

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

BP Pulse-Electric Vehicle Oasis North Project
Resolution TCEP-P-2526-08B
(to be completed by CTC)

1. FUNDING PROGRAM

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

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on 1/30/2026 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Caltrans, and the Implementing Agency, bp Products North America, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 6/26/2025 meeting the Commission approved the Trade Corridor Enhancement Program and included in this program of projects the BP Pulse-Electric Vehicle Oasis North Project, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Project Report attached hereto as Exhibit B, the Performance Metrics Form, if applicable, attached hereto as Exhibit C, as the baseline for project monitoring by the Commission.

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

4. GENERAL PROVISIONS

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

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

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

Resolution [redacted], "Adoption of Program of Projects for the Active Transportation Program", dated [redacted]

Resolution [redacted], "Adoption of Program of Projects for the Local Partnership Program", dated [redacted]

Resolution [redacted], "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated [redacted]

Resolution [redacted], "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated [redacted]

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

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 BP Pulse-Electric Vehicle Oasis North Project agrees to secure funds for any additional costs of the project.
- 4.6 BP Pulse-Electric Vehicle Oasis North Project 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 BP Pulse-Electric Vehicle Oasis North Project 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 BP Pulse-Electric Vehicle Oasis North Project agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Cost Overrun
In the event of a cost overrun on a Caltrans nominated project, neither the Trade Corridor Enhancement Program nor the Department shall be responsible for any cost increase. Any cost overruns shall be the sole responsibility of the Private Entity.
- 5.5 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*



Attachments:

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

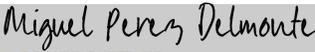
SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name **BP Pulse-Electric Vehicle Oasis North Project**

Resolution **TCEP-P-2526-08B**

(to be completed by CTC)

Signed by:


DE73E71D17FB45F...

December 23, 2025

Miguel Perez Delmonte

Date

BP Products North America Inc

Project Applicant/Implementing Entity



01/02/2026

Angel Pyle

Date

SB1 Program Manager

Nominating Agency/Implementing Agency (Caltrans, Modified Oversight)

 for

01/07/2026

Grace Magsayo

Date

District Director
California Department of Transportation


Dina El-Tawansy (Jan 30, 2026 13:52:37 PST)

01/30/2026

Date

Director
California Department of Transportation



02/13/2026

Tanisha Taylor

Date

Executive Director
California Transportation Commission



EV OASIS NORTH

The EV Oasis North Project by bp pulse will deploy 850kW ultra-fast charging infrastructure with CCS and Megawatt Charging System (MCS) ports for Medium-Heavy Duty (MHD) trucks at strategically located TravelCenters of America (TA) sites along California’s critical freight corridors, Interstate-5 (I-5) and California Highway 99 (CA-99). The site includes the installation of three 850kW dual-port ultra-fast chargers with CCS and MCS connectors per, six pull-through bays, battery energy storage systems, and microgrid technology to ensure reliable and sustainable charging. Once operational by 2028, the project aims to support 23,000 charging sessions annually.

This project builds on the success of the TCEP Cycle 3-funded EV Oasis South initiative and is the second phase in expanding bp pulse’s public MHD charging network. All selected sites are located within three miles of major freight corridors as outlined in the California Freight Mobility Plan, providing crucial infrastructure to support the movement of goods and the state’s zero-emission vehicle (ZEV) goals. The total project budget is \$28 million, with bp pulse requesting \$10.9 million from the Trade Corridor Enhancement Program (TCEP) and contributing a \$17 million match. The project aims to enhance freight efficiency, reduce emissions in key corridors, and support California’s Sustainable Freight Action Plan and the West Coast Clean Transit Corridor Initiative.



EV Oasis North project aims to reduce the following pollutants:

Pollutant	Estimated Reduction	Units
Greenhouse Gases (GHG)	188.0	Short Tons
Carbon Monoxide (CO)	487.6	Pounds (lb)
Nitrogen Oxides (NOx)	762.1	lb
Particulate Matter (PM10)	6.5	lb
Particulate Matter (PM2.5)	6.0	lb
Volatile Organic Compounds (VOC)	33.9	lb

*All pollutant estimates based on v1.1 AFLEET



Performance Metrics Form Trade

Corridor Enhancement Program

Existing Average Annual Vehicle Volume on Project Segment		42,500 AADT				
Existing Average Annual Truck Percent on Project Segment		25,000 AADT				
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project		42,500 AADT				
Estimated Year 20 Average Annual Truck Percent on Project Segment with Project		25,000 AADT				
Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Congestion Reduction (Freight)	Change in Daily Vehicle Hours of Delay	All	N/A	N/A	N/A	N/A
	Change in Daily Truck Hours of Delay	All (except rail)	N/A	N/A	N/A	N/A
	(Optional) Person Hours of Travel Time Saved	All	N/A	N/A	N/A	N/A
	(Optional) Daily Truck Trips Due to Mode Shift	Rail, Sea Port	N/A	N/A	N/A	N/A
	(Optional) Daily Truck Miles Travelled Due to Mode Shift	Rail, Sea Port	N/A	N/A	N/A	N/A
	(Optional) Other Information	All	N/A	N/A	N/A	N/A
Throughput (Freight)	Change in Truck Volume	Highway, road, and port projects only	N/A	N/A	N/A	N/A
	Change in Rail Volume	Rail	N/A	N/A	N/A	N/A



California Transportation Commission
2024 Trade Corridor Enhancement Program Guidelines

	(Optional) Change in Cargo Volume	Sea port, airport	N/A	N/A	N/A	N/A
	(Optional) Other Information	All	N/A	N/A	N/A	N/A
System Reliability (Freight)	Truck Travel Time Reliability Index (“No Build” Only) (Optional Metric)	National and State Highway System Only	N/A	N/A	N/A	N/A
	(Optional) Other Information	All	N/A	N/A	N/A	N/A
Velocity (Freight)	Travel time or total cargo transport time	All	N/A	N/A	N/A	N/A
	(Optional) Change in Average Peak Period Weekday Speed for Road Facility	Road	N/A	N/A	N/A	N/A
	(Optional) Average Peak Period Weekday Speed for Rail Facility	Rail	N/A	N/A	N/A	N/A
	(Optional) Other Information	All	N/A	N/A	N/A	N/A
Air Quality	Particulate Matter (PM 10)	All	.7lbs/year	0	.7lbs/year	decrease
	Particulate Matter (PM 2.5)		.8lbs/year	0	.8lbs/year	decrease
	Carbon Oxide (CO2)		0	0	0	0
	Volatile Organic Compounds (VOC)		3.9lbs/year	0	3.9lbs/year	decrease
	Sulphur Oxides (SOx)		.2lbs/year	0	.2lbs/year	decrease
	Carbon Monoxide (CO)		56.6lbs/year	0	56.6lbs/year	decrease
	Nitrogen Oxides (NOx)		88.5lbs/year	0	88.5lbs/year	decrease
Safety	Number of Fatalities	Road and Land Port				
	Rate of Fatalities per 100 Million VMT					



California Transportation Commission
2024 Trade Corridor Enhancement Program Guidelines

	Number of Serious Injuries					
	Number of Serious Injuries per 100 Million VMT					
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	(Optional) Other Information	All	0 MHD EV bays	6	6	Increase in bays
Cost Effectiveness	Cost Benefit Ratio	All	0	2.1	2.1	increase
	(Optional) Other Information	All				
Economic Development	Jobs Created	All	10-15 per site	0	10-15 per site	increase
	(Optional) Other Information	All				



EV Oasis North

Exhibit A

Project Programming Request (ePPR)

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	08/26/2025 14:29:30
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input checked="" type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
10			6299A	Caltrans HQ	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Merced County					
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Abigail Motsch			281-800-1787	abigail.motsch@bp.com	

Project Title

EV Oasis North_Livingston

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

At the Travel Centers of America located at 435 Winton Parkway in Livingston, bp pulse will build and install charging infrastructure for medium and heavy-duty electric vehicles. The installation will feature three ultrafast chargers, each equipped with both MCS and CCS connectors. This initiative is a continuation of the EV Oasis North project, aiming to extend the I-5 MHD charging corridor that began with the TCEP-funded EV Oasis South project. This development is set to improve critical freight transport routes along I-5 and State Highway 99.

Component	Implementing Agency
PA&ED	bp Products North America
PS&E	bp Products North America
Right of Way	bp Products North America
Construction	bp Products North America

Legislative Districts

Assembly:	21	Senate:	12	Congressional:	13
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		12/01/2025
Circulate Draft Environmental Document Document Type		12/01/2025
Draft Project Report		12/01/2025
End Environmental Phase (PA&ED Milestone)		12/01/2025
Begin Design (PS&E) Phase		12/31/2025
End Design Phase (Ready to List for Advertisement Milestone)		12/31/2026
Begin Right of Way Phase		01/29/2027
End Right of Way Phase (Right of Way Certification Milestone)		02/26/2027
Begin Construction Phase (Contract Award Milestone)		06/30/2026
End Construction Phase (Construction Contract Acceptance Milestone)		04/30/2027
Begin Closeout Phase		04/28/2028
End Closeout Phase (Closeout Report)		05/31/2028

Date 08/26/2025 14:29:30

Purpose and Need

In the city of Livingston, on Wilton Parkway. Design, construct and install medium- and heavy-duty electric chargers and infrastructure.

The EV Oasis North Project by bp pulse targets critical enhancements to California's freight infrastructure by deploying ultrafast charging stations equipped with CCS and MCS connectors at strategic locations along the major freight corridors of I-5 and CA-99. This EPPR is for TA Livingston, 1/4 TA sites included in the EV Oasis North project. This initiative is set to cater to the evolving demands of California's \$700 billion freight industry, enhancing operational efficiencies and supporting the transition from diesel-powered to Medium-Heavy Duty (MHD) electric vehicles.

Strategically positioned to serve the high-volume freight traffic of California's main trade routes, these charging stations aim to provide reliable, accessible, and secure charging options. The installation of this infrastructure could support cleaner transportation options by potentially and indirectly contributing to reductions in NOx, PM10, PM2.5, and greenhouse gases (GHGs), aligning with California's environmental goals in regions heavily affected by freight-related emissions.

Economically, the project forecasts a Benefit-Cost Ratio (BCR) of 2:1, indicative of potential savings through reduced fuel and maintenance costs and enhanced operational efficiency due to decreased charging times. Additionally, it is expected to potentially create 10-15 jobs per site during construction, further supporting local economies and contributing to workforce development through subcontracting with an EPC who utilizes certified apprenticeship programs and prevailing wage.

In alignment with both state and federal objectives for clean transportation and economic growth, the EV Oasis North Project aims to position itself as a pivotal development in supporting California's leadership in sustainable freight. This initiative is designed to not only potentially support immediate benefits to MHD fleet operators but aims to potentially support long-term advantages to businesses, communities, and the broader transportation ecosystem across the state.

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

Project Outputs

Category	Outputs	Unit	Total
ZEV infrastructure	Number of DC charging ports	Each	6
ZEV infrastructure	Number of Locations with ZEV infrastructure	Each	1
ZEV infrastructure	Number of vehicle stalls available for charging	Each	6

Date 08/26/2025 14:29:30

Additional Information

Caltrans is the nominating agency, whereas BP Products North America Inc. is the implementing agency. An agreement between these project partners, including a financial arrangement between Caltrans/partnering public agency, the private partner, and the public agencies will be forthcoming depicting the responsibility of the parties.

System validations prevent project construction milestones to be different from the programmed fiscal year. The actual Begin Construction Phase (Contract Award Milestone) date is November 1 2026. The project intends to request an allocation time extension.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	0	0	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.8	0	0.8
			PM 10 Tons	0.7	0	0.7
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	21.8	0	21.8
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	3.9	0	3.9
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.2	0	0.2
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	56.6	0	56.6
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	88.5	0	88.5
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	10	0	10
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	2.1	0	2.1

District	County	Route	EA	Project ID	PPNO
10	Merced County				6299A

Project Title
 EV Oasis North_Livingston

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									bp Products North America
PS&E									bp Products North America
R/W SUP (CT)									bp Products North America
CON SUP (CT)									bp Products North America
R/W									bp Products North America
CON									bp Products North America
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E			251					251	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,750					6,750	
TOTAL			7,001					7,001	

Fund #1:	Local Funds - Private Funds (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									bp Products North America
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E			145					145	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,125					4,125	
TOTAL			4,270					4,270	

Fund #2:	SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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			106					106	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,625					2,625	
TOTAL			2,731					2,731	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	08/26/2025 14:30:00	
Programs <input type="checkbox"/> LPP-C		<input type="checkbox"/> LPP-F	<input type="checkbox"/> SCCP	<input checked="" type="checkbox"/> TCEP	<input type="checkbox"/> STIP	<input type="checkbox"/> Other	
District	EA	Project ID	PPNO	Nominating Agency			
10			6299B	Caltrans HQ			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Merced County							
				MPO	Element		
				NON-MPO	Local Assistance		
Project Manager/Contact			Phone	Email Address			
Abigail Motsch			281-800-1787	abigail.motsch@bp.com			

Project Title

EV Oasis North_Santa Nella

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

At the Travel Centers of America located at Santa Nella, bp pulse will build and install charging infrastructure for medium and heavy-duty electric vehicles. The installation will feature three ultrafast chargers, each equipped with both MCS and CCS connectors. This initiative is a continuation of the EV Oasis North project, aiming to extend the I-5 MHD charging corridor that began with the TCEP-funded EV Oasis South project. This development is set to improve critical freight transport routes along I-5 and State Highway 99.

Component	Implementing Agency
PA&ED	bp Products North America
PS&E	bp Products North America
Right of Way	bp Products North America
Construction	bp Products North America

Legislative Districts

Assembly:	21	Senate:	12	Congressional:	13
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		11/01/2025
Circulate Draft Environmental Document Document Type		12/01/2025
Draft Project Report		12/01/2025
End Environmental Phase (PA&ED Milestone)		12/31/2025
Begin Design (PS&E) Phase		12/31/2025
End Design Phase (Ready to List for Advertisement Milestone)		12/31/2026
Begin Right of Way Phase		01/29/2027
End Right of Way Phase (Right of Way Certification Milestone)		02/26/2027
Begin Construction Phase (Contract Award Milestone)		06/30/2026
End Construction Phase (Construction Contract Acceptance Milestone)		04/30/2027
Begin Closeout Phase		04/28/2028
End Closeout Phase (Closeout Report)		05/31/2028

Date 08/26/2025 14:30:00

Purpose and Need

In the city of Santa Nella, on CA-33. Design, construct and install medium- and heavy-duty electric chargers and infrastructure

The EV Oasis North Project by bp pulse targets critical enhancements to California's freight infrastructure by deploying ultrafast charging stations equipped with CCS and MCS connectors at strategic locations along the major freight corridors of I-5 and CA-99. This EPPR is for TA Santa Nella, 1/4 TA sites included in the EV Oasis North project. This initiative is set to cater to the evolving demands of California's \$700 billion freight industry, enhancing operational efficiencies and supporting the transition from diesel-powered to Medium-Heavy Duty (MHD) electric vehicles.

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Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
ZEV infrastructure	Number of DC charging ports	Each	6
ZEV infrastructure	Number of Locations with ZEV infrastructure	Each	1
ZEV infrastructure	Number of vehicle stalls available for charging	Each	6

Date 08/26/2025 14:30:00

Additional Information

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Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	0	0	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.8	0	0.8
			PM 10 Tons	0.7	0	0.7
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	21.8	0	21.8
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	3.9	0	3.9
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.2	0	0.2
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	56.6	0	56.6
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	88.5	0	88.5
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	10	0	10
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	2.1	0	2.1

District	County	Route	EA	Project ID	PPNO
10	Merced County				6299B

Project Title
 EV Oasis North_Santa Nella

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									bp Products North America
PS&E									bp Products North America
R/W SUP (CT)									bp Products North America
CON SUP (CT)									bp Products North America
R/W									bp Products North America
CON									bp Products North America
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			251					251	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,750					6,750	
TOTAL			7,001					7,001	

Fund #1:	Local Funds - Private Funds (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									bp Products North America
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			145					145	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,125					4,125	
TOTAL			4,270					4,270	

Fund #2:	SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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			106					106	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,625					2,625	
TOTAL			2,731					2,731	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	08/26/2025 14:29:51	
Programs <input type="checkbox"/> LPP-C		<input type="checkbox"/> LPP-F	<input type="checkbox"/> SCCP	<input checked="" type="checkbox"/> TCEP	<input type="checkbox"/> STIP	<input type="checkbox"/> Other	
District	EA	Project ID	PPNO	Nominating Agency			
02			6299C	Caltrans HQ			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Shasta County							
				MPO	Element		
				NON-MPO	Local Assistance		
Project Manager/Contact			Phone	Email Address			
Abigail Motsch			281-800-1787	abigail.motsch@bp.com			

Project Title

EV Oasis North_Redding

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

In Redding, on Knighton Road, construct and install medium- and heavy-duty electric chargers and infrastructure. 3 ultrafast chargers with MCS and CCS connectors will be installed to enable heavy-duty and medium-duty truck charging at Travel Centers of America. The TCEP Round EV Oasis North project aims to deploy microgrid-enabled electric charging equipment for heavy-duty trucks across Northern California along critical freight corridors, including I-5 and State Highway 99.

Component	Implementing Agency
PA&ED	bp Products North America
PS&E	bp Products North America
Right of Way	bp Products North America
Construction	bp Products North America

Legislative Districts

Assembly:	1	Senate:	1	Congressional:	1
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		11/01/2025
Circulate Draft Environmental Document Document Type		12/01/2025
Draft Project Report		12/01/2025
End Environmental Phase (PA&ED Milestone)		12/31/2025
Begin Design (PS&E) Phase		05/01/2026
End Design Phase (Ready to List for Advertisement Milestone)		12/31/2026
Begin Right of Way Phase		01/29/2027
End Right of Way Phase (Right of Way Certification Milestone)		02/26/2027
Begin Construction Phase (Contract Award Milestone)		06/30/2026
End Construction Phase (Construction Contract Acceptance Milestone)		08/31/2027
Begin Closeout Phase		04/28/2028
End Closeout Phase (Closeout Report)		05/31/2028

Date 08/26/2025 14:29:51

Purpose and Need

In the city of Redding, on Knighton Road. Design, construct and install medium- and heavy-duty electric chargers and infrastructure

The EV Oasis North Project by bp pulse targets critical enhancements to California's freight infrastructure by deploying ultrafast charging stations equipped with CCS and MCS connectors at strategic locations along the major freight corridors of I-5 and CA-99. This EPPR is for TA Redding, 1/4 TA sites included in the EV Oasis North project. This initiative is set to cater to the evolving demands of California's \$700 billion freight industry, enhancing operational efficiencies and supporting the transition from diesel-powered to Medium-Heavy Duty (MHD) electric vehicles.

Strategically positioned to serve the high-volume freight traffic of California's main trade routes, these charging stations aim to provide reliable, accessible, and secure charging options. The installation of this infrastructure could support cleaner transportation options by potentially and indirectly contributing to reductions in NOx, PM10, PM2.5, and greenhouse gases (GHGs), aligning with California's environmental goals in regions heavily affected by freight-related emissions.

Economically, the project forecasts a Benefit-Cost Ratio (BCR) of 2:1, indicative of potential savings through reduced fuel and maintenance costs and enhanced operational efficiency due to decreased charging times. Additionally, it is expected to potentially create 10-15 jobs per site during construction, further supporting local economies and contributing to workforce development through subcontracting with an EPC who utilizes certified apprenticeship programs and prevailing wage.

In alignment with both state and federal objectives for clean transportation and economic growth, the EV Oasis North Project aims to position itself as a pivotal development in supporting California's leadership in sustainable freight. This initiative is designed to not only potentially support immediate benefits to MHD fleet operators but aims to potentially support long-term advantages to businesses, communities, and the broader transportation ecosystem across the state.

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

Project Outputs

Category	Outputs	Unit	Total
ZEV infrastructure	Number of DC charging ports	Each	6
ZEV infrastructure	Number of Locations with ZEV infrastructure	Each	1
ZEV infrastructure	Number of vehicle stalls available for charging	Each	6

Date 08/26/2025 14:29:51

Additional Information

Caltrans is the nominating agency, whereas BP Products North America Inc. is the implementing agency. An agreement between these project partners, including a financial arrangement between Caltrans/partnering public agency, the private partner, and the public agencies will be forthcoming depicting the responsibility of the parties.

System validations prevent project construction milestones to be different from the programmed fiscal year. The actual Begin Construction Phase (Contract Award Milestone) date is March 1 2027. The project intends to request an allocation time extension.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	0	0	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.8	0	0.8
			PM 10 Tons	0.7	0	0.7
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	21.8	0	21.8
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	3.9	0	3.9
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.2	0	0.2
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	56.6	0	56.6
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	88.5	0	88.5
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	10	0	10
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	2.1	0	2.1

District	County	Route	EA	Project ID	PPNO
02	Shasta County				6299C

Project Title
EV Oasis North_Redding

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									bp Products North America
PS&E									bp Products North America
R/W SUP (CT)									bp Products North America
CON SUP (CT)									bp Products North America
R/W									bp Products North America
CON									bp Products North America
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E			251					251	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,750					6,750	
TOTAL			7,001					7,001	

Fund #1:	Local Funds - Private Funds (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									bp Products North America
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E			145					145	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,125					4,125	
TOTAL			4,270					4,270	

Fund #2:	SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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			106					106	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,625					2,625	
TOTAL			2,731					2,731	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	08/26/2025 14:30:12	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input checked="" type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
02			6299D	Caltrans HQ			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Tehama County							
				MPO	Element		
				NON-MPO	Local Assistance		
Project Manager/Contact			Phone	Email Address			
Abigail Motsch			281-800-1787	abigail.motsch@bp.com			

Project Title

EV Oasis North_Corning

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

At the Travel Centers of America located at Corning (Tehama County), bp pulse will build and install charging infrastructure for medium and heavy-duty electric vehicles. The installation will feature three ultrafast chargers, each equipped with both MCS and CCS connectors. This initiative is a continuation of the EV Oasis North project, aiming to extend the I-5 MHD charging corridor that began with the TCEP-funded EV Oasis South project. This development is set to improve critical freight transport routes along I-5 and State Highway 99.

Component	Implementing Agency
PA&ED	bp Products North America
PS&E	bp Products North America
Right of Way	bp Products North America
Construction	bp Products North America

Legislative Districts

Assembly:	3	Senate:	4	Congressional:	1
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		12/01/2025
Circulate Draft Environmental Document Document Type		12/01/2025
Draft Project Report		12/01/2025
End Environmental Phase (PA&ED Milestone)		12/31/2025
Begin Design (PS&E) Phase		05/01/2026
End Design Phase (Ready to List for Advertisement Milestone)		12/31/2026
Begin Right of Way Phase		01/29/2027
End Right of Way Phase (Right of Way Certification Milestone)		02/26/2027
Begin Construction Phase (Contract Award Milestone)		06/30/2026
End Construction Phase (Construction Contract Acceptance Milestone)		08/31/2027
Begin Closeout Phase		04/28/2028
End Closeout Phase (Closeout Report)		05/31/2028

Date 08/26/2025 14:30:12

Purpose and Need

In the city of Corning, on South Avenue. Design, construct and install medium- and heavy-duty electric chargers and infrastructure.

The EV Oasis North Project by bp pulse targets critical enhancements to California's freight infrastructure by deploying ultrafast charging stations equipped with CCS and MCS connectors at strategic locations along the major freight corridors of I-5 and CA-99. This EPPR is for Petro Corning, 1/4 TA sites included in the EV Oasis North project. This initiative is set to cater to the evolving demands of California's \$700 billion

freight industry, enhancing operational efficiencies and supporting the transition from diesel-powered to Medium-Heavy Duty (MHD) electric vehicles.

Strategically positioned to serve the high-volume freight traffic of California's main trade routes, these charging stations aim to provide reliable, accessible, and secure charging options. The installation of this infrastructure could support cleaner transportation options by potentially and indirectly

contributing to reductions in NOx, PM10, PM2.5, and greenhouse gases (GHGs), aligning with California's environmental goals in regions heavily affected by freight-related emissions.

Economically, the project forecasts a Benefit-Cost Ratio (BCR) of 2:1, indicative of potential savings through reduced fuel and maintenance costs and enhanced operational efficiency due to decreased charging times. Additionally, it is expected to potentially create 10-15 jobs per site during

construction, further supporting local economies and contributing to workforce development through subcontracting with an EPC who utilizes certified apprenticeship programs and prevailing wage.

In alignment with both state and federal objectives for clean transportation and economic growth, the EV Oasis North Project aims to position itself as

a pivotal development in supporting California's leadership in sustainable freight. This initiative is designed to not only potentially support immediate

benefits to MHD fleet operators but aims to potentially support long-term advantages to businesses, communities, and the broader transportation ecosystem across the state.

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	6
ZEV infrastructure	Number of Locations with ZEV infrastructure	Each	1
ZEV infrastructure	Number of vehicle stalls available for charging	Each	6

Date 08/26/2025 14:30:12

Additional Information

Caltrans is the nominating agency, whereas BP Products North America Inc. is the implementing agency. An agreement between these project partners, including a financial arrangement between Caltrans/partnering public agency, the private partner, and the public agencies will be forthcoming depicting the responsibility of the parties.

System validations prevent project construction milestones to be different from the programmed fiscal year. The actual Begin Construction Phase (Contract Award Milestone) date is March 1 2027. The project intends to request an allocation time extension.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	0	0	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.8	0	0.8
			PM 10 Tons	0.7	0	0.7
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	21.8	0	21.8
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	3.9	0	3.9
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.2	0	0.2
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	56.6	0	56.6
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	88.5	0	88.5
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	10	0	10
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	2.1	0	2.1

District	County	Route	EA	Project ID	PPNO
02	Tehama County				6299D

Project Title

EV Oasis North_Corning

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									bp Products North America
PS&E									bp Products North America
R/W SUP (CT)									bp Products North America
CON SUP (CT)									bp Products North America
R/W									bp Products North America
CON									bp Products North America
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E			251					251	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,750					6,750	
TOTAL			7,001					7,001	

Fund #1:	Local Funds - Private Funds (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									bp Products North America
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E			145					145	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,125					4,125	
TOTAL			4,270					4,270	

Fund #2:	SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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			106					106	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,625					2,625	
TOTAL			2,731					2,731	

PROJECT REPORT EQUIVALENT

EV Oasis North

bp Products North America

TA Santa Nella

12310 South Highway 33
Santa Nella, CA 95322

TA Livingston

435 Winton Parkway
Livingston, CA 95334

TA Redding

19483 Knighton Road
Redding, CA 96002

Petro Corning

2151 South Avenue
Corning, CA 96021

Vicinity Map



I, Sujay Sharma, have been given full authority by BP Products North America, Inc. 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.

Sujay Sharma
CEO, bp pulse Americas
BP Products North America Inc.

Date

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

Abigail Motsch
Project Manager
bp pulse

Date

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1. INTRODUCTION

Project Description

The EV Oasis North project by bp pulse aims to improve freight efficiency along California’s primary transportation routes, Interstate 5 (I-5) and CA Highway 99 (CA-99). These corridors play a crucial role in state and national freight logistics. The project aims to support zero-emission and low-emission freight transport by deploying 24/7 publicly accessible ultrafast charging infrastructure for Medium-Heavy Duty (MHD) electric trucks at four key TravelCenters of America (TA) sites: Santa Nella, Livingston, Redding, and Corning.

At each proposed site, bp pulse will deploy:

- Three 850kW dual-port ultrafast chargers, equipped with Mega-Watt System Charging (MCS) and Combined Charging System (CCS1) connectors, supporting high-speed charging for MHD electric trucks.
- Six pull-through charging bays, allowing for efficient and safe truck maneuvering, enhancing freight movement along the corridors.
- 1MWh Battery Energy Storage Systems (BESS)
- Microgrid technology, supporting operations and grid resiliency.

Project Limit / Footprint	EV Oasis North: TA Livingston District 10, Merced County 435 Winton Parkway, Livingston, CA 95334
	EV Oasis North: TA Santa Nella District 10, Merced County 12310 South Highway 33, Santa Nella, CA 95322
	EV Oasis North: TA Redding District 02, Shasta County 19483 Knighton Road, Redding, CA 96002
	EV Oasis North: Petro Corning District 02, Tehama County 2151 South Avenue, Corning, CA 96021
Total Project Cost	Total Costs: \$28,004,000 Per Site Costs: \$7,001,000
Outputs	Total Outputs: <ul style="list-style-type: none"> • 4 ZEV infrastructure installations • 24 DC charging ports • 24 vehicle stalls available for charging Per Site Outputs: <ul style="list-style-type: none"> • 1 ZEV infrastructure installations • 6 DC charging ports • 6 vehicle stalls available for charging

Outcomes	Per Site Outcomes: <ul style="list-style-type: none"> • PM 2.5 (tons) – 0.8 • PM 10 (tons) – 0.7 • CO₂ (tons) – 21.8 • VOC (tons) – 3.9 • SO_x (tons) – 0.2 • CO (tons) – 56.6 • NO_x (tons) – 88.5 • Jobs created – 10
Environmental Determination or Document	Categorically Exempt under the California Environmental Quality Act (CEQA) under the following Sections of the California Code of Regulations, Title 14, Division 6, Chapter 3: <ul style="list-style-type: none"> • Section 15301 (a) – Existing Facilities – exterior electrical conveyances • Section 15303 – Construction of new, small structures and equipment • Section 15404 (f) – Minor alterations to Land – minor trenching

2. BACKGROUND

The original West Coast Electric Highway – which began in 2016 as a multi-state collaboration between Washington, Oregon, and California – was fundamentally completed by 2020 and now extends light-duty electric charging as far north as Whistler, British Columbia, and south to the border of Mexico. It encompasses more than 900 charging stations located every 25-50 miles along I-5, US 101, and Highway 99. Building out a similar network of electric charging infrastructure to support freight and goods movement will be more challenging, primarily because trucks require significantly more robust charging capabilities than cars. This can require costly grid infrastructure improvements to support those capabilities. Schedules and duty cycles also dictate that MHD truck drivers cannot dwell for several hours in a parking lot waiting to fully charge their vehicles.

In June 2020, HDR Inc. (HDR) and its collaborators completed the development of the West Coast Clean Transit Corridor Initiative (WCCTCI) Final Report. The WCCTCI evaluated future demand for MHD vehicles across California, Oregon, and Washington’s major freight corridors to assess the need for future EVSE to enable zero-emission interstate goods movement. The WCCTCI identified the need for charging stations to be deployed every 50-100 miles to unlock this future potential of zero-emission MHD vehicles. Importantly, HDR also identified baseline costs for establishing the initial networks of 350+ kW EVSE, recognizing that initial site will need to be flexibly selected and prioritized based upon the availability of sufficient utility service to mitigate delays and overall costs.

The EV Oasis North Project enhances freight mobility by supporting electrification with ultrafast charging stations for MHD EVs along California’s key freight corridors, I-5, and CA-99. These highways see 25,000 trucks daily on I-5, and 20,000 trucks daily on CA-99, making them critical

for freight transport between ports, distribution centers, and major logistics hubs¹. This project strengthens the state's freight network, which supports over \$700 billion in annual goods movement. By providing strategically located charging stations, the project facilitates continuous freight operations, addressing the infrastructure gap that currently limits MHD EV adoption. It also reduces potential downtime by ensuring trucks can charge en route, improving overall fleet efficiency.

This project also leverages BPPNA's significant resources as a large, global company and its demonstrated desire and ability to enable drivers of light- and MHD vehicles to access alternative energy. To date, TravelCenters of America, a subsidiary of BPPNA after an acquisition in 2023, have the following projects in active development in the MHD electrification portfolio:

- *Taking Charge: TravelCenters of America Ultra-Fast En-Route Charging*
Funded in part by a \$4,000,000 grant from the California Energy Commission (CEC), this project will install DC fast chargers, battery energy storage, ~200kW PV solar, and microgrid controls at TA's Ontario travel center.
- *Electric Truck Research and Utilization Center*
TA's Ontario travel center will deploy an R&D Megawatt Charging System for MHD trucks and perform site upgrades.
- *TCEP Cycle 3: EV Oasis South*
Funded in Cycle 3, bp will deploy high-power DC fast charging infrastructure for MHD vehicles at five sites across Southern California, within the State's major goods movements corridors including Interstate 5, Interstate 10, Interstate 15, State Highway 99, and Interstate 40.

3. PURPOSE AND NEED

Purpose

The EV Oasis North project targets critical enhancements to California's freight infrastructure by deploying ultrafast charging stations equipped with CCS and MCS connectors at strategic locations along the major freight corridors of I-5 and CA-99. This initiative is set to cater to the evolving demands of California's \$700 billion freight industry, enhancing operational efficiencies and supporting the transition from diesel-powered to MHD electric vehicles.

Strategically positioned to serve the high-volume freight traffic of California's main trade routes, these charging stations aim to provide reliable, accessible, and secure charging options. The installation of this infrastructure could support cleaner transportation options by potentially and indirectly contributing to reductions in NOx, PM10, PM2.5, and greenhouse gases (GHGs), aligning with California's environmental goals in regions heavily affected by freight-related emissions.

Economically, the project forecasts a Benefit-Cost Ratio (BCR) of 2:1, indicative of potential savings through reduced fuel and maintenance costs and enhanced operational efficiency due to decreased charging times. Additionally, it is expected to potentially create 10-15 jobs per site during construction, further supporting local economies and contributing to workforce

¹ California Department of Transportation. (2023). *California Freight Mobility Plan*.

development through subcontracting with an EPC who utilizes certified apprenticeship programs and prevailing wage.

In alignment with both state and federal objectives for clean transportation and economic growth, the EV Oasis North Project aims to position itself as a pivotal development in supporting California's leadership in sustainable freight. This initiative is designed not only to potentially support immediate benefits to MHD fleet operators, but aims to potentially support long-term advantages to business, communities, and the broader transportation ecosystem.

Need

A. Problem Justification

Surveys conducted by American Transportation Research Institute (ATRI) show that a lack of infrastructure is a major concern among truck operators in California². This project aims to mitigate this concern by providing public MHD charging infrastructure to support MHD EV trucks. The project potentially supports range anxiety, aims to support the reduction of MHD EV downtime, and supports operators by providing public infrastructure as diesel fleets are converted to electric.

Governor Gavin Newsom has emphasized the importance of infrastructure for the state's future: "California is setting the pace for zero-emission vehicle adoption, but our success hinges on the availability of charging stations across the state, especially for our freight industry." This project directly supports that vision by providing critical infrastructure to support the freight sector, which currently accounts for 41% of the state's transportation-related greenhouse gas emissions³.

B. Regional and System Planning

The EV Oasis North Project is essential to closing the significant charging infrastructure gap along the I-5 and CA-99 corridors, which are vital arteries for California's freight movement. These highways carry over 70% of the state's freight traffic, with MHD trucks responsible for most of the goods transported⁴. The absence of reliable, strategically located, MHD charging stations has been a major barrier to the electrification of freight. By deploying 12 ultrafast chargers across the proposed EV Oasis North locations, the project aims for MHD electric vehicles to have access to charging infrastructure, which is crucial for long-haul freight operators to maintain efficiency and reduce downtime.

C. Traffic

A traffic engineering performance assessment has not yet been completed. The installation of EVSE infrastructure is not expected to have a major impact on traffic performance external to the inherent safety and efficiency gains enabled by MHD vehicles.

4. ENVIRONMENTAL CLEARANCE DESCRIPTION

California has taken significant steps to streamline permitting for EV charging stations through the adoption of Assembly Bill 1236, Assembly Bill 970, and the issuance of Attorney General Legal Alert OAG-225-01. These authorities clarify that EV charging station projects are

² American Transportation Research Institute, California's Electrification Readiness (2023).

³ California Air Resources Board. (2022). *California Greenhouse Gas Emissions Report*.

⁴ California Department of Transportation. (2023). Freight Traffic Data for Highways.

ministerial and non-discretionary, and therefore not subject to CEQA, unless a jurisdiction makes written findings of a specific, adverse impact on public health or safety.

Consistent with these statutes, the proposed projects are exempt from CEQA. All project work will occur on existing paved facilities and will involve the installation of charging equipment and associated infrastructure, with no greenfield development. The project does not anticipate any adverse impacts on public health or safety. The Authorities Having Jurisdiction have provided or will be providing written confirmation that their agencies concur with this understanding and agree that the proposed EV charging station projects are CEQA-exempt.

5. CONSIDERATIONS REQUIRING DISCUSSION

5A. Hazardous Waste

No hazardous waste considerations requiring discussion.

5B. Value Analysis

A benefit cost analysis has been conducted for this project. It yields an estimated benefit cost ratio of 2.08, indicated that every dollar invested generates more than two dollars in return through combined benefits. The net present value (NPV) is project at \$26.1 million, reinforcing the economic feasibility and favorable return on investment for both public and private stakeholders.

5C. Resource Conservation

No resource conservation consideration requiring discussion.

5D. Right-of-Way Issues

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

5E. Environmental Compliance

On March 18, 2025, the California Attorney General issued Legal Alert OAG-2025-01, reiterating the requirement under state law to streamline and expedite permitting for electric vehicle (EV) charging stations in order to further California's zero-emission goals. Pursuant to Assembly Bill 1236 (2015, Government Code § 65850.7) and AB 970 (2021, Government Code § 65850.71), permitting of EV charging stations must be ministerial and non-discretionary, which removes these projects from CEQA review absent a documented, specific adverse impact to public health or safety. Additionally, Executive Order B-48-18 directs state agencies to facilitate rapid expansion of EV charging infrastructure, reinforcing administrative support for streamlined approvals.

In alignment with this legal framework, this project does not trigger CEQA review. The four identified project sites do not anticipate any adverse impacts on public health or safety, and the project team anticipates receiving all permits necessary to proceed to construction on the timeline specified in the project schedule. There are no adverse environmental impacts associated with their ongoing operation. The project will deploy new charging equipment and associated infrastructure, including solar PV and/or battery energy storage systems. All

equipment would be installed at existing facilities and paved truck stop areas; no greenfield infrastructure would be developed.

The project team also sought guidance from the U.S. Department of Transportation (USDOT) to confirm that the project is not subject to NEPA. On July 2, 2021, Shawn Oliver (environmental Specialist, FHWA California Division, shawn.oliver@dot.gov) confirmed that a Categorical Exclusion would be the appropriate level of NEPA for the charging station facilities.

Accordingly, under AB 1236, AB 970, Legal Alert OAG-2025-01, and EO B-48-18, these EV charging station projects are ministerially approved, CEQA-exempt, and fully compliant with applicable state and federal environmental requirements.

5F. Air Quality Conformity

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

5G. Title VI Considerations

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

bp pulse is fully committed to aligning with Title VI of the Civil Rights act of 1964 and the additional stipulations as outlined by the California Department of Transportation (Caltrans). In our endeavors, especially in securing Federal financial assistance through the TCEP CTC program, we ensure that all individuals, irrespective of their race, color, or national origin, have equal access to the benefits and services provided by our projects. bp pulse actively implements strategies to prevent discrimination in every aspect of our operations and program delivery. This includes fostering an inclusive environment that not only prohibits any form of discrimination, but also emphasizes equitable distribution of resources and meaningful engagement in the planning and execution phases of our transportation projects. We recognize the importance of environmental justice as per Federal Executive Order 12898 and are dedicated to ensuring that our contributions to transportation planning and infrastructure development serve the diverse needs of all communities, especially those historically underserved or marginalized.

5H. Noise Abatement Decision Report

No noise abatement report conducted.

6. FUNDING, PROGRAMMING AND ESTIMATE

Funding

The proposal has been estimated to cost roughly \$6.7M per site for a fully integrated 400kW photovoltaic system, 1MWh battery, charging infrastructure, and connection to the grid. The total escalated construction cost is \$28M. It has been determined that this project is eligible for Federal-aid funding.

Programming

This project report applies to all ePPRs listed below. Project site details are as follows:

- ePPR 1: EV Oasis North – TA Livingston
 - PPNO: 6299A
 - Caltrans District 10: Merced County
 - Location: 435 Winton Parkway, Livingston, CA 95334
- ePPR 2: EV Oasis North – TA Santa Nella
 - PPNO: 6299B
 - Caltrans District 10: Merced County
 - Location: 12310 South Highway 33, Santa Nella, CA 95322
- ePPR 3: EV Oasis North – TA Redding
 - PPNO: 6299C
 - Caltrans District 02: Shasta County
 - Location: 19483 Knighton Road, Redding, CA 96002
- ePPR 4: EV Oasis North – Petro Corning
 - PPNO: 6299D
 - Caltrans District 02: Tehama County
 - Location: 2151 South Avenue, Corning, CA 96021

ePPR 1: TA Livingston

Fund Source	Fiscal Year Estimate								
	Prior	24/25	25/26	26/27	27/28	28/29	29/30+	Future	Total
Local Private Funds	In thousands of dollars (\$1,000)								
Component	In thousands of dollars (\$1,000)								
PA&ED									
PS&E			145						145
RW Support									
CON Support									
RW									
CON			4,125						4,125
Total			\$4,270						\$4,270

Fund Source	Fiscal Year Estimate								
	Prior	24/25	25/26	26/27	27/28	28/29	29/30+	Future	Total
State SB1 TCEP Funds	In thousands of dollars (\$1,000)								
Component	In thousands of dollars (\$1,000)								
PA&ED									
PS&E			106						106
RW Support									
CON Support									
RW									
CON			2,625						2,625
Total			\$2,731						\$2,731

ePPR 2: TA Santa Nella

PS&E			106						106
RW Support									
CON Support									
RW									
CON			2,625						2,625
Total			\$2,731						\$2,731

ePPR 4: Petro Corning

Fund Source	Fiscal Year Estimate								
	Prior	24/25	25/26	26/27	27/28	28/29	29/30+	Future	Total
Local Private Funds									
Component	In thousands of dollars (\$1,000)								
PA&ED									
PS&E			145						145
RW Support									
CON Support									
RW									
CON			4,125						4,125
Total			\$4,270						\$4,270

Fund Source	Fiscal Year Estimate								
	Prior	24/25	25/26	26/27	27/28	28/29	29/30+	Future	Total
State SB1 TCEP Funds									
Component	In thousands of dollars (\$1,000)								
PA&ED									
PS&E			106						106
RW Support									
CON Support									
RW									
CON			2,625						2,625
Total			\$2,731						\$2,731

7. DELIVERY SCHEDULE

Milestone dates are broken down per site and ePPR below.

ePPR 1: EV Oasis North – TA Livingston

Project Milestones	Milestone Date (Month/Day/Year)
Begin Environmental (PA&ED) Phase	12/01/2025
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	12/01/2025

Draft Project Report	12/01/2025
End Environmental Phase (PA&ED Milestone)	12/01/2025
Begin Design (PS&E) Phase	12/31/2025
End Design Phase (Ready to List for Advertisement Milestone)	12/31/2026
Begin Right of Way Phase	01/29/2027
End Right of Way Phase (Right of Way Certification Milestone)	02/26/2027
Begin Construction Phase (Contract Award Milestone)	06/30/2026
End Construction Phase (Construction Contract Acceptance Milestone)	04/30/2027
Begin Closeout Phase	04/28/2028
End Closeout Phase (Closeout Report)	05/31/2028

ePPR 2: EV Oasis North – TA Santa Nella

Project Milestones	Milestone Date (Month/Day/Year)
Begin Environmental (PA&ED) Phase	11/01/2025
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	12/01/2025
Draft Project Report	12/01/2025
End Environmental Phase (PA&ED Milestone)	12/31/2025
Begin Design (PS&E) Phase	12/31/2025
End Design Phase (Ready to List for Advertisement Milestone)	12/31/2026
Begin Right of Way Phase	01/29/2027
End Right of Way Phase (Right of Way Certification Milestone)	02/26/2027
Begin Construction Phase (Contract Award Milestone)	06/30/2026
End Construction Phase (Construction Contract Acceptance Milestone)	04/30/2027
Begin Closeout Phase	04/28/2028
End Closeout Phase (Closeout Report)	05/31/2028

ePPR 3: EV Oasis North – TA Redding

Project Milestones	Milestone Date (Month/Day/Year)
Begin Environmental (PA&ED) Phase	11/01/2025
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	12/01/2025
Draft Project Report	12/01/2025
End Environmental Phase (PA&ED Milestone)	12/31/2025
Begin Design (PS&E) Phase	05/01/2026
End Design Phase (Ready to List for Advertisement Milestone)	12/31/2026
Begin Right of Way Phase	01/29/2027
End Right of Way Phase (Right of Way Certification Milestone)	02/26/2027
Begin Construction Phase (Contract Award Milestone)	06/30/2026
End Construction Phase (Construction Contract Acceptance Milestone)	08/31/2027
Begin Closeout Phase	04/28/2028
End Closeout Phase (Closeout Report)	05/31/2028

ePPR 4: EV Oasis North – Petro Corning

Project Milestones	Milestone Date (Month/Day/Year)
Begin Environmental (PA&ED) Phase	12/01/2025
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	12/01/2025
Draft Project Report	12/01/2025
End Environmental Phase (PA&ED Milestone)	12/31/2025
Begin Design (PS&E) Phase	05/01/2026
End Design Phase (Ready to List for Advertisement Milestone)	12/31/2026
Begin Right of Way Phase	01/29/2027
End Right of Way Phase (Right of Way Certification Milestone)	02/26/2027
Begin Construction Phase (Contract Award Milestone)	06/30/2026

End Construction Phase (Construction Contract Acceptance Milestone)	08/31/2027
Begin Closeout Phase	04/28/2028
End Closeout Phase (Closeout Report)	05/31/2028

8. RISKS

Risk	Description	Mitigation Strategy
Utility relocations	Sites may face utility issues, such as grid upgrades to support site load.	bp pulse is engaged with Pacific Gas and Electric and Merced Irrigation District in the power feasibility phase and has submitted power capacity feasibility requests.
Land acquisition	While using existing TA sites, issues like easements or access rights could arise.	Site agreements for all TA locations are finalized, addressing any land acquisition concerns.
Permitting delays	Delays in environmental and construction permits, even with CEQA exemptions, could impact the timeline.	bp pulse will initiate permitting applications early and work closely with local agencies to expedite approvals, with regular process monitoring.
Supply chain delays	Delays in sourcing EV charging hardware, transformers, or battery systems may impact construction.	bp pulse has contracts with multiple suppliers to diversify sourcing and reduce dependency on a single entity.
Weather conditions	Adverse weather, particularly in winter, may delay site preparation and installation.	Flexibility has been built into the project schedule to account for weather-related delays, with contingency plans for time loss.
Environmental clearance	Unforeseen delays in environmental clearance, despite anticipated CEQA exemptions.	Sites are projected to be CEQA-exempt under Assembly Bill 970, as the installations are planned for existing parking lots with no significant environmental impact.

9. EXTERNAL AGENCY COORDINATION

Prior discussions with Federal Highway Administration (FHWA) indicate that deploying EVSE and supporting infrastructure at existing TA sites would be exempt from NEPA. The project does not propose new or modified interstate access.

The project requires the coordination with the following external agencies:

- City of Corning – Planning Commission
- City of Livingston – Planning Division
- Pacific Gas and Electric Company (PG&E)
- County of Shasta – Planning Division
- Redding Electric Utility
- Merced County – Planning Division
- Merced Irrigation District

10. ADDITIONAL INFORMATION

There is no additional information to provide at this time.

11. ATTACHMENTS

- A. Project Location Maps (6)
- B. Approved Environmental Documents (4)
- C. Pending Environmental Documents (6)



EV Oasis North

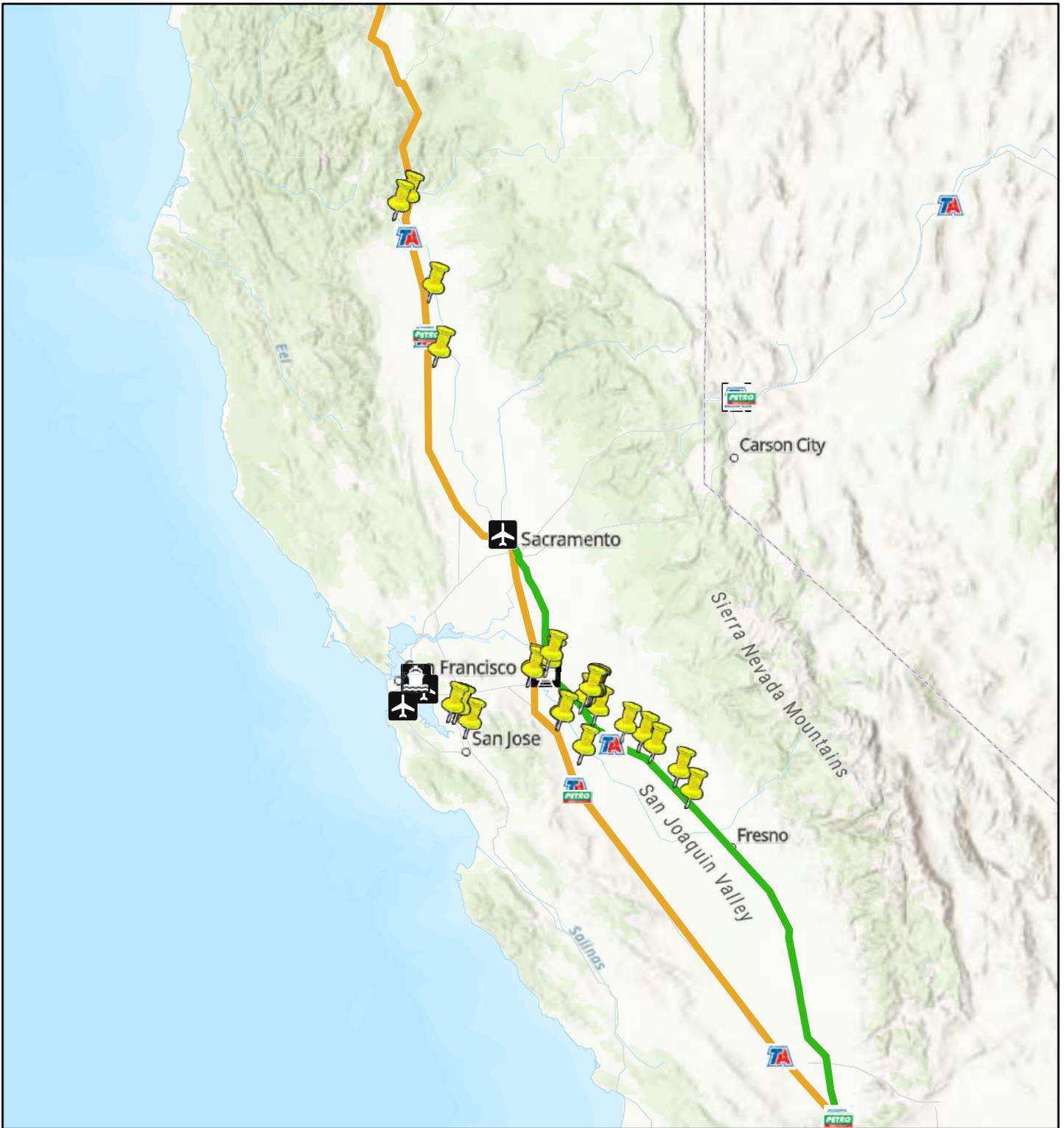
Attachment A
Project Location Maps

EV Oasis North

bp pulse

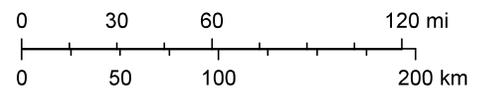


All TA SITES--with Cal Details_TZ



10/17/2024

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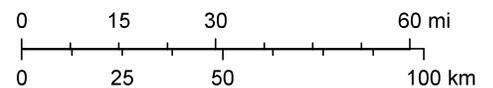


TA Redding & Petro Corning with Ports & Distribution Ctrs

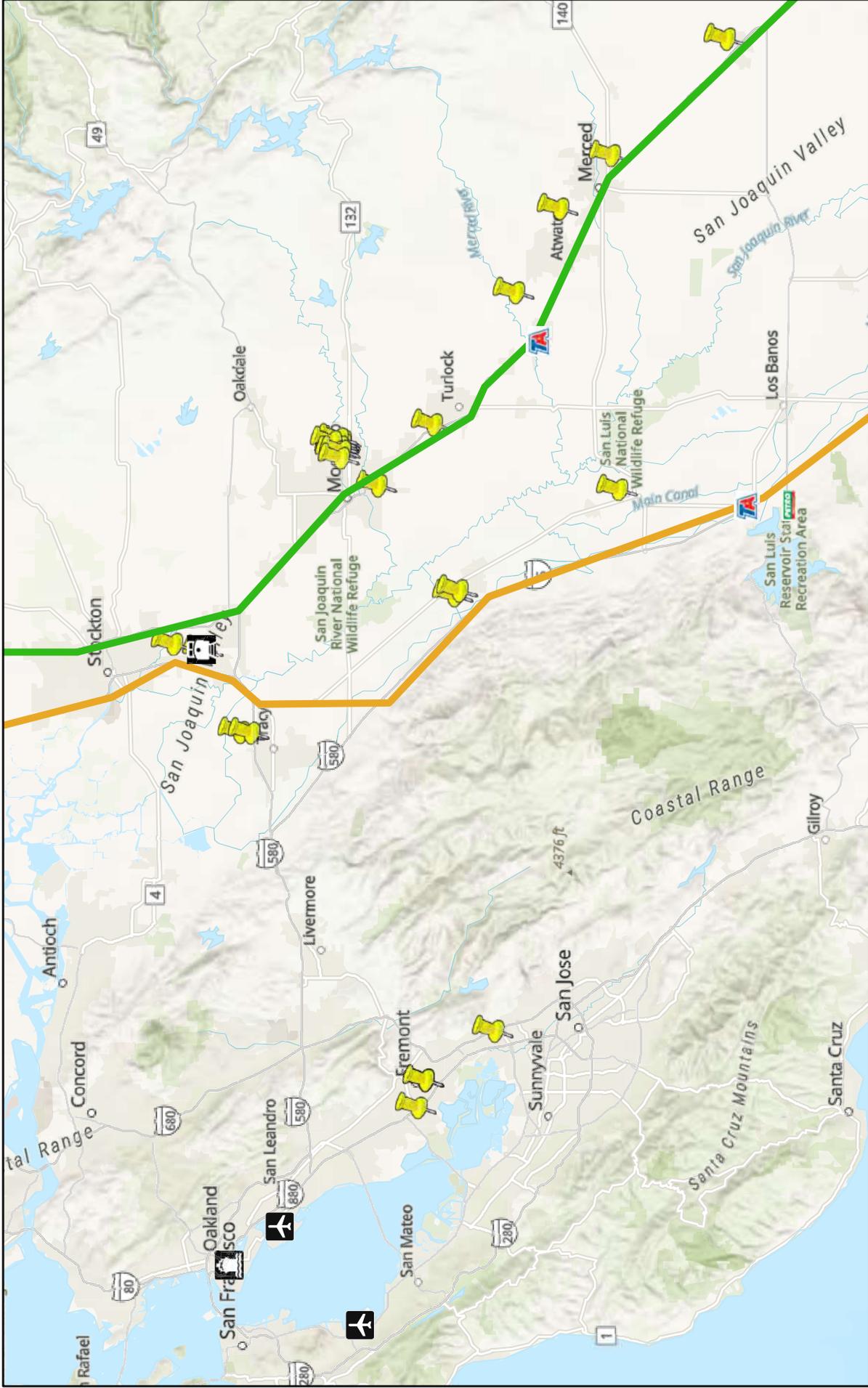


10/17/2024

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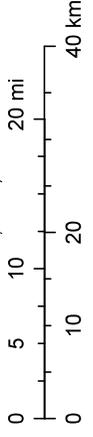


TA Santa Nella & TA Livingston with Ports & Distribution Ctrs



10/17/2024

1:1,017,275



Esri, CGIAR, USGS, San Joaquin County GIS/Planning, California State Parks, Esri, TomTom, Garmin, SafeGraph, FAO, METINASA, USGS, Bureau



EV Oasis North

Attachment B
Approved Environmental Documents



Kendra Moore <kendra@buildmomentum.io>

Confirmation of CEQA Exemption for EV Charging Station Project – TA Livingston (435 Winton Parkway)

3 messages

Katrina Aceves <katrina@buildmomentum.io>

Mon, Sep 29, 2025 at 4:53 PM

To: mgalvez@livingstonca.gov, thartman@livingstonca.gov

Cc: Kendra Moore <kendra@buildmomentum.io>, "Motsch, Abigail" <abigail.motsch@bp.com>

Hello Miguel and Theresa,

I'm reaching out on behalf of bp pulse, who has received Caltrans TCEP funding to deploy the following EV charging infrastructure at the TravelCenters of America at 435 Winton Parkway:

- (3) 850kW dual-port, dual-port ultrafast chargers, equipped with Mega Watt System Charging (MCS) and Combined Charging System (CCS1) connectors
- 1 MW battery energy storage system
- Microgrid technology

As you are aware, California has taken significant steps to streamline permitting for EV charging stations through the adoption of [Assembly Bill 1236](#), [Assembly Bill 970](#), and the issuance of Attorney General Legal Alert [OAG-2025-01](#). These authorities clarify that EV charging station projects are ministerial and non-discretionary, and therefore not subject to CEQA, unless a jurisdiction makes written findings of a specific, adverse impact on public health or safety.

It is our understanding, consistent with these statutes, that the proposed project is exempt from CEQA. All project work will occur on existing paved facilities and will involve the installation of charging equipment and associated infrastructure, with no greenfield development. The project does not anticipate any adverse impacts on public health or safety. **We respectfully request written confirmation from the City of Livingston that your agency concurs with this understanding and agrees that the proposed EV charging station project at [435 Winton Parkway](#) is CEQA-exempt.** This confirmation will support our environmental documentation and permitting coordination with Caltrans.

Please do not hesitate to contact me if you have any questions or would like to discuss further. We greatly appreciate your partnership in advancing California's EV infrastructure goals.

Kind regards,
Katrina**Katrina Aceves, PMP**

Development Manager

[801 K Street, Suite 2800 Sacramento CA 95814](#)[916.444.FUND](#) [562.485.8473](#) [✉ katrina@buildmomentum.io](mailto:katrina@buildmomentum.io)**MOMENTUM**

MOMENTUM IS BUILDING

Miguel Galvez <mgalvez@livingstonca.gov>

Tue, Sep 30, 2025 at 2:31 PM

To: Katrina Aceves <katrina@buildmomentum.io>

Cc: Kendra Moore <kendra@buildmomentum.io>, "Motsch, Abigail" <abigail.motsch@bp.com>, "thartman@livingstonca.gov" <thartman@livingstonca.gov>, Martha Abeloe <mabeloe@livingstonca.gov>

September 30, 2025

Katrina Aceves, PMP
Development Manager

MOMENTUM

801 K Street, Suite 2800 Sacramento CA 95814

katrina@buildmomentum.io

As requested, please accept this email to confirm that the City of Livingston finds the installation of EV Charging infrastructure at [435 Winton Parkway, Livingston, CA 95334](#) as Categorically Exempt under the California Environmental Quality Act (CEQA) under the following Sections of the California Code of Regulations, Title 14, Division 6, Chapter 3 of the of State of California:

Section 15301 (a) – Existing Facilities – exterior electrical conveyances

Section 15303 – Construction of new, small structures and equipment

Section 15304 (f) – Minor alterations to Land – minor trenching

Please let me know if you have any questions or need additional documentation.

Respectfully,

Miguel Galvez
Contract Planner
City of Livingston
1416 C Street
Livingston, CA 95334

(209) 394-8041 Ext. 123

mgalvez@livingstonca.gov

From: Katrina Aceves <katrina@buildmomentum.io>
Sent: Monday, September 29, 2025 4:53 PM
To: Miguel Galvez <mgalvez@livingstonca.gov>; thartman@livingstonca.gov
Cc: Kendra Moore <kendra@buildmomentum.io>; Motsch, Abigail <abigail.motsch@bp.com>

Subject: Confirmation of CEQA Exemption for EV Charging Station Project – TA [Livingston \(435 Winton Parkway\)](#)

You don't often get email from katrina@buildmomentum.io. [Learn why this is important](#)

[Quoted text hidden]

Katrina Aceves <katrina@buildmomentum.io> Tue, Sep 30, 2025 at 3:59 PM
To: Miguel Galvez <mgalvez@livingstonca.gov>
Cc: Kendra Moore <kendra@buildmomentum.io>, "Motsch, Abigail" <abigail.motsch@bp.com>, "thartman@livingstonca.gov" <thartman@livingstonca.gov>, Martha Abeloe <mabeloe@livingstonca.gov>

Hello Miguel,

Thank you so much for your quick response! We look forward to working with your team to get this project online.

Kind regards,
Katrina



Katrina Aceves, PMP
Development Manager
M 562.485.8473

[Quoted text hidden]



EV Oasis North

Attachment C
Pending Environmental Documents



Kendra Moore <kendra@buildmomentum.io>

Confirmation of CEQA Exemption for EV Charging Station Project – TA Redding (19483 Knighton Road)

2 messages

Katrina Aceves <katrina@buildmomentum.io>

Mon, Sep 29, 2025 at 4:51 PM

To: scplanning@co.shasta.ca.us, Isalazar@co.shasta.ca.us

Cc: Kendra Moore <kendra@buildmomentum.io>, "Motsch, Abigail" <abigail.motsch@bp.com>

Hello Lio,

I'm reaching out on behalf of bp pulse, who has received Caltrans TCEP funding to deploy the following EV charging infrastructure at the TravelCenters of America at [19483 Knighton Road](#):

- (3) 850kW dual-port, dual-port ultrafast chargers, equipped with Mega Watt System Charging (MCS) and Combined Charging System (CCS1) connectors
- 1 MW battery energy storage system
- Microgrid technology

As you are aware, California has taken significant steps to streamline permitting for EV charging stations through the adoption of [Assembly Bill 1236](#), [Assembly Bill 970](#), and the issuance of Attorney General Legal Alert [OAG-2025-01](#). These authorities clarify that EV charging station projects are ministerial and non-discretionary, and therefore not subject to CEQA, unless a jurisdiction makes written findings of a specific, adverse impact on public health or safety.

It is our understanding, consistent with these statutes, that the proposed project is exempt from CEQA. All project work will occur on existing paved facilities and will involve the installation of charging equipment and associated infrastructure, with no greenfield development. The project does not anticipate any adverse impacts on public health or safety. **We respectfully request written confirmation from the County of Shasta that your agency concurs with this understanding and agrees that the proposed EV charging station project at 19483 Knighton Road is CEQA-exempt.** This confirmation will support our environmental documentation and permitting coordination with Caltrans.

Please do not hesitate to contact me if you have any questions or would like to discuss further. We greatly appreciate your partnership in advancing California's EV infrastructure goals.

Kind regards,
Katrina



Katrina Aceves, PMP

Development Manager

[801 K Street, Suite 2800 Sacramento CA 95814](#)

[916.444.FUND](tel:916.444.FUND) [562.485.8473](tel:562.485.8473) katrina@buildmomentum.io



MOMENTUM

MOMENTUM IS BUILDING

Lio Salazar <Isalazar@shastacounty.gov>

Tue, Sep 30, 2025 at 5:49 PM

To: Katrina Aceves <katrina@buildmomentum.io>, SCPlanning <scplanning@shastacounty.gov>

Cc: Kendra Moore <kendra@buildmomentum.io>, "Motsch, Abigail" <abigail.motsch@bp.com>

Hi Katrina,

The county can provide confirmation in one of two ways. Momentum can apply for a ministerial building permit to construct the EV charging station and the determination would be made as part of the standard zoning review conducted by the Planning Division as part of the building permit application process. Alternatively, if it preferred to have a determination made prior to filing a building permit application, Momentum could file an application for a Written Land Use Verification (WLUV) letter for a determination that is response to your questions regarding this project. Any determination made by the Director of Resource Management can be appealed to the Shasta County Planning Commission. The zoning plan review fee, which is paid with the building permit application, is \$330.16 plus hourly rate after 2 hours. The WLUV application fee is \$495.24 plus hourly rate after 3 hours.

What I can say is that the County is familiar with legislation regarding the deployment of EV charging stations and recently approved a ministerial building permit at the TA Redding ([19483 Knighton Road](#)) for 12 EV charging stations. Ministerial permits are exempt from CEQA.

If you would like additional information regarding the WLUV application process and forms, let me know. Otherwise, I could encourage you to contact a Permit Specialist at (530) 225-5761 to request information about the building permit application process.

Regards,

Lio Salazar, AICP

Planning Division Manager

Shasta County

Department of Resource Management

Planning Division

[1855 Placer Street Suite 103](#)

[Redding, CA 96001](#)

Ph: 530.225.5532

Fax: 530.245.6468

E-mail: lsalazar@shastacounty.gov

Web: <https://www.shastacounty.gov/planning>

From: Katrina Aceves <katrina@buildmomentum.io>

Sent: Monday, September 29, 2025 4:52 PM

To: SCPlanning <scplanning@shastacounty.gov>; Lio Salazar <lsalazar@shastacounty.gov>

Cc: Kendra Moore <kendra@buildmomentum.io>; Motsch, Abigail <abigail.motsch@bp.com>

Subject: Confirmation of CEQA Exemption for EV Charging Station Project – TA Redding ([19483 Knighton Road](#))

 **EXTERNAL SENDER:** Do not follow links or open attachments unless you recognize the sender and know the content is safe.

[Quoted text hidden]



Kendra Moore <kendra@buildmomentum.io>

Confirmation of CEQA Exemption for EV Charging Station Project – TA Santa Nella (12310 South Highway 33)

1 message

Katrina Aceves <katrina@buildmomentum.io>

Mon, Sep 29, 2025 at 4:52 PM

To: planning@countyofmerced.com, Tiffany.Ho@countyofmerced.com, Mark.Hamilton@countyofmerced.com

Cc: Kendra Moore <kendra@buildmomentum.io>, "Motsch, Abigail" <abigail.motsch@bp.com>

Hello Tiffany and Mark,

I'm reaching out on behalf of bp pulse, who has received Caltrans TCEP funding to deploy the following EV charging infrastructure at the TravelCenters of America at 12310 South Highway 33:

- (3) 850kW dual-port, dual-port ultrafast chargers, equipped with Mega Watt System Charging (MCS) and Combined Charging System (CCS1) connectors
- 1 MW battery energy storage system
- Microgrid technology

As you are aware, California has taken significant steps to streamline permitting for EV charging stations through the adoption of [Assembly Bill 1236](#), [Assembly Bill 970](#), and the issuance of Attorney General Legal Alert [OAG-2025-01](#). These authorities clarify that EV charging station projects are ministerial and non-discretionary, and therefore not subject to CEQA, unless a jurisdiction makes written findings of a specific, adverse impact on public health or safety.

It is our understanding, consistent with these statutes, that the proposed project is exempt from CEQA. All project work will occur on existing paved facilities and will involve the installation of charging equipment and associated infrastructure, with no greenfield development. The project does not anticipate any adverse impacts on public health or safety. **We respectfully request written confirmation from Merced County that your agency concurs with this understanding and agrees that the proposed EV charging station project at [12310 South Highway 33](#) is CEQA-exempt.** This confirmation will support our environmental documentation and permitting coordination with Caltrans.

Please do not hesitate to contact me if you have any questions or would like to discuss further. We greatly appreciate your partnership in advancing California's EV infrastructure goals.

Kind regards,
Katrina

**Katrina Aceves, PMP**

Development Manager

[801 K Street, Suite 2800 Sacramento CA 95814](#)[916.444.FUND](tel:916.444.FUND) [562.485.8473](tel:562.485.8473) [✉ katrina@buildmomentum.io](mailto:katrina@buildmomentum.io)**MOMENTUM**

MOMENTUM IS BUILDING



Kendra Moore <kendra@buildmomentum.io>

Confirmation of CEQA Exemption for EV Charging Station Project – Petro Corning (2151 South Avenue)

1 message

Katrina Aceves <katrina@buildmomentum.io>

Mon, Sep 29, 2025 at 4:51 PM

To: cmeeds@corning.org

Cc: Kendra Moore <kendra@buildmomentum.io>, "Motsch, Abigail" <abigail.motsch@bp.com>

Hello Chrissy,

I'm reaching out on behalf of bp pulse, who has received Caltrans TCEP funding to deploy the following EV charging infrastructure at the Petro Travel Center at 2151 South Avenue:

- (3) 850kW dual-port, dual-port ultrafast chargers, equipped with Mega Watt System Charging (MCS) and Combined Charging System (CCS1) connectors
- 1 MW battery energy storage system
- Microgrid technology

As you are aware, California has taken significant steps to streamline permitting for EV charging stations through the adoption of [Assembly Bill 1236](#), [Assembly Bill 970](#), and the issuance of Attorney General Legal Alert [OAG-2025-01](#). These authorities clarify that EV charging station projects are ministerial and non-discretionary, and therefore not subject to CEQA, unless a jurisdiction makes written findings of a specific, adverse impact on public health or safety.

It is our understanding, consistent with these statutes, that the proposed project is exempt from CEQA. All project work will occur on existing paved facilities and will involve the installation of charging equipment and associated infrastructure, with no greenfield development. The project does not anticipate any adverse impacts on public health or safety. **We respectfully request written confirmation from the City of Corning that your agency concurs with this understanding and agrees that the proposed EV charging station project at 2151 South Avenue is CEQA-exempt.** This confirmation will support our environmental documentation and permitting coordination with Caltrans.

Please do not hesitate to contact me if you have any questions or would like to discuss further. We greatly appreciate your partnership in advancing California's EV infrastructure goals.

Kind regards,
Katrina

**Katrina Aceves, PMP**

Development Manager

[801 K Street, Suite 2800 Sacramento CA 95814](#)[916.444.FUND](tel:916.444.FUND) [562.485.8473](tel:562.485.8473) [✉ katrina@buildmomentum.io](mailto:katrina@buildmomentum.io)**MOMENTUM**

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