ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT AMENDMENT

Green Power Microgrid Project

Resolution TCEP-P-2627-01B, Amending Resolution TCEP-P-2324-07B

(to be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☐ State Highway Operation and Protection Program
- ☑ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on 10/15/2026 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Port of Oakland, and the Implementing Agency, Port of Oakland, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 6/28/2023 meeting the Commission approved the Trade Corridor Enhancement Program and included in this program of projects the Green Power Microgrid 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-23-46, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated 6/28/2023

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 Port of Oakland agrees to secure funds for any additional costs of the project.

4.6 Port of Oakland 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 Port of Oakland 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 Port of Oakland agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

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

The Port has a healthy balance sheet and incorporates contingency funds in all capital projects to address potential cost overruns. The Port anticipates being able to fund any cost overruns.

This is an Amendment to the Project Baseline Agreement, dated May 16, 2024, and entered into by the Commission, Caltrans, and the Port of Oakland ("Original Agreement"). The Commission has approved a scope amendment at the May 2026 Commission meeting, and this Amendment alters the scope and benefits of the Original Agreement as set forth in the attached Exhibits to this Amendment but does not otherwise alter the Original Agreement.

This is a Baseline Agreement Amendment: Amending Resolution TCEP-P-2324-07B.

Attachments:

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

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENTAMENDMENT

Project Name: Green Power Microgrid Project

Resolution: TCEP-P-2627-01B, Amending Resolution TCEP-P-2324-07B

(to be completed by CTC)

Andrew B. Fremier, Executive Director — 8/14/2026 Date

MTC, Regional Agency, Bay Area

Project Co-Applicant

Doanh Nguyen — 08/18/2026 Date

Acting District Director - District 4

California Department of Transportation/Project Co-Applicant

Kristi McKenney (Aug 17, 2026 11:25:05 PDT) — 08/17/2026 Date

Executive Director - Port of Oakland

Implementing Agency/Project Co-Applicant

For Dina El-Tawansy — 10/14/2026 Date

Director

California Department of Transportation

Tanisha Taylor — 10/21/2026 Date

Executive Director

California Transportation Commission

FACT SHEET

Port of Oakland Green Power Microgrid Project

Project Scope

In 2019, the Port of Oakland (Port) formalized its commitment to becoming a zero-emissions port. The Green Power Microgrid Project (Project) implements Intermediate-Term (2023-2030) actions of the Pathway to Zero Emissions Plan:

- 145 heavy duty/Class 8 electrical vehicle (EV) chargers at five locations for cargo handling equipment and fleet vehicle use
- Four substation upgrades for electric grid modernization to support the Port's transition to zero-emissions, accommodate future ZEV needs, and improve Port resiliency

Project Benefits:

Providing EV chargers and the electrical infrastructure improvements in the Green Power Microgrid Project to support zero-emissions equipment and operations is essential to decarbonizing the Seaport and delivering related air quality, community health, and jobs benefits. It also supports the State's efforts to achieve air quality and climate targets. The Project will reduce harmful emissions and noise pollution from Port equipment and trucks within and in the vicinity of the Port, providing benefits to the neighboring disadvantaged communities. It will improve and modernize components of the Port's electrical infrastructure which improves reliability and increases electrical capacity.

Nominating Agencies:

- Port of Oakland
- California Department of Transportation (Caltrans)
- Metropolitan Transportation Commission (MTC)

Project Cost:

$96,940,000

Project Schedule:

Environmental clearance was obtained in January 2024. Engineering design was developed in 2024/2025, followed by a competitive public procurement process. Construction begins September 2026, and is expected to be complete by end of 2028.

Total Project Costs	Total TCEP Request
$96,940,000	$38,003,000

PA&ED	PS&E	RTL	R/W	CON
2023	2024-2025	Q4 2025	N/A	2026-2028

Key Project Benefits

- Emissions and GHG Reduction
- Climate Resiliency
- Goods Movement and Economic Vitality
- Community Health
- Job Creation

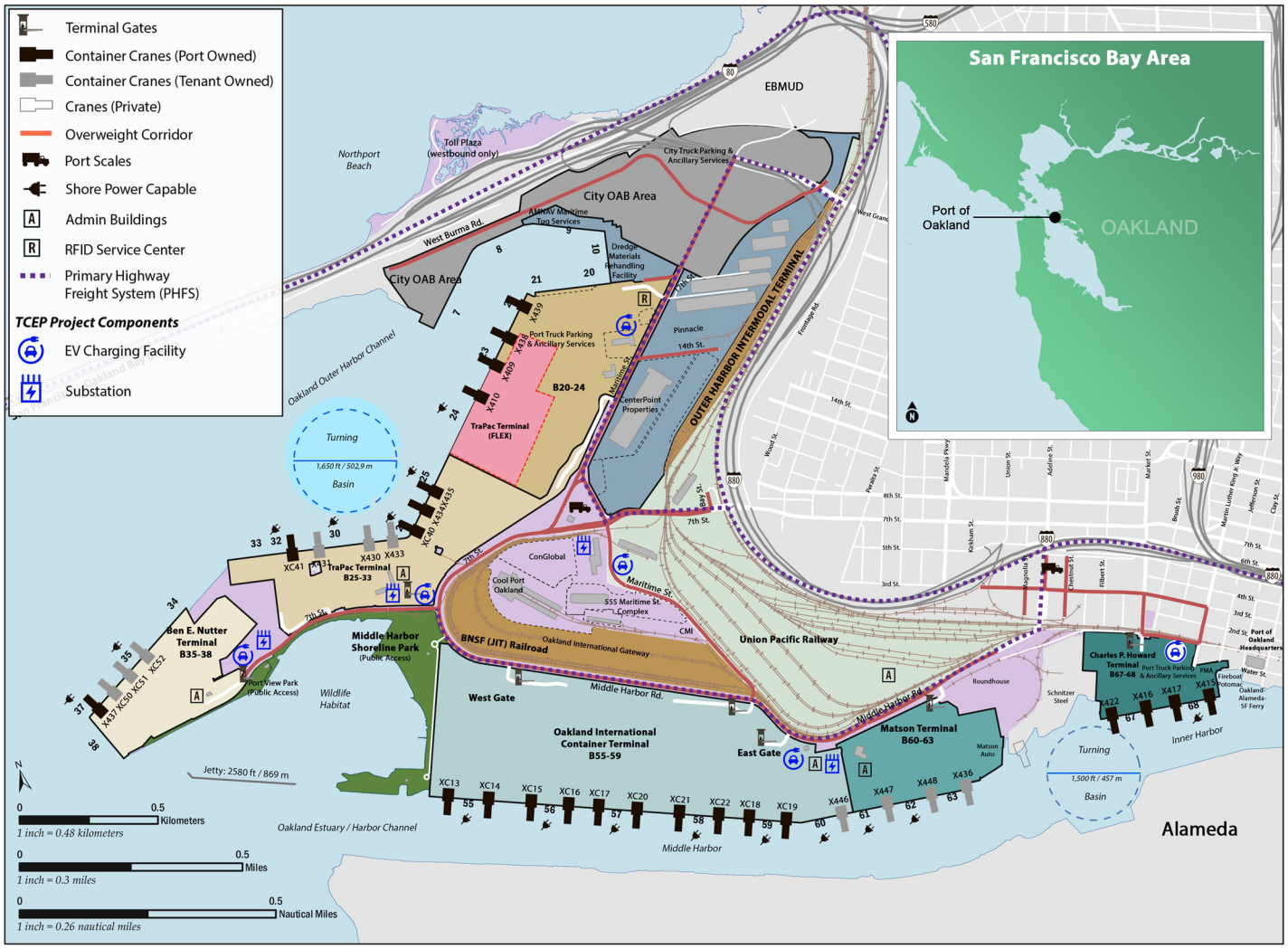


Figure FS.1 – Project Map

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6057-2023-0004 v5

Amendment (Existing Project) ☒ YES ☐ NO				Date	04/24/2026
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
04			2090S	Port of Oakland	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Alameda County				Metropolitan Transportation Commission	
				MPO	Element
				MTC	Local Assistance
Project Manager/Contact			Phone	Email Address	
Tracy Fidell			510-627-1134	tfidell@portoakland.com	

Project Title

Green Power Microgrid – Harbor Facilities

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

The Project will be located at the Port of Oakland's Harbor Facilities Center (HFC, or "Harbor Facilities"). HFC is the maintenance yard for the Port of Oakland seaport, where the Port's vehicle fleet is domiciled. It houses multiple work shops, a garage, a fueling station, a vehicle wash station, material stockpiles, a warehouse, and many other functions. HFC will be the site for 30 of the 145 EV chargers plus associated electrical infrastructure improvements. The address for HFC is 651 Maritime Street, Oakland CA 94607.

Component	Implementing Agency
PA&ED	Port of Oakland
PS&E	Port of Oakland
Right of Way	Port of Oakland
Construction	Port of Oakland

Legislative Districts					
Assembly:	18	Senate:	9	Congressional:	13

Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase		07/01/2023	07/01/2023
Circulate Draft Environmental Document	Document Type		
Draft Project Report		02/29/2024	02/29/2024
End Environmental Phase (PA&ED Milestone)		01/11/2024	01/11/2024
Begin Design (PS&E) Phase		05/17/2024	05/17/2024
End Design Phase (Ready to List for Advertisement Milestone)		06/30/2025	06/30/2025
Begin Right of Way Phase		10/01/2024	10/01/2024
End Right of Way Phase (Right of Way Certification Milestone)		10/04/2024	10/04/2024
Begin Construction Phase (Contract Award Milestone)		12/31/2025	03/26/2026
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2028	12/31/2028
Begin Closeout Phase		01/01/2029	01/01/2029
End Closeout Phase (Closeout Report)		07/01/2029	07/01/2029

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6057-2023-0004 v5

Date 04/24/2026

Purpose and Need

The adjacent communities to the Port of Oakland experience some of the highest levels of pollution in the Bay Area according to the Bay Area Air Quality Management District (BAAQMD) and have been identified as a priority Assembly Bill (AB) 617 Community Health Protection Program area, and are included in the Metropolitan Transportation Commission's (MTC) Equity Priority Communities effort representing census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color. The Port has been working together with the BAAQMD, West Oakland Environmental Indicators Project (WOEIP), California Air Resources Board (CARB) the freight community, and local community for over 15 years to improve air quality and support public health through major investments, innovation, and commitment. The Port exceeded the 2005 to 2020 emissions reduction goals (e.g., 86 percent reduction in diesel particulate matter emissions) from the Maritime Air Quality Improvement Program (MAQIP), despite an increase in cargo volume.
The system of improvements will help create a multi-functional and modern electrical grid to support expansion of electric operational infrastructure (e.g., heavy equipment, truck fleet, yard tractors) at the Port of Oakland. Providing these electrical infrastructure systems to support zero-emissions equipment and operations is essential to decarbonizing the Seaport and delivering air quality, community health, and jobs benefits in support of State air quality and climate goals and investment targets.

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 DC charging ports	Each	30

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Additional Information

In April 2025 the Port restructured its TCEP grant from being component-based to being location-based. The reason for the restructure was to make contracting more efficient and manageable during the construction. This restructure only applied to the construction phase, therefore the numbers in the Funding Plan of this PPR only apply to construction.

The scope reduction under consideration in this PPR removes the BESS and solar components from this project (2090S) because they have become too expensive and are not essential to achieve the core benefits of the project. Costs for electrical components have been increasing across the nation for reasons beyond the Port's control.

Importantly, the total number of heavy-duty EV chargers that the Port will build with this grant stays at 145, as envisioned in the originally approved application (30 in this package plus 115 under PPNO 2090T). Because there are still 145 EV chargers, the emission reduction outcomes stay the same. (Emission Reduction benefits are listed in the PPR for PPNO 2090T). To be clear, the requested scope reduction would not impact or reduce the core benefits of the program: emission reductions. However, the BCR decreases from 2.7 to 1.7 because the project has gotten so much more expensive even without the BESS and solar components. The number of jobs increases from 773 to 1,213 because of the cost increases, even without BESS and solar.

Also noteworthy is that the requested scope reduction would not negatively impact the project schedule. If anything, it may accelerate the project because batteries are such long lead time items. Similarly, the solar component of the project involved replacing a roof and building a new, large canopy structure to provide enough space for 1 MW of solar panels. Eliminating that scope reduces the complexity and associated risks from the project.

The scope reduction request along with a commensurate reduction in grant funding of $3,632,000 will be considered at the May 14, 2026 CTC Board Meeting.

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Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.7	0	1.7

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6057-2023-0004 v5

District	County	Route	EA	Project ID	PPNO
04	Alameda County				2090S

Project Title

Green Power Microgrid - Harbor Facilities

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)									Port of Oakland
PS&E									Port of Oakland
R/W SUP (CT)									Port of Oakland
CON SUP (CT)									Port of Oakland
R/W									Port of Oakland
CON			23,791					23,791	Port of Oakland
TOTAL			23,791					23,791	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			23,791					23,791	
TOTAL			23,791					23,791	

Fund #1:	SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding ($1,000s)									20.30.210.320
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									$9904 CON voted 06/27/25
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			9,904					9,904	
TOTAL			9,904					9,904	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			7,725					7,725	
TOTAL			7,725					7,725	

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Fund #2:	Local Funds - Port 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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			7,284					7,284	
TOTAL			7,284					7,284	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			10,916					10,916	
TOTAL			10,916					10,916	

Fund #3:	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)									
PS&E									$6603 CON voted 06/27/25
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,603					6,603	
TOTAL			6,603					6,603	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,150					5,150	
TOTAL			5,150					5,150	

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6057-2023-0004 v5

Complete this page for amendments only Date 04/24/2026

District	County	Route	EA	Project ID	PPNO
04	Alameda County				2090S

SECTION 1 - All Projects

Project Background

In April 2025 the Port restructured its TCEP grant from being component-based to being location-based (three sub-projects down to two). The reason for the restructure was to make contracting more efficient and manageable during the construction. The construction allocation was approved at the June 27, 2025 CTC Board Meeting, and allowed 9 months for Award. This restructure only applied to the construction phase, therefore the numbers in the Funding Plan of this PPR only apply to construction.

The Project was fully designed, and the bid package was advertised following a competitive public works procurement process. The project was awarded on March 26, 2026, within the allowable timeline, however the Port has not given the contractor Notice to Proceed pending the outcome of the May 14, 2026 CTC Board meeting where they will consider this scope reduction request.

Programming Change Requested

The scope reduction under consideration in this PPR removes the BESS and solar components from this project (2090S) because they have become too expensive for reasons outside of the Port's control and they are not essential to achieve the core benefits of the project. This programming change request will also reduce the amount of TCEP funding for the project by $3,632K, commensurate with the reduced scope.

Reason for Proposed Change

The scope reduction under consideration in this PPR removes the BESS and solar components from this project (2090S) because they have become too expensive and are not essential to achieve the core benefits of the project. Costs for electrical components have been increasing for reasons beyond the Port's control such as tariffs and increased number of electrical projects around the nation such as data centers.

Importantly, the total number of heavy-duty EV chargers that the Port will build with this grant stays at 145, as envisioned in the originally approved application (30 in this package plus 115 under PPNO 2090T). Because there are still 145 EV chargers, the emission reduction outcomes stay the same. (Emission Reduction benefits are listed in the PPR for PPNO 2090T). To be clear, the requested scope reduction would not impact or reduce the core benefits of the program: emission reductions. However, the BCR decreases from 2.7 to 1.7 because the project has gotten so much more expensive, even without the BESS and solar components. The number of jobs increases from 773 to 1,213 because of the cost increases, even without BESS and solar.

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

The requested scope reduction would not delay the project. If anything, it may accelerate the project because batteries are such long lead time items. Similarly, the solar component of the project involved replacing a roof and building a new, large canopy structure to provide enough space for 1 MW of solar panels. Eliminating that scope reduces the complexity and associated risks from the project.

Other Significant Information

SECTION 2 - For SB1 Project Only

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

The Port's request is to remove two project outputs from the project (1 MW of solar output and 6.5 MW of Battery Storage System) and to reduce the TCEP funding allocation by $3,632K.

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PROJECT PROGRAMMING REQUEST (PPR)

PPR ID
ePPR-6057-2023-0004 v5

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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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6057-2023-0007 v0

Amendment (Existing Project) ☐ YES ☒ NO | Date 06/10/2026

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other

District	EA	Project ID	PPNO	Nominating Agency	
04			2090T	Caltrans HQ	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
Alameda County				Metropolitan Transportation Commission	
				MPO	**Element**
				MTC	Local Assistance
Project Manager/Contact			**Phone**	**Email Address**	
Tracy Fidell			510-627-1134	tfidell@portoakland.com	

Project Title

Green Power Microgrid - Seaport Terminals

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

The Project will be constructed at five different locations within the Port of Oakland seaport area. Three of the locations are at marine terminals: Ben E. Nutter Terminal, TraPac Terminal, and Oakland International Container Terminal. Over 100 heavy-duty EV chargers and associated infrastructure upgrades will be installed at those marine terminals, serving a mix of different electric cargo handling equipment. The other two locations are the Pacific Maritime Association training facility at Howard Terminal, and a new truck parking lot to be located at the east end of 14th Street within the seaport area. All of these locations are on Port property and will serve heavy duty electric vehicles.
The solar and battery systems will be located at the Port's "Harbor Facilities Center" which is upstream of these terminals. Because they are upstream, the renewable power source and charging management system will benefit all of the EV chargers being built under the Port's TCEP grant

Component	Implementing Agency
PA&ED	Port of Oakland
PS&E	Port of Oakland
Right of Way	Port of Oakland
Construction	Port of Oakland

Legislative Districts

Assembly:	18	Senate:	9	Congressional:	13

Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			07/01/2023
Circulate Draft Environmental Document	Document Type		
Draft Project Report			02/29/2024
End Environmental Phase (PA&ED Milestone)			01/11/2024
Begin Design (PS&E) Phase			05/17/2024
End Design Phase (Ready to List for Advertisement Milestone)			06/30/2025
Begin Right of Way Phase			10/01/2024
End Right of Way Phase (Right of Way Certification Milestone)			10/04/2024
Begin Construction Phase (Contract Award Milestone)			12/31/2025
End Construction Phase (Construction Contract Acceptance Milestone)			12/31/2028
Begin Closeout Phase			01/01/2029
End Closeout Phase (Closeout Report)			07/01/2029

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6057-2023-0007 v0

Date 06/10/2026

Purpose and Need

The adjacent communities to the Port of Oakland experience some of the highest levels of pollution in the Bay Area according to the Bay Area Air Quality Management District (BAAQMD) and have been identified as a priority Assembly Bill (AB) 617 Community Health Protection Program area, and are included in the Metropolitan Transportation Commission's (MTC) Equity Priority Communities effort representing census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color. The Port has been working together with the BAAQMD, West Oakland Environmental Indicators Project (WOEIP), California Air Resources Board (CARB) the freight community, and local community for over 15 years to improve air quality and support public health through major investments, innovation, and commitment. The Port exceeded the 2005 to 2020 emissions reduction goals (e.g., 86 percent reduction in diesel particulate matter emissions) from the Maritime Air Quality Improvement Program (MAQIP), despite an increase in cargo volume.
The system of improvements will help create a multi-functional and modern electrical grid, integrating local renewable power generation and storage to support expansion of electric operational infrastructure (e.g., heavy equipment, truck fleet, yard tractors) at the Port of Oakland. The Project will also provide back-up power in case of outages or electricity utilization restriction events (e.g., heat waves) for vessels while at berth including cargo ships, non-container vessels, such as harbor craft (e.g., tug boats), and vessels in the federal defense fleet to help improve Port and community electrical grid resiliency. The solution also allows for grid connected refrigerated containers to support the export of more California agricultural goods. Providing these electrical infrastructure systems to support zero-emissions equipment and operations is essential to decarbonizing the Seaport and delivering air quality, community health, and jobs benefits in support of State air quality and climate goals and investment targets.

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 DC charging ports	Each	115

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PPR ID
ePPR-6057-2023-0007 v0

Date 06/10/2026

Additional Information

The Port selected the lowest responsive responsible bidder following a competitive public bid process, and awarded the contracts in March 2026. Both packages in the Port's Green Power Microgrid Project came in much more expensive than originally estimated. The Port requested a scope reduction for package 2090S, which was approved by CTC on May 14, 2026. For package 20290T, however, the Port is not requesting a scope reduction or additional funding, but will cover the additional costs with local funds. This ePPR shows the change the project budget (additional Port funds).

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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**
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-94	0	-94
			PM 10 Tons	-48	0	-48
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-1,102,208	0	-1,102,208
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-379	0	-379
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-10.4	0	-10.4
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-1,404	0	-1,404
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-3,465	0	-3,465
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	773	0	773

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6057-2023-0007 v0

District	County	Route	EA	Project ID	PPNO
04	Alameda County				2090T

Project Title

Green Power Microgrid - Seaport Terminals

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)									Port of Oakland
PS&E									Port of Oakland
R/W SUP (CT)									Port of Oakland
CON SUP (CT)									Port of Oakland
R/W									Port of Oakland
CON									Port of Oakland
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			62,340					62,340	
TOTAL			62,340					62,340	

Fund #1:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			22,206					22,206	
TOTAL			22,206					22,206	

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6057-2023-0007 v0

Fund #2:	Local Funds - Port Funds (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			40,134					40,134	
TOTAL			40,134					40,134	

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PROJECT REPORT EQUIVALENT

Project Title: *Green Power Microgrid – Harbor Facilities*

Project Location Description: *Port of Oakland*

Vicinity Map



I, *Tracy Fidell, Senior Maritime Project Administrator* have been given full authority by the *Port of Oakland* 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.

Signature Required Tracy Fidell _____ 6/24/26___
Tracy Fidell
Date

Senior Maritime Project Administrator
Port of Oakland

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

Signature Required _____ _____6/24/26_____
Jason Garben (Jun 24, 2026 16:55:28 PDT)
Jason Garben, Project Management Services Manager
Date
Port of Oakland

1. INTRODUCTION

The Green Power Microgrid Project supports zero emissions battery-electric heavy duty trucks and cargo handling equipment at the Port of Oakland (Port), the third-busiest container port complex in the State. The full Green Power Microgrid Project includes 145 heavy duty charging ports and necessary substation upgrades. The project was divided into two components which have separate construction contracts. The construction package for this Project Report will build 30 out of the 145 chargers, all located at the Port's centralized maintenance yard. The second construction package (2090T) will build the remaining 115 chargers at four other locations within the Port area.

The Project will reduce emissions, toxic air pollutants, and noise pollution associated with goods movement in the vicinity of the Port (including in the neighboring disadvantaged community of West Oakland), increase the Port's global competitiveness by introducing operational efficiencies (including the Port's role as a primary and preferred export gateway for California agricultural goods), increase the Port's resilience with increased and modernized power supply, storage and ability to withstand potential power outages, reduce accident risk by upgrading and modernizing electrical infrastructure, provide a back-up renewable energy source of shore power for ships berthed, and reduce congestion by limiting the need for offsite trips necessary only for refueling. Port electrification has been included in State, regional, local, community, and Port plans, demonstrating its alignment with local and regional interests and when complete, will support the State's energy resilience, air quality, emissions, and climate change goals.

Project Limit/Footprint	*District 4 - Alameda County - Route 880* *R 31.270* *651 Maritime St* *Oakland, CA 94607*
Total Project Cost	$29,892,000
Outputs	*30 DC charging ports (for Heavy Duty Trucks and Equipment)*
Outcomes	*BCR of 1.7* *[The emission reductions and economic development outcomes are listed in the other construction package which builds the remaining 115 chargers (2090T)]*
Environmental Determination or Document	Negative Declaration, Notice of Determination filed January 11, 2024

2. BACKGROUND

In 2019, the Port formalized its commitment to becoming a zero emissions port. The Green Power Microgrid Project implements intermediate- and near-term (2023-2030) actions of the Port's Pathway to Zero Emissions Plan. This project package (one of two) includes 30 heavy duty electrical vehicle chargers at the Port's centralized maintenance yard, "Harbor Facilities Complex" or "HFC." The second project package includes the remaining 115 heavy duty chargers.

3. Purpose and NEED

Purpose:

The purpose of this project is to install heavy duty chargers to support the conversion of heavy duty trucks and cargo handling equipment from diesel fueled to zero emissions battery-electric technology within the Port.

Need:

The Port is transitioning its operations from diesel fueled to zero emissions technology. Battery-electric heavy duty trucks and cargo handling equipment need chargers to operate.

A. Problem, justification
Diesel fueled equipment emits harmful pollutants such as nitrous oxides, diesel particulate matter, and greenhouse gases. These pollutants contribute to regional air quality problems, local health issues, and climate change. Transitioning to zero emissions equipment eliminates local emissions. Battery-electric equipment needs to be charged once the batteries are depleted, so heavy duty chargers are needed in the Port area.

This project removes one of the barriers that is consistently reported as a challenge for truck drivers and equipment operators considering purchasing battery-electric vehicles: the lack of charging equipment. Providing charging stations and clean, reliable electricity will accelerate the transition to zero emissions.

B. Regional and System Planning
The Project is consistent with and strongly supports multiple strategies in Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments' (ABAG) "Plan Bay Area 2050," including:

- *EN3: Fund energy upgrades to enable carbon neutrality in all existing commercial and public buildings. This Project supports electrification and resilient power to not just the Port buildings, but also Port vehicles and other facilities. Additionally, excess electricity could be made available to the local communities in the event of wildfire power supply disruptions*

(PSPS events), and California Independent System Operator events due to shortage of electricity generation and capacity, among other threats.

- *EN8: Expand clean vehicle initiatives with investment in chargers.*
- *T2: Supporting community-led transportation enhancements in Equity Priority Communities. The Project supports multiple strategies in MTC's Equity Priority Communities Framework, West Oakland Environmental Indicators Project (a community-based organization) and Bay Area Air Quality Management District's "Owning Our Air: The West Oakland Community Action Plan" from 2019.*

The Green Power Microgrid Project is included and supports the goals outlined in multiple State, regional, local, community, and Port of Oakland plans or programs demonstrating support for the Project such as:

- CalSTA and Caltrans, *California Freight Mobility Plan 2020* (2020)
- CalSTA, *Climate Action Plan for Transportation Infrastructure* (2021)
- CalSTA, California Environmental Protection Agency, Natural Resources Agency,
- California Air Resources Board, Caltrans, California Energy Commission, and Governor's Office of Business and Economic Development, *California Sustainable Freight Action Plan (2016)*
- MTC, *San Francisco Bay Area Goods Movement Plan* (2016)
- MTC and ABAG, *Plan Bay Area 2050* (2021)
- BAAQMD, *2017 Clean Air Plan - Spare the Air Cool the Climate, A Blueprint for Clean Air and Climate Protection in the Bay Area* (2017)
- Alameda County Transportation Commission (Alameda CTC), *Alameda County Goods Movement Plan* (2016)
- Alameda CTC, *Countywide Transportation Plan* (2020)
- City of Oakland, *2030 Equitable Climate Action Plan* (ECAP), (2020)
- Port of Oakland, *Seaport Air Quality 2020 and Beyond Plan – The Pathway to Zero Emissions* (2019)

The Project also supports the SB 671 Clean Freight Corridor Efficiency Assessment nomination of I-80 and I-880 by the Port of Oakland, Alameda CTC, Solano Transportation Authority, Contra Costa Transportation Authority, and MTC, which connect the Port of Oakland with warehousing and distribution hubs, manufacturing facilities, and agriculture. There is strong support from local jurisdictions, elected officials, and the private sector throughout the region to advance zero-emissions technologies along the two major freight corridors serving the Northern California Megaregion and the Port of Oakland.

C. Traffic

This project will not impact traffic or collision rates. It will provide locations where battery-electric trucks and equipment can charge within the Port area.

4. ENVIRONMENTAL CLEARANCE DESCRIPTION (attach full environmental documents. See Section 12. Attachments)

The Port fulfilled its CEQA obligations by performing an Initial Study/Negative Declaration which was completed in December 2024. The public comment period was November 3, 2023 to November 27, 2023. The Notice of Determination was filed on January 11, 2024. The full report is provided in the attachment to this Project Report.

5. CONSIDERATIONS REQUIRING DISCUSSION (if not appliable, state N/A and justification)

5A. Hazardous Waste

The Port analyzed hazards and hazardous materials in Chapter 3.9 of the attached Initial Study/Negative Declaration and determined there would be less than significant impact or no impact. The Port has site-specific Risk Management Plans, Site Management Plans, and Remedial Action Agreements in place for all the locations where chargers will be installed. These plans have been approved by the appropriate regulatory bodies. Additionally, the Port has a Port-Wide Soil Management Protocol. The Port will perform all required trenching and excavating in accordance with these plans.

5B. Value Analysis

A value analysis was not conducted because it does not apply to this type of project.

5C. Resource Conservation

The Port will recycle construction materials wherever appropriate during the construction phase.

5D. Right-of-Way Issues

The Port owns all of the land included in this project and has already completed the Right-of-Way certification.

5E. Environmental Compliance

The Port fulfilled its CEQA obligations by performing an Initial Study/Negative Declaration which was completed in December 2024. The public comment period was from November 3, 2023 to November 27, 2023. The Notice of Determination was filed on January 11, 2024. The full report is provided in the attachment to this Project Report.

This project does not require NEPA since no Federal funding is involved.

5F. Air Quality Conformity

The Port analyzed Air Quality in Chapter 3.3 of the attached Initial Study/Negative

Declaration and determined there would be less than significant impact. Construction emissions would be below the significance thresholds established by the Bay Area Air Quality District, as would operational emissions. No significant odor impacts are anticipated, and there are no sensitive receptors such as hospitals, schools, or day cares located within a half mile of the project.

Best Management Practices will be implemented to control fugitive dust and construction emissions. These include:

- *All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas and unpaved access roads) shall be watered two times per day.*
- *All haul trucks transporting soil, sand, or other loose material off-site shall be covered.*
- *All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.*
- *All vehicle speeds on unpaved roads shall be limited to 15 mph.*
- *All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.*
- *All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.*
- *All trucks and equipment, including their tires, shall be washed off prior to leaving the Proposed Project sites.*
- *Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.*
- *A publicly visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.*

5G. Title VI Considerations

The Port of Oakland implements best practices to ensure its activities are fully compliant with Title VI of the Civil Rights Act of 1964 and other equal access laws. The Port of Oakland's outreach strategies include, but are not limited to:

- *Reasonable public access to technical and policy information*
- *Adequate public notice of public involvement activities and time for public review and comment at key decision points*
- *Concerted efforts to involve the public, especially those traditionally underserved by existing programs or plans including but not limited to low-income and minority households*

- *Coordination of planning processes, especially where multiple levels of oversight exist, public processes to enhance public consideration of the issues, plans and programs and reduce redundancies and cost*
- *Ensure opportunity for full participation of Limited English Proficiency (LEP) speakers through provision of language interpretation services*
- *Ensure opportunity of full participation of persons with disabilities by providing reasonable accommodations*

The Port has also collaborated with the local community and the City of Oakland with public engagement activities to prepare two truck management plans for truck travel and parking, including the West Oakland Community Action Plan (WOCAP) and the West Oakland Truck Management Plan.

The Project is located within or directly adjacent to several disadvantaged or historically impacted and marginalized community types including:

- *Median Household Income (Figure F3.3.1) – Census tracts at less than 80% of the statewide median (<$56,982) include #4016 ($53,750), #4105 ($24,318), and #4022 ($56,615)*
- *SB 535 Disadvantaged Community – Portions of the Port, as well as the neighboring West Oakland community meet the criteria of most disadvantaged 25% in the State according to the CalEPA and the CalEnviroScreen score*
- *National School Lunch Program – All seven Oakland Unified School District schools within the West Oakland Community qualify as a disadvantaged community under the National School Lunch Program with eligibility ranging from 85-95%, well above the 75% criteria, and all are less than 2 miles from the Port of Oakland.*
- *Healthy Places Index – Multiple census tracts in the adjacent West Oakland Community qualify.*
- *Equity Priority Communities as defined in the MTC Plan Bay Area 2050 which focuses on people of color and low-income.*

5H. Noise Abatement Decision Report

The Port analyzed noise impacts in Chapter 3.13 of the attached Initial Study/Negative Declaration and determined there would be less than significant impact or no impact. The project is located in an industrial area where noise is typically generated from the operation of heavy duty trucks and cargo handling equipment moving freight during the day and night. The project will follow the noise-related actions in the City of Oakland Standard Condition of Approvals to ensure that construction noise will have less than significant impacts.

6. FUNDING, PROGRAMMING AND ESTIMATE

Funding

Project funding is a combination of Port funds, which have already been committed, and grant funds from the Trade Corridor Enhancement Program.

This project does not include any Federal-aid funding.

Programming

The programming for 2090S only includes construction funding. Funding for design was programmed under three different project numbers (2090J, 2090L, and 2090M) which were subsequently consolidated into two construction packages after design was complete

Fund Source	Project Component (in $1,000)						
	PA&ED Support	PS&E Support	Right-of-Way Support	Construction Support	Right-of-Way	Construction	Total
SB1-SCCP							
SB1-TCEP						12,875	12,875
Local						17,017	17,017
Federal-INFRA							
Other							
Total						29,892	29,892

7. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	7/3/23	Actual
Circulate Draft Environmental Document – CEQA ND	11/3/24	Actual
Draft Project Report	2/22/24	Actual
End Environmental Phase (PA&ED Milestone)	1/11/24	Actual

Begin Design (PS&E) Phase	5/17/24	Actual
End Design Phase (Ready to List for Advertisement Milestone)	10/17/25	Actual
Begin Right of Way Phase	10/1/24	Actual
End Right of Way Phase (Right of Way Certification Milestone)	10/4/24	Actual
Begin Construction Phase (Contract Award Milestone)	3/26/26	Actual
End Construction Phase (Construction Contract Acceptance Milestone)	12/31/28	Target
Begin Closeout Phase	1/1/29	Target
End Closeout Phase (Closeout Report)	7/1/29	Target

8. RISKS

Scheduling risks are low for this project. The Port has extensive experience working with the State and other entities to deliver projects. The funds can easily be obligated and expended within the timeframes desired by the State. The table below summarizes potential schedule risks and how they will be mitigated.

Potential Schedule Risks	Proposed Mitigation Strategies
Approvals from third-party entities – Low	Most of the proposed Project improvements will be undertaken within Port property and approvals will not be necessary. In addition, the Port is a public owned utility (POU) with the authority to purchase, distribute, and resell power under applicable State and federal laws, rather than being dependent on decisions made by major electric utilities.
Variability in the supply chain for procurement of needed equipment - Low	It is premature to assume supply chain impacts given the multi-year timeline for Project.
Right-of-way – Low/None	All work will be carried out on Port property.
Environmental review- Low	The Project area has been extensively studied in past CEQA and NEPA analyses.
Permitting - Low	Distribution facilities would be greater than 50 kilovolts (kV), and would need to be permitted by CPUC. The Port will conduct regular coordination meetings to ensure that the schedule remains on track.

The Port will order long lead-time items as early as possible to account for any potential supply chain impacts.

As stated previously, any cost overruns will be the responsibility of the Port.

9. EXTERNAL AGENCY COORDINATION (anticipated agreements)

The project requires coordination with the City of Oakland to obtain building permits. No other external agency coordination is expected.

10. ADDITIONAL INFORMATION

No additional information needed.

11. ATTACHMENTS (Number of Pages)

A. Project Programming Request PPR (8 pages)
B. Project Location Map (1 page)
C. Approved Environmental Document (119 pages, link below)
https://www.portofoakland.com/files/PDF/Port_GPMP_Draft_IS-ND_signed_20231102_508.pdf
D. Final Cost from Project Bids (2 pages)
E. Project Schematics (3 pages)

Exhibit A - PPR

2090S, 30 EV Chargers

STATE OF CALIFORNIA• DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPRID
ePPR-6057-2023-0004 v6

Amendment (Existing Project) YES ONO /Date [04/29/2026

Programs 0 LPP-C 0 LPP-F OsccP OTCEP OSTIP 0 Other/

District	EA	Project ID	PPNO	Nominating Agency
04			2090S	Port of Oakland
County	Route	PM Back	PM Ahead	Co-Nominating Agency
Alameda County				Metropolitan Transportation Commission
				MPO | Element
				MTG | Local Assistance

Project Manager/Contact	Phone	Email Address
Tracy Fidell	510-627-1134	tfidell@portoakland.com

Project Title

Green Power Microgrid - Harbor Facilities

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

The Project will be located at the Port of Oakland's Harbor Facilities Center (HFC, or "Harbor Facilities"). HFC is the maintenance yard for the Port of Oakland seaport, where the Port's vehicle fleet is domiciled. It houses multiple work shops, a garage, a fueling station, a vehicle wash station, material stockpiles, a warehouse, and many other functions. HFC will be the site for 30 of the 145 EV chargers. The address for HFC is 651 Maritime Street, Oakland CA 94607.

Component	Implementing Agency
PA&ED	Port of Oakland
PS&E	Port of Oakland
Right of Way	Port of Oakland
Construction	Port of Oakland

Legislative Districts

Assembly: 18 jsenate: 9 Congressional: 13

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/01/2023	07/01/2023
Circulate Draft Environmental Document Document Type		
Draft Project Report	02/29/2024	02/29/2024
End Environmental Phase (PA&ED Milestone)	01/11/2024	01/11/2024
Begin Design (PS&E) Phase	05/17/2024	05/17/2024
End Design Phase (Ready to List for Advertisement Milestone)	06/30/2025	06/30/2025
Begin Right of Way Phase	10/01/2024	10/01/2024
End Right of Way Phase (Right of Way Certification Milestone)	10/04/2024	10/04/2024
Begin Construction Phase (Contract Award Milestone)	12/31/2025	03/26/2026
End Construction Phase (Construction Contract Acceptance Milestone)	12/31/2028	12/31/2028
Begin Closeout Phase	01/01/2029	01/01/2029
End Closeout Phase (Closeout Report)	07/01/2029	07/01/2029

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STATE OF CALIFORNIA• DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPRID

ePPR-6057-2023-0004 v6

Date 04/29/2026

Purpose and **Need**

The adjacent communities to the Port of Oakland experience some of the highest levels of pollution in the Bay Area according to the Bay Area Air Quality Management District (BAAQMD) and have been identified as a priority Assembly Bill (AB) 617 Community Health Protection Program area, and are included in the Metropolitan Transportation Commission's (MTC) Equity Priority Communities effort representing census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color. The Port has been working together with the BAAQMD, West Oakland Environmental Indicators Project (WOEIP), California Air Resources Board (CARB) the freight community, and local community for over 15 years to improve air quality and support public health through major investments, innovation, and commitment. The Port exceeded the 2005 to 2020 emissions reduction goals (e.g., 86 percent reduction in diesel particulate matter emissions) from the Maritime Air Quality Improvement Program **(MAQIP),** despite an increase in cargo volume.
The system of improvements will help create a multi-functional and modern electrical grid to support expansion of electric operational infrastructure (e.g., heavy equipment, truck fleet, yard tractors) at the Port of Oakland. The solution also allows for grid connected refrigerated containers to support the export of more California agricultural goods. Providing these electrical infrastructure systems to support zero-emissions equipment and operations is essential to decarbonizing the Seaport and delivering air quality, community health, and jobs benefits in support of State air quality and climate goals and investment targets.

NHS Improvements DYES !ZI NO !Roadway Class NA Reversible Lane Analysis DYES !ZI NO

Inc. Sustainable Communities Strategy Goals !ZI YES D NO Reduce Greenhouse Gas Emissions !ZI YES O NO

Project Outputs

Category	Outputs	Unit	Total
ZEV infrastructure	Number of DC charging ports	Each	30

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Additional Information

In April 2025 the Port restructured its TCEP grant from being component-based to being location-based. The reason for the restructure was to make contracting more efficient and manageable during the construction. This restructure only applied to the construction phase, therefore the numbers in the Funding Plan of this PPR only apply to construction.

The scope reduction under consideration in this PPR removes the BESS and solar components from this project (2090S) because they have become too expensive and are not essential to achieve the core benefits of the project. Costs for electrical components have been increasing across the nation for reasons beyond the Port's control.

Importantly, the total number of heavy-duty EV chargers that the Port will build with this grant stays at 145, as envisioned in the originally approved application (30 in this package plus 115 under PPNO 2090T). Because there are still 145 EV chargers, the emission reduction outcomes stay the same. (Emission Reduction benefits are listed in the PPR for PPNO 2090T). To be clear, the requested scope reduction would not impact or reduce the core benefits of the program: emission reductions. However, the BCR decreases from 2.7 to 1.7 because the project has gotten so much more expensive even without the BESS and solar components. The number of jobs increases from 773 to 1,213 because of the cost increases, even without BESS and solar.

Also noteworthy is that the requested scope reduction would not negatively impact the project schedule. If anything, it may accelerate the project because batteries are such long lead time items. Similarly, the solar component of the project involved replacing a roof and building a new, large canopy structure to provide enough space for 1 MW of solar panels. Eliminating that scope reduces the complexity and associated risks from the project.

The scope reduction request along with a commensurate reduction in grant funding of $3,632,000 will be considered at the May 14, 2026 CTC Board Meeting.

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Perf0rmanc;:e In<:lieators and Measures

Me asure	Required For	Indicator/Measure	Unit	Build	future No Build	Change
C0st Effectiveness (0nly 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost"Benefit Ratio	Rati0	1.7	0	1.7

AmericiInS with OISabilities Act (ADA) Notice: This.document is available in alternative aq:e.ssible forms.ts. For more information, please contact the Fo.rmsManagement Unit at (279) 234-2284, TTY 711, in writing at Forms Management Unit, 1120 N Street, MS-8.9, Sacramento, CA 95814, or by email at Forms.Management.Unit@dot.ca.gov.

STATE OF CALIFORNIA• DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPRID
ePPR-6057-2023-0004 v6

District	County	Route	EA	Project ID	PPNO
04	Alameda County				2090S

Project Title

Green Power Microgrid - Harbor Facilities

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)									Port of Oakland
PS&E									Port of Oakland
R/WSUP (CT)									Port of Oakland
CON SUP (CT)									Port of Oakland
R/W									Port of Oakland
CON			23.791					23,791	Port of Oakland
TOTAL			23,791					23,791	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			29,892					29,892	
TOTAL			29,892					29,892	

Fund #1:	SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding ($1,000s)									20.30.210.320
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									$9904 CON voted 06/27/25
R/WSUP (CT)									
CON SUP (CT)									
R/W									
CON			9,904					9,904	
TOTAL			9,904					9,904	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			7,725					7,725	
TOTAL			7,725					7,725	

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Fund #2:	Local Funds - Port 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)									
PS&E									
R/WSUP (CT)									
CON SUP (CT)									
R/W									
CON			7,284					7,284	
TOTAL			7,284					7,284	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			17,017					17,017	
TOTAL			17,017					17,017	
Fund #3:	S81 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)									
PS&E									$6603 CON voted 06/27/25
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,603					6,603	
TOTAL			6,603					6,603	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/WSUP (CT)									
CON SUP (CT)									
R/W									
CON			5,150					5,150	
TOTAL			5,150					5,150	

Americans with Disabilities Act (ADA) Notice: This document is available in alternative accessible fonnats. For more infonnation, please contact the Fonns Management Unit at (279) 234-2284, TTY 711, in writing at Fonns Management Unit, 1120 N Street, MS-89, Sacramento, CA 95814, or by email at Fonns.Management.Unit@dot.ca.gov.

STATE OF CALIFORNIA• DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPRID

ePPR-6057-2023-0004 v6

Complete this page for amendments only Date 04/29/2026

District	County	Route	**EA**	Project ID	**PPNO**
04	Alameda County				2090S

SECTION 1 - All Projects

Project Background

In April 2025 the Port restructured its TCEP grant from being component-based to being location-based (three sub-projects down to two). The reason for the restructure was to make contracting more efficient and manageable during the construction. The construction allocation was approved at the June 27, 2025 CTC Board Meeting, and allowed 9 months for Award. This restructure only applied to the construction phase, therefore the numbers in the Funding Plan of this PPR only apply to construction.

The Project was fully designed, and the bid package was advertised following a competitive public works procurement process. The project was awarded on March 26, 2026, within the allowable timeline, however the Port has not given the contractor Notice to Proceed pending the outcome of the May 14, 2026 CTC Board meeting where they will consider this scope reduction request.

Programming Change Requested

The scope reduction under consideration in this PPR removes the BESS and solar components from this project (2090S) because they have become too expensive for reasons outside of the Port's control and they are not essential to achieve the core benefits of the project. This programming change request will also reduce the amount of TCEP funding for the project by $3,632K, commensurate with the reduced scope.

Reason for Proposed Change

The scope reduction under consideration in this PPR removes the BESS and solar components from this project (2090S) because they have become too expensive and are not essential to achieve the core benefits of the project. Costs for electrical components have been increasing for reasons beyond the Port's control such as tariffs and increased number of electrical projects around the nation such as data centers.

Importantly, the total number of heavy-duty EV chargers that the Port will build with this grant stays at 145, as envisioned in the originally approved application (30 in this package plus 115 under PPNO 2090T). Because there are still 145 EV chargers, the emission reduction outcomes stay the same. (Emission Reduction benefits are listed in the PPR for PPNO 2090T). To be clear, the requested scope reduction would not impact or reduce the core benefits of the program: emission reductions. However, the BCR decreases from 2.7 to 1.7 because the project has gotten so much more expensive, even without the BESS and solar components. The number of jobs increases from 773 to 1,213 because of the cost increases, even without BESS and solar.

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

The requested scope reduction would not delay the project. If anything, it may accelerate the project because batteries are such long lead time items. Similarly, the solar component of the project involved replacing a roof and building a new, large canopy structure to provide enough space for 1 **MW** of solar panels. Eliminating that scope reduces the complexity and associated risks from the project.

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual S81 program guidelines for specific criteria)

The Port's request is to remove two project outputs from the project (1 MW of solar output and 6.5 **MW** of Battery Storage System) and to reduce the TCEP funding allocation by $3,632K.

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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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Exhibit B – Location Map

TCEP 2090S, 30 EV Chargers


Regional Shoreline
Academy of Truck Driving
Oakland Outer Harbor
Key Route Basin
Pacific Pipe
Prescott Market West Oakland
PCC Logistics
Maritime St
Continental Club
North Central Truck Repair & Pa
Port Scales
TraPac
Outer Harbor Entrance Channel
7th St
PCC Logis
Cool Port Oakland
International Maritime Center
Port View Park
Middle Harbor Shoreline Park Main Pavilion
Middle Harbor Shoreline Park
View Park ishing Pier
Oakland MiddleHarbor Met, CA
PRESCOTT
West Oakland
BNSF Oakland International Gateway...
SOUTH PRESCOTT
Oakland International Container Terminal
Middle Harbor Rd
Chappell Hayes Observation Tower
Adeline St
Oakland Estuary
Oakland Inner Harbor

Exhibit D – Final Cost

TCEP 2090S, 30 EV Chargers

				Anvil Builders Inc Emeryville, CA	
ITEM	**DESCRIPTION**	**EST. QTY**	**UNIT**	**UNIT PRICE**	**TOTAL**
	BASE BID ITEMS (30 EV Chargers + Substation):				
1.	Mobilize and Demobilize	1	LS	$900,000.00	$900,000.00
2.	Perform All Contract Work Other Than Work Separately Provided for under Other Bid Items	1	LS	$239,500.00	$239,500.00
3.	Potholing, Including Backfilling, Surface Restoration, and Report preparation	1	LS	$31,900.00	$31,900.00
4.	Furnish and Install Construction SWPPP BMPs	1	LS	$207,800.00	$207,800.00
5.	Traffic Control	1	LS	$128,200.00	$128,200.00
6.	Demolition	1	LS	$71,800.00	$71,800.00
7.	Furnish and Install Underground Medium Voltage (12.47kV) Conduits System	1	LS	$1,300,000.00	$1,300,000.00
8.	Furnish and Install Underground Medium Voltage (12.47kV) Electrical Conductors and Separable Connector Splices/Terminations	1	LS	$950,000.00	$950,000.00
9.	Furnish and Install Underground Low Voltage (480/277/208/120V) Conduits	1	LS	$513,000.00	$513,000.00
10.	Furnish and Install Underground Low Voltage (480/277/208/120V) Conductors and Terminations	1	LS	$495,000.00	$495,000.00
11.	Furnish and Install Underground Communication Conduits System	1	LS	$1,500,000.00	$1,500,000.00
12.	Furnish and Install Underground Communication Conductors	1	LS	$540,000.00	$540,000.00
13.	Furnish and Install Grounding System	1	LS	$245,000.00	$245,000.00
14.	Furnish and Install HS20 Traffic Rated (10'x8'x7'D) Underground Manholes	5	EA	$155,000.00	$775,000.00
15.	Furnish and Install HS20 Traffic Rated (3'x5'x4'D) Underground Pull Boxes	7	EA	$67,000.00	$469,000.00
16.	Remove Existing Feeder from MV Vault to Overhead circuit and Furnish and Install Medium Voltage (12.47kV) Switch on Existing Pole	1	LS	$245,000.00	$245,000.00
17.	Disconnect and Remove Existing Protection Relays and Furnish and Install New Relays in Existing Switchgears	1	LS	$306,000.00	$306,000.00

18.	Furnish and Install New CCPD Within Existing Substation	1	LS	$287,000.00	$287,000.00
19.	Furnish and Install Medium Voltage (12.47kV) Metal-Clad Switchgear (Packaged Electrical Building)	1	LS	$5,500,000.00	$5,500,000.00
20.	Furnish and Install Low Voltage (480V) Switchboards	2	EA	$117,000.00	$234,000.00
21.	Furnish and Install Unit Substation Transformers (12.47/0.48kV)	2	EA	$383,000.00	$766,000.00
22.	Furnish and Install Remote Switch Enclosures	1	LS	$269,000.00	$269,000.00
23.	Furnish and Install Microgrid Control System with all Necessary Equipment	1	LS	$1,500,000.00	$1,500,000.00
24.	Furnish and Install a Microgrid Engineering Workstation within HFC	1	LS	$190,000.00	$190,000.00
25.	Furnish and Install 400kW Electrical Vehicle Charger	5	EA	$350,000.00	$1,750,000.00
26.	Furnish and Install 180kW Electrical Vehicle Charger	10	EA	$171,000.00	$1,710,000.00
27.	Provide Independent NETA Testing and Operations and Maintenance Training for Electrical Installations	1	LS	$340,000.00	$340,000.00
28.	Furnish and Install Foundation Pads for Medium Voltage (12.47kv) Metal-Clad Switchgear (Packaged Electrical Building), Unit Substation Transformers (12.47/0.48kv), and Low Voltage Switchboards (480V)	1	LS	$207,000.00	$207,000.00
29.	Furnish and Install 8' Chain-link Fence	1	LS	$30,000.00	$30,000.00
30.	Furnish and Install Substation Bollards	44	EA	$4,000.00	$176,000.00
31.	Furnish and Install Horizontal Directional Drill	1	LS	$110,100.00	$110,100.00
32.	Furnish and Install 12" Storm Drain	54	LF	$910.00	$49,140.00
33.	Furnish and Install Storm Drain Cleanout	2	EA	$10,800.00	$21,600.00
34.	Demo Light Poles	1	LS	$10,700.00	$10,700.00
35.	Remove 12” Storm Drain	1	LS	$11,700.00	$11,700.00
36.	Remove Miscellaneous Structures	1	LS	$426,000.00	$426,000.00
37.	Furnish and Install Storm Drain Manhole	2	EA	$37,300.00	$74,600.00
38.	Furnish and Install Striping	1	LS	$13,600.00	$13,600.00
39.	Furnish and Install Concrete Wheel Stops	30	EA	$1,500.00	$45,000.00
40.	Re-route Existing Underground Medium Voltage (12.47kV) and Lighting (277V) Circuits	1	LS	$530,000.00	$530,000.00
	TOTAL BASE BID PRICE:				$23,168,640.00

Exhibit E – Project Schematics

TCEP 2090S, 30 EV Chargers

TCEP GREEN POWER MICROGRID (EV CHARGERS AND RENEWABLES AT HARBOR FACILITIES)

OAKLAND, CALIFORNIA

GENERAL SUMMARY OF WORK

BASE BID:

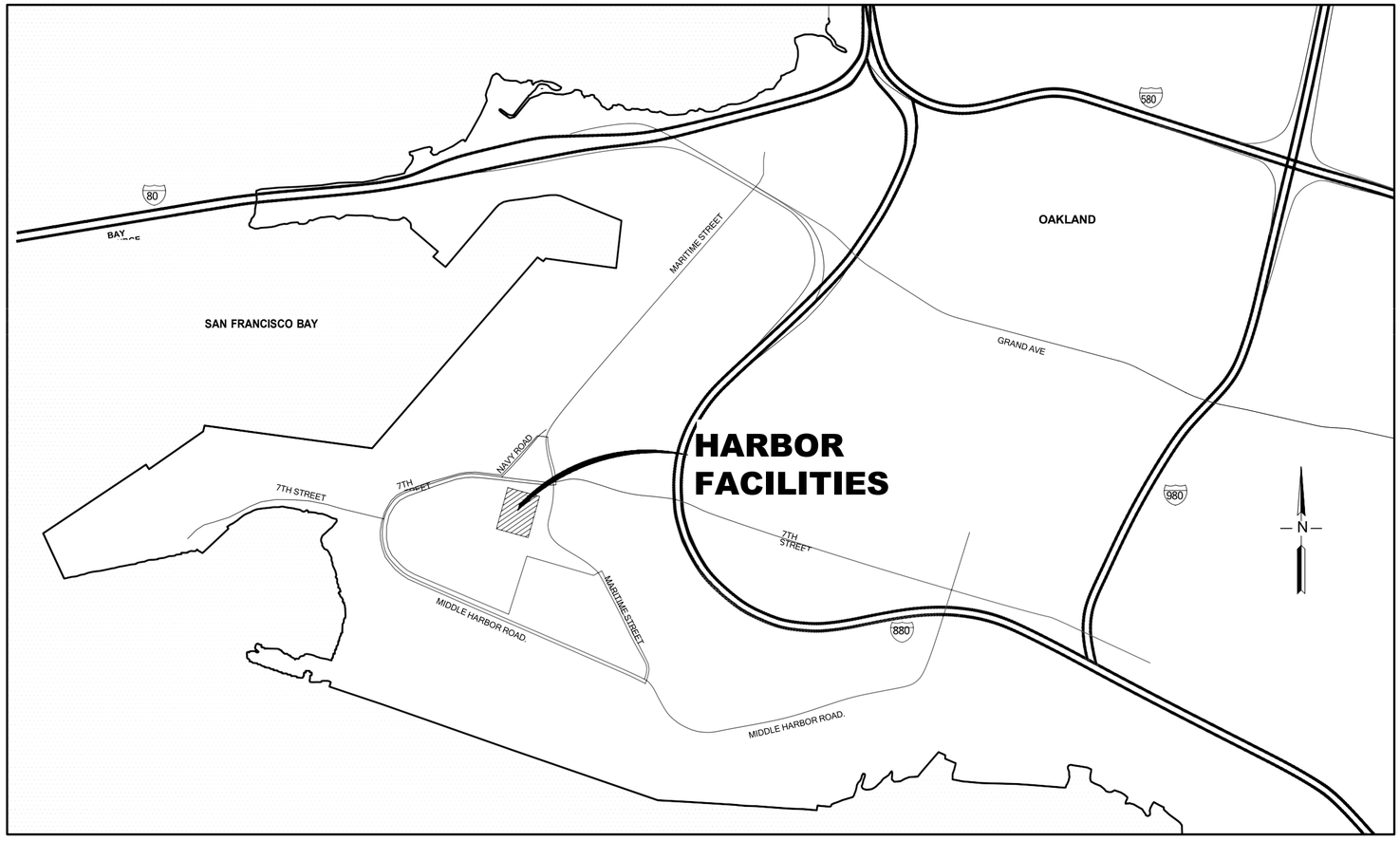
1. FURNISH AND INSTALL MEDIUM VOLTAGE SWITCHGEAR, AND DC FAST CHARGERS.
2. FURNISH AND INSTALL ASSOCIATED ELECTRICAL INFRASTRUCTURE INCLUDING BUT NOT LIMITED TO MANHOLES, VAULTS, TRANSFORMERS, DUCT BANKS, DATA ACQUISITION SYSTEM, MICROGRID CONTROLS AND COMMUNICATION SYSTEMS.
3. FURNISH AND REPLACE EXISTING RELAYS AT THE MAIN DAVIS/CUTHBERTSON SUBSTATIONS AND INCORPORATE INTO THE MICROGRID.
4. REFEED EXISTING HFC BUILDING FROM NEW SWITCHGEAR.
5. REPLACE LIGHTING ARRESTERS AT SS-C-50 AND SS-C-51.

ADDITIVE ALTERNATE A:

1. FURNISH AND INSTALL BATTERY ENERGY STORAGE SYSTEM, AND ASSOCIATED INFRASTRUCTURE INCLUDING BUT NOT LIMITED TO MANHOLES, VAULTS, TRANSFORMERS, DUCT BANKS, AND COMMUNICATION INFRASTRUCTURE.
2. SEE SHEET G6 AND CONTRACT PROJECT MANUAL FOR DELINEATION OF WORK FOR ADDITIVE ALTERNATE A.

ADDITIVE ALTERNATE B:

1. FURNISH AND INSTALL PV CANOPY SYSTEM AND ROOFTOP MOUNTED SOLAR PV FOR USE IN A MICROGRID.
2. FURNISH AND INSTALL ASSOCIATED ELECTRICAL INFRASTRUCTURE INCLUDING BUT NOT LIMITED TO MANHOLES, VAULTS, TRANSFORMERS, DUCT BANKS, AND COMMUNICATION INFRASTRUCTURE.
3. FURNISH AND INSTALL ASSOCIATED CIVIL, STRUCTURAL AND ARCHITECTURAL INFRASTRUCTURE INCLUDING BUT NOT LIMITED TO; NEW ROOF SYSTEM, PV CANOPY STRUCTURE AND FOUNDATIONS, AND FIRE PROTECTION SYSTEM.
4. SEE SHEET G6 AND CONTRACT PROJECT MANUAL FOR DELINEATION OF WORK FOR ADDITIVE ALTERNATE B.



VICINITY MAP

SCALE: NTS

APPROVAL OF CONSULTANT WORK

PURSUANT TO SECTION 830.6 OF THE GOVERNMENT CODE, THE PORT APPROVES THE CONSULTANT PLANS AND DESIGNS CONTAINED WITHIN THIS PACKAGE. IN GRANTING THIS APPROVAL, THE PORT HAS RELIED UPON THE JUDGMENT OF THE PERSON IN RESPONSIBLE CHARGE OF THE WORK TO PROVIDE PLANS AND DESIGNS IN CONFORMANCE WITH THE CONTRACT DOCUMENTS.

APPROVED BY: _____

RECOMMENDED BY: _____

Burns
BURNS ENGINEERING, INC. | 215-979-7700
TWO COMMERCE SQUARE, 2001 MARKET ST, SUITE 600
PHILADELPHIA, PA 19103

CINQUINI & PASSARINO, INC.
LAND SURVEYING
BOUNDARY TOPOGRAPHIC
INFRASTRUCTURE CONSTRUCTION
RAILROAD HYDROGRAPHY

KUTHranieri
architects
725 GREENWICH ST STE 300
SAN FRANCISCO CA 94133
TEL 415 544 9880
WWW.KUTHRANIERI.COM

OLMM
CONSULTING
ENGINEERS

REGISTERED PROFESSIONAL ENGINEER
KAMRAN KHOSROVIAN KERMANI
No. E19908
09/24/2025
ELECTRICAL
STATE OF CALIFORNIA

REFERENCES:	NO.	REVISIONS	DATE	REV'D	APP'D
PLANS					
AS-BUILT PLANS					
FIELD BOOKS					
CAUTION: CHECK TRACING FOR LATEST REVISIONS		FINAL	09/24/2025		

DRAWN	OSALUMENSE A., ADRIAN R.
DESIGNED	KAMRAN KERMANI 19908 (REG. ENGINEER NO.)
CHECKED	MATT TROWBRIDGE 78789 (REG. ENGINEER NO.)

PORT OF OAKLAND
530 WATER ST. OAKLAND, CALIFORNIA

moffatt & nichol
1300 CLAY STREET, STE 350
OAKLAND, CA 94612
510-645-1238

651 MARITIME STREET, OAKLAND, CALIFORNIA

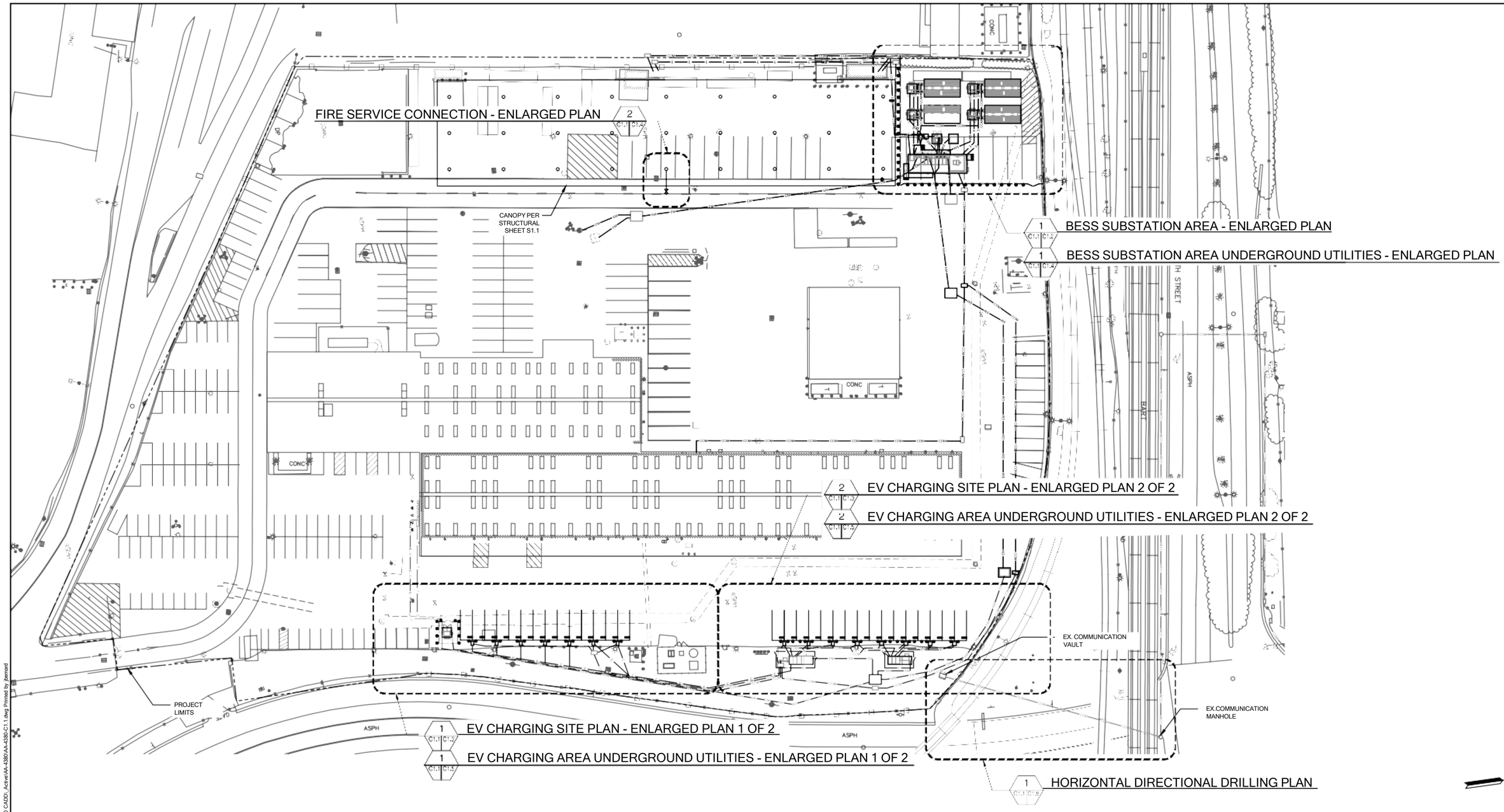
TCEP GREEN POWER MICROGRID
(EV CHARGERS AND RENEWABLES AT HARBOR FACILITIES)

COVER SHEET

DATE: 09/24/2025
SCALE: NO SCALE
SHEET: 01 OF 131 SHEETS

G1 | AA-4380

PRINT DATE: 10-08-25 15:51:15 O:\WO\24039-02 TCEP Green Power Microgrid\20 CADD_Active\AA-4380\AA-4380-G1.dwg Printed by arusli



OVERALL SITE PLAN - CIVIL

1" = 40'

SCALE: 1" = 40'

REGISTERED PROFESSIONAL ENGINEER
JARED M. BERNARD
No. 77740
CIVIL
STATE OF CALIFORNIA

PRINT DATE 09-25-25 10:09:15 Q:\WC\240319-02 TCEP Green Power Microgrid\20 CADD_Acad\wAA-4380\AA-4380-C1.1.dwg Printed by jbernard

REFERENCES:
PLANS
AS-BUILT PLANS
FIELD BOOKS

CAUTION:
CONTRACTOR TO VERIFY UTILITIES PRIOR TO CONSTRUCTION

NO.	REVISIONS	DATE	REVD	APP'D
	FINAL	11-03-25		

DRAWN JANAE AWONIYI
DESIGNED JARED BERNARD 77740
REG. ENGINEER NO.
CHECKED JEREMY PATAPOFF 63434
REG. ENGINEER NO.

PORT OF OAKLAND
530 WATER ST. OAKLAND, CALIFORNIA

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510-645-1238

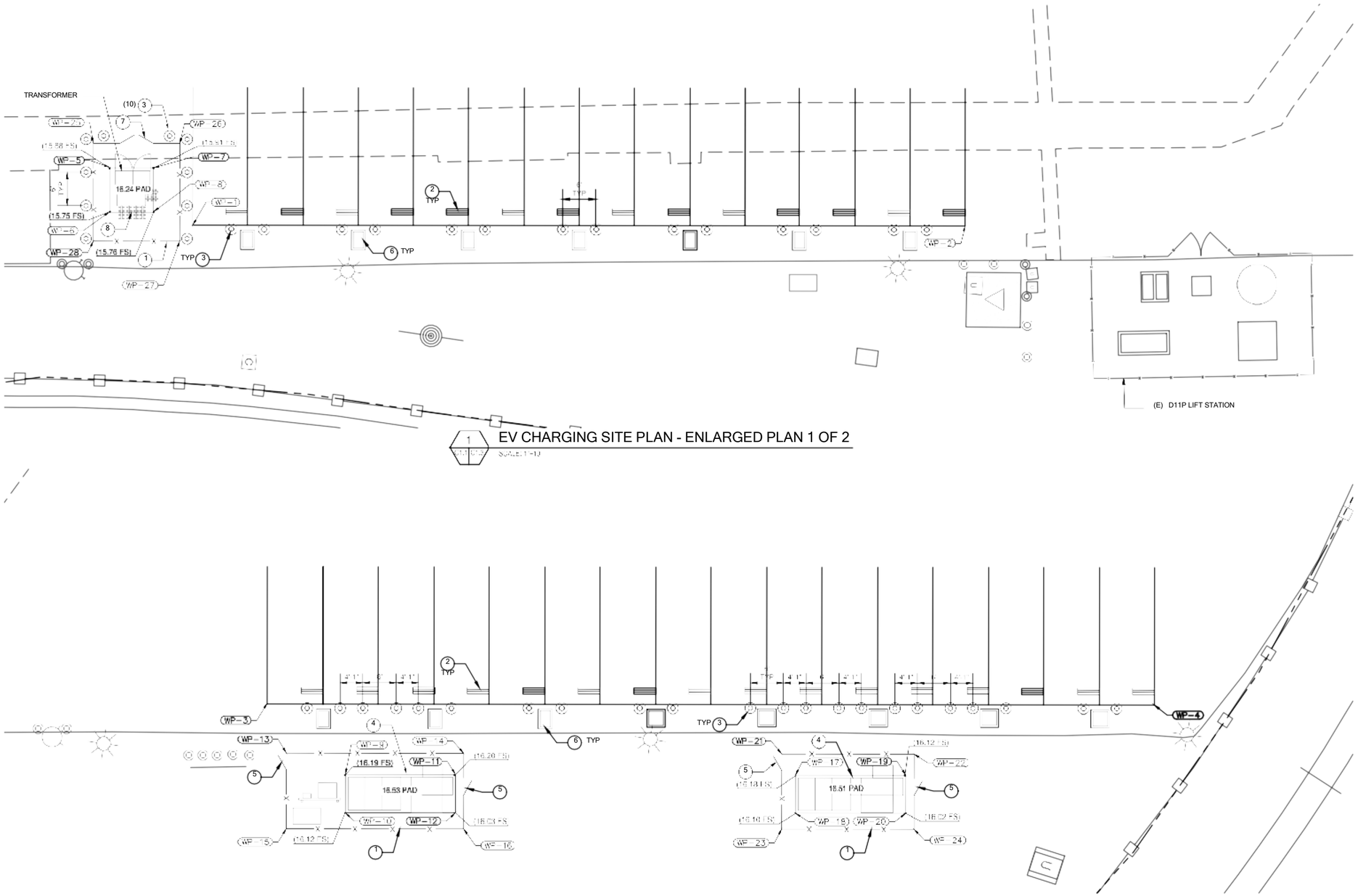
651 MARITIME STREET, OAKLAND, CALIFORNIA

TCEP GREEN POWER MICROGRID
(EV CHARGERS AND RENEWABLES AT HARBOR FACILITIES)

OVERALL SITE PLAN - CIVIL

DATE: 09/24/2025
SCALE: 1"=40'
SHEET: 8 OF 131SHEETS

C1.1 | AA-4380



1 EV CHARGING SITE PLAN - ENLARGED PLAN 1 OF 2
SCALE: 1"=10'

2 EV CHARGING SITE PLAN - ENLARGED PLAN 2 OF 2
SCALE: 1"=10'

SCALE: 1" = 10'-0"

KEY NOTES:

1. FURNISH AND INSTALL 8' CHAINLINK FENCE PER STRUCTURAL DETAIL 2/S6.1
2. FURNISH AND INSTALL 4' LONG X 12" WIDE 8" HIGH PCC WHEEL STOP
3. FURNISH AND INSTALL BOLLARD PER STRUCTURAL DETAIL 1/S1.7
4. FURNISH AND INSTALL EQUIPMENT PAD PER STRUCTURAL DETAIL 2/S1.7
5. FURNISH AND INSTALL 3' WIDE SWING GATE PER STRUCTURAL DETAIL 3/S6.1
6. FURNISH AND INSTALL EV CHARGER PER ELECTRICAL PLAN. FOOTING PER STRUCTURAL DETAIL 3/S1.7
7. FURNISH AND INSTALL 6' WIDE DOUBLE LEAF SWING GATE PER STRUCTURAL DETAIL 1/S6.1
8. FURNISH AND INSTALL TRANSFORMER PAD PER STRUCTURAL DETAIL 7/S1.7.

NOTES:

1. FURNISH AND INSTALL ELECTRICAL COMPONENTS PER ELECTRICAL PLAN.
2. SEE ELECTRICAL PLANS FOR PLACEMENT OF BOLLARDS.
3. SEE STRIPING PLAN C1.7 FOR STRIPING LAYOUT AND EV CHARGER PLACEMENT

WORK POINT TABLE

Point #	NORTHING	EASTING	DESCRIPTION
WP-1	2121340.37	6038031.87	STRIPING LIMITS
WP-2	2121479.51	6038051.42	STRIPING LIMITS
WP-3	2121586.49	6038067.87	STRIPING LIMITS
WP-4	2121758.26	6038090.34	STRIPING LIMITS
WP-5	2121526.83	6038018.53	PAD LIMITS
WP-6	2121525.73	6038027.46	PAD LIMITS
WP-7	2121534.76	6038020.64	PAD LIMITS
WP-8	2121535.86	6038028.56	PAD LIMITS
WP-9	2121606.71	6038082.63	PAD LIMITS
WP-10	2121607.75	6038089.48	PAD LIMITS
WP-11	2121628.43	6038086.39	PAD LIMITS
WP-12	2121627.47	6038092.24	PAD LIMITS
WP-13	2121598.81	6038077.34	FENCE LIMITS
WP-14	2121630.45	6038081.81	FENCE LIMITS
WP-15	2121596.71	6038090.87	FENCE LIMITS
WP-16	2121628.55	6038095.34	FENCE LIMITS
WP-17	2121689.80	6038094.03	PAD LIMITS
WP-18	2121688.84	6038100.88	PAD LIMITS
WP-19	2121709.52	6038096.79	PAD LIMITS
WP-20	2121708.56	6038103.64	PAD LIMITS
WP-21	2121687.86	6038089.86	FENCE LIMITS
WP-22	2121711.55	6038093.13	FENCE LIMITS
WP-23	2121685.96	6038103.39	FENCE LIMITS
WP-24	2121709.65	6038106.72	FENCE LIMITS
WP-25	2121324.53	6038014.71	FENCE LIMITS
WP-26	2121340.10	6038016.90	FENCE LIMITS
WP-27	2121337.63	6038034.43	FENCE LIMITS
WP-28	2121322.07	6038032.24	FENCE LIMITS

REFERENCES:
PLANS
AS-BUILT PLANS
FIELD BOOKS

CAUTION:
CONTRACTOR TO VERIFY ALL UTILITIES

NO.	REVISIONS	DATE	REVD	APPD
	FINAL	09/24/2025		

DRAWN JANAE AWONIYI
DESIGNED JARED BERNARD 77740
REG. ENGINEER NO.
CHECKED JEREMY PATAPOFF 63434
REG. ENGINEER NO.

PORT OF OAKLAND
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mott & nicho
1300 CLAY STREET, STE 350
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510-645-1238

651 MARITIME STREET, OAKLAND, CALIFORNIA

TCEP GREEN POWER MICROGRID
(EV CHARGERS AND RENEWABLES AT HARBOR FACILITIES)

SITE PLAN - ENLARGED PLAN 2 OF 2

REGISTERED PROFESSIONAL ENGINEER
JARED M. BERNARD
No. 77740
CIVIL
STATE OF CALIFORNIA

DATE: 09/24/2025
SCALE: 1"=10'
SHEET: 10 OF 131 SHEETS
C1.3
AA-4380

PRINT DATE: 09-25-25 10:10:04 Q:\WO\240319-02 TCEP Green Power Microgrid\20 CADD_Active\AA-4380\AA-4380-C13.dwg Printed by: jbernard

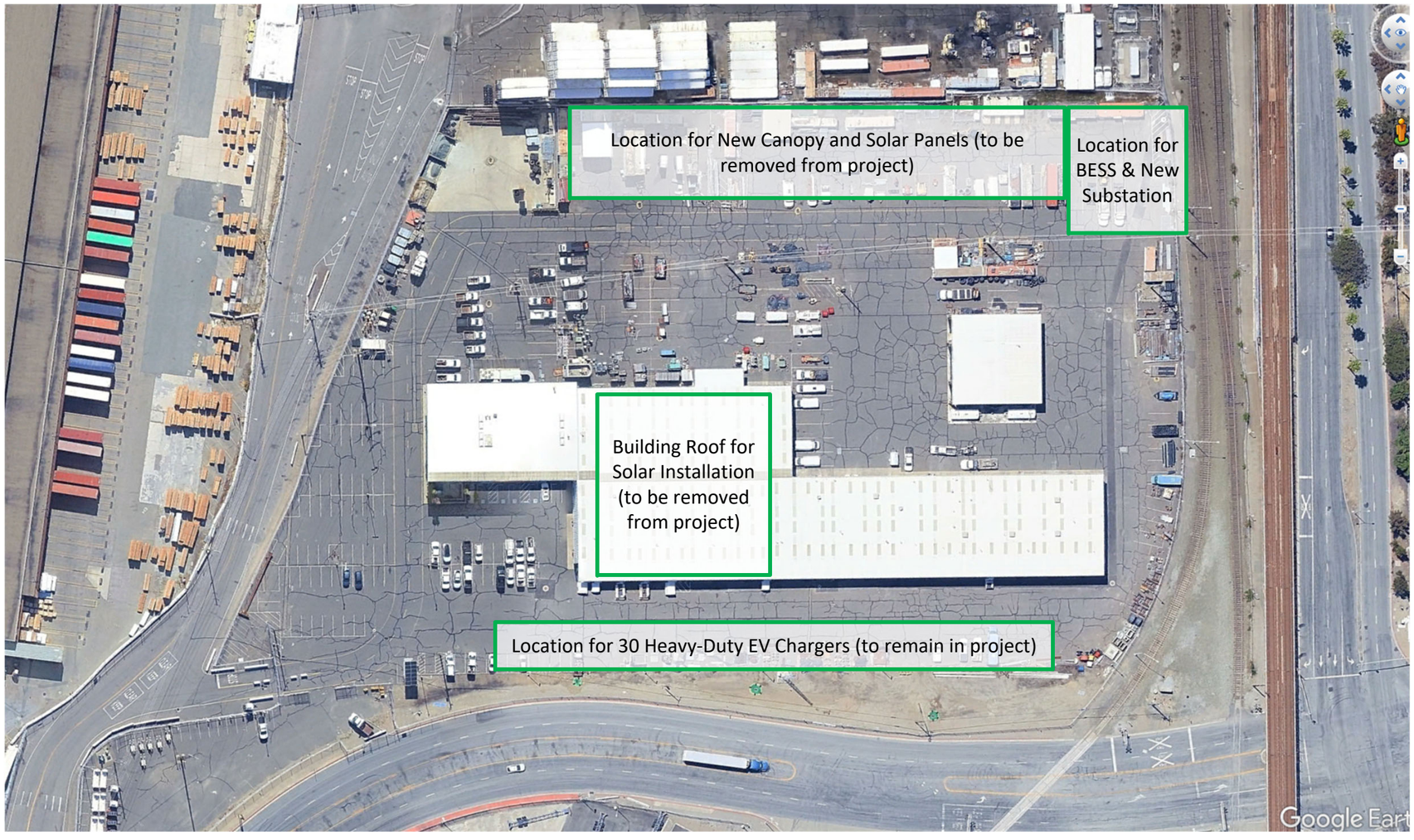
Attachment A
Site Plans (Original and Revised)
PPNO 2090S
March 25, 2026

The following drawings are from the Green Power Microgrid (EV Chargers and Renewables at Harbor Facilities) construction drawings with markups showing proposed revisions in green.

The full plan set has 131 sheets, but this summary only shows the cover page and the most relevant civil site plans to illustrate which elements would be removed (solar and BESS) and which elements would remain (30 EV chargers and required electrical infrastructure and new substation).

To orient the viewer, the aerial image to the right shows the Port of Oakland's 9 acre Harbor Facilities Complex, located at 651 Maritime Street. This is the location for all the improvements in PPNO 2090S.

The street view image below shows the main building in blue and attached shop building with bay doors. The 30 EV chargers will be installed along the fence line. The solar installation was planned for the roof of the building plus a new canopy that was planned for the back of the property. The battery and substation area is not visible in this image.





TCEP GREEN POWER MICROGRID (EV CHARGERS AND RENEWABLES AT HARBOR FACILITIES)

OAKLAND, CALIFORNIA

GENERAL SUMMARY OF WORK

1. FURNISH AND INSTALL MEDIUM VOLTAGE SWITCHGEAR, BATTERY ENERGY STORAGE SYSTEMS, DC FAST CHARGERS, AND ROOFTOP AND CANOPY MOUNTED SOLAR PV FOR USE IN A MICROGRID.
2. FURNISH AND INSTALL ASSOCIATED ELECTRICAL INFRASTRUCTURE INCLUDING BUT NOT LIMITED TO MANHOLES, VAULTS, TRANSFORMERS, DUCT BANKS, DATA ACQUISITION SYSTEM, MICROGRID CONTROLS, AND COMMUNICATION SYSTEMS.
3. FURNISH AND REPLACE EXISTING RELAYS AT THE MAIN DAVIS/CUTHBERTSON SUBSTATIONS AND INCORPORATE INTO THE MICROGRID.
4. REFEED EXISTING HFC BUILDING FROM NEW SWITCHGEAR.
5. REPLACE LIGHTNING ARRESTERS AT SS-C-50 AND SS-C-51

GENERAL SUMMARY OF WORK

BASE BID:

1.FURNISH AND INSTALL MEDIUM VOLTAGE SWITCHGEAR, AND DC FAST CHARGERS.

2. FURNISH AND INSTALL ASSOCIATED ELECTRICAL INFRASTRUCTURE INCLUDING BUT NOT LIMITED TO MANHOLES, VAULTS, TRANSFORMERS, DUCT BANKS, DATA ACQUISITION SYSTEM, MICROGRID CONTROLS AND COMMUNICATION SYSTEMS.

3. FURNISH AND REPLACE EXISITNG RELAYS AT THE MAIN DAIVS/CUTHBERTSON SUBSTATIONS AND INCORPORATE INTO THE MICROGRID.

4. REFEED EXISITNG HFC BUILDING FROM NEW SWITCHGEAR

5. REPLACE LIGHTING ARRESTERS AT SS-C-50 AND SS-C-51

ADDITIVE ALTERNATE A:

1. FURNISH AND INSTALL BATTERY ENERGY STORATE SYSTEM, AND ASSOCIATED INFRASTRUCTURE INCLUDING BUT NOT LIMITED TO MANHOLES, VAULTS, TRANSFORMERS, DUCT BANKS, AND COMMUNICATION INFRASTRUCTURE.

2. SEE SHEET G6 AND CONTRACT PROJECT MANUAL FOR DELINEATION OF WORK FOR ADDITIVE ALTERNATE A.

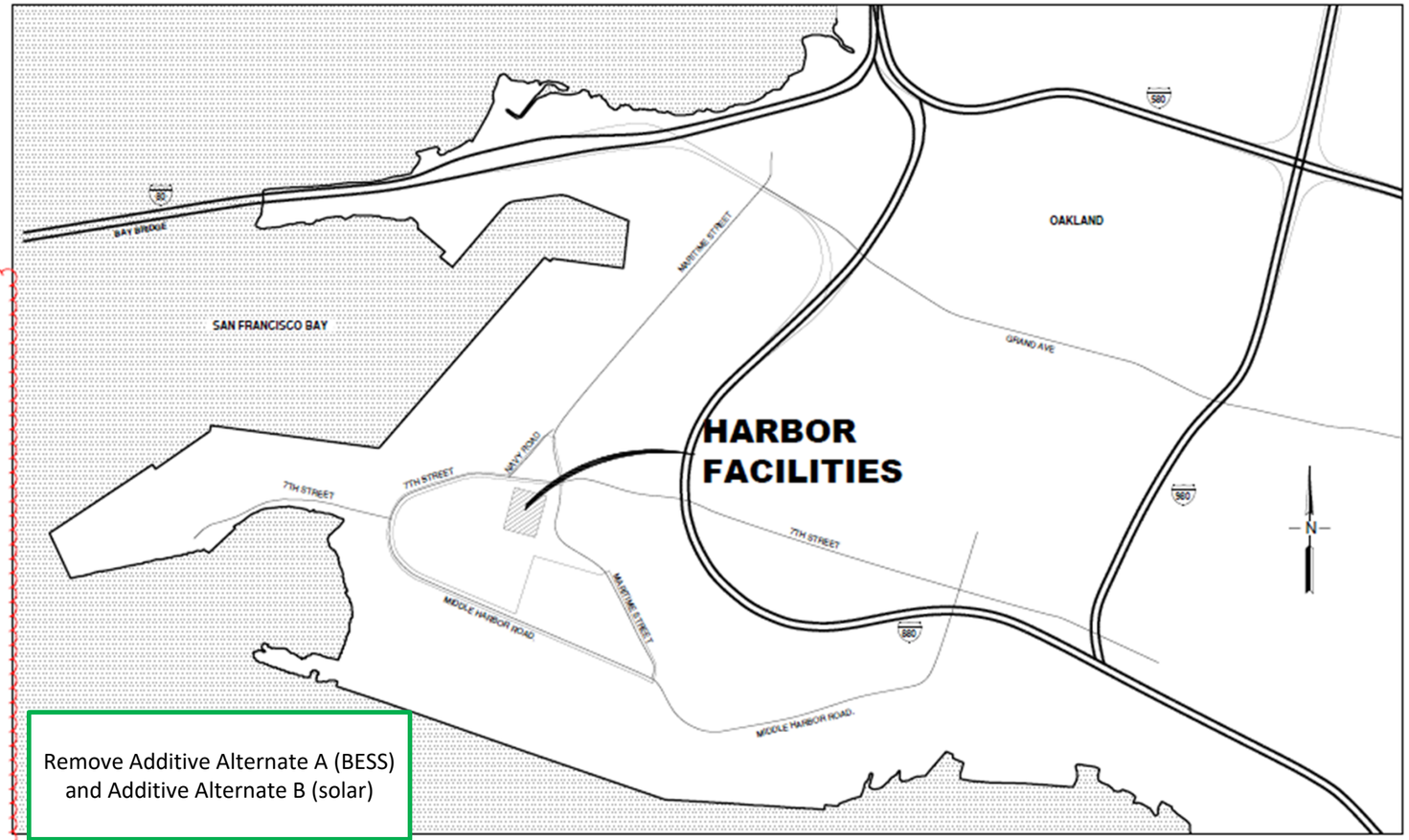
ADDITIVE ALTERNATE B:

1. FURNISH AND INSTALL PV CANOPY SYSTEM AND ROOFTOP MOUNTED SOLAR PV FOR USE IN A MICROGRID.

2. FURNISH AND INSTALL ASSOCIATED ELECTRICAL INFRASTRUCTURE INCLUDING BUT NOT LIMITED TO MANHOLES, VAULTS, TRANSFORMERS, DUCT BANKS, AND COMMUNICATION INFRASTRUCTURE.

3. FURNISH AND INSTALL ASSOCIATED CIVIL, STRUCTURAL AND ARCHITECTURAL INFRASTRUCTURE INCLUDING BUT NOT LIMITED TO; NEW ROOF SYSTEM, PV CANOPY STRUCTURE AND FOUNDATIONS, AND FIRE PROTECTION SYSTEM.

2. SEE SHEET G6 AND CONTRACT PROJECT MANUAL FOR DELINEATION OF WORK FOR ADDITIVE ALTERNATE A.



Remove Additive Alternate A (BESS) and Additive Alternate B (solar)

VICINITY MAP
SCALE: NTS

APPROVAL OF CONSULTANT WORK

PURSUANT TO SECTION 830.6 OF THE GOVERNMENT CODE, THE PORT APPROVES THE CONSULTANT PLANS AND DESIGNS CONTAINED WITHIN THIS PACKAGE. IN GRANTING THIS APPROVAL, THE PORT HAS RELIED UPON THE JUDGMENT OF THE PERSON IN RESPONSIBLE CHARGE OF THE WORK TO PROVIDE PLANS AND DESIGNS IN CONFORMANCE WITH THE CONTRACT DOCUMENTS.

APPROVED BY: _____

RECOMMENDED BY: _____

Burns

KUTHranieri architects
725 GREENWICH ST STE 300
SAN FRANCISCO CA 94133
TEL. 415. 544. 9860
WWW.KUTHRANIERI.COM

OLMM CONSULTING ENGINEERS

REGISTERED PROFESSIONAL ENGINEER
KAMRAN MOBSHIRAN KERMANI
No. 019908
STATE OF CALIFORNIA

REFERENCES:	NO.	REVISIONS	DATE	REVD	APPD
PLANS					
AS-BUILT PLANS					
FIELD BOOKS					
CAUTION: CHECK TRACING FOR LATEST REVISIONS		FINAL	09/24/2025		

DRAWN: OSALUMENSE A., ADRIAN R.
DESIGNED: KAMRAN KERMANI 19908 (REG. ENGINEER NO.)
CHECKED: MATT TROWBRIDGE 78789 (REG. ENGINEER NO.)

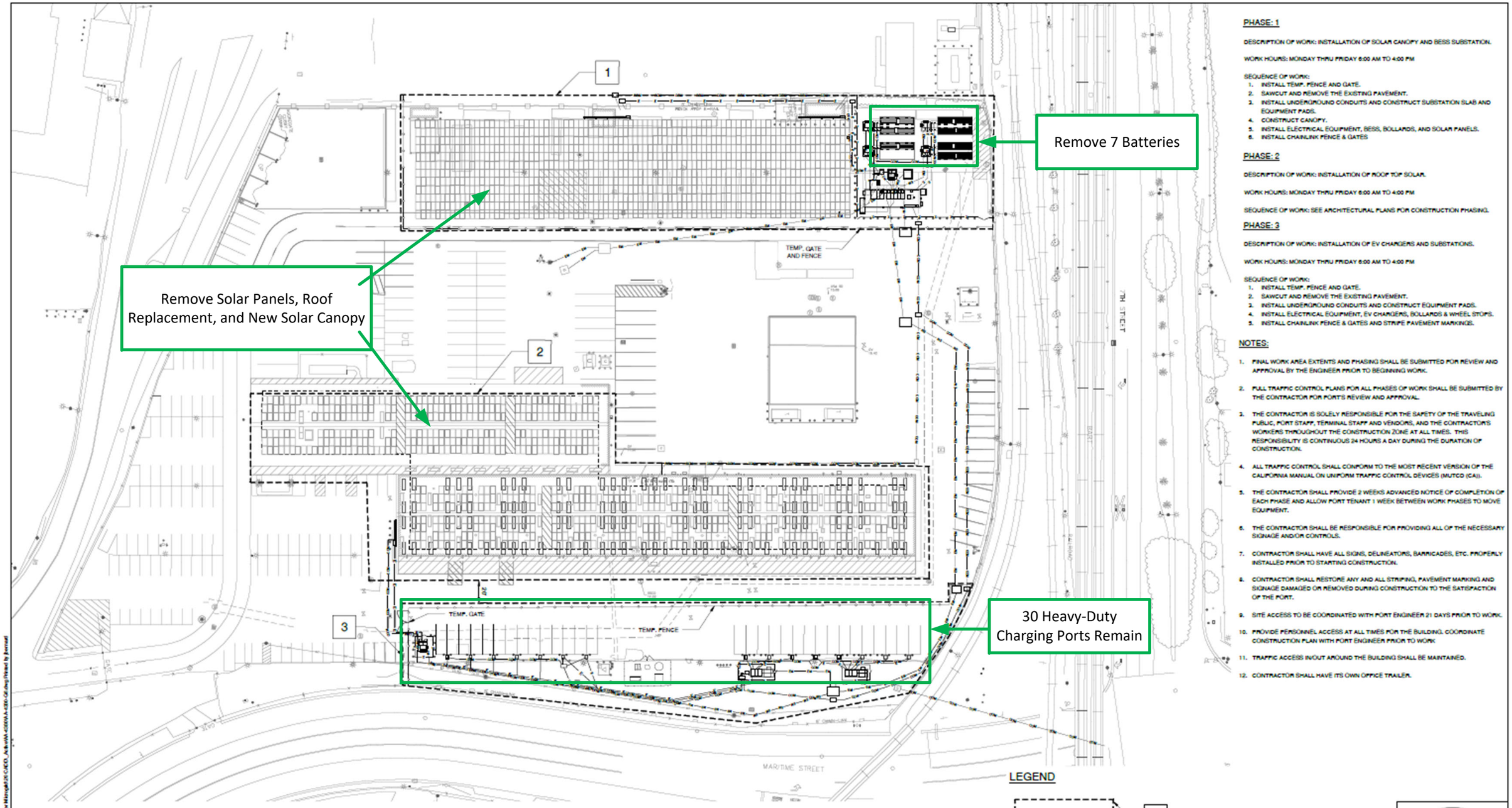
PORT OF OAKLAND
530 WATER ST. OAKLAND, CALIFORNIA

moffatt & nichol

651 MARITIME STREET, OAKLAND, CALIFORNIA
TCEP GREEN POWER MICROGRID (EV CHARGERS AND RENEWABLES AT HARBOR FACILITIES)
COVER SHEET

DATE: 09/24/2025
SCALE: NO SCALE
SHEET: 1 OF 131 SHEETS
G1 | AA-4380

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PHASE: 1

DESCRIPTION OF WORK: INSTALLATION OF SOLAR CANOPY AND BESS SUBSTATION.

WORK HOURS: MONDAY THRU FRIDAY 8:00 AM TO 4:00 PM

SEQUENCE OF WORK:
1. INSTALL TEMP. FENCE AND GATE.
2. SAWCUT AND REMOVE THE EXISTING PAVEMENT.
3. INSTALL UNDERGROUND CONDUITS AND CONSTRUCT SUBSTATION SLAB AND EQUIPMENT PADS.
4. CONSTRUCT CANOPY.
5. INSTALL ELECTRICAL EQUIPMENT, BESS, BOLLARDS, AND SOLAR PANELS.
6. INSTALL CHAINLINK FENCE & GATES

PHASE: 2

DESCRIPTION OF WORK: INSTALLATION OF ROOF TOP SOLAR.

WORK HOURS: MONDAY THRU FRIDAY 8:00 AM TO 4:00 PM

SEQUENCE OF WORK: SEE ARCHITECTURAL PLANS FOR CONSTRUCTION PHASING.

PHASE: 3

DESCRIPTION OF WORK: INSTALLATION OF EV CHARGERS AND SUBSTATIONS.

WORK HOURS: MONDAY THRU FRIDAY 8:00 AM TO 4:00 PM

SEQUENCE OF WORK:
1. INSTALL TEMP. FENCE AND GATE.
2. SAWCUT AND REMOVE THE EXISTING PAVEMENT.
3. INSTALL UNDERGROUND CONDUITS AND CONSTRUCT EQUIPMENT PADS.
4. INSTALL ELECTRICAL EQUIPMENT, EV CHARGERS, BOLLARDS & WHEEL STOPS.
5. INSTALL CHAINLINK FENCE & GATES AND STRIPE PAVEMENT MARKINGS.

NOTES:

1. FINAL WORK AREA EXTENTS AND PHASING SHALL BE SUBMITTED FOR REVIEW AND APPROVAL BY THE ENGINEER PRIOR TO BEGINNING WORK.
2. FULL TRAFFIC CONTROL PLANS FOR ALL PHASES OF WORK SHALL BE SUBMITTED BY THE CONTRACTOR FOR PORT'S REVIEW AND APPROVAL.
3. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE SAFETY OF THE TRAVELING PUBLIC, PORT STAFF, TERMINAL STAFF AND VENDORS, AND THE CONTRACTOR'S WORKERS THROUGHOUT THE CONSTRUCTION ZONE AT ALL TIMES. THIS RESPONSIBILITY IS CONTINUOUS 24 HOURS A DAY DURING THE DURATION OF CONSTRUCTION.
4. ALL TRAFFIC CONTROL SHALL CONFORM TO THE MOST RECENT VERSION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD (CA)).
5. THE CONTRACTOR SHALL PROVIDE 2 WEEKS ADVANCED NOTICE OF COMPLETION OF EACH PHASE AND ALLOW PORT TENANT 1 WEEK BETWEEN WORK PHASES TO MOVE EQUIPMENT.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL OF THE NECESSARY SIGNAGE AND/OR CONTROLS.
7. CONTRACTOR SHALL HAVE ALL SIGNS, DELINEATORS, BARRICADES, ETC. PROPERLY INSTALLED PRIOR TO STARTING CONSTRUCTION.
8. CONTRACTOR SHALL RESTORE ANY AND ALL STRIPING, PAVEMENT MARKING AND SIGNAGE DAMAGED OR REMOVED DURING CONSTRUCTION TO THE SATISFACTION OF THE PORT.
9. SITE ACCESS TO BE COORDINATED WITH PORT ENGINEER 21 DAYS PRIOR TO WORK.
10. PROVIDE PERSONNEL ACCESS AT ALL TIMES FOR THE BUILDING. COORDINATE CONSTRUCTION PLAN WITH PORT ENGINEER PRIOR TO WORK
11. TRAFFIC ACCESS IN/OUT AROUND THE BUILDING SHALL BE MAINTAINED.
12. CONTRACTOR SHALL HAVE ITS OWN OFFICE TRAILER.

LEGEND

PHASE LIMIT — # PHASE NUMBER

N

40' 20' 0 40' 80'

SCALE: 1" = 40'-0"

REGISTERED PROFESSIONAL ENGINEER JARED M. BERNARD No. 77740 CIVIL STATE OF CALIFORNIA

HFC CONSTRUCTION PHASING PLAN

1" = 40'

PRINT DATE: 09/25/25 10:05:36 BY: CWOOD4818 XR: TCEP Green Power Microgrid\25\CAD\...\AA-4380-G4.dwg Printed by jbernard

REFERENCES:
PLANS
AS-BUILT PLANS
FIELD BOOKS

CAUTION:
CHECK TRACING FOR LATEST REVISIONS

NO.	REVISIONS	DATE	REVD	APPD
	FINAL	09/24/2025		

DRAWN JANAE AWONIYI
DESIGNED JARED BERNARD, 77740 REG. ENGINEER NO.
CHECKED JEREMY PATAPOFF, 65434 REG. ENGINEER NO.

PORT OF OAKLAND
530 WATER ST. OAKLAND, CALIFORNIA

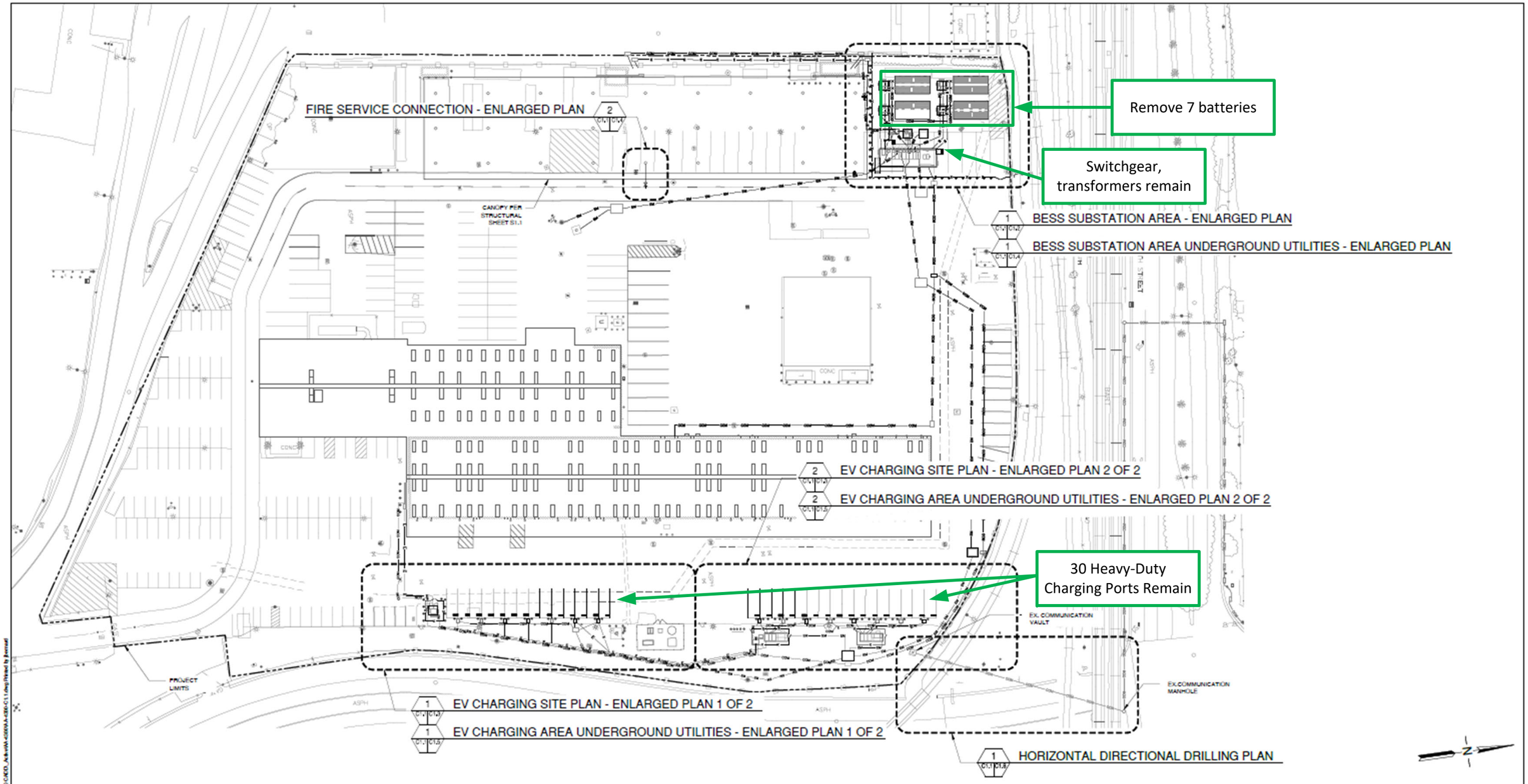
moffatt & nichol
1300 CLAY STREET, SUITE 350 OAKLAND, CA 94612 510-645-1236

651 MARITIME STREET, OAKLAND, CALIFORNIA

TCEP GREEN POWER MICROGRID
(EV CHARGERS AND RENEWABLES AT HARBOR FACILITIES)

CONSTRUCTION PHASING PLAN

DATE: 09/24/2025
SCALE: 1"=40'
SHEET: 6 OF 131 SHEETS
G6
AA-4380



OVERALL SITE PLAN - CIVIL
1" = 40'

REGISTERED PROFESSIONAL ENGINEER JARED M. BERNARD No. 77740 CIVIL STATE OF CALIFORNIA

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REFERENCES:	NO.	REVISIONS	DATE	REVD	APPD
PLANS					
AS-BUILT PLANS					
FIELD BOOKS					
CAUTION: CHECK TRACING FOR LATEST REVISIONS		FINAL	09/24/2025		

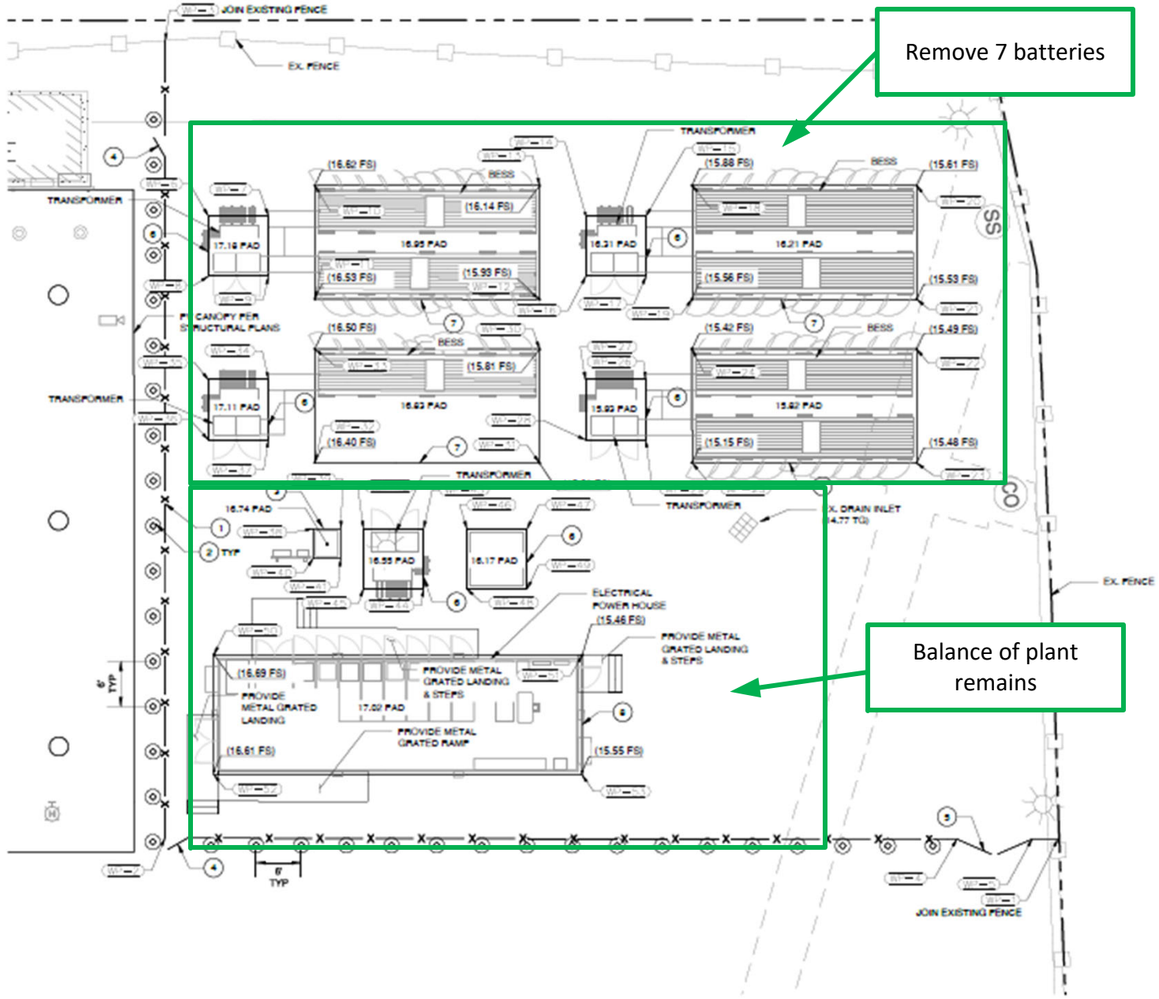
DRAWN JANAE AWONIYI
DESIGNED JARED BERNARD 77740 REG. ENGINEER NO.
CHECKED JEREMY PATAPOFF 63434 REG. ENGINEER NO.

PORT OF OAKLAND
530 WATER ST. OAKLAND, CALIFORNIA

moffatt & nichol
1300 CLAY STREET, STE 350 OAKLAND, CA 94612 510-645-1236

651 MARITIME STREET, OAKLAND, CALIFORNIA
TCEP GREEN POWER MICROGRID (EV CHARGERS AND RENEWABLES AT HARBOR FACILITIES)
OVERALL SITE PLAN - CIVIL

DATE: 09/24/2025
SCALE: 1"=40'
SHEET: 8 OF 131 SHEETS
C1.1 AA-4380



1 C1.1/C1.2 **BESS SUBSTATION AREA ENLARGED PLAN**
SCALE: 1"=10'

WORK POINT TABLE			
Point #	NORTHING	EASTING	DESCRIPTION
WP-1	2121871.71	6037723.71	FENCE LIMIT
WP-2	2121754.12	6037707.18	FENCE ANGLE POINT
WP-3	2121768.76	6037602.30	FENCE LIMIT
WP-4	2121858.41	6037721.84	GATE POST
WP-5	2121868.31	6037723.23	GATE POST
WP-6	2121771.26	6037626.11	PAD UNITS
WP-7	2121779.18	6037627.21	PAD UNITS
WP-8	2121770.15	6037634.03	PAD UNITS
WP-9	2121778.08	6037635.13	PAD UNITS
WP-10	2121785.85	6037624.02	PAD UNITS
WP-11	2121783.76	6037638.98	PAD UNITS
WP-12	2121813.35	6037643.14	PAD UNITS
WP-13	2121815.44	6037628.18	PAD UNITS
WP-14	2121820.98	6037633.04	PAD UNITS
WP-15	2121828.91	6037634.14	PAD UNITS
WP-16	2121819.88	6037640.96	PAD UNITS
WP-17	2121827.80	6037642.06	PAD UNITS
WP-18	2121835.55	6037630.94	PAD UNITS
WP-19	2121833.45	6037645.91	PAD UNITS
WP-20	2121865.13	6037635.10	PAD UNITS
WP-21	2121863.04	6037650.07	PAD UNITS
WP-22	2121862.11	6037656.63	PAD UNITS
WP-23	2121860.04	6037671.60	PAD UNITS
WP-24	2121832.52	6037652.47	PAD UNITS
WP-25	2121830.45	6037667.44	PAD UNITS
WP-26	2121825.84	6037655.66	PAD UNITS
WP-27	2121817.92	6037654.56	PAD UNITS
WP-28	2121816.82	6037662.48	PAD UNITS
WP-29	2121824.74	6037663.59	PAD UNITS
WP-30	2121812.44	6037649.71	PAD UNITS
WP-31	2121810.33	6037664.67	PAD UNITS
WP-32	2121780.75	6037660.51	PAD UNITS
WP-33	2121782.85	6037645.55	PAD UNITS
WP-34	2121776.19	6037648.75	PAD UNITS
WP-35	2121768.28	6037647.64	PAD UNITS
WP-36	2121767.15	6037655.56	PAD UNITS
WP-37	2121775.08	6037656.67	PAD UNITS
WP-38	2121779.32	6037669.16	PAD UNITS
WP-39	2121782.95	6037669.67	PAD UNITS
WP-40	2121778.76	6037673.12	PAD UNITS
WP-41	2121782.39	6037673.63	PAD UNITS
WP-42	2121785.94	6037670.09	PAD UNITS
WP-43	2121793.86	6037671.19	PAD UNITS
WP-44	2121792.76	6037679.12	PAD UNITS
WP-45	2121784.84	6037678.01	PAD UNITS
WP-46	2121799.57	6037672.01	PAD UNITS
WP-47	2121807.49	6037673.11	PAD UNITS
WP-48	2121798.46	6037679.93	PAD UNITS
WP-49	2121806.39	6037681.03	PAD UNITS
WP-50	2121763.94	6037683.93	PAD UNITS
WP-51	2121812.45	6037690.75	PAD UNITS
WP-52	2121761.72	6037699.71	PAD UNITS
WP-53	2121810.23	6037706.53	PAD UNITS

KEY NOTES:

1. FURNISH AND INSTALL 6' CHAINLINK FENCE PER STRUCTURAL DETAIL 2/S6.1
2. FURNISH AND INSTALL BOLLARD PER STRUCTURAL DETAIL 1/S1.7
3. FURNISH AND INSTALL EQUIPMENT PAD PER STRUCTURAL DETAIL 2/S1.7
4. FURNISH AND INSTALL 2' WIDE SWING GATE PER STRUCTURAL DETAIL 2/S6.1
5. FURNISH AND INSTALL 10' WIDE DOUBLE LEAF SWING GATE PER STRUCTURAL DETAIL 1/S6.1
6. FURNISH AND INSTALL TRANSFORMER PAD PER STRUCTURAL DETAIL 7/S1.7
7. FURNISH AND INSTALL BESS FOUNDATION PER STRUCTURAL DETAIL 1/S1.8
8. FURNISH AND INSTALL ELECTRICAL POWER HOUSE FOUNDATION PER STRUCTURAL DETAIL 1/S1.9

NOTES:

1. FURNISH AND INSTALL ELECTRICAL COMPONENTS PER ELECTRICAL PLAN.
2. SEE ELECTRICAL PLANS FOR PLACEMENT OF BOLLARDS

SCALE: 1" = 10'-0"

REGISTERED PROFESSIONAL ENGINEER JARED M. BERNARD No. 77740 CIVIL STATE OF CALIFORNIA

REFERENCES: PLANS; AS-BUILT PLANS; FIELD BOOKS

CAUTION: CHECK TRACING FOR LATEST REVISIONS

NO.	REVISIONS	DATE	REVD	APPD
	FINAL	09/24/2025		

DRAWN JANAE AWONIYI
DESIGNED JARED BERNARD 77740 REG. ENGINEER NO.
CHECKED JEREMY PATAPOFF 83434 REG. ENGINEER NO.

PORT OF OAKLAND
530 WATER ST. OAKLAND, CALIFORNIA

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1300 CLAY STREET, STE 350 OAKLAND, CA 94612 510-645-1236

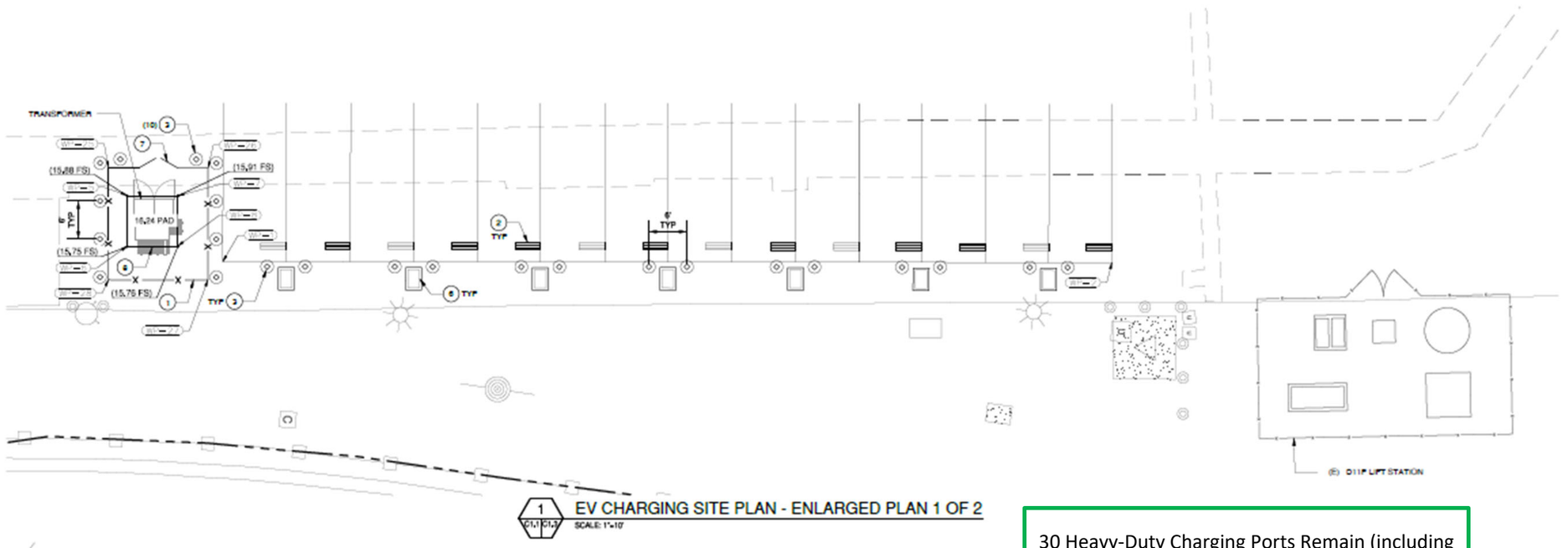
651 MARITIME STREET, OAKLAND, CALIFORNIA

TCEP GREEN POWER MICROGRID (EV CHARGERS AND RENEWABLES AT HARBOR FACILITIES)

SITE PLAN - ENLARGED PLAN 1 OF 2

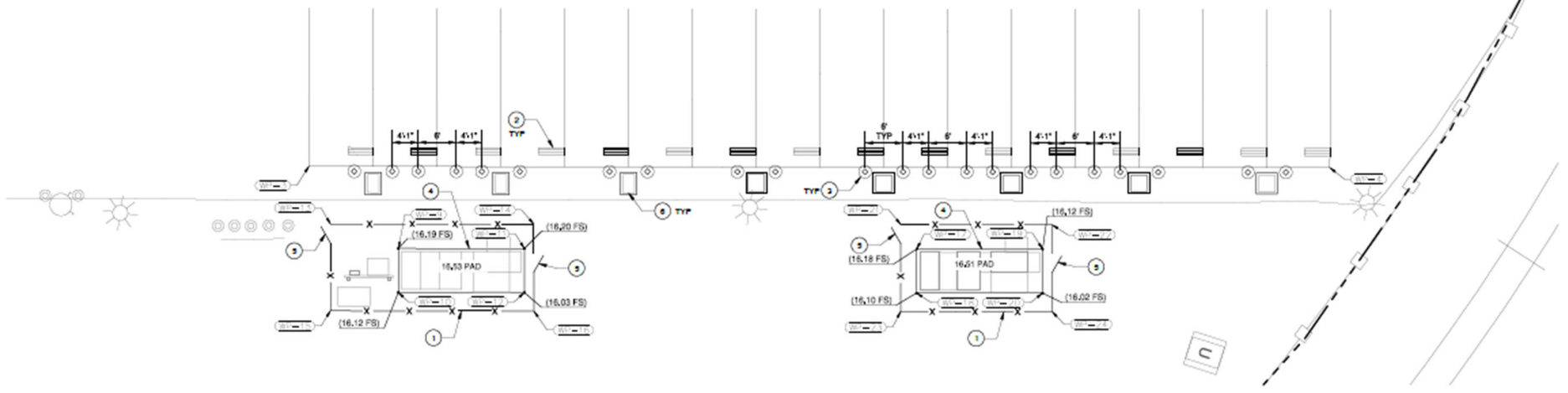
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SCALE: 1"=10'
SHEET: 9 OF 131 SHEETS
C1.2
AA-4380

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1 C1.1 C1.2 EV CHARGING SITE PLAN - ENLARGED PLAN 1 OF 2
SCALE: 1"=10'

30 Heavy-Duty Charging Ports Remain (including 15 dual port charging pedestals, protective bollards, wheel stops, striping, paving



2 C1.1 C1.2 EV CHARGING SITE PLAN - ENLARGED PLAN 2 OF 2
SCALE: 1"=10'

KEY NOTES:

1. FURNISH AND INSTALL 6' CHAINLINK FENCE PER STRUCTURAL DETAIL 2/S6.1
2. FURNISH AND INSTALL 4' LONG X 12" WIDE 6" HIGH PCC WHEEL STOP
3. FURNISH AND INSTALL BOLLARD PER STRUCTURAL DETAIL 1/S1.7
4. FURNISH AND INSTALL EQUIPMENT PAD PER STRUCTURAL DETAIL 2/S1.7
5. FURNISH AND INSTALL 2' WIDE SWING GATE PER STRUCTURAL DETAIL 3/S6.1
6. FURNISH AND INSTALL EV CHARGER PER ELECTRICAL PLAN. FOOTING PER STRUCTURAL DETAIL 2/S1.7
7. FURNISH AND INSTALL 6' WIDE DOUBLE LEAF SWING GATE PER STRUCTURAL DETAIL 1/S6.1
8. FURNISH AND INSTALL TRANSFORMER PAD PER STRUCTURAL DETAIL 7/S1.7.

NOTES:

1. FURNISH AND INSTALL ELECTRICAL COMPONENTS PER ELECTRICAL PLAN.
2. SEE ELECTRICAL PLANS FOR PLACEMENT OF BOLLARDS.
3. SEE STRIPING PLAN C1.7 FOR STRIPING LAYOUT AND EV CHARGER PLACEMENT

WORK POINT TABLE

Point #	NORTHING	EASTING	DESCRIPTION
WP–1	2121340.37	6038031.87	STRIPING LIMITS
WP–2	2121479.51	6038051.42	STRIPING LIMITS
WP–3	2121596.49	6038067.87	STRIPING LIMITS
WP–4	2121756.26	6038090.34	STRIPING LIMITS
WP–5	2121326.83	6038019.53	PAD LIMITS
WP–6	2121325.73	6038027.46	PAD LIMITS
WP–7	2121334.76	6038020.64	PAD LIMITS
WP–8	2121333.65	6038028.56	PAD LIMITS
WP–9	2121608.71	6038082.63	PAD LIMITS
WP–10	2121607.75	6038089.48	PAD LIMITS
WP–11	2121628.43	6038085.39	PAD LIMITS
WP–12	2121627.47	6038092.24	PAD LIMITS
WP–13	2121598.61	6038077.34	FENCE LIMITS
WP–14	2121630.45	6038081.81	FENCE LIMITS
WP–15	2121596.71	6038090.87	FENCE LIMITS
WP–16	2121628.55	6038095.34	FENCE LIMITS
WP–17	2121689.80	6038094.03	PAD LIMITS
WP–18	2121688.84	6038100.88	PAD LIMITS
WP–19	2121709.52	6038096.79	PAD LIMITS
WP–20	2121708.56	6038103.64	PAD LIMITS
WP–21	2121687.86	6038089.86	FENCE LIMITS
WP–22	2121711.55	6038093.19	FENCE LIMITS
WP–23	2121685.96	6038103.39	FENCE LIMITS
WP–24	2121709.65	6038106.72	FENCE LIMITS
WP–25	2121324.53	6038014.71	FENCE LIMITS
WP–26	2121340.10	6038016.90	FENCE LIMITS
WP–27	2121337.63	6038034.43	FENCE LIMITS
WP–28	2121322.07	6038032.24	FENCE LIMITS

10' 5' 0 10' 20'
SCALE: 1" = 10'-0"

REGISTERED PROFESSIONAL ENGINEER JARED M. BERNARD No. 77740 CIVIL STATE OF CALIFORNIA

PRINT DATE: 09/05/25 16:15:56 Q:\WO\AA0818-01 TCEP Green Power Microgrid\2.0 CAD\D_As-Built\AA-4380\AA-4380-C1.3.dwg Printed by jbernard

REFERENCES:
PLANS
AS-BUILT PLANS
FIELD BOOKS

CAUTION:
CHECK TRACING FOR LATEST REVISIONS

NO.	REVISIONS	DATE	REV'D	APP'D
	FINAL	09/24/2025		

DRAWN JANAE AWONIYI
DESIGNED JARED BERNARD 77740 REG. ENGINEER NO.
CHECKED JEREMY PATAPOFF 83434 REG. ENGINEER NO.

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530 WATER ST. OAKLAND, CALIFORNIA

moffatt & nichol
1300 CLAY STREET, STE 350 OAKLAND, CA 94612 510-645-1236

651 MARITIME STREET, OAKLAND, CALIFORNIA
TCEP GREEN POWER MICROGRID (EV CHARGERS AND RENEWABLES AT HARBOR FACILITIES)
SITE PLAN - ENLARGED PLAN 2 OF 2

DATE: 09/24/2025
SCALE: 1"=10'
SHEET: 10 OF 131 SHEETS
C1.3 AA-4380