ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Port to Border California Freight Electrificati

Resolution TCEP-P-2526-07B
(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 12/4/2025 (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, Modifie, and the Implementing Agency, WattEV, Inc., sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its June 26, 2025 meeting the Commission approved the Trade Corridor Enh and included in this program of projects the Port to Border Calif, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

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

4. GENERAL PROVISIONS

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

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

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

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

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

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

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

■ Resolution G-25-42, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated 06/26/2025

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 WattEV, Inc. agrees to secure funds for any additional costs of the project.

4.6 WattEV, Inc. 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 WattEV, Inc. 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 WattEV, Inc. agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

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

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

5. SPECIFIC PROVISIONS AND CONDITIONS

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

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

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

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

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

Attachments:

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

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: Port to Border California Freight Electrificatio

Resolution: TCEP-P-2526-07B

(to be completed by CTC)

Salim Youssefzadeh — 10/30/2025

Salim Youssefzadeh

CEO, WattEV, Inc.

Project Applicant/Implementing Entity

Angel Pyle — 11/14/2025

Angel Pyle

SB1 Program Manager

Nominating Agency/Implementing Agency (Caltrans, Modified Oversight)

Gloria Roberts (Nov 19, 2025 07:28:56 PST) — 11/19/2025

Gloria Roberts

District Director

California Department of Transportation

11/20/2025

Director

California Department of Transportation

12/16/2025

Tanisha Taylor

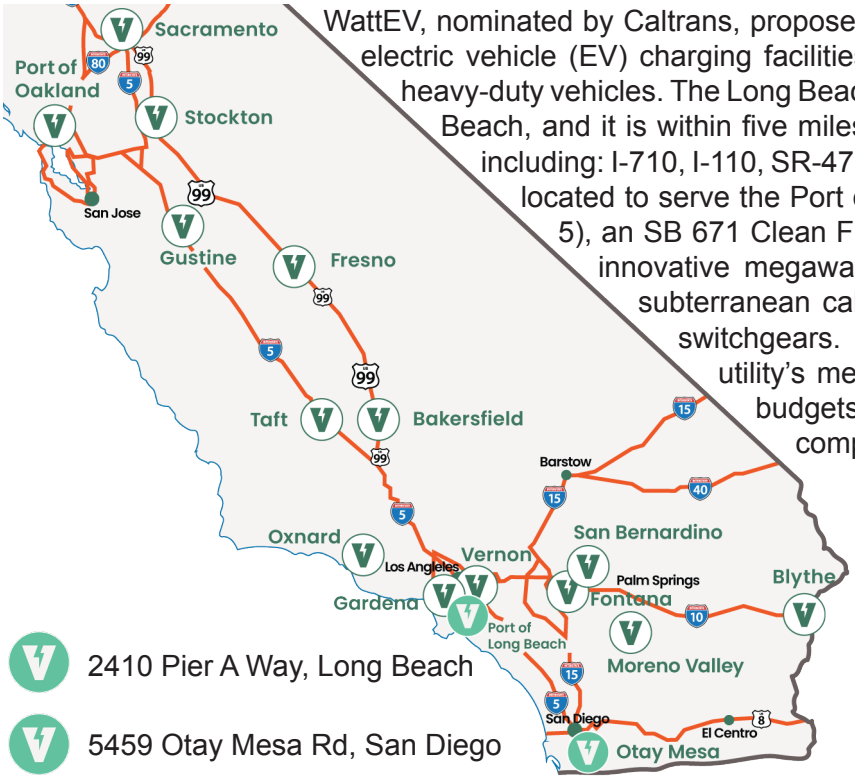
Executive Director

California Transportation Commission

Caltrans
CALIFORNIA DEPARTMENT OF TRANSPORTATION

WattEV

Electrifying Heavy-Duty Transport



WattEV, nominated by Caltrans, proposes the development of two publicly accessible electric vehicle (EV) charging facilities in Otay Mesa and Long Beach to support heavy-duty vehicles. The Long Beach depot is located at Pier B in the Port of Long Beach, and it is within five miles of several SB 671 Clean Freight Corridors, including: I-710, I-110, SR-47, and I-405. The Otay Mesa site is strategically located to serve the Port of Entry and is within five miles of SR-905 (I-5), an SB 671 Clean Freight Corridor. The installations will feature innovative megawatt charging technology that eliminates most subterranean cabling, separate step-down transformers, and switchgears. The power cabinets connect directly to the utility's metered distribution line to reduce construction budgets, shorten installation timelines, and eliminate complicated scheduling during installation.

Cost

Total Cost: $27,487,400
TCEP: $13,743,700
Match: $13,743,700 (50%)

Schedule

PA&ED: Complete Jun. 2025
PS&E/ROW: Complete Jan. 2025
Construction: Complete Feb. 2026

Project Benefits

Greenhouse Gas Emissions Impacts & Improved Driving Conditions

- Installation of 16 1.25MW megawatt charging standard (MCS) chargers capable of charging 51,701 trucks per year.
- Displacement of 10,972.94 metric tons of pollutants annually, and 219,458.81 metric tons throughout the 20-year project lifetime.
- Expanded network of heavy-duty charging stations to support goods movement.

Transportation Equity & Positive Community Impacts

- Provide charging resources to freight operators that cannot install at their address
- Construction jobs to develop the site
- Charging station maintenance jobs to ensure full operability
- Enables participation in the EV market by reducing barriers to entry

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P112-2024-0004 v0.1

Amendment (Existing Project) ☐ YES ☒ NO						Date	08/20/2025 13:13:39
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☒ TCEP ☐ STIP ☐ Other							
District	EA	Project ID	PPNO	Nominating Agency			
07			Z002A	Caltrans HQ			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Los Angeles County							
				MPO	Element		
				SCAG	Local Assistance		
Project Manager/Contact			Phone	Email Address			
Michael Ganny			702-720-8781	mganny@wattev.com			

Project Title

Port to Border California Freight Electrification Project - Long Beach

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

The Port to Border California Freight Electrification Project site in Long Beach is under long term lease from the Port of Long Beach and is located at 2410 Pier A Way. This will be a publicly accessible MHDEV charging facilities to service major freight facilities in California, leading to expanded access of zero-emission technologies in Long Beach. With deployment taking place in an area deemed to be SB 671 “Key Connecting Routes” WattEV will be able to serve the Port of Los Angeles (POLA) and the Port of Long Beach (POLB).
This proposed P2B project site will be a new facility with 8 pass-through charging lanes that will incorporate medium voltage MCS charging infrastructure. WattEV’s third generation MCS technology is a unique and transformational medium voltage to DC conversion solid-state transformer (SST) charging cabinet technology.

Component	Implementing Agency
PA&ED	WattEV, Inc
PS&E	WattEV, Inc
Right of Way	WattEV, Inc
Construction	WattEV, Inc

Legislative Districts					
Assembly:	69	Senate:	33	Congressional:	42

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document Document Type CE		11/28/2022
Draft Project Report		09/07/2024
End Environmental Phase (PA&ED Milestone)		09/22/2024
Begin Design (PS&E) Phase		01/03/2026
End Design Phase (Ready to List for Advertisement Milestone)		01/30/2026
Begin Right of Way Phase		02/09/2026
End Right of Way Phase (Right of Way Certification Milestone)		02/20/2026
Begin Construction Phase (Contract Award Milestone)		03/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)		11/03/2026
Begin Closeout Phase		11/16/2026
End Closeout Phase (Closeout Report)		11/30/2026

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P112-2024-0004 v0.1

Date 08/20/2025 13:13:39

Purpose and Need

WattEV is a leading transportation services provider, actively accelerating the transition to zero-emission (ZE) for heavy-duty transportation. As an industry leader and a “first-to-market” MHDEV infrastructure provider for public access, WattEV has spent the past four (4) years launching the first corridor for MHDEV refueling in the nation, which has led to the largest, publicly accessible, solar powered, heavy-duty charging station to open in the United States in Bakersfield, CA. WattEV also currently operates four (4) additional MHDEV charging stations. Deployment of these charging stations will accelerate fleet electrification by removing cost barriers to adoption associated with capital investments in private, permanent infrastructure.

The Project will advance several goals laid out in the Infrastructure Investment and Jobs Act and the U.S. Department of Transportation’s (DOT) FY 2022-2026 Strategic Plan by offering an equitable, scalable, and cost-effective ZE solution. Access to fast, high-powered, public charging is critical to achieving wide-spread adoption of MHDEVs, as it provides a usage price model and a user experience that is more comparable to traditional diesel and gasoline fueling.

This will ease the traditional pain points associated with the transition to alternative fuel technologies and provide a more streamlined, affordable pathway to comply with regulatory mandates for emission reductions. This project site, near SB 671 Clean Freight Corridors, was selected to easily implement MHDEVs into existing truck routes to further support wide-spread MHDEV adoption and the corresponding benefits.

The proposed project site in Long Beach is consistent with the Accelerated Electrification component of the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (SCAG). This plan calls for investments to decarbonize the transportation system and move to a zero-emission transportation system.

Through these deployments, the freight systems in and around Long Beach will become more reliable as regulations begin to require ZE technologies. Additionally, TCEP has made it clear in the screening criteria that employing advanced and innovative technologies, especially those that support ZE freight infrastructure, are a high priority area for the program. The Project directly assists fleets and original equipment manufacturers (OEMs) in manufacturing and adopting MHDEVs through providing publicly accessible charging options in heavily trafficked transportation regions near the San Pedro Bay Ports. This will provide reliability and help advance the state of ZE technology throughout the industry far faster than otherwise would be possible. In addition to transportation systems improvements, the Project will have a direct positive benefit

on the local communities and general public in the form of emissions reductions and air quality improvement.

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	8
ZEV infrastructure	Number of Locations with ZEV infrastructure	Each	1
ZEV infrastructure	Number of vehicle stalls available for charging	Each	8
ZEV infrastructure	Simultaneous EV charging capacity	kW	10,000

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID

ePPR-P112-2024-0004 v0.1

Date 08/20/2025 13:13:39

Additional Information

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	1.932	0	1.932
			PM 10 Tons	2.097	0	2.097
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	120,540	0	120,540
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	10.87	0	10.87
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.441	0	0.441
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	156.32	0	156.32
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	244.305	0	244.305
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	206	0	206
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	0.795	0	0.795

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P112-2024-0004 v0.1

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				Z002A

Project Title

Port to Border California Freight Electrification Project - Long Beach

Existing Total Project Cost ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Implementing Agency
E&P (PA&ED)									WattEV, Inc
PS&E									WattEV, Inc
R/W SUP (CT)									WattEV, Inc
CON SUP (CT)									WattEV, Inc
R/W									WattEV, Inc
CON									WattEV, Inc
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E			272					272	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			12,736	736				13,472	
TOTAL			13,008	736				13,744	

Fund #1:	Local Funds - Private Funds (Committed)								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)									WattEV, Inc
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									20.xx.723.200
PS&E			136					136	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,000	736				6,736	
TOTAL			6,136	736				6,872	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P112-2024-0004 v0.1

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)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									20.xx.723.100
PS&E			136					136	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,736					6,736	
TOTAL			6,872					6,872	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P112-2024-0003 v1

Amendment (Existing Project) ☒ YES ☐ NO | Date 10/16/2025 16:18:36

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

District	EA	Project ID	PPNO	Nominating Agency	
11			Z002B	Caltrans HQ	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
San Diego County					
				MPO	**Element**
				SANDAG	Local Assistance
Project Manager/Contact			**Phone**	**Email Address**	
Michael Ganny			702-720-8781	mganny@wattev.com	

Project Title

Port to Border California Freight Electrification Project - Otay Mesa

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

The Port to Border California Freight Electrification Project site in Otay Mesa, located at 10135 Marconi Dr, San Diego, will be a new facility with 8 pass-through charging lanes that will incorporate
medium voltage MCS charging infrastructure. WattEV's third generation MCS technology is a unique and transformational medium voltage to DC conversion solid-state transformer (SST) charging cabinet technology innovation with internal solid-state components capable of directly accepting three-phase 12,000-to-15,000-volt input, thereby reducing significant amounts of intermediate electrical system equipment and cabling. The MCS dispensers powered by the SST cabinet have a narrow and efficient footprint condensed into a single, prefabricated modular system. Each modular charging island, like a conventional gas station pumping island, will be installed as a single pre-wired unit, with one (1) MCS 1.25MW dispenser.

The site is located within 1 miles of the Otay Mesa Land Port of Entry.

Component	Implementing Agency
PA&ED	WattEV, Inc
PS&E	WattEV, Inc
Right of Way	WattEV, Inc
Construction	WattEV, Inc

Legislative Districts

Assembly:	80	Senate:	18	Congressional:	52

Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			
Circulate Draft Environmental Document	Document Type CE	07/25/2025	11/15/2025
Draft Project Report		09/07/2024	12/01/2025
End Environmental Phase (PA&ED Milestone)		09/22/2024	12/20/2025
Begin Design (PS&E) Phase		01/02/2026	01/02/2026
End Design Phase (Ready to List for Advertisement Milestone)		02/10/2026	02/10/2026
Begin Right of Way Phase		02/11/2026	02/11/2026
End Right of Way Phase (Right of Way Certification Milestone)		03/01/2026	03/01/2026
Begin Construction Phase (Contract Award Milestone)		03/05/2026	03/05/2026
End Construction Phase (Construction Contract Acceptance Milestone)		10/27/2026	10/27/2026
Begin Closeout Phase		11/12/2026	11/12/2026
End Closeout Phase (Closeout Report)		11/27/2026	11/27/2026

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P112-2024-0003 v1

Date 10/16/2025 16:18:36

Purpose and Need

WattEV is a leading transportation services provider, actively accelerating the transition to zero-emission (ZE) for heavy-duty transportation. As an industry leader and a "first-to-market" MHDEV infrastructure provider for public access, WattEV has spent the past four (4) years launching the first corridor for MHDEV refueling in the nation, which has led to the largest, publicly accessible, solar powered, heavy-duty charging station to open in the United States in Bakersfield, CA. WattEV also currently operates four (4) additional MHDEV charging stations. Deployment of these charging stations will accelerate fleet electrification by removing cost barriers to adoption associated with capital investments in private, permanent infrastructure.

The Project will advance several goals laid out in the Infrastructure Investment and Jobs Act and the U.S. Department of Transportation's (DOT) FY 2022-2026 Strategic Plan by offering an equitable, scalable, and cost-effective ZE solution. Access to fast, high-powered, public charging is critical to achieving wide-spread adoption of MHDEVs, as it provides a usage price model and a user experience that is more comparable to traditional diesel and gasoline fueling.
This will ease the traditional pain points associated with the transition to alternative fuel technologies and provide a more streamlined, affordable pathway to comply with regulatory mandates for emission reductions. This project site, near SB 671 Clean Freight Corridors, was selected to easily implement MHDEVs into existing truck routes to further support wide-spread MHDEV adoption and the corresponding benefits.

The proposed project site in Otay Mesa is consistent with the Air Pollution Exposure Reduction component of the 2021 Regional Plan/ Sustainable Communities Strategy of the San Diego Association of Governments (SANDAG). The plan calls for a reimagined transportation system featuring public charging facilities to help support California's overall shift to electric vehicles –including goods movement vehicles. Through these deployments, the freight systems in and around San Diego will become more reliable as regulations begin to require ZE technologies. Additionally, TCEP has made it clear in the screening criteria that employing advanced and innovative technologies, especially those that support ZE freight infrastructure, are a high priority area for the program. The Project directly assists fleets and original equipment manufacturers (OEMs) in manufacturing and adopting MHDEVs through providing publicly accessible charging options in heavily trafficked transportation region near the Otay Mesa POE. This will provide reliability and help advance the state of ZE technology throughout the industry far faster than otherwise would be possible.

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	8
ZEV infrastructure	Number of Locations with ZEV infrastructure	Each	1
ZEV infrastructure	Number of vehicle stalls available for charging	Each	8
ZEV infrastructure	Simultaneous EV charging capacity	kW	10,000

Date 10/16/2025 16:18:36

Additional Information

The Otay Mesa project site that was included in our TCEP application has changed from what was originally submitted. The original site did not have adequate power from SDG&E and the energization timeline went well beyond the end of the construction schedule. The new site has power to meet the needs of the proposed charging station.

The original site was less than 1 mile from the SB 671 Top 6 Corridor: SR-905 (I-5) and approximately 5 miles from the Otay Mesa Port of Entry. The new site is 1 mile from the SB 671 Top 6 Corridor: SR-905 (I-5) and approximately 1 miles from the Otay Mesa Port of Entry. The site is also centrally located to a number of existing truck yards and distribution centers, which is an added benefit to the change of location.

Address of original location: 5459 Otay Mesa Rd, San Diego, CA 92154
Address of new location: 10135 Marconi Dr, San Diego, CA 92154

The new location would not result in any changes to the scope, cost, schedule or outputs and outcomes.

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	1.932	0	1.932
			PM 10 Tons	2.097	0	2.097
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	120,540	0	120,540
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	10.87	0	10.87
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.441	0	0.441
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	156.32	0	156.32
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	244.305	0	244.305
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	206	0	206
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	0.795	0	0.795

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P112-2024-0003 v1

District	County	Route	EA	Project ID	PPNO
11	San Diego County				Z002B

Project Title

Port to Border California Freight Electrification Project - Otay Mesa

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)									WattEV, Inc
PS&E				272				272	WattEV, Inc
R/W SUP (CT)									WattEV, Inc
CON SUP (CT)									WattEV, Inc
R/W									WattEV, Inc
CON				12,736	736			13,472	WattEV, Inc
TOTAL				13,008	736			13,744	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E				272				272	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				12,736	736			13,472	
TOTAL				13,008	736			13,744	

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)									WattEV, Inc
PS&E				136				136	20.xx.723.200
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				6,000	736			6,736	
TOTAL				6,136	736			6,872	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E				136				136	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				6,000	736			6,736	
TOTAL				6,136	736			6,872	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P112-2024-0003 v1

Fund #2:	SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
	Existing Funding ($1,000s)								20.30.210.310
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E				136				136	20.xx.723.100
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				6,736				6,736	
TOTAL				6,872				6,872	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E				136				136	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				6,736				6,736	
TOTAL				6,872				6,872	

Fund #3:	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)									WattEV, Inc
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									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P112-2024-0003 v1

Complete this page for amendments only Date 10/16/2025 16:18:36

District	County	Route	EA	Project ID	PPNO
11	San Diego County				Z002B

SECTION 1 - All Projects

Project Background

The Port to Border California Freight Electrification (P2B) Project proposes the development of two (2) publicly accessible medium-and heavy-duty electric vehicle (MHDEV) charging sites at key transportation centers in the Port of Long Beach and in Otay Mesa in the City of San Diego. Deployment of these charging stations will accelerate fleet electrification by removing cost barriers to adoption associated with capital investments in private, permanent infrastructure.
Access to fast, high-powered, public charging is critical to achieving wide-spread adoption of MHDEVs, as it provides a usage price model and a user experience that is more comparable to traditional diesel and gasoline fueling. This will ease the traditional pain points associated with the transition to alternative fuel technologies and provide a more streamlined, affordable pathway to comply with regulatory mandates for emission reductions. The project sites, near SB 671 Clean Freight Corridors, were selected to easily implement MHDEVs into existing truck routes to further support wide-spread MHDEV adoption and the corresponding benefits. This in turn, will support the future of efficient, resilient, and reliable goods movement.

Programming Change Requested

Reason for Proposed Change

The Otay Mesa project site that was included in our TCEP application has changed from what was originally submitted. The original site did not have adequate power from SDG&E and the energization timeline went well beyond the end of the construction schedule. The new site has power to meet the needs of the proposed charging station.

The original site was less than 1 mile from the SB 671 Top 6 Corridor: SR-905 (I-5) and approximately 5 miles from the Otay Mesa Port of Entry. The new site is 1 mile from the SB 671 Top 6 Corridor: SR-905 (I-5) and approximately 1 miles from the Otay Mesa Port of Entry. The site is also centrally located to a number of existing truck yards and distribution centers, which is an added benefit to the change of location.

Address of original location: 5459 Otay Mesa Rd, San Diego, CA 92154
Address of new location: 10135 Marconi Dr, San Diego, CA 92154

The new location would not result in any changes to the scope, cost, schedule or outputs and outcomes.

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

CTC and Caltrans have confirmed that they are okay with the location change. The site change requires an update the current ePPR to reflect the new location and use the updated ePPR for our upcoming baseline agreement.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P112-2024-0003 v1

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

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

ATTACHMENT A—PERFORMANCE METRICS FORM

THIS SECTION DOES NOT COUNT TOWARD THE 35-PAGE LIMIT.

Please fill out this form accordingly and attach to the application upon submission.

TRADE CORRIDOR ENHANCEMENT PROGRAM PERFORMANCE METRICS FORM

Existing Average Annual Vehicle Percent on Project Segment		Please see methodology in Project Nomination				
Existing Year 20 Average Annual Vehicle Volume on Project Segment with Project		Please see methodology in Project Nomination				
Existing Year 20 Average Annual Truck Percent on Project Segment with Project		Please see methodology in Project Nomination				
Measure		**Metric**				
Congestion Reduction (Freight)	Change in Daily Vehicle Hours of Delay	**Project Type**	**Build**	**Future No Build**	**Change**	**Increase/Decrease**
	Change in Daily Truck Hours of Delay	All	0	0	0	N/A
	(Optional) Person Hours of Travel Time Saved	All (except Rail)	0	0	0	N/A
	(Optional Daily Truck Trips Travelled Due to Mode Shift	All	0	0	0	N/A
	(Optional Daily Truck Miles Travelled Due to Mode Shift	Rail, Sea Port	0	0	0	N/A
	(Optional) Other Information	Rail, Sea Port	0	0	0	N/A
Throughput (Freight)	Change in Truck Volume	All	0	0	0	N/A
	Change in Rail Volume	Highway, Road, and Port Projects Only	0	0	0	N/A
	(Optional) Change in Cargo Volume	Rail	0	0	0	N/A
	(Optional) Other Information	Sea port, Airport	0	0	0	N/A

System Reliability (Freight)	Truck Travel Time Reliability Index ("No Build" Only; Optional Metric)	All	0	0	0	N/A
	(Optional) Other information	National and State Highway System Only	0	0	0	N/A
Velocity (Freight)	Travel Time or Total Cargo Transport Time	All	0	0	0	N/A
	(Optional) Change in Average Peak Period Weekday Speed for Road Facility	Road	0	0	0	N/A
	(Optional) Change in Average Peak Period Weekday Speed for Rail Facility	Rail	0	0	0	N/A
	(Optional) Other Information	All	0	0	0	N/A
488.61	Particulate Matter (PM 10)	All	4.194	0	4.194	Decrease
	Particulate Matter (PM 2.5)		3.864	0	3.864	Decrease
	Carbon Dioxide (CO2)		241,080	0	241,080	Decrease
	Volatile Organic Compounds		21.74	0	21.74	Decrease
	Sulphur Dioxides (Sox)		0.882	0	0.882	Decrease
	Carbon Monoxide (CO)		312.64	0	312.64	Decrease
	Nitrogen Oxides		488.61	0	488.61	Decrease

Safety	Number of Fatalities	Road and Land Port	0	0	0	N/A
	Rate of Fatalities per 100 Million VMT		0	0	0	N/A
	Number of Serious Injuries		0	0	0	N/A
	Number of Serious Injuries per 100 Million VMT		0	0	0	N/A
	(Optional) Number of Non-Motorized Fatalities and non-Motorized Serious Injuries		0	0	0	N/A
	(Optional) Other Information		0	0	0	N/A
Cost Effectiveness	Cost Benefit Ratio	All	1.59	0	1.59	Increase
	(Optional) Other Information		0	0	0	N/A
Economic Development	Jobs Created	All	412	0	412	Increase
	(Optional) Other Information		0	0	0	N/A

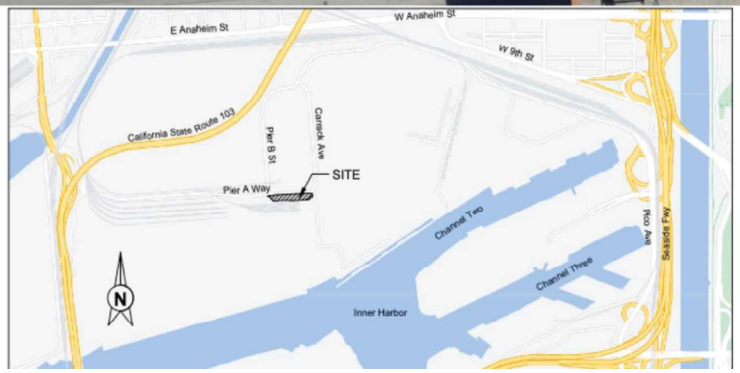
District 7- Los Angeles County
PPNO: Z002A
Trade Corridor Enhancement Program
October 2025

PROJECT REPORT EQUIVALENT

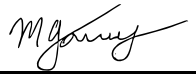
Project Title Port to Border California Freight Electrification Project

Project Location Description *2410 Pier A Way, Long Beach, CA 90802*

Vicinity Map



I, Michael Ganny, *Director of Grants and Government Affairs,* have been given full authority by WattEV 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.



10/14/2025

Michael Ganny — Date

Director
Title

WattEV
Agency/Company

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

10/14/2025

Salim Youssefzadeh, CEO — Date

WattEV
Agency

Table of Contents

1. INTRODUCTION

Detailed Project Description/Scope: Describe the proposed project in detail. This should be the alternative that was selected during the environmental process.

Project Limit/Footprint	*2410 Pier A Way, Long Beach, CA 90802*
Total Project Cost	*$13,743,700*
Outputs	• *Number of DC Charging:8* • *Number of locations with ZEV Infrastructure: 1* • *Number of Vehicle Stalls Available for Charging: 8* • *Simultaneous EV Charging Capacity: 10,000 KW*
Outcomes	*The deployment of a state-of-the-art megawatt charging station*
Environmental Determination or Document	CEQA- Notice of Exemption

2. BACKGROUND

The Port to Border California Freight Electrification (P2B) Project proposes the development of two (2) publicly accessible medium-and heavy-duty electric vehicle (MHDEV) charging sites at key transportation centers in the Port of Long Beach and in Otay Mesa in the City of San Diego.

Deployment of these charging stations will accelerate fleet electrification by removing cost barriers to adoption associated with capital investments in private, permanent infrastructure.

Access to fast, high-powered, public charging is critical to achieving wide-spread adoption of MHDEVs, as it provides a usage price model and a user experience that is more comparable to traditional diesel and gasoline fueling. This will ease the traditional pain points associated with the transition to alternative fuel technologies and provide a more streamlined, affordable pathway to comply with regulatory mandates for emission reductions. The project sites, near SB 671 Clean Freight Corridors, were selected to easily

implement MHDEVs into existing truck routes to further support wide-spread MHDEV adoption and the corresponding benefits. This in turn, will support the future of efficient, resilient, and reliable goods movement.

3. Purpose and Need
Purpose:

The purpose of this project is to construct publicly accessible medium- and heavy-duty battery-electric vehicle (MHDEV) charging stations to create a network that will enable zero-emission goods movement throughout California.

Need:

A. Problem, Justification (purpose and need)

Transportation creates nearly 30% of greenhouse gas emissions in the United States. The switch to cleaner alternatives to power vehicles is necessary to both reduce greenhouse gas emissions and meet the State's aggressive climate goals.

Current legislation in California related to climate change and reducing greenhouse gas emissions has increased the need for clean transportation technologies such as battery electric vehicle charging infrastructure.

The P2B project proposes the construction of two (2) publicly accessible MHDEV charging facilities to service major freight facilities in California, leading to expanded access of zero-emission technologies in Long Beach and Otay Mesa. With deployment taking place in areas deemed to be SB 671 "Key Connecting Routes" WattEV will be able to serve the Port of Los Angeles (POLA), the Port of Long Beach (POLB), and the Otay Mesa Port of Entry (POE). The POLA, number one in national container volume, and the POLB, number two in national container volume, together make up the largest container port complex in the U.S. Also, the Otay Mesa POE is the third busiest commercial land border POE on the U.S.-Mexico border by trade value and the busiest commercial land port in California.

The installation of charging at these locations will add to a network that will expand across Southern California, enabling zero-emission goods movement throughout California. The construction of battery electric vehicle charging infrastructure is necessary as the production and use of electric vehicles increases. In order to make the switch to electric vehicles, a vast network of battery electric vehicle charging stations must be built to support the increase in these vehicles.

B. Regional and System Planning

The proposed project is consistent with the current and approved Regional Transportation Plan/Sustainable Communities Strategy of both SCAG and SANDAG which call for investments to decarbonize the transportation system and move to a

zero-emission transportation system to help support California's overall shift to electric vehicles – including goods movement vehicles.

C. Traffic- Not Applicable, as this project is off-system and is a non-capacity enhancing project.

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

CEQA- Notice of Exemption

5. CONSIDERATIONS REQUIRING DISCUSSION (if not applicable, state N/A and justification)- SECTION 5- NOT APPLICABLE

5A. Hazardous Waste

N/A

5B. Value Analysis

N/A

5C. Resource Conservation

N/A

5D. Right-of-Way Issues

N/A

5E. Environmental Compliance

N/A

5F. Air Quality Conformity

N/A

5G. Title VI Considerations

N/A

5H. Noise Abatement Decision Report

N/A

6. FUNDING, PROGRAMMING AND ESTIMATE

Funding

Discuss the project funding and include one of the following statements:

The Port of Long Beach charging station development cost is $13,743,700

Trade Corridor Enhancement Program (TCEP) funds in the amount of $6,872,000 will be used to fund construction as well as $6,872,000 in private funds.

It has been determined that this project is not eligible for Federal-aid funding.

Programming
Complete Option 1 or Option 2

***Option 1**: Complete the following table for each funding source. Consult with the project manager to determine the fiscal funding year, the escalated estimates, and the escalation rates. Enter funding source, estimates, adjust fiscal year designations as needed, and state any key assumptions including the escalation rates used.*

Fund Source	Fiscal Year Estimate								
	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Future	Total
Component	In thousands of dollars ($1,000)								
PA&ED Support									
PS&E Support									
Right-of-Way Support									
Construction Support									
Right-of-Way									
Construction									
Total									

Option 2: Complete the following table and include all fund sources. *Enter funding source, estimates for each component, and state any key assumptions including whether funds are committed or uncommitted.*

Fund Source	Project Component					
	PA&ED Support	PS&E Support	Right-of-Way Support	Construction Support	Construction	Total
SB1-SCCP						
SB1-TCEP		$136,250			$6,736,100	
Local		$136,250			$6,736,100	
Federal-INFRA						
Private						
Total		$272,500			$13,472,200	$13,744,700

Estimate

Engineer's estimate

Item	Total Cost
Engineering & permitting	$272,500
Civil Works and Mobilization	$1,500,000
Electric Vehicle Supply Equipment (EVSE)	$6,882,200
Project Development & Operation	$5,089,000
Project Total	$13,743,700

Discuss significant aspects of the construction estimate. Refer to attachment as needed. Not Applicable

7. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		

Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	11/28/2022	Actual
Draft Project Report	09/07/2024	Actual
End Environmental Phase (PA&ED Milestone)	09/22/2024	Actual
Begin Design (PS&E) Phase	01/30/2026	Target
End Design Phase (Ready to List for Advertisement Milestone)	01/03/2026	Target
Begin Right of Way Phase	02/09/2026	Target
End Right of Way Phase (Right of Way Certification Milestone)	02/20/2026	Target
Begin Construction Phase (Contract Award Milestone)	03/01/2026	Target
End Construction Phase (Construction Contract Acceptance Milestone)	11/03/2026	Target
Begin Closeout Phase	11/16/2026	Target
End Closeout Phase (Closeout Report)	11/30/2026	Target

8. RISKS

This project is not likely to encounter any risks of budget overruns. In case of such risk materializing, WattEV will take remedial actions to either attempt to reduce the cost or increase its share of match funding. Beyond this, the risks involve events beyond WattEV's control such as delay by the utility in energization at the site. That being said, WattEV successfully delivered 4 projects with Southern California Edison (SCE), and has been working extensively with the utility to mitigate delays on similar projects.

9. EXTERNAL AGENCY COORDINATION (anticipated agreements)

The project requires the following coordination:

A funding agreement between Caltrans and WattEV will be required that will manage invoicing, reimbursement, and other terms as necessary.

10. ADDITIONAL INFORMATION

Not Applicable

11. ATTACHMENTS (Number of Pages)

List attachments with the number of pages, such as:

A. Project Programming Request PPR (6 pages included in attachment)
B. Approved Environmental Document (5 pages included in attachment)
C. Available project schematics or preliminary-design plans (1 page included in attachment)

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Port of LONG BEACH
THE PORT OF CHOICE

HARBOR DEVELOPMENT PERMIT

PERMIT NUMBER	ISSUE DATE	EXPIRATION DATE	EXTENSION DATE	NOTE
HDP-22-019	11/28/2022	11/27/2024		

TYPE OF ACTION:

X CONFORMS TO CALIFORNIA COASTAL ACT OF 1976 AND CERTIFIED PORT MASTER PLAN

X PURSUANT TO SECTION 1215 OF THE LONG BEACH CITY CHARTER

LEVEL I HARBOR DEVELOPMENT PERMIT

___ APPEALABLE UNDER COASTAL ACT SECTION 30715

PERMITEE: WattEV Long Beach, Inc.	**PERMITTEE PHONE:** (949) 916-2751
LEGAL INTEREST: Permittee	**CONTACT PERSON:** Youssefzadeh, Emil
PERMITEE ADDRESS	**TITLE/AFFILIATION:**
222 N PCH Ste 1785	
El Segundo, CA **ZIP** 90245	**PHONE:**

DESCRIPTION OF APPROVED WORK:

SEE ATTACHED DESCRIPTION

LOCATION OF APPROVED WORK:

2406 Pier A Way (Southwest corner of Pier A Way and Carrack Avenue)

Drawings: SEE ATTACHED DESCRIPTION

CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION:

X CATEGORICALLY EXEMPT 1 [CLASS]

___ NEGATIVE DECLARATION, ADOPTED _____ [LEAD AGENCY] _____ [DATE]

___ ENVIRONMENTAL IMPACT REPORT, CERTIFIED BY _____ [LEAD AGENCY] _____ [DATE]

MANDATORY FINDINGS:

X THE PROJECT CONFORMS WITH THE ESTABLISHED POLICIES OF THE Northwest Harbor PLANNING DISTRICT

X THE PROJECT ___ WILL X WILL NOT HAVE ANY SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS

X THE EXECUTIVE DIRECTOR AUTHORIZED ISSUANCE OF THIS PERMIT ON 11/28/2022

___ PUBLIC HEARING NOT REQUIRED PURSUANT TO THE PROVISIONS OF THE CERTIFIED PORT MASTER PLAN

___ A PUBLIC HEARING WAS HELD ON _____ AT _____

___ THE BOARD OF HARBOR COMMISSIONERS AUTHORIZED ISSUANCE OF THIS PERMIT ON _____

BY A _____ TO _____ VOTE

X Class 3 (New Construction or Conversion of Small Structures); Class 4(f) (Minor Alterations to Land); Class 6 (Information Co llection)

THIS PERMIT IS ISSUED SUBJECT TO PERMITTEE OBTAINING THE FOLLOWING APPROVALS, AS NECESSARY, AND COMPLYING WITH STATED PERMIT TERMS AND CONDITIONS

X L.B. DEPARTMENT OF PLANNING AND BUILDING	___ U.S. ARMY CORPS OF ENGINEERS
___ L.B. BUREAU OF FIRE PREVENTION	___ HOT PERMIT
___ REGIONAL WATER QUALITY CONTROL BOARD	X DIG ALERT _____
___ AIR QUALITY MANAGEMENT DISTRICT	___ OTHER _____

X THOSE **STANDARD CONDITIONS** SHOWN ON THE ATTACHED **PAGE** OF THIS PERMIT

X THOSE **SPECIAL CONDITIONS** SHOWN ON THE ATTACHED **PAGE(S)** OF THIS PERMIT

ACKNOWLEDGEMENTS

Martha Von

DIRECTOR OF ENVIRONMENTAL PLANNING

11/28/2022
DATE

I, _____ [PERMITTEE/AGENT] HEREBY ACKNOWLEDGE RECEIPT OF HDP-22-019 AND HAVE ACCEPTED ITS CONTENTS AND CONDITIONS.

SIGNATURE OF PERMITTEE/AGENT

DATE

415 W. Ocean Blvd., Long Beach, CA 90802-6194 | WWW.POLB.COM

Port of LONG BEACH
THE PORT OF CHOICE

HARBOR DEVELOPMENT PERMIT

PERMIT NUMBER	ISSUE DATE	EXPIRATION DATE	EXTENSION DATE	NOTE
HDP-22-019	11/28/2022	11/27/2024		

STANDARD CONDITIONS:

1 Effective Date: This permit shall not become effective until the ORIGINAL has been returned to the Environmental Planning Division, fully signed by the permittee or agent(s) authorized in the permit application. Failure to return the original within thirty (30) days of approval shall render the permit invalid. Other conditions notwithstanding, if the project is appealable the permit shall not become until after the tenth (10th) working day following notification of approval, unless an appeal has been filed with the California Coastal Commission within that time. By executing this permit, permittee or its agent(s) acknowledge that they have received a copy of the fully-signed permit for its use and post said copy conspicuously at the project site.

2 Non-Waiver Condition and Assignment: Nothing in this permit shall be deemed or construed as a waiver of any term or condition contained in permittee lease, preferential assignment, permit, or other agreement with the Long Beach Harbor Commission. This permit shall not be assigned except as provided in the Board of Harbor Commissioners Port Master Plan Implementation Guidelines and in Section 13170 of Title 14 of the California Administrative code, to the extent applicable.

3 Permit Expiration: Work authorized by this permit must commence within two years of the effective date of this permit unless otherwise specified. If work has not commenced, this permit will expire two (2) years from its effective date. Any application for an extension of said commencement date must be made at least thirty (30) days prior to the expiration of this permit.

4 Compliance With Laws and Regulations: Permittee shall comply with all laws, statutes, rules, regulations, and orders of all governmental agencies having jurisdiction over the permittee's project. Permittee, at its own expense, shall obtain all requisite permits, approvals, and consents from the appropriate agencies, including but not limited to the City of Long Beach (COLB) Harbor Department, the COLB Development Services, COLB Fire Department, the South Coast Air Quality Management District, the California Department of Health Services, and the Regional Water Quality Control Board, and shall comply with any such permit, approval or consent. Copies of all requisite permits shall be available for inspection at the project site.

5 Construction Drawings: Final plans and specifications for construction (hard copies and CADD files in Bentley MicroStation format), incorporating any modifications made by the Harbor Department, shall be submitted to the Environmental Planning Division for review and approval prior to commencement of any portion of the development.

6 Notification: Permittee shall notify the Chief Harbor Engineer, in writing, of the anticipated start date of any construction at least ten (10) days in advance.

7 Permission from Property Owner: Permittee shall coordinate with all facilities which may be affected by the permitted project. Permittee shall not interfere with any facility operations. Permittee shall contact the Harbor Department Terminal Services Section at 562-283-7760, or tenantservices@polb.com, for assistance with notifications.

8 Subsurface Construction: Permittee shall contact Underground Service Alert of Southern California (dig-alert at 811) before any excavation begins, a minimum of two (2) working days NOT including the date of notification prior to digging. Permittee shall conduct all subsurface work in accordance with Section 306 – Underground Conduit Construction of the latest edition of Standard Specifications for Public Works Constructions (The “Green Book”) unless otherwise noted herein. Permittee shall be responsible for all damage to underground structures and utility lines occurring as a result of project construction and shall restore all ground surfaces disturbed by excavation to original conditions per POLB Standard U-4. This includes, but is not limited to, irrigation lines, water main lines, underground conduit, and surface landscaping. The alignment of any underground utilities that must be relocated as a result of the permitted project must be approved by the Director of Environmental Planning and the utility owner. Permittee, except as otherwise provided for or agreed to, is responsible for any costs associated with repairing, replacing, or relocating underground or surface utilities or landscaping disturbed or destroyed during the permitted project.

9 Conduct of Work: Permittee shall perform all work in strict accordance with the plans and specifications approved by the Harbor Department Environmental Planning Division. For project site preparation and construction activities the permittee shall utilize appropriate best management practices to minimize dust without release of pollutants into harbor waters. Distribution and/or removal of surplus materials (fills, dirt, broken asphalt, etc.) generated by the construction on property under the jurisdiction of the Harbor Commission must have prior approval of the Chief Harbor Engineer, or his/her designee.

10 As-built Deliverables: As-built drawings and specifications for construction within the Harbor District (hard copies and CADD files in digital format) shall be submitted to Port of Long Beach Inspection at (562) 283-7218 or inspection@polb.com within thirty (30) days of the completion of work. Except in the case of underground work, final construction drawings may serve as as-built provided a set of such drawings are submitted and stamped "as-built". Clearly identify the item by accurate note such as “electrical duct bank”, “water”, etc. Show by symbol or note, the vertical location of the item. For underground work, permittee shall submit to the Port of Long Beach Inspection, within thirty (30) days of completion of the work, two (2) sets of as-built drawings and survey notes, signed and stamped by a licensed surveyor who shall certify to the accuracy of the horizontal and vertical positions of underground alignments and structures in California Coordinate System of 1983 (CCS’83) Zone 5 coordinates, 2007.00 epoch, in feet and elevations in NGVD’29 Mean Lower Low Water (MLLW) in feet. For horizontal and vertical control within the Harbor District contact the Port Survey Division (562) 283-7203. Digital data shall be in CADD format along with an .ascii file including pt. number, northing, easting, elevation, and description with comma delimiters.

11 Traffic Management: For all projects that impact Harbor Department roads, permittee shall submit for approval a Traffic Control Plan. Permittee shall comply with all traffic warning and control devices, signs, and plans described in the Work Area Traffic Control Handbook or the Manual on Uniform Traffic Control Devices (MUTCD) 2003 California Supplement. At least 10 business days in advance of implementing traffic control measures the permittee shall contact TrafficControl@polb.com and 562-283-7850 to coordinate lane closure dates and hours of work. Permittee shall indicate the Harbor Development Permit number in the subject and body of your email.

12 Non-Compliance Penalties: Violation of any provision or condition in this permit shall constitute grounds for revocation of this permit and shall render the permittee liable for civil penalties of up to $10,000.00. Any person who willfully and knowingly conducts work in the Harbor District in violation of the Port Master Plan Guidelines shall be liable for civil penalties of $5,000.00 per violation per day.

ACKNOWLEDGEMENTS

DIRECTOR OF ENVIRONMENTAL PLANNING	DATE	SIGNATURE OF PERMITTEE/AGENT	DATE
Martha Groves	11/28/2022		

Port of LONG BEACH
THE PORT OF CHOICE

HARBOR DEVELOPMENT PERMIT

PERMIT NUMBER	ISSUE DATE	EXPIRATION DATE	EXTENSION DATE	NOTE
HDP-22-019	11/28/2022	11/27/2024		

13 Regulated Substance: If during the course of the permitted project permittee shall discover or have reason to believe that regulated substances, including but not limited to hazardous wastes or extremely hazardous wastes as those terms are or have been defined by the administrator of the Environmental Protection Agency, the California Department of Toxic Substances Control, or any other person or agency having jurisdiction over such materials, permittee, at its cost, shall: (i) promptly notify the Director of Environmental Planning of the permittees discovery or belief; (ii) at the request of the Director of Environmental Planning, initiate chemical and or physical characterization of the regulated substance and, upon request, provide access to authorized representatives of the Director of Environmental Planning for independent characterization; (iii) upon receipt, provide copies of all characterization results to the Director of Environmental Planning; (iv) develop and submit for approval to the Director of Environmental Planning a plan for the appropriate management of the regulated substances; (v) implement that plan in accordance with the regulations and orders of the governmental agencies having jurisdiction; (vi) if removed, replace the regulated substances with appropriate material approved by the Director of Environmental Planning; and (vii) promptly submit copies of records documenting the appropriate management of the regulated substance to the Director of Environmental Planning.

14 Indemnity: Permittee shall indemnify the Harbor Department from and against any and all actions, suits, proceedings, claims, demands, damages, losses, liens, costs, expenses, or liabilities of any kind and nature whatsoever ("claims") which may be brought, made, filed against, imposed upon, or sustained by the Harbor Department, arising from, attributable to, caused by, in connection with, or pertaining to the activities described in this permit, except to the extent such claims are caused by the negligence or willful misconduct of the Harbor Department.

15 Permittee shall notify Port of Long Beach Inspection at (562) 283-7218 or inspection@polb.com a minimum 48 hours in advance of commencement of work or continuation after stoppage of work for 48 hours or more.

DESCRIPTION OF WORK APPROVED:

Install 6 to 8-foot high tubular metal fencing with entry/exit sliding gates and up to 44 charging stations (16 MW of capacity) for electric Class 8 trucks in three phases between 2022 and 2025. Phase 1 involves the installation of 13 dual port 260 kW Combined Charging System (CCS) chargers with 6 MW of capacity for a total of 26 charging spaces. Phase 2 involves the installation of 8 single port 250 kW CCS chargers, one 1 MW Multi-Connection System (MCS) charger, and three 1 MW MCS chargers with 4 MW of capacity for a total of 12 charging spaces. Phase 3 involves the installation of six 1 MW MCS chargers with 6 MW of capacity for a total of 6 charging spaces. The proposed Project is subject to availability of power from Southern California Edison.

DRAWINGS:

26 Drawings: T-1; GN-1 to -2; AF-01; C-1 to -2; C-3A to -3C; C-4A to -4B; L-A to -B; T-24; E-1A to -1B; E-1; E-2A to -2B; G-1A to -1B; D-1 to -5

SPECIAL CONDITIONS:

1 Permittee shall employ stormwater Best Management Practices (BMP), as appropriate, to control runoff during construction activities. Permittee shall submit a completed stormwater BMP checklist (available at www.polb.com/hdp) to HDPdesk@polb.com prior to the start of ground disturbing activities. Refer to the Stormwater Best Management Practices handbook by the California Storm Water Quality Association (CASQA) for further details on appropriate BMP implementation.

2 Permittee shall determine project applicability with the Port's Stormwater Design Manual (June 2021). If applicable, a completed Standard Urban Stormwater Mitigation Plan (SUSMP) must be developed using the Port provided template. An approved SUSMP (PE stamped) must be submitted to the Director of Environmental Planning at the time of the 100% design submittal.

3 In the event that trash cans and portable toilets are used on-site, permittee shall ensure all trash cans and/or dumpsters have lids and remain covered and that containment pans shall be installed below all portable toilets.

4 Permittee shall protect survey monuments in project area.

5 Permittee shall provide trench restoration and pavement repair per POLB Std. Plan U-4.

6 Permittee is required to restore street pavement per latest POLB Standards.

7 Permittee is required to remove and replace a complete square of impacted concrete pavement from joint to joint.

8 When available permittee shall submit Southern California Edison construction plans to HDPdesk@polb.com for review and approval by Port engineers.

ACKNOWLEDGEMENTS

DIRECTOR OF ENVIRONMENTAL PLANNING	DATE	SIGNATURE OF PERMITTEE/AGENT	DATE
Martha Groves	11/28/2022		

Notice of Exemption

Form D

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: _____

_____

_____

From: California Energy Commission
715 P Street
Sacramento, CA 95814

Project Title: _____

Project Applicant: _____

Project Location - Specific: _____

Project Location - City: _____ **Project Location - County:** _____

Description of Nature, Purpose and Beneficiaries of Project:

This project will develop, manufacture, install, and test a compact and high-powered alternating current to direct current converter for medium- and heavy-duty (MDHD) electric vehicle chargers based at the Port of Long Beach. This new technology will power both Megawatt Charging System and Combined Charging System dispensers for MDHD electric vehicle charging. The design will connect directly to a medium voltage grid, eliminating the need for separate step-down transformers and switchgears and accelerating utility interconnection by connecting directly to the utility's medium voltage distribution lines.

Name of Public Agency Approving Project: _____

Name of Person or Agency Carrying Out Project: _____

Exempt Status: (check one):

☐ Ministerial (Sec. 21080(b)(1); 15268); _____

☐ Declared Emergency (Sec. 21080(b)(3); 15269(a)); _____

☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c)); _____

☐ Categorical Exemption. State type and section number: _____

☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt:

14 CCR § 15301 provides for the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. This project is categorically exempt under 14 CCR 15301 because it modifies an existing facility without negligible or no expansion of existing use.

14 CCR § 15303 provides for the construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. This project is categorically exempt under 14 CCR 15303 because the installation of the floating dock with a vehicle charger and battery energy storage system involve the installation of small facilities.

14 CCR § 15304 provides for minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry and agricultural purposes. This project is categorically exempt under 14 CCR 15304 because it involves construction and installation of electric vehicle charging stations in an existing empty lot, and the work will not involve the removal of any trees.

Responsible Agency

Contact Person: _____ Area Code/Telephone/Extension: _____

If filed by applicant:

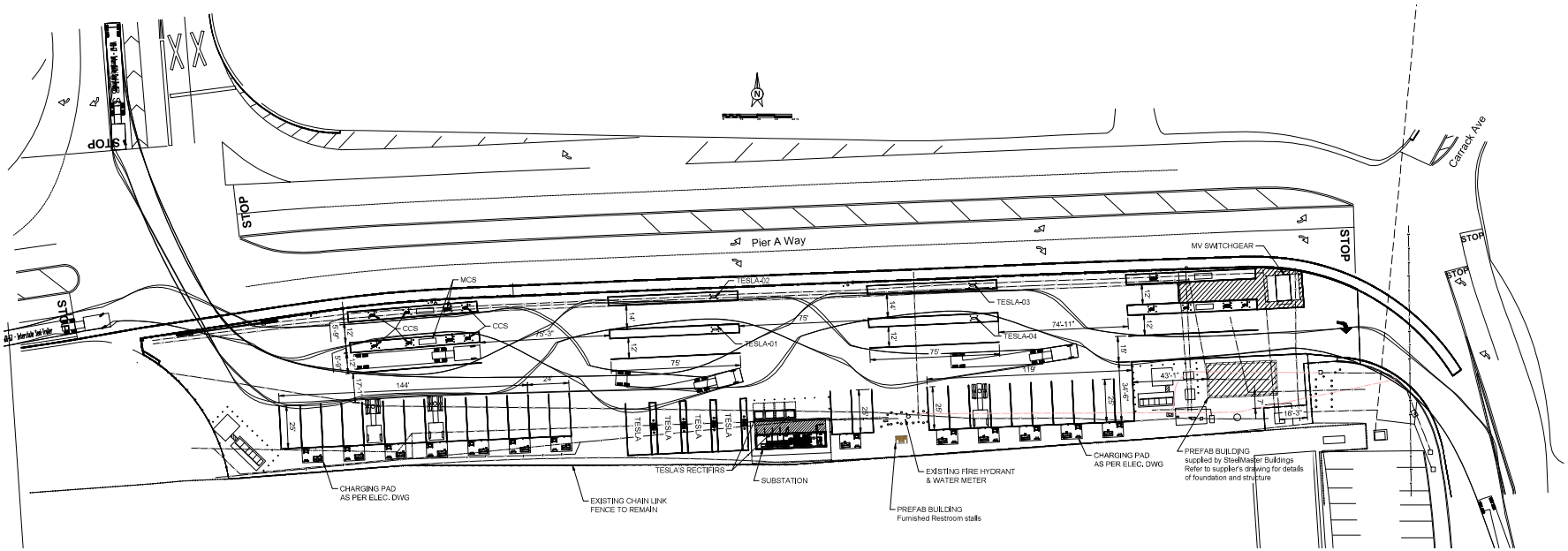
1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: _____ Date: _____ Title: _____

☐ Signed by Responsible Agency

☐ Signed by Lead Agency

☐ Signed by Applicant



01 SITE PLAN

Scale: 1" = 30'

WattEV

WattEV LB3, Inc
TRUCK CHARGING
FACILITY

2404 PIER A WAY, PORT OF LONG BEACH, CA

No.	Description	Date
0	Revision 0	11/05/2022
1	ADDED RESTROOMS / CHAIN LINK FENCE	07/24/2023
2	ADDED TESLA EVSE	10/16/2024
3	LEASED AREA IDENTIFIED	10/21/2024
4	CCS DISPENSERS ADDED	11/22/2024
5	PHASE 2, SG LOCATION COORDINATED	12/19/2024
6	ADDED 1.2MW TESLA DISPENSERS	01/09/2025
7	PROJECT EXIT MODIFIED	01/10/2025
8	EV DISPENSER PROFILE UPDATED	02/06/2025
9	ADDED FOUR TESLA 14X30' STALLS	02/06/2025

WattEV BL3, Inc
SITE LAYOUT

Date	06/23/2025
Drawn by	MS
Checked by	WattEV

A-101

Scale 1" = 30'

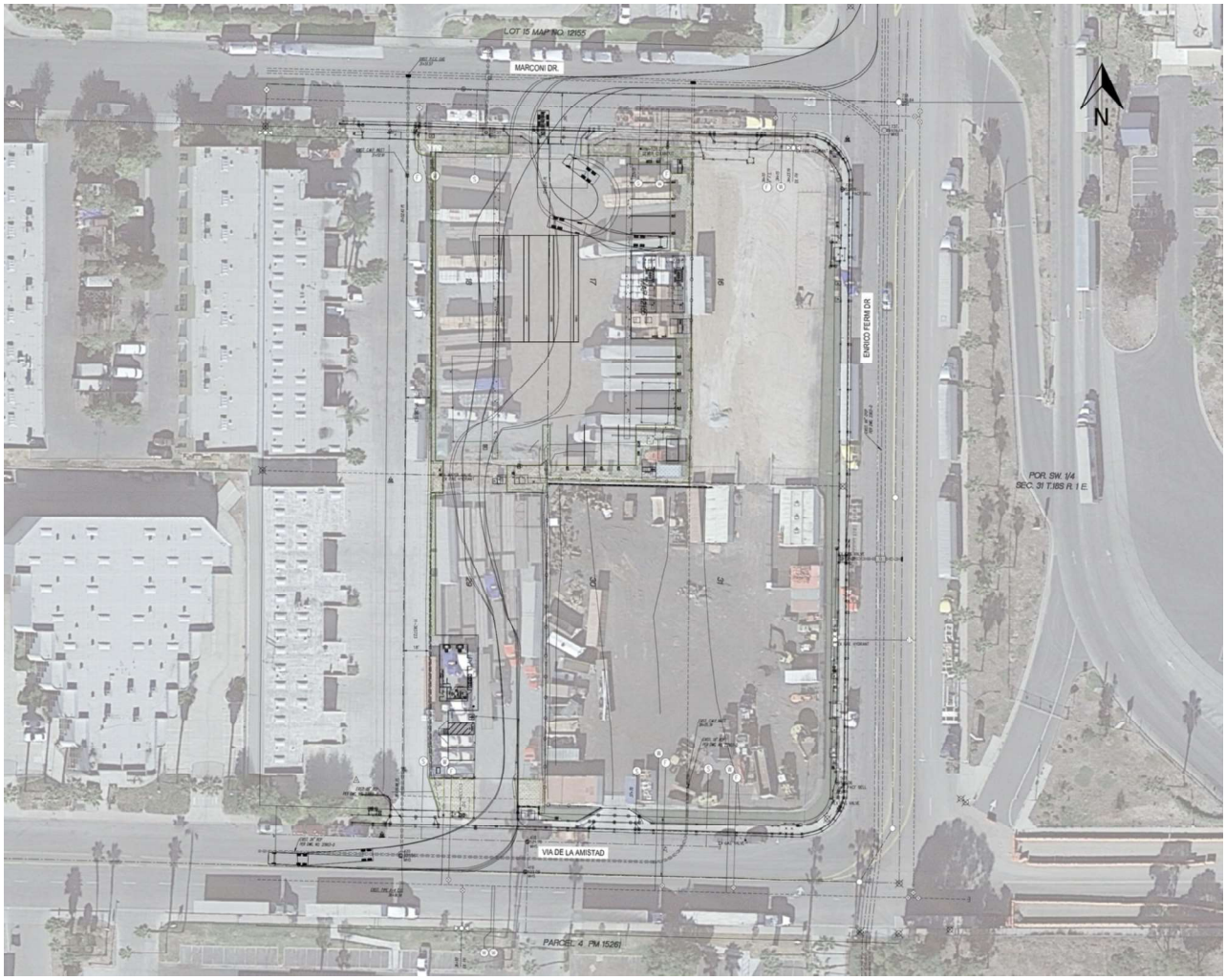
District 11- San Diego County
PPNO: Z002B
Trade Corridor Enhancement Program
October 2025

PROJECT REPORT EQUIVALENT

Project Title Port to Border California Freight Electrification Project

Project Location Description *10135 Marconi Dr, San Diego, CA 92154*

Vicinity Map



I, Michael Ganny, *Director of Grants and Government Affairs,* have been given full authority by WattEV 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.

10/14/2025

Michael Ganny — Date

Director
Title

WattEV
Agency/Company

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

10/14/2025

Salim Youssefzadeh, CEO — Date

WattEV
Agency

Table of Contents

1. INTRODUCTION

Detailed Project Description/Scope: Describe the proposed project in detail. This should be the alternative that was selected during the environmental process.

Project Limit/Footprint	*10135 Marconi Dr, San Diego, CA 92154*
Total Project Cost	*$13,743,700*
Outputs	• *Number of DC Charging:8* • *Number of locations with ZEV Infrastructure: 1* • *Number of Vehicle Stalls Available for Charging: 8* • *Simultaneous EV Charging Capacity: 10,000 KW*
Outcomes	*The deployment of a state-of-the-art megawatt charging station*
Environmental Determination or Document	CEQA- Notice of Exemption

2. BACKGROUND

The Port to Border California Freight Electrification (P2B) Project proposes the development of two (2) publicly accessible medium-and heavy-duty electric vehicle (MHDEV) charging sites at key transportation centers in the Port of Long Beach and in Otay Mesa in the City of San Diego.

Deployment of these charging stations will accelerate fleet electrification by removing cost barriers to adoption associated with capital investments in private, permanent infrastructure.

Access to fast, high-powered, public charging is critical to achieving wide-spread adoption of MHDEVs, as it provides a usage price model and a user experience that is more comparable to traditional diesel and gasoline fueling. This will ease the traditional pain points associated with the transition to alternative fuel technologies and provide a more streamlined, affordable pathway to comply with regulatory mandates for emission reductions. The project sites, near SB 671 Clean Freight Corridors, were selected to easily

implement MHDEVs into existing truck routes to further support wide-spread MHDEV adoption and the corresponding benefits. This in turn, will support the future of efficient, resilient, and reliable goods movement.

3. Purpose and Need

Purpose:

The purpose of this project is to construct publicly accessible medium- and heavy-duty battery-electric vehicle (MHDEV) charging stations to create a network that will enable zero-emission goods movement throughout California.

Need:

A. Problem, Justification (purpose and need)

Transportation creates nearly 30% of greenhouse gas emissions in the United States. The switch to cleaner alternatives to power vehicles is necessary to both reduce greenhouse gas emissions and meet the State's aggressive climate goals.

Current legislation in California related to climate change and reducing greenhouse gas emissions has increased the need for clean transportation technologies such as battery electric vehicle charging infrastructure.

The P2B project proposes the construction of two (2) publicly accessible MHDEV charging facilities to service major freight facilities in California, leading to expanded access of zero-emission technologies in Long Beach and Otay Mesa. With deployment taking place in areas deemed to be SB 671 "Key Connecting Routes" WattEV will be able to serve the Port of Los Angeles (POLA), the Port of Long Beach (POLB), and the Otay Mesa Port of Entry (POE). The POLA, number one in national container volume, and the POLB, number two in national container volume, together make up the largest container port complex in the U.S. Also, the Otay Mesa POE is the third busiest commercial land border POE on the U.S.-Mexico border by trade value and the busiest commercial land port in California.

The installation of charging at these locations will add to a network that will expand across Southern California, enabling zero-emission goods movement throughout California. The construction of battery electric vehicle charging infrastructure is necessary as the production and use of electric vehicles increases. In order to make the switch to electric vehicles, a vast network of battery electric vehicle charging stations must be built to support the increase in these vehicles.

B. Regional and System Planning

The proposed project is consistent with the current and approved Regional Transportation Plan/Sustainable Communities Strategy of both SCAG and SANDAG which call for investments to decarbonize the transportation system and move to a

zero-emission transportation system to help support California's overall shift to electric vehicles – including goods movement vehicles.

C. Traffic- Not Applicable, as this project is off-system and is a non-capacity enhancing project.

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

CEQA- Notice of Exemption

5. CONSIDERATIONS REQUIRING DISCUSSION (if not applicable, state N/A and justification)- SECTION 5- NOT APPLICABLE

5A. Hazardous Waste

N/A

5B. Value Analysis

N/A

5C. Resource Conservation

N/A

5D. Right-of-Way Issues

N/A

5E. Environmental Compliance

N/A

5F. Air Quality Conformity

N/A

5G. Title VI Considerations

N/A

5H. Noise Abatement Decision Report

N/A

6. FUNDING, PROGRAMMING AND ESTIMATE

Funding

Discuss the project funding and include one of the following statements:

The Otay Mesa charging station development cost is $13,743,700

Trade Corridor Enhancement Program (TCEP) funds in the amount of $6,872,000 will be used to fund construction as well as $6,872,000 in private funds.

It has been determined that this project is not eligible for Federal-aid funding.

Programming
Complete Option 1 or Option 2

***Option 1**: Complete the following table for each funding source. Consult with the project manager to determine the fiscal funding year, the escalated estimates, and the escalation rates. Enter funding source, estimates, adjust fiscal year designations as needed, and state any key assumptions including the escalation rates used.*

Fund Source	Fiscal Year Estimate								
	Prior	23/24	24/25	25/26	26/27	27/28	28/29	Future	Total
Component	In thousands of dollars ($1,000)								
PA&ED Support									
PS&E Support									
Right-of-Way Support									
Construction Support									
Right-of-Way									
Construction									
Total									

Option 2: Complete the following table and include all fund sources. *Enter funding source, estimates for each component, and state any key assumptions including whether funds are committed or uncommitted.*

Fund Source	Project Component					
	PA&ED Support	PS&E Support	Right-of-Way Support	Construction Support	Construction	Total
SB1-SCCP						
SB1-TCEP		$136,250			$6,736,100	
Local		$136,250			$6,736,100	
Federal-INFRA						
Private						
Total		$272,500			$13,472,200	$13,744,700

Estimate

Engineer's estimate

Item	Total Cost
Engineering & permitting	$272,500
Civil Works and Mobilization	$1,500,000
Electric Vehicle Supply Equipment (EVSE)	$6,882,200
Project Development & Operation	$5,089,000
Project Total	$13,743,700

Discuss significant aspects of the construction estimate. Refer to attachment as needed. Not Applicable

7. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		

Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	11/15/2026	Target
Draft Project Report	12/01/2026	Target
End Environmental Phase (PA&ED Milestone)	12/20/2026	Target
Begin Design (PS&E) Phase	01/02/2026	Target
End Design Phase (Ready to List for Advertisement Milestone)	02/10/2026	Target
Begin Right of Way Phase	02/11/2026	Target
End Right of Way Phase (Right of Way Certification Milestone)	03/01/2026	Target
Begin Construction Phase (Contract Award Milestone)	03/05/2026	Target
End Construction Phase (Construction Contract Acceptance Milestone)	10/27/2026	Target
Begin Closeout Phase	11/12/2026	Target
End Closeout Phase (Closeout Report)	11/27/2026	Target

8. RISKS

This project is not likely to encounter any risks of budget overruns. In case of such risk materializing, WattEV will take remedial actions to either attempt to reduce the cost or increase its share of match funding. Beyond this, the risks involve events beyond WattEV's control such as delay by the utility in energization at the site. That being said, WattEV successfully delivered 4 projects with Southern California Edison (SCE), and has been working extensively with the utility to mitigate delays on similar projects.

9. EXTERNAL AGENCY COORDINATION (anticipated agreements)

The project requires the following coordination:

A funding agreement between Caltrans and WattEV will be required that will manage invoicing, reimbursement, and other terms as necessary.

10. ADDITIONAL INFORMATION

Not Applicable

11. ATTACHMENTS (Number of Pages)

List attachments with the number of pages, such as:

A. Project Programming Request PPR (8 pages included in attachment)
B. Approved Environmental Document (2 pages included in attachment)
C. Available project schematics or preliminary-design plans (2 pages included in attachment)

The City of SAN DIEGO

City Planning Department

July 25, 2025

California Energy Commission
715 P Street
Sacramento, CA 95814

SUBJECT: Environmental Support for the State Public Electric Vehicle Infrastructure Deployment Grant for the Proposed WattEV CA9 Charging Station at 10135 Marconi Drive, San Diego

The purpose of this letter is to document the California Environmental Quality Act (CEQA) compliance required for the State Public Electric Vehicle Infrastructure Deployment (SPEED) grant solicitation to develop a heavy-duty truck charging station within three parcels that total 1.68 acres in Otay Mesa (Project).

The proposed charging station would be developed within the Otay Mesa community planning area of the City of San Diego (City), on three parcels between Marconi Drive on the north, Via de la Amistad on the south and east of Enrico Fermi Drive on the following APNs:

- APN 646-161-18 (0.54 acre)
- APN 646-161-17 (0.54 acre)
- APN 646-161-29 (0.54 acre)

All of the parcels are currently developed and utilized as truck storage. All parcels are zoned Light Industrial, IL-2-1, which allows a mix of light industrial and office uses with limited commercial.

The Proposed Project would include a total of 22 Electric Vehicle (EV) charging stations, of which four would be truck-trailer pull through stalls (14 feet wide by 75 feet long) and envisioned to be Tesla brand chargers, three would be truck-1.2 megawatt (MW) chargers, and 15 would be standard truck-only chargers. The Proposed Project also includes associated power cabinets, two substations, and one 800 square foot office building. As the project site is primarily gravel and has chain link fences that separates the three parcels, additional site work includes removing the chain link fences, paving the three parcels, installation of water quality control measures per City standards, and adding a driveway on Marconi Drive per City standards.

California Assembly Bill (AB) 1236, which is codified in Government Code Section 65850.7, requires all California cities and counties to develop an expedited, streamlined permitting

process for electric vehicle charging stations. To that end, the City has adopted a streamlined process through its building codes to permit EV charging stations.

The City's streamlined permit process states that EV charging stations are allowed in all zones and therefore do not require a discretionary application and permit for land use approval. The proposed site is already developed and being used for trucking, and the Proposed Project would serve electric trucks. As such, the Proposed Project would only require submittal of construction and electrical plans to the City's Development Services Department to obtain building and electrical permits in accordance with the City's streamlined permit process.

CEQA applies to projects where a governmental agency can exercise judgment in deciding whether and how to carry out or approve the project. The ability to exercise judgment makes the project "discretionary" (CEQA Guidelines Section 15357). On the other hand, a ministerial permit, also known as a "by right" permit, is granted based upon a determination that the proposed project complies with established standards and criteria set forth by law. These determinations are arrived at objectively by City staff in the Development Services Department. A ministerial permit does not include discretionary review, i.e., it is not open to personal interpretation or preference. Additionally, such projects do not require environmental analysis under CEQA. As there are no discretionary actions required to approve the proposed charging station, permits required for the proposed charging station in Otay Mesa will be processed through the City's internal "ministerial" process, and thus, will not undergo CEQA review.

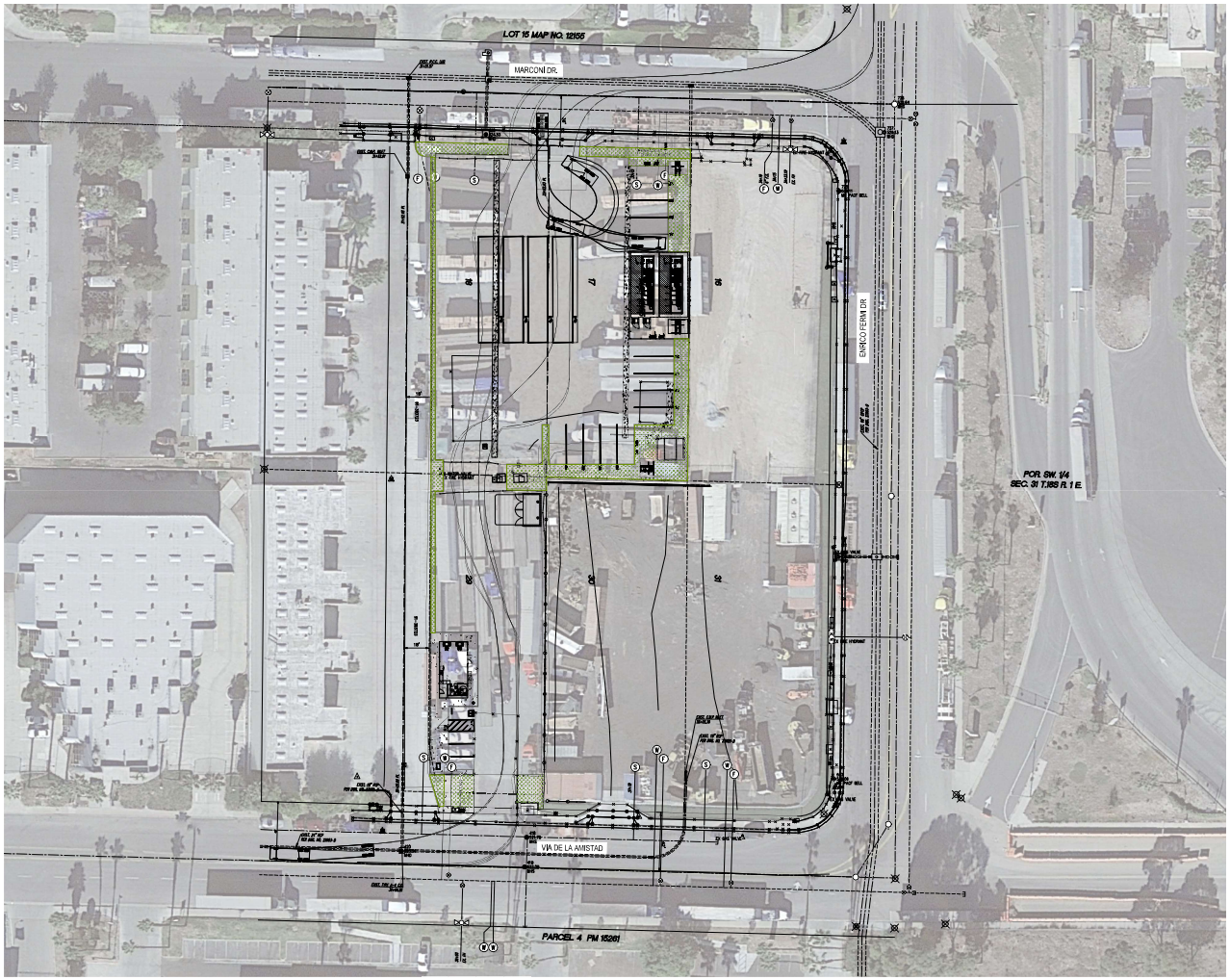
In summary, because the City complies with the State laws relative to streamlining the permitting of EV charging stations, the proposed WattEV charging station to be developed in Otay Mesa will be processed as a ministerial project and no CEQA review would be required for the Proposed Project.

Sincerely,

Rebecca Malone

Rebecca Malone, AICP, Environmental Review Program Manager
City Planning Department

RM/rm



WattEV

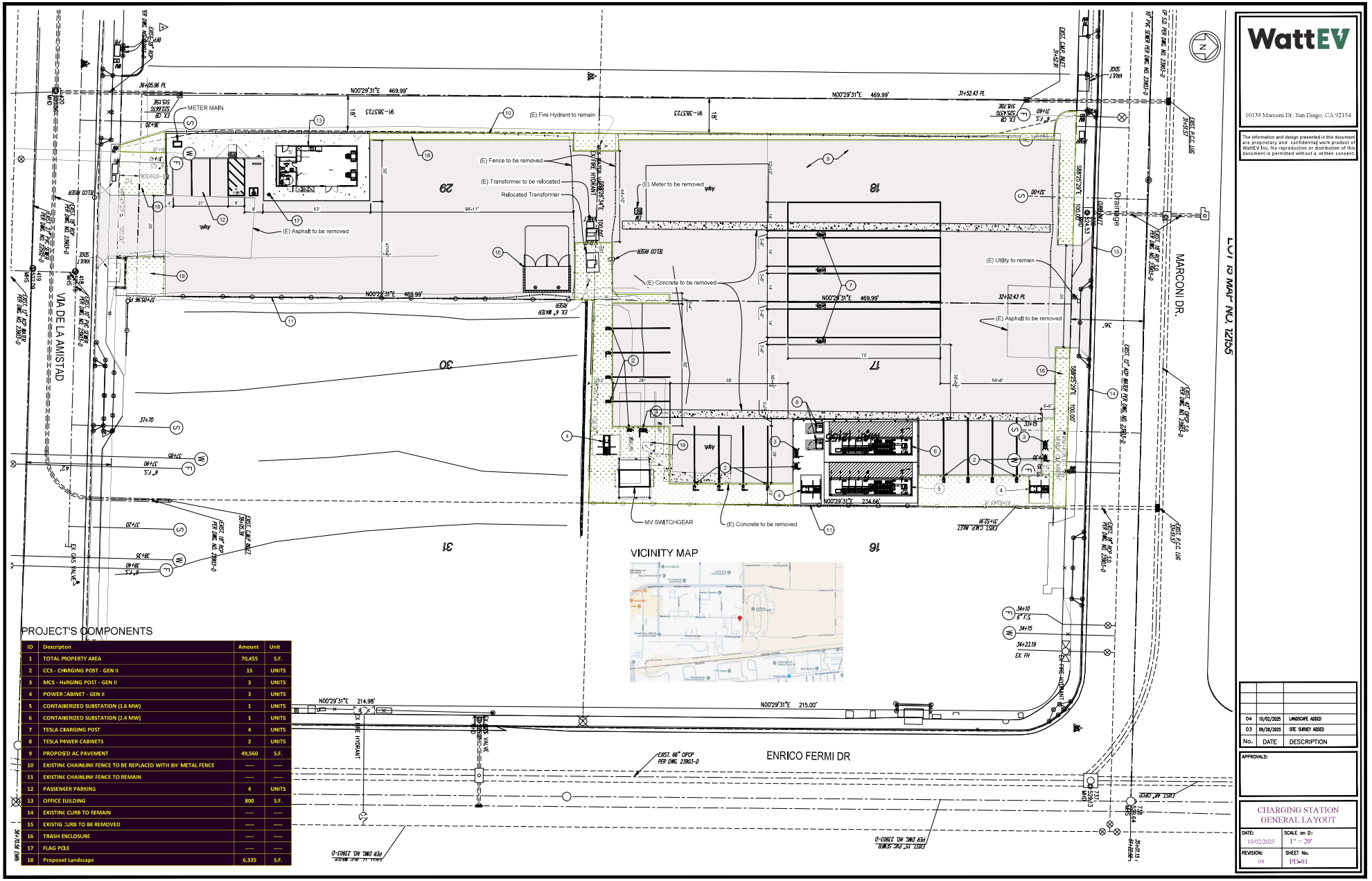
10135 Marconi Dr, San Diego, CA 92154

No.	DATE	DESCRIPTION
04	10/02/2025	LANDSCAPE ADDED
03	09/26/2025	SITE SURVEY ADDED

APPROVALS:

CHARGING STATION
AERIAL VIEW

DATE:	SCALE on D:
10/02/2025	1" = 40'
REVISION:	SHEET No.
04	PD-00



PROJECT'S COMPONENTS

ID	Descripton	Amount	Unit
1	TOTAL PROPERTY AREA	70,455	S.F.
2	CCS - CHARGING POST - GEN II	15	UNITS
3	MCS - HARGING POST - GEN II	3	UNITS
4	POWER CABINET - GEN II	3	UNITS
5	CONTAINERIZED SUBSTATION (3.6 MW)	1	UNITS
6	CONTAINERIZED SUBSTATION (2.4 MW)	1	UNITS
7	TESLA CHARGING POST	4	UNITS
8	TESLA POWER CABINETS	2	UNITS
9	PROPOSED AC PAVEMENT	49,560	S.F.
10	EXISTING CHAINLINK FENCE TO BE REPLACED WITH 8H" METAL FENCE	-----	-----
11	EXISTING CHAINLINK FENCE TO REMAIN	-----	-----
12	PASSENGER PARKING	4	UNITS
13	OFFICE BUILDING	800	S.F.
14	EXISTING CURB TO REMAIN	-----	-----
15	EXISTING CURB TO BE REMOVED	-----	-----
16	TRASH ENCLOSURE	-----	-----
17	FLAG POLE	-----	-----
18	Proposed Landscape	6,335	S.F.

WattEV

10135 Marconi Dr, San Diego, CA 92154

No.	DATE	DESCRIPTION
04	10/02/2025	LANDSCAPE ADDED
03	09/26/2025	SITE SURVEY ADDED

APPROVALS:

CHARGING STATION GENERAL LAYOUT

DATE:	SCALE on D:
10/02/2025	1" = 20'
REVISION:	SHEET No.
04	PD-01