck Charging Hub Project
- Project Implementing Agency change: CA-ALA-002 Project LLC (The implementing agency has been 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 to align with EV Realty's organizational structure.)
- Funding change: Reduction of total project costs to \$12,191,798. Reduction of TCEP awarded funds to \$5,061,400. Reduction of private funds to \$7,130,398.
- Output change: Increase of 6 charging ports and increase of 900 kW simultaneous EV charging capacity. Removal of 4 MWh energy storage system capacity, .75 MW solar capacity, and 4 charging ports.

**Reason for Proposed Change**

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 I-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, 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.

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

**Other Significant Information**

Ultimately, by moving the site from Oakland to Livermore, the project is expected to increase environmental benefit and safety benefits (+61%), cumulatively improving the BCA ratio to 1.306 (+6%). This is achieved by lower overall project costs (-15.7%), including a proportionally smaller draw on TCEP programmatic funds.

SECTION 2 - For SB1 Project Only

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

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. Due to more reliable infrastructure serving the Livermore site, the proposed microgrid system – battery energy storage system and solar – is unnecessary and will be removed. To reflect shifting market needs and meet fast-moving technology improvements, AC charging ports will be removed and replaced by additional DC fast charging ports, which will better serve the large batteries of heavy-duty electric trucks.

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



**Performance Metrics Form Trade**

**Corridor Enhancement Program**

<b>Existing Average Annual Vehicle Volume on Project Segment</b>		205,000 AADT				
<b>Existing Average Annual Truck Percent on Project Segment</b>		9,328 AADT				
<b>Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project</b>		323,264 AADT				
<b>Estimated Year 20 Average Annual Truck Percent on Project Segment with Project</b>		16,163 AADT				
<b>Measure</b>	<b>Metric</b>	<b>Project Type</b>	<b>Build</b>	<b>Future No Build</b>	<b>Change</b>	<b>Increase/Decrease</b>
<b>Congestion Reduction (Freight)</b>	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
<b>Throughput (Freight)</b>	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



California Transportation Commission  
2024 Trade Corridor Enhancement Program Guidelines

	(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
<b>System Reliability (Freight)</b>	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
<b>Velocity (Freight)</b>	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
<b>Air Quality</b>	Particulate Matter (PM 10)	All	14.89	17.42	-2.53	decrease
	Particulate Matter (PM 2.5)		3.06	5.15	-2.09	decrease
	Carbon Oxide (CO <sub>2</sub> )		26,602.35	341,183.08	-314,580.73	decrease
	Volatile Organic Compounds (VOC)		0.41	14.81	14.40	decrease
	Sulphur Oxides (SO <sub>x</sub> )		0.66	1.93	-1.27	decrease
	Carbon Monoxide (CO)		5.04	202.46	-197.42	decrease
	Nitrogen Oxides (NO <sub>x</sub> )		8.30	355.32	-347.01	decrease
<b>Safety</b>	Number of Fatalities	Road and Land Port	N/A	1.63	-1.63	decrease
	Rate of Fatalities per 100 Million VMT		N/A	1.46	-1.46	decrease



California Transportation Commission  
2024 Trade Corridor Enhancement Program Guidelines

	Number of Serious Injuries		N/A	40.20	-40.20	decrease
	Number of Serious Injuries per 100 Million VMT		N/A	36	-36	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
<b>Cost Effectiveness</b>	Cost Benefit Ratio	All	N/A	1.306	N/A	N/A
	(Optional) Other Information	All	N/A	N/A	N/A	N/A
<b>Economic Development</b>	Jobs Created	All	114	N/A	114	increase
	(Optional) Other Information	All	N/A	N/A	N/A	N/A

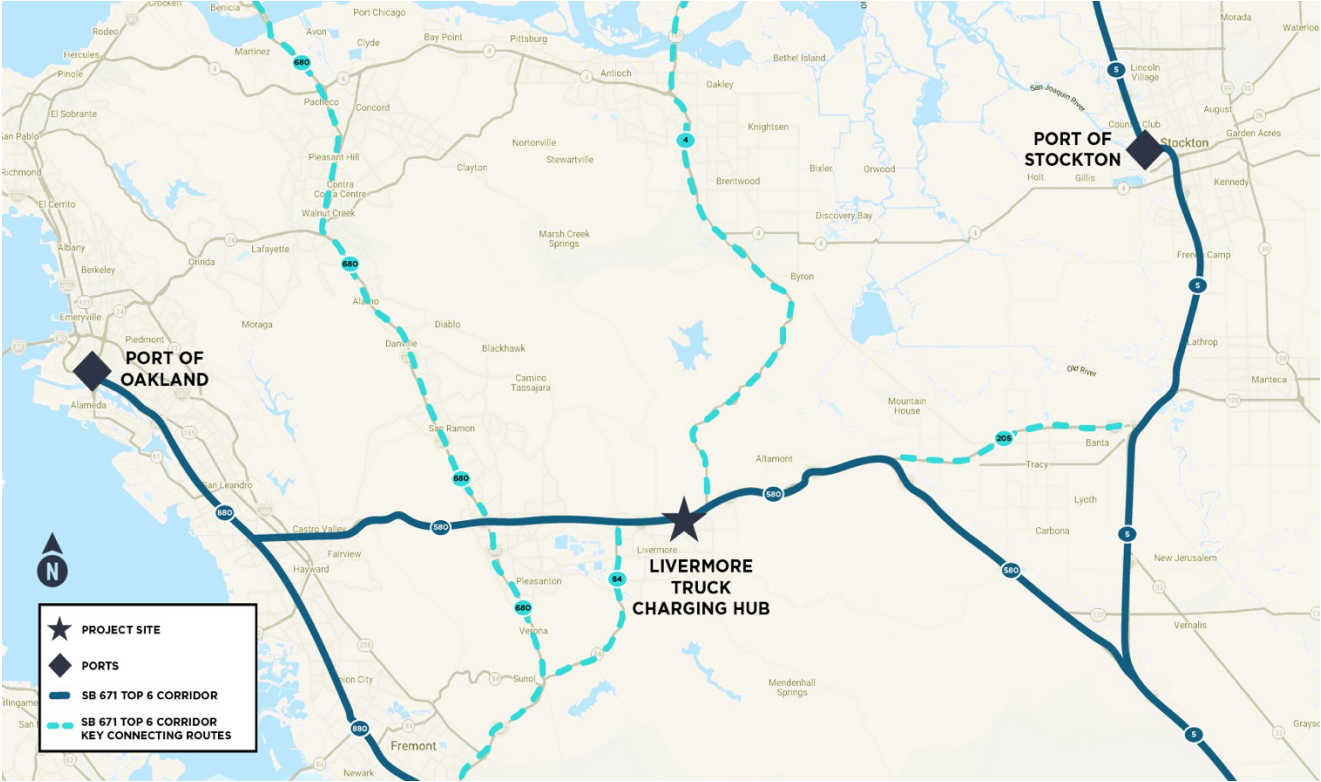
## **PROJECT REPORT EQUIVALENT**

**EV Realty – Livermore Truck Charging Hub**

**CA-ALA-002 Project LLC**

461 McGraw Avenue  
Livermore, CA 94551

### Vicinity Map



I, Jamie Hall, have been given full authority by CA-ALA-002 Project 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  
Senior Director, External Affairs  
EV Realty Holdings LLC

3/13/2026  
Date

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



Gary Root  
Business Development Manager  
EV Realty Holdings LLC

3/13/2026  
Date

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## 1. INTRODUCTION

### Project Description

The Livermore Truck Charging Hub project will provide facility improvements to a vacant site in Livermore, CA, installing (30) DC fast charging ports (up to 350kW) and (10) 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 580 (I-580), and in close proximity to the Ports of Oakland and Stockton, 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.

<b>Project Limit / Footprint</b>	461 McGraw Avenue Livermore, CA 94551
<b>Total Project Cost</b>	Total Costs: \$12,191,000
<b>Outputs</b>	<ul style="list-style-type: none"> <li>• 1 ZEV infrastructure installation</li> <li>• 40 DC charging ports</li> <li>• 6,000 kW simultaneous EV charging capacity</li> </ul>
<b>Outcomes</b>	Per Site Outcomes: <ul style="list-style-type: none"> <li>• PM 2.5 (tons): -2.09</li> <li>• PM 10 (tons): -2.53</li> <li>• CO<sub>2</sub> (tons): -314,580.73</li> <li>• VOC (tons): -14.67</li> <li>• SO<sub>x</sub> (tons): -1.27</li> <li>• CO (tons): -197.42</li> <li>• NO<sub>x</sub> (tons): -347.02</li> <li>• Fatalities: -1.63</li> <li>• Rate of Fatalities per 100M VMT: -1.46</li> <li>• Serious Injuries: -40.2</li> <li>• Serious Injuries per 100 M VMT: -36</li> <li>• Jobs created: 114</li> </ul>
<b>Environmental Determination or Document</b>	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: <ul style="list-style-type: none"> <li>• Section 15301 (a) – Existing Facilities – exterior electrical conveyances</li> <li>• Section 15303 – Construction of new, small structures and equipment</li> <li>• Section 15404 (f) – Minor alterations to Land – minor trenching</li> </ul>

## **2. BACKGROUND**

The Livermore Truck Charging Hub is expected to serve short- and regional-haul fleets serving the Port of Oakland and Port of Stockton transfer facilities and surrounding warehouse and logistics facilities. As a developer and operator of charging hubs for commercial fleet customers, CA-ALA-002 Project 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 crucial auxiliary 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 15,700 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 crucial auxiliary 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 Livermore 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 Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments Plan (ABAG) Bay Area 2050, 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, CA-ALA-002 Project 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 2026. The proposed project supports the Transportation Electrification strategy of the Plan Bay Area 2050 developed by MTC and ABAG, which identifies a target goal to of a 19% reduction in GHG emissions from transportation by 2035. 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 Livermore 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 1.306, 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 \$22.6 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. App 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 Livermore Planning Division conferring 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, CA-ALA-002 Project 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 \$12.191M. It has been determined that this project is eligible for Federal-aid funding.

**Programming**

Fund Source	Fiscal Year Estimate								
	Prior	24/25	25/26	26/27	27/28	28/29	29/30+	Future	Total
Local Private Funds									
Component	In thousands of dollars (\$1,000)								
PA&ED									
PS&E									
RW Support									
CON Support									
RW									
CON				7,130					7,130
Total				7,130					7,130

Fund Source	Fiscal Year Estimate								
	Prior	24/25	25/26	26/27	27/28	28/29	29/30+	Future	Total
State SB1 TCEP Funds									
Component	In thousands of dollars (\$1,000)								
PA&ED									
PS&E									
RW Support									
CON Support									
RW									
CON				5,061					5,061
Total				5,061					5,061

**7. DELIVERY SCHEDULE**

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

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)	08/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2027
Begin Closeout Phase	08/01/2027
End Closeout Phase (Closeout Report)	10/31/2027

## 8. RISKS

Risk	Description	Mitigation Strategy
Utility delays	Delays from utility company on utility final map deliverable and site energization	CA-ALA-002 Project LLC has a 3-month window of flexibility from completion of final map to construction start. The preliminary map has been revised, and CA-ALA-002 Project 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 PG&E an additional 2 months from what they require to schedule their civil and electrical crews.
Utility capacity	Not enough utility capacity	CA-ALA-002 Project LLC began engagement with PG&E early to verify the site capacity of 6.6 MW, which more than sufficient to meet the simultaneous charging capacity of 6 MW.
Permit delays	Planning and Building permitting reviews are delayed	CA-ALA-002 Project LLC is being conservative in the permitting timeline assumptions to account for possible comments and revisions to the design. CA-ALA-002 Project LLC will prioritize any permits required to break ground and start construction activity where possible.
Equipment delays	Supply chain and material delays	CA-ALA-002 Project LLC will start onboarding the contractor months before starting construction and identify long lead materials early. CA-ALA-002 Project 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	CA-ALA-002 Project 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 CA-ALA-002 Project LLC to initiate construction spend. Since the initial application submission, the project team has continued targeted outreach and discussions with prospective fleet partners and regional operators to support future utilization. Customer engagement and partnership development remain active as the project progresses toward construction mobilization.
Stakeholders	Community Pushback	CA-ALA-002 Project 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 Livermore – Planning Department
- Pacific Gas & Electric

**10. ADDITIONAL INFORMATION**

There is no additional information to provide at this time.

**11. ATTACHMENTS**

- A. Project Location Maps
- B. Approved Environmental Documents