California Transportation Commission

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT ADDENDUM

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 Addendum (Addendum) for the Southern California Hydrogen Fueling Facilities effective on October 17, 2024 made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans) the Nominating Agency/Implementing Agency (Modified Oversight) , and Implementing Entity, Nikola Corporation , sometimes collectively referred to as the "Parties".

3. GENERAL PROVISIONS

3.1 The parties are entering into this Project Baseline Agreement Addendum to document minor adjustments as approved by the Commission. This Form and attached documents hereto will formally document any authorized modifications. This may include a revised Project Report, revised Project Funding Plan, minor change of Project Scope, and/or Project Programming Requests. Adjustments reserved for the Addendum are not considered significant enough to initiate a Baseline Agreement Amendment.

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 and no further adjustments are known or foreseen.

3.3 The undersigned Project Applicant acknowledges the Baseline Agreement is still in full effect and this Addendum does not replace the original approved Baseline Agreement.

Modification: (Please attach an additional page if additional space is needed.)

Nikola is requesting to split programmed CON phase spending into two CON phases, one of which will result in long-lead equipment delivered to the construction sites and the other of which will carry out the construction of hydrogen refueling stations at the sites as planned. This will result in an unchanged total funding amount, with portions of the planned CON spend being made available to reimburse for long-lead equipment for which payments will come due before the start of construction.)

Justification: Please attach an additional page if additional space is needed.)

When submitting its application, Nikola planned on being able to make some progress payments for long-lead equipment after the start of construction and receipt of a CON phase allocation. Since Nikola was required to modify its projects to identify new sites and request a CON allocation extension, invoices coming due before construction for long-lead equipment are currently not eligible for reimbursement, and Nikola is at risk of becoming unable to fully utilize awarded TCEP funds based on remaining project spend.

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT ADDENDUM

Project Name: Southern California Hydrogen Fueling Facilities

Resolution: TCEP-P-2324-08B

(to be completed by CTC)

Angel Pyle — 10/25/2024

Angel Pyle

Caltrans, Modified Oversight

Nominating Agency/Implementing Agency
(Modified Oversight)

9/13/2024

Head, Hydrogen Strategy and Development

Nikola Corporation

Implementing Entity

Angel Pyle — 10/25/2024

Angel Pyle

SB 1 Program Manager
California Department of Transportation

11/01/2024

Mathew Yosgott

Deputy of SB 1 Programming
California Transportation Commission

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Final Audit Report 2024-09-17

Created:	2024-09-13
By:	RyanThomson (ryan.thomson@nikolamotor.com)
Status:	Signed
Transaction ID:	CBJCHBCAABM-vJq5Fi-Q_ykWHba0_drln_YB-ZGHuy6

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Agreement completed.
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ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Southern California Hydrogen Fueling Stations

Resolution TCEP-P-2324-08B
(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 6/28/2024 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Nikola Corporation, and the Implementing Agency, , 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 Southern California Hydrogen Fueling Stations, 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 6/29/2023

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 Nikola Corporation agrees to secure funds for any additional costs of the project.

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

Caltrans will not participate in any cost overruns associated with the project.

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: Southern California Hydrogen Fueling Stations

Resolution: TCEP-P-2324-08B

(to be completed by CTC)

Jason Coble (Jun 7, 2024 18:49 PDT)

07/06/24
Date

Jason Coble

Head, Hydrogen Strategy & Development

Project Applicant

Date

Implementing Agency

06/11/2024
Date

Catalino A. Pining III

District Director

California Department of Transportation

Date

Tony Tavares

Director

California Department of Transportation

Executive Director

California Transportation Commission

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: Southern California Hydrogen Fueling Stations

Resolution: TCEP-P-2324-08B

(to be completed by CTC)

Jason Coble (Jun 7, 2024 18:49 PDT)

07/06/24
Date

Jason Coble

Head, Hydrogen Strategy & Development

Project Applicant

Date

Implementing Agency

Date

District Director
California Department of Transportation

06/25/2024
Date

Tony Tavares
Director
California Department of Transportation

07/01/2024
Date

Tanisha Taylor

Executive Director
California Transportation Commission

ADDITIONAL SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT
Project Title: Southern California Hydrogen Fueling Stations
Resolution: TCEP-P-2324-08B
(to be completed by CTC)

Angel Pyle

06/17/2024

Angel Pyle

Date

SB 1 Program Manager

Project Applicant

Date

Project Applicant

Date

Implementing Agency

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P101-2023-0004 v0

Amendment (Existing Project) ☐ YES ☒ NO | Date 09/13/2024 09:21:19

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

District	EA	Project ID	PPNO	Nominating Agency	
08			1318	Caltrans HQ	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
Riverside County					
				MPO	**Element**
				SCAG	Local Assistance
Project Manager/Contact			**Phone**	**Email Address**	
Ryan Thomson			602-885-3026	ryan.thomson@nikolamotor.com	

Project Title

Southern California Hydrogen Fueling Stations - Phase 1 (Construction)

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

The Southern California Hydrogen Fueling Stations Project will construct 4 hydrogen fueling stations near heavily traveled truck routes to support adoption of heavy-duty hydrogen fuel cell vehicles. Phase 1 includes the following locations: Colton Station, near the I-215/SR-60 interchange. Fueling stations will be open to the public. Each fueling station will include 1-2 fueling aisles and fuel 100 to 200 trucks or buses per day. The Project also includes 30 truck parking stalls (in total, across all 4 stations). The decarbonization of the State's freight vehicles will provide significant benefits for air quality, noise, and quality of life.

Component	Implementing Agency
PA&ED	NIKOLA Corporation
PS&E	NIKOLA Corporation
Right of Way	NIKOLA Corporation
Construction	NIKOLA Corporation

Legislative Districts

Assembly:	52	Senate:	20	Congressional:	35

Project Milestone		Existing	Proposed
Project Study Report Approved		11/15/2022	
Begin Environmental (PA&ED) Phase		11/16/2022	03/14/2022
Circulate Draft Environmental Document	Document Type CE	03/31/2023	11/21/2023
Draft Project Report		03/31/2023	03/31/2024
End Environmental Phase (PA&ED Milestone)		06/01/2023	11/21/2023
Begin Design (PS&E) Phase		07/01/2023	09/21/2023
End Design Phase (Ready to List for Advertisement Milestone)		11/01/2023	05/01/2025
Begin Right of Way Phase		11/16/2022	04/01/2024
End Right of Way Phase (Right of Way Certification Milestone)		12/31/2022	04/01/2025
Begin Construction Phase (Contract Award Milestone)		08/01/2023	07/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)		08/01/2026	01/01/2026
Begin Closeout Phase		08/01/2026	04/01/2026
End Closeout Phase (Closeout Report)		08/01/2027	04/01/2027

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P101-2023-0004 v0

Date 09/13/2024 09:21:19

Purpose and Need

The purpose of this project is to construct a network of 4 heavy-duty hydrogen fueling stations intentionally clustered near highway interchanges and goods movement routes that are a part of the Primary Highway Freight System (I-10, I-15, I-405, I-805, SR-47, SR-60, SR-210, SR-905, and US-395). The fueling stations will include 1 to 2 aisles and be capable of fueling 100 to 200 vehicles per day. The project also includes the construction of 30 truck parking stalls, which can accommodate 2+ hour staging and rest areas for drivers. The project is needed to support the rollout of hydrogen fuel cell vehicles and address the statewide shortage in trucking parking. Support for hydrogen fuel cell vehicles will decarbonize the freight system, reduce emissions, and limit noise pollution. This will enable a faster rollout in the Southern California region in anticipation of a surge in the adoption of FCEV trucks that will be dependent on these stations.

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

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

Project Outputs

Category	Outputs	Unit	Total
ZEV infrastructure	Number of Locations with ZEV infrastructure	Each	1
ZEV infrastructure	Hydrogen capacity per day	kg H2/day	4,000

Additional Information

Project Milestones:
Project is a Categorical Exemption under CEQA.

Proposed Funding Plan:
This project is being delivered as a design-bid-build and the construction phase accounts for almost 80% of total funding. Caltrans will not cover any cost overruns associated with the project.

Outputs:
-Locations with ZEV Infrastructure (1): Hydrogen Fueling Station with 4,000 kg H2/day dispensing capacity in Colton
-30 Truck Parking Spaces (total across all 4 sites)

The ePPR numbered PPNO 1318A contains project and funding information for procurement of equipment to be installed at the site.

The outputs for the Colton site are reflected in two sets of ePPRs: one SBCTA/Nikola ePPR and two Caltrans/Nikola ePPRs. The sum of the outputs between the SBCTA/Nikola ePPR and the Caltrans/Nikola ePPRs will reflect the outputs for the total Colton project, with the exception of the fueling station output itself. Only one station is being constructed at the Colton site. However, since the fueling station output cannot be divided, both ePPRs will reflect one fueling station output. Nozzle outputs are not considered delivered until the Southern California Hydrogen Fueling Stations - Phase 1 (Construction) Infrastructure project (PPNO 1318) is completed.

All TCEP funds for this and related projects are programmed in FY23/24. An Allocation Extension through June of 2025 has also been approved for this and related projects. This construction project will move forward for allocation at the June 2025 CTC meeting and the procurement portion (PPNO 1318A) will request an allocation at the October 2024 CTC meeting. Expenditures shall not begin until the Restricted Grant Agreement (RGA) is executed and the allocation is approved. Invoices will not be paid until the Supplemental Covenant (SC) is also executed.

Implementing Agency:
Caltrans is the nominating agency and the implementing agency (Modified Oversight); Nikola is listed as the implementing agency on ePPRs for CalSMART assignment purposes. A financial arrangement between Caltrans and Nikola will be forthcoming depicting the responsibility of the two parties.

SBCTA and Caltrans submitted individual applications in partnership with Nikola to apply for TCEP funds to construct a hydrogen fueling station in Colton; both applications were awarded. It is anticipated that the ZE component of SBCTA's I-10 Corridor Freight and Managed Lane Project: Zero-emission Fueling Infrastructure, Nikola (the SBCTA/Nikola ePPR) will be combined at allocation with the Caltrans/Nikola Southern California Hydrogen Fueling Stations Project.

Performance Measures:
The performance measures were developed based upon information provided by Nikola and Caltrans. Nikola provided information regarding emission reductions of replacing an internal combustion engine truck with a fuel cell electric vehicle truck. Sulphur Oxides information was unavailable. Collision information was obtained from the Caltrans California Statewide Truck Parking Study. This study provided a collision total per mile; however, it did not categorize collisions by severity. It was assumed that all collisions were 'serious injury' collisions.

PPR ID
ePPR-P101-2023-0004 v0

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	59,247	119,413	-60,166
	TCEP	Change in Daily Truck Hours of Delay	Hours	62,102	31,290	30,812
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	28,573,602	28,573,602	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
System Reliability (Freight)	Optional	Truck Travel Time Reliability Index	Index	0	2.8	-2.8
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	81,769,695	70,348,683	11,421,012
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	24	33	-9
			PM 10 Tons	61	68	-7
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	643,565	1,085,879	-442,314
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	139	235	-96
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	481	811	-330
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	1,177	1,987	-810
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	1.16	2	-0.84
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	2.2	3.7	-1.5
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,359	0	1,359
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	6.64	0	6.64

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P101-2023-0004 v0

District	County	Route	EA	Project ID	PPNO
08	Riverside County				1318

Project Title

Southern California Hydrogen Fueling Stations - Phase 1 (Construction)

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)									NIKOLA Corporation
PS&E									NIKOLA Corporation
R/W SUP (CT)									NIKOLA Corporation
CON SUP (CT)									NIKOLA Corporation
R/W									NIKOLA Corporation
CON									NIKOLA Corporation
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	169							169	
PS&E		761						761	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,125						1,125	
TOTAL	169	1,886						2,055	

Fund #1:	Local Funds - Private Funds (Committed)								Program Code
Existing Funding ($1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Nikola private funds
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	169							169	
PS&E		761						761	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	169	761						930	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P101-2023-0004 v0

Fund #2:	State 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									$6575 CON EXT. TO 06/30/25
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		1,125						1,125	
TOTAL		1,125						1,125	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P101-2024-0005 v0

Amendment (Existing Project) ☐ YES ☒ NO | Date 09/13/2024 09:21:16

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

District	EA	Project ID	PPNO	Nominating Agency	
08			1318A	Caltrans HQ	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
Riverside County					
				MPO	**Element**
				SCAG	Local Assistance

Project Manager/Contact	Phone	Email Address
Ryan Thomson	602-885-3026	ryan.thomson@nikolamotor.com

Project Title

Southern California Hydrogen Fueling Stations - Phase 1 A (Procurement)

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

The Southern California Hydrogen Fueling Stations Project will construct 4 hydrogen fueling stations near heavily traveled truck routes to support adoption of heavy-duty hydrogen fuel cell vehicles. Phase 1 includes the following locations: Colton Station, near the I-215/SR-60 interchange. Fueling stations will be open to the public. Each fueling station will include 1-2 fueling aisles and fuel 100 to 200 trucks or buses per day. The Project also includes 30 truck parking stalls (in total, across all 4 stations). The decarbonization of the State's freight vehicles will provide significant benefits for air quality, noise, and quality of life.

Component	Implementing Agency
PA&ED	NIKOLA Corporation
PS&E	NIKOLA Corporation
Right of Way	NIKOLA Corporation
Construction	NIKOLA Corporation

Legislative Districts

Assembly:	52	Senate:	20	Congressional:	35

Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			03/14/2022
Circulate Draft Environmental Document	Document Type		11/21/2023
Draft Project Report			03/31/2024
End Environmental Phase (PA&ED Milestone)			11/21/2023
Begin Design (PS&E) Phase			09/21/2023
End Design Phase (Ready to List for Advertisement Milestone)			05/01/2025
Begin Right of Way Phase			04/01/2024
End Right of Way Phase (Right of Way Certification Milestone)			04/01/2025
Begin Construction Phase (Contract Award Milestone)			10/18/2024
End Construction Phase (Construction Contract Acceptance Milestone)			07/01/2025
Begin Closeout Phase			04/01/2026
End Closeout Phase (Closeout Report)			04/01/2027

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P101-2024-0005 v0

Date 09/13/2024 09:21:16

Purpose and Need

The purpose of this project is to construct a network of 4 heavy-duty hydrogen fueling stations intentionally clustered near highway interchanges and goods movement routes that are a part of the Primary Highway Freight System (I-10, I-15, I-405, I-805, SR-47, SR-60, SR-210, SR-905, and US-395). The fueling stations will include 1 to 2 aisles and be capable of fueling 100 to 200 vehicles per day. The project also includes the construction of 30 truck parking stalls, which can accommodate 2+ hour staging and rest areas for drivers. The project is needed to support the rollout of hydrogen fuel cell vehicles and address the statewide shortage in trucking parking. Support for hydrogen fuel cell vehicles will decarbonize the freight system, reduce emissions, and limit noise pollution. This will enable a faster rollout in the Southern California region in anticipation of a surge in the adoption of FCEV trucks that will be dependent on these stations.

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 hydrogen nozzles	Each	1

Additional Information

Project Milestones:
Project is a Categorical Exemption under CEQA.

Proposed Funding Plan:
This project is being delivered as a design-bid-build and the construction phase accounts for almost 80% of total funding. Caltrans will not cover any cost overruns associated with the project.

Outputs:
-Hydrogen Refueling Nozzles (1): This project procures equipment to construct a Hydrogen Fueling Station with 1 nozzle in Colton.

The ePPR numbered PPNO 1318 contains project and funding information for construction work that will install the equipment at the site.

The outputs for the Colton site are reflected in two sets of ePPRs: one SBCTA/Nikola ePPR and two Caltrans/Nikola ePPRs. The sum of the outputs between the SBCTA/Nikola ePPR and the Caltrans/Nikola ePPR will reflect the outputs for the total Colton project, with the exception of the fueling station output itself. Only one station is being constructed at the Colton site. However, since the fueling station output cannot be divided, both ePPRs will reflect one fueling station output. Nozzle outputs are not considered delivered until the Southern California Hydrogen Fueling Stations - Phase 1 (Construction) Infrastructure project (PPNO 1318) is completed.

All TCEP funds for this and related projects are programmed in FY23/24. An Allocation Extension through June of 2025 has also been approved for this and related projects. This procurement project will move forward for allocation at the October 2024 CTC meeting and the construction portion (PPNO 1318) will request an allocation by the June 2025 CTC meeting. Expenditures shall not begin until the Restricted Grant Agreement (RGA) is executed and the allocation is approved. Invoices will not be paid until the Supplemental Covenant (SC) is also executed.

Implementing Agency:
Caltrans is the nominating agency and the implementing agency (Modified Oversight); Nikola is listed as the implementing agency on ePPRs for CalSMART assignment purposes. A financial arrangement between Caltrans and Nikola will be forthcoming depicting the responsibility of the two parties.

SBCTA and Caltrans submitted individual applications in partnership with Nikola to apply for TCEP funds to construct a hydrogen fueling station in Colton; both applications were awarded. It is anticipated that the ZE component of SBCTA's I-10 Corridor Freight and Managed Lane Project: Zero-emission Fueling Infrastructure, Nikola (the SBCTA/Nikola ePPR) will be combined at allocation with the Caltrans/Nikola Southern California Hydrogen Fueling Stations Project.

Performance Measures:
The performance measures were developed based upon information provided by Nikola and Caltrans. Nikola provided information regarding emission reductions of replacing an internal combustion engine truck with a fuel cell electric vehicle truck. Sulphur Oxides information was unavailable. Collision information was obtained from the Caltrans California Statewide Truck Parking Study. This study provided a collision total per mile; however, it did not categorize collisions by severity. It was assumed that all collisions were 'serious injury' collisions.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P101-2024-0005 v0

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	59,247	119,413	-60,166
	TCEP	Change in Daily Truck Hours of Delay	Hours	62,102	31,290	30,812
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	28,573,602	28,573,602	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
System Reliability (Freight)	Optional	Truck Travel Time Reliability Index	Index	0	2.8	-2.8
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	81,769,695	70,348,683	11,421,012
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	24	33	-9
			PM 10 Tons	61	68	-7
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	643,565	1,085,879	-442,314
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	139	235	-96
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	481	811	-330
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	1,177	1,987	-810
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	1.16	2	-0.84
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	2.2	3.7	-1.5
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,359	0	1,359
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	6.64	0	6.64

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P101-2024-0005 v0

District	County	Route	EA	Project ID	PPNO
08	Riverside County				1318A

Project Title

Southern California Hydrogen Fueling Stations - Phase 1 A (Procurement)

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)									NIKOLA Corporation
PS&E									NIKOLA Corporation
R/W SUP (CT)									NIKOLA Corporation
CON SUP (CT)									NIKOLA Corporation
R/W									NIKOLA Corporation
CON									NIKOLA Corporation
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		8,695						8,695	
TOTAL		8,695						8,695	

Fund #1:	Local Funds - Private 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		3,245						3,245	
TOTAL		3,245						3,245	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P101-2024-0005 v0

Fund #2:	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		5,450						5,450	
TOTAL		5,450						5,450	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P101-2023-0006 v0

Amendment (Existing Project) ☐ YES ☒ NO | Date 09/13/2024 09:21:25

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

District	EA	Project ID	PPNO	Nominating Agency	
08			1320	Caltrans HQ	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
San Bernardino Cou					
San Bernardino Cou				**MPO**	**Element**
VAR				SCAG	Local Assistance

Project Manager/Contact	Phone	Email Address
Ryan Thomson	602-885-3026	ryan.thomson@nikolamotor.com

Project Title

Southern California Hydrogen Fueling Stations - Phase 3 (Construction)

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

The Southern California Hydrogen Fueling Stations Project will construct 4 hydrogen fueling stations near heavily traveled truck routes to support adoption of heavy-duty hydrogen fuel cell vehicles. Phase 3 includes the following locations: Rialto Station, near SR-210 and the Sierra Lake Parkway interchange; Victorville Station, near the I-15/US-395 interchange; Otay Mesa Station, near the SR-905/SR-125 interchange. Fueling stations will be open to the public. Each fueling station will include 1-2 fueling aisles and fuel 100 to 200 trucks or buses per day. The Project also includes 30 truck parking stalls (in total, across all 4 stations). The decarbonization of the State's freight vehicles will provide significant benefits for air quality, noise, and quality of life.

Component	Implementing Agency
PA&ED	NIKOLA Corporation
PS&E	NIKOLA Corporation
Right of Way	NIKOLA Corporation
Construction	NIKOLA Corporation

Legislative Districts

Assembly:	52	Senate:	20	Congressional:	35

Project Milestone		Existing	Proposed
Project Study Report Approved		11/15/2022	
Begin Environmental (PA&ED) Phase		12/31/2022	09/11/2023
Circulate Draft Environmental Document	Document Type CE	08/31/2023	12/28/2023
Draft Project Report		08/31/2023	03/31/2024
End Environmental Phase (PA&ED Milestone)		12/01/2023	12/28/2023
Begin Design (PS&E) Phase		03/01/2023	01/01/2024
End Design Phase (Ready to List for Advertisement Milestone)		11/01/2023	04/01/2025
Begin Right of Way Phase		11/16/2022	01/01/2024
End Right of Way Phase (Right of Way Certification Milestone)		12/31/2022	04/01/2025
Begin Construction Phase (Contract Award Milestone)		03/01/2024	09/06/2025
End Construction Phase (Construction Contract Acceptance Milestone)		03/01/2027	01/01/2027
Begin Closeout Phase		03/01/2027	04/01/2027
End Closeout Phase (Closeout Report)		03/01/2028	05/01/2028

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P101-2023-0006 v0

Date 09/13/2024 09:21:25

Purpose and Need

The purpose of this project is to construct a network of 4 heavy-duty hydrogen fueling stations intentionally clustered near highway interchanges and goods movement routes that are a part of the Primary Highway Freight System (I-10, I-15, I-405, I-805, SR-47, SR-60, SR-210, SR-905, and US-395). The fueling stations will include 1 to 2 aisles and be capable of fueling 100 to 200 vehicles per day. The project also includes the construction of up to 30 truck parking stalls, which can accommodate 2+ hour staging and rest areas for drivers. The project is needed to support the roll out of hydrogen fuel cell vehicles and address the statewide shortage in trucking parking. Support for hydrogen fuel cell vehicles will decarbonize the freight system, reduce emissions, and limit noise pollution. This will enable a faster rollout in the Southern California region in anticipation of a surge in the adoption of FCEV trucks that will be dependent on these stations.

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

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

Project Outputs

Category	Outputs	Unit	Total
ZEV infrastructure	Number of Locations with ZEV infrastructure	Each	3
ZEV infrastructure	Hydrogen capacity per day	kg H2/day	20,000

Additional Information

Project Location:
Two stations located in San Bernardino County (Victorville Station and Rialto Station). One station located in San Diego County (Otay Mesa Station).

Project Milestones:
Project is a Categorical Exemption under CEQA.

Proposed Funding Plan:
This project is being delivered as a design-bid-build and the construction phase accounts for almost 80% of total funding. Caltrans will not cover any cost overruns associated with the project.

Outputs:
-Locations with ZEV Infrastructure (3): Hydrogen Fueling Stations with 1-2 nozzles and 20,000 kg H2/day dispensing capacity total (1 nozzle, 4,000 kg H2/day in Victorville and 2 nozzles, 8,000 kg H2/day in each of Otay Mesa and Rialto)
-30 Truck Parking Spaces (total across all 4 sites)

The ePPR numbered 1320A contains project and funding information for procurement of equipment to be installed at the sites.

The outputs for the Victorville site are reflected in two sets of ePPRs: one SBCTA/Nikola set of ePPRs and one Caltrans/Nikola set of ePPRs. The sum of the outputs between the SBCTA/Nikola set and a portion of the Caltrans/Nikola set will reflect the outputs for the total Victorville project, with the exception of the fueling station output itself. Only one station is being constructed at the Victorville site. However, since the fueling station output cannot be divided, both ePPRs will reflect one fueling station output for Victorville. SBCTA's Victorville ePPRs are split between procurement and construction in a parallel fashion to this one. Nozzle outputs are not considered delivered until the Southern California Hydrogen Fueling Stations - Phase 3 (Construction) Infrastructure project (PPNO 1320) is completed.

All TCEP funds for this and related projects are programmed in FY23/24. An Allocation Extension through June of 2025 has also been approved for this and related projects. This construction project will move forward for allocation at the June 2025 CTC meeting and the procurement portion (PPNO 1320A) will request an allocation at the October 2024 CTC meeting. Expenditures shall not begin until the Restricted Grant Agreement (RGA) is executed and the allocation is approved. Invoices will not be paid until the Supplemental Covenant (SC) is also executed.

Implementing Agency:
Caltrans is the nominating agency and the implementing agency (Modified Oversight); Nikola is listed as the implementing agency on ePPRs for CalSMART assignment purposes. A financial arrangement between Caltrans and Nikola will be forthcoming depicting the responsibility of the two parties.

SBCTA and Caltrans submitted individual applications in partnership with Nikola to apply for TCEP funds to construct a hydrogen fueling station in Victorville; both applications were awarded. It is anticipated that the ZE component of SBCTA’s US 395 Phase 2 Freight, Mobility, and Safety Project (the SBCTA/Nikola ePPR) will be combined at allocation with the Caltrans/Nikola Southern California Hydrogen Fueling Stations Project.

Performance Measures:
The performance measures were developed based upon information provided by Nikola and Caltrans. Nikola provided information regarding emission reductions of replacing an internal combustion engine truck with a fuel cell electric vehicle truck. Sulphur Oxides information was unavailable. Collision information was obtained from the Caltrans California Statewide Truck Parking Study. This study provided a collision total per mile; however, it did not categorize collisions by severity. It was assumed that all collisions were ‘serious injury’ collisions.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P101-2023-0006 v0

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	59,247	119,413	-60,166
	TCEP	Change in Daily Truck Hours of Delay	Hours	62,102	31,290	30,812
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	28,573,602	28,573,602	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
System Reliability (Freight)	Optional	Truck Travel Time Reliability Index	Index	0	2.8	-2.8
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	81,769,695	70,348,683	11,421,012
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	24	33	-9
			PM 10 Tons	61	68	-7
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	643,565	1,085,879	-442,314
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	139	235	-96
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	481	811	-330
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	1,177	1,987	-810
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	1.16	2	-0.84
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	2.2	3.7	-1.5
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,359	0	1,359
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	6.64	0	6.64

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P101-2023-0006 v0

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County, San Bernardino County, V				1320

Project Title

Southern California Hydrogen Fueling Stations - Phase 3 (Construction)

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)									NIKOLA Corporation
PS&E									NIKOLA Corporation
R/W SUP (CT)									NIKOLA Corporation
CON SUP (CT)									NIKOLA Corporation
R/W									NIKOLA Corporation
CON									NIKOLA Corporation
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	344							344	
PS&E		2,002						2,002	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		12,675						12,675	
TOTAL	344	14,677						15,021	

Fund #1:	Local Funds - Private Funds (Committed)								Program Code
Existing Funding ($1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Nikola private funds
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	344							344	
PS&E		2,002						2,002	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,080						5,080	
TOTAL	344	7,082						7,426	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P101-2023-0006 v0

Fund #2:	State 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									$18450 CON EXT. TO 06/30/25
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		7,595						7,595	
TOTAL		7,595						7,595	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P101-2023-0005 v0

Amendment (Existing Project) ☐ YES ☒ NO | Date 09/13/2024 09:21:21

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

District	EA	Project ID	PPNO	Nominating Agency	
08			1320A	Caltrans HQ	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
San Bernardino Cou					
San Bernardino Cou				**MPO**	**Element**
VAR				SCAG	Local Assistance

Project Manager/Contact	Phone	Email Address
Ryan Thomson	602-885-3026	ryan.thomson@nikolamotor.com

Project Title

Southern California Hydrogen Fueling Stations - Phase 3 A (Procurement)

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

The Southern California Hydrogen Fueling Stations Project will construct 4 hydrogen fueling stations near heavily traveled truck routes to support adoption of heavy-duty hydrogen fuel cell vehicles. Phase 3 includes the following locations: Rialto Station, near SR-210 and the Sierra Lake Parkway interchange; Victorville Station, near the I-15/US-395 interchange; Otay Mesa Station, near the SR-905/SR-125 interchange. Fueling stations will be open to the public. Each fueling station will include 1-2 fueling aisles and fuel 100 to 200 trucks or buses per day. The Project also includes 30 truck parking stalls (in total, across all 4 stations). The decarbonization of the State's freight vehicles will provide significant benefits for air quality, noise, and quality of life.

Component	Implementing Agency
PA&ED	NIKOLA Corporation
PS&E	NIKOLA Corporation
Right of Way	NIKOLA Corporation
Construction	NIKOLA Corporation

Legislative Districts

Assembly:	52	Senate:	20	Congressional:	35

Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			09/11/2023
Circulate Draft Environmental Document	Document Type		12/28/2023
Draft Project Report			03/31/2024
End Environmental Phase (PA&ED Milestone)			12/28/2023
Begin Design (PS&E) Phase			01/01/2024
End Design Phase (Ready to List for Advertisement Milestone)			04/01/2025
Begin Right of Way Phase			01/01/2024
End Right of Way Phase (Right of Way Certification Milestone)			04/01/2025
Begin Construction Phase (Contract Award Milestone)			10/18/2024
End Construction Phase (Construction Contract Acceptance Milestone)			09/06/2025
Begin Closeout Phase			04/01/2027
End Closeout Phase (Closeout Report)			05/01/2028

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P101-2023-0005 v0

Date 09/13/2024 09:21:21

Purpose and Need

The purpose of this project is to construct a network of 4 heavy-duty hydrogen fueling stations intentionally clustered near highway interchanges and goods movement routes that are a part of the Primary Highway Freight System (I-10, I-15, I-405, I-805, SR-47, SR-60, SR-210, SR-905, and US-395). The fueling stations will include 1 to 2 aisles and be capable of fueling 100 to 200 vehicles per day. The project also includes the construction of up to 30 truck parking stalls, which can accommodate 2+ hour staging and rest areas for drivers. The project is needed to support the roll out of hydrogen fuel cell vehicles and address the statewide shortage in trucking parking. Support for hydrogen fuel cell vehicles will decarbonize the freight system, reduce emissions, and limit noise pollution. This will enable a faster rollout in the Southern California region in anticipation of a surge in the adoption of FCEV trucks that will be dependent on these stations.

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 hydrogen nozzles	Each	5

Additional Information

Project Location:
Two stations located in San Bernardino County (Victorville Station and Rialto Station). One station located in San Diego County (Otay Mesa Station).

Project Milestones:
Project is a Categorical Exemption under CEQA.

Proposed Funding Plan:
This project is being delivered as a design-bid-build and the construction phase accounts for almost 80% of total funding. Caltrans will not cover any cost overruns associated with the project.

Outputs:
-Hydrogen Refueling Nozzles (5): This project procures equipment to construct 3 Hydrogen Refueling Stations with 5 total nozzles (1 nozzle in Victorville and 2 nozzles in each of Otay Mesa and Rialto). The ePPR numbered PPNO 1320 contains project and funding information for construction work that will install the equipment at the site.

The outputs for the Victorville site are reflected in two sets of ePPRs: one SBCTA/Nikola set of ePPRs and one Caltrans/Nikola set of ePPRs. The sum of the outputs between the SBCTA/Nikola set and a portion of the Caltrans/Nikola set will reflect the outputs for the total Victorville project, with the exception of the fueling station output itself. Only one station is being constructed at the Victorville site. However, since the fueling station output cannot be divided, both ePPRs will reflect one fueling station output for Victorville. SBCTA's Victorville ePPRs are split between procurement and construction in a parallel fashion to this one. Nozzle outputs are not considered delivered until the Southern California Hydrogen Fueling Stations - Phase 3 (Construction) Infrastructure project (PPNO 1320) is completed. Expenditures shall not begin until the Restricted Grant Agreement (RGA) is executed and the allocation is approved. Invoices will not be paid until the Supplemental Covenant (SC) is also executed.

All TCEP funds for this and related projects are programmed in FY23/24. An Allocation Extension through June of 2025 has also been approved for this and related projects. This procurement project will move forward for allocation at the October 2024 CTC meeting and the construction portion (PPNO 1318) will request an allocation by the June 2025 CTC meeting.

Implementing Agency:
Caltrans is the nominating agency and the implementing agency (Modified Oversight); Nikola is listed as the implementing agency on ePPRs for CalSMART assignment purposes. A financial arrangement between Caltrans and Nikola will be forthcoming depicting the responsibility of the two parties.

SBCTA and Caltrans submitted individual applications in partnership with Nikola to apply for TCEP funds to construct a hydrogen fueling station in Victorville; both applications were awarded. It is anticipated that the ZE component of SBCTA’s US 395 Phase 2 Freight, Mobility, and Safety Project (the SBCTA/Nikola ePPR) will be combined at allocation with the Caltrans/Nikola Southern California Hydrogen Fueling Stations Project.

Performance Measures:
The performance measures were developed based upon information provided by Nikola and Caltrans. Nikola provided information regarding emission reductions of replacing an internal combustion engine truck with a fuel cell electric vehicle truck. Sulphur Oxides information was unavailable. Collision information was obtained from the Caltrans California Statewide Truck Parking Study. This study provided a collision total per mile; however, it did not categorize collisions by severity. It was assumed that all collisions were ‘serious injury’ collisions.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P101-2023-0005 v0

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	59,247	119,413	-60,166
	TCEP	Change in Daily Truck Hours of Delay	Hours	62,102	31,290	30,812
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	28,573,602	28,573,602	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
System Reliability (Freight)	Optional	Truck Travel Time Reliability Index	Index	0	2.8	-2.8
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	81,769,695	70,348,683	11,421,012
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	24	33	-9
			PM 10 Tons	61	68	-7
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	643,565	1,085,879	-442,314
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	139	235	-96
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	481	811	-330
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	1,177	1,987	-810
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	1.16	2	-0.84
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	2.2	3.7	-1.5
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,359	0	1,359
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	6.64	0	6.64

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P101-2023-0005 v0

District	County	Route	EA	Project ID	PPNO
08	San Bernardino County, San Bernardino County, V				1320A

Project Title

Southern California Hydrogen Fueling Stations - Phase 3 A (Procurement)

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)									NIKOLA Corporation
PS&E									NIKOLA Corporation
R/W SUP (CT)									NIKOLA Corporation
CON SUP (CT)									NIKOLA Corporation
R/W									NIKOLA Corporation
CON									NIKOLA Corporation
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		23,756						23,756	
TOTAL		23,756						23,756	

Fund #1:	Local Funds - Private 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		12,901						12,901	
TOTAL		12,901						12,901	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P101-2023-0005 v0

Fund #2:	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		10,855						10,855	
TOTAL		10,855						10,855	

PPNO 1318 and 1320_Modified Baseline Addendum - signed_10-20-2024 (004)

Final Audit Report 2024-11-01

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