ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Sacramento County WattEV Innovative Freight Terminal (SWIFT)

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, Sacramento County, and the Implementing Agency, Sacramento County, 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 Sacramento County WattEV Innovative Freight Terminal (SWI, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

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

4. GENERAL PROVISIONS

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

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

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

- ☐ Resolution _____, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Local Partnership Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- ■ Resolution G-23-46, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated 6/28/2023

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 Sacramento County agrees to secure funds for any additional costs of the project.

4.6 Sacramento County 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 Sacramento County 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 Sacramento County 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.)*

In the event of a cost overrun, at the discretion of the department on a case-by-case basis, the state may cover a share proportionate to the state contribution of the TCEP funding identified in the Project Programming Request (PPR) submitted with the project application. For example, if the state/regional TCEP funding share was a 40/60 ratio, the state may fund no more than 40% of the cost overrun.

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: Sacramento County WattEV Innovative Freight Terminal (SWIFT)

Resolution: TCEP-P-2324-08B

(to be completed by CTC)

DocuSigned by:
Cynthia A. Nichol
DAB8741C11E0421...

5/13/2024
Date

Cindy Nichol

Sacramento County

Project Applicant

DocuSigned by:
Cynthia A. Nichol
DAB8741C11E0421...

5/13/2024
Date

Cindy Nichol

Sacramento County

Implementing Agency

Sergio Aceves

05/22/2024
Date

Sergio Aceves

District Director
California Department of Transportation

06/25/2024
Date

Tony Tavares
Director
California Department of Transportation

07/31/2024
Date

Tanisha Taylor

Executive Director
California Transportation Commission

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5924-2020-0010 v0

Amendment (Existing Project) ☐ YES ☒ NO						Date	07/19/2023 12:46:58
Programs ☐ LPP-C	☐ LPP-F	☐ SCCP	☐ TCEP	☐ STIP	☒ Other		
District	EA	Project ID	PPNO	Nominating Agency			
03			1821	Sacramento County			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Sacramento County	I-5						
				MPO		Element	
				SACOG		Local Assistance	
Project Manager/Contact			Phone	Email Address			
Mikki McDaniel			916-875-4769	mcdanielm@saccounty.gov			

Project Title

Sacramento County WattEV Innovative Freight Terminal (SWIFT)

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

In Sacramento County, at the intersection of Bayou Way and Powerline Road, south of Interstate 5. Design, construct, and commission a major, public-access electric vehicle charging facility on a 118-acre parcel of land. The project will have three ingress and egress points on Bayou Rd which runs parallel to I-5. Infrastructure includes 90 combined charging standard (CCS) direct current fast chargers (DCFC) and 18 megawatt charging standard (MCS) chargers, 15.6 MWac solar field, and all necessary utility and stormwater upgrades.

Component	Implementing Agency
PA&ED	Sacramento County
PS&E	Sacramento County
Right of Way	Sacramento County
Construction	Sacramento County

Legislative Districts					
Assembly:	6	Senate:	7	Congressional:	6

Project Milestone	Existing	Proposed
Project Study Report Approved	06/29/2023	
Begin Environmental (PA&ED) Phase		12/15/2022
Circulate Draft Environmental Document Document Type EIR/EIS		09/20/2023
Draft Project Report		10/21/2023
End Environmental Phase (PA&ED Milestone)		06/30/2024
Begin Design (PS&E) Phase		07/01/2024
End Design Phase (Ready to List for Advertisement Milestone)		02/01/2025
Begin Right of Way Phase		02/01/2025
End Right of Way Phase (Right of Way Certification Milestone)		02/01/2025
Begin Construction Phase (Contract Award Milestone)		08/22/2024
End Construction Phase (Construction Contract Acceptance Milestone)		12/16/2025
Begin Closeout Phase		01/16/2026
End Closeout Phase (Closeout Report)		02/16/2026

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5924-2020-0010 v0

Date 07/19/2023 12:46:58

Purpose and Need

The purpose of SWIFT is to provide affordable access to public EV charging that will accelerate fleet electrification by removing cost barriers to adoption associated with capital investments in private, permanent infrastructure, and instead offering an equitable, scalable, and cost-effective zero emission solution. Access to fast, high-powered, public charging is critical to achieving wide-spread adoption of battery electric vehicles, particularly in the medium- and heavy-duty (MHD) sector, as it provides a usage price model as well as a user experience that is much more comparable to traditional diesel and gasoline fueling . This will ease the traditional pain points associated with the transition to alternative fuel technologies and provides a more streamlined, affordable pathway to comply with regulatory mandates for emission reductions.

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
Facilities	New / Upgrade Facility	EA	1

Additional Information

Air Quality & GHG:
Particulate Matter PM 2.5 = 2.88 tons
Particulate Matter PM 10 = 3.02 tons
Carbon Dioxide (CO2) = 203,979.67 tons
Volatile Organic Compounds (VOC) = 8.85 tons
Sulphur Dioxides (SOx) = 1.92 tons
Carbon Monoxide (CO) = 101.93 tons
Nitrogen Oxides (NOx) = 189.34 tons

Economic Development:
Jobs Created = 953

Project Outputs:
Three (3) new access/egress driveways
Bayou Roadway Resurfacing & Site Turn-in Expansion - new - one (1) road improvement
Three (3) total structures; two (2) serving MHD trucks; one (1) for passenger vehicle access
Renewable Solar Energy Generation field - new - one (1) structure (12.5 megawatt alternating current (MWac)); 15.6 MW nameplate power
CCS chargers - new - 90 chargers
MCS chargers - new - 18 chargers
Operations Building - new - one (1) structure
Public use amenities (convenience store, food outlets, resting lounge) - new - one (1) structure
Public use visitor center - new - one (1) structure

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	Daily Vehicle Hours of Travel Time Reduction	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	2.88	0	2.88
			PM 10 Tons	3.02	0	3.02
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	203,979.67	0	203,979.67
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	8.85	0	8.85
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	1.92	0	1.92
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	101.93	0	101.93
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	189.34	0	189.34
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	953	0	953
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	0	0	0
Truck & Vehicle Volume (Freight)	TCEP	Existing Average Annual Vehicle Volume on Project Segment	Percent	0	0	0
	TCEP	Existing Average Annual Truck Percent on Project Segment	Percent	0	0	0
	TCEP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	TCEP	Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Number	0	0	0

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5924-2020-0010 v0

District	County	Route	EA	Project ID	PPNO
03	Sacramento County	I-5			1821

Project Title

Sacramento County WattEV Innovative Freight Terminal (SWIFT)

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)									Sacramento County
PS&E									Sacramento County
R/W SUP (CT)									Sacramento County
CON SUP (CT)									Sacramento County
R/W									Sacramento County
CON									Sacramento County
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)					600			600	
PS&E					1,850			1,850	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						59,400		59,400	
TOTAL					2,450	59,400		61,850	

Fund #1:	Local Funds - Agency (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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)					600			600	
PS&E					832			832	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						26,730		26,730	
TOTAL					1,432	26,730		28,162	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5924-2020-0010 v0

Fund #2:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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					1,018			1,018	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						32,670		32,670	
TOTAL					1,018	32,670		33,688	

Attachment 2. Performance Metrics Form

Trade Corridor Enhancement Program

Existing Average Annual Vehicle Volume on Project Segment	Please see methodology described in Project Nomination
Existing Average Annual Truck Percent on Project Segment	Please see methodology described in Project Nomination
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Please see methodology described in Project Nomination
Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	Please see methodology described in Project Nomination

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Congestion Reduction (Freight) Please see methodology described in Project Nomination	Change in Daily Vehicle Hours of Delay	All	-	-	-	-
	Change in Daily Truck Hours of Delay	All (except rail)	-	-	-	-
	(Optional) Person Hours of Travel Time Saved	All	-	-	-	-
	(Optional) Daily Truck Trips Due to Mode Shift	Rail, Sea Port	-	-	-	-
	(Optional) Daily Truck Miles Travelled Due to Mode Shift	Rail, Sea Port	-	-	-	-
	(Optional) Other Information	All	-	-	-	-
Throughput (Freight) Please see methodology described in Project Nomination	Change in Truck Volume	Highway, road, and port projects only	-	-	-	-

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	Change in Rail Volume	Rail	-			
	(Optional) Change in Cargo Volume	Sea port, airport	-			
	(Optional) Other Information	All	-			
System Reliability (Freight) Please see methodology described in Project Nomination	Truck Travel Time Reliability Index ("No Build" Only) (Optional Metric)	National and State Highway System Only	-			
	(Optional) Other Information	All	-			
Velocity (Freight) Please see methodology described in Project Nomination	Travel time or total cargo transport time	All	-			
	(Optional) Change in Average Peak Period Weekday Speed for Road Facility	Road	-			
	(Optional) Average Peak Period Weekday Speed for Rail Facility	Rail	-			
	(Optional) Other Information	All	-			
Air Quality	Particulate Matter (PM 10)	All	3.02			
	Particulate Matter (PM 2.5)		2.88			
	Carbon Dioxide (CO2)		203,979.67			
	Volatile Organic Compounds (VOC)		8.85			
	Sulphur Dioxides (SOx)		1.92			
	Carbon Monoxide (CO)		101.93			

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New language replacing pre-existing language: bold with highlights

	Nitrogen Oxides (NOx)					
Safety Please see methodology described in Project Nomination	Number of Fatalities	Road and Land Port	-			
	Rate of Fatalities per 100 Million VMT		-			
	Number of Serious Injuries		-			
	Number of Serious Injuries per 100 Million VMT		-			
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries		-			
	(Optional) Other Information	All	-			
Cost Effectiveness	Cost Benefit Ratio	All	0.2			
	(Optional) Other Information	All	-			
Economic Development	Jobs Created	All	953			
	(Optional) Other Information	All	-			

PROJECT REPORT EQUIVALENT

Project Title Sacramento County WattEV Innovative Freight Terminal (SWIFT)

Project Location Description Intersection of Bayou Way and Powerline Road, south of Interstate 5 in Sacramento County, CA.

I, *Cindy Nichol, Director of Airports,* have been given full authority by *Sacramento County Department of Airports in partnership with 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.

DocuSigned by:

Signature Required ____________________ 5/14/2024

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Cindy Nichol, Director of Airports — Date

Sacramento County Department of Airports

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

DocuSigned by:

Signature Required ____________________ 5/14/2024

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Frieden McLean, Project Manager — Date

Sacramento County Department of Airports

EVIDENCE OF APPROVAL

Resolution TCEP G-22-46: Adoption of the 2022 Trade Corridor Enhancement Program

Reference No.: 4.5
June 28-29, 2022
Attachment A

CALIFORNIA TRANSPORTATION COMMISSION
ADOPTION OF THE 2022 TRADE CORRIDOR ENHANCEMENT PROGRAM
PROGRAM OF PROJECTS

RESOLUTION TCEP G-22-46

1.1 **WHEREAS**, on April 28, 2017, Governor Brown signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, and created the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state; and

1.2 **WHEREAS,** on July 21, 2017, Governor Brown signed SB 103 (Committee on Budget and Fiscal Review, Chapter 95, Statutes of 2017) which directs the California Transportation Commission (Commission) to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along corridors that have a high volume of freight movement, as determined by the Commission; and

1.3 **WHEREAS**, on November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA), which continued the National Highway Freight Program originally established in 2015 by President Obama to fund projects that improve the efficient movement of freight on designated corridors throughout the state; and

1.4 **WHEREAS**, the Commission adopted the 2022 Trade Corridor Enhancement Guidelines on August 17, 2022; and

1.5 **WHEREAS**, the Commission adopted the revised SB 1 Accountability and Transparency Guidelines on March 23, 2023, that govern and outline the Commission's responsibility for the accountability and transparency of SB 1 program funds under its purview; and

1.6 **WHEREAS**, the 2022 Trade Corridor Enhancement Program fund estimate provided $1.051 billion in Trade Corridor Enhancement programming capacity over two years; and

1.7 **WHEREAS,** savings of $2.7 million have been identified in the Trade Corridor Improvement Fund and will be utilized to augment the Trade Corridor Enhancement Account funding, consistent with the Commission's Trade Corridor Improvement Fund Close-out policy for use in the Trade Corridor Enhancement Program; and

Reference No.: 4.5
June 28-29, 2022
Attachment A

1.8 **WHEREAS,** consistent with the Commission's SB 1 Accountability and Transparency Guidelines, if a recommended project requests allocation for project components in the period between the June 2023 Commission meeting and the October 2023 Commission meeting, the project applicant must submit a Baseline Agreement for approval by the October 2023 Commission meeting. All other Baseline Agreements must be submitted by the December 2023 Commission Meeting. The Commission will not consider approval of a project allocation without an approved Baseline Agreement; and

1.9 **WHEREAS**, the staff recommendations are consistent with statute and conform to the program guidelines for the Trade Corridor Enhancement Program; and

1.10 **WHEREAS**, Commission staff prepared program recommendations that included $1.081 billion for 26 projects valued at more than $3.7 billion; and

1.11 **WHEREAS**, the Commission staff recommendations for the 2022 Trade Corridor Enhancement Program were published and made available to the Commission and the public on June 8, 2023; and

1.12 **WHEREAS**, the Commission considered the staff recommendations and public testimony at its June 28-29, 2023 meeting.

2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission hereby adopts the 2022 Trade Corridor Enhancement Program, as reflected in the attached staff recommendations (Attachment B); and

2.2 **BE IT FURTHER RESOLVED**, that the project amounts approved for funding shall be considered as a "not to exceed amount" and that any increases in cost estimates beyond the levels reflected in the adopted program are the responsibility of the appropriate agency identified in the Baseline Agreements; and

2.3 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2022 Trade Corridor Enhancement Program must comply with the Trade Corridor Enhancement Program Guidelines and the SB 1 Accountability and Transparency Guidelines; and

2.4 **BE IT FURTHER RESOLVED,** that a project included in the adopted 2022 Trade Corridor Enhancement Program must receive all environmental approvals through the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as applicable, by December 31, 2023, or the Commission may delete the project; and

2.5 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2022 Trade Corridor Enhancement Program must enter into a Baseline Agreement to be approved by the Commission. The Commission may delete a project for which no Baseline Agreement is executed; and

2.6 **BE IT FURTHER RESOLVED**, that the Commission staff, in consultation with the Department and project sponsors, is authorized to make minor technical changes as needed to the 2022 Trade Corridor Enhancement Program in order to reflect the most current information, or to clarify the Commission's programming commitments, and shall request Commission approval of any substantive changes; and

2.7 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post the 2022 Trade Corridor Enhancement Program of projects on the Commission's website.

2022 Trade Corridor Enhancement Program
Program of Projects - Projects Recommended for Funding
Resolution G-22-46
(1,000s)

Reference No.: 4.5
June 28-29, 2023
ATTACHMENT B

Project Title	Nominating Agency	County	Region	State	Regional	Total Recommended	Total Project Cost
America's Green Port Gateway							
America's Green Port Gateway: Pier B Early Rail Enhancements Project - East Expansion	Southern California Association of Governments/Caltrans/City of Long Beach	Los Angeles	Los Angeles/Inland	$ 13,243	$ 19,864	$ 37,336	$ 69,363
America's Green Port Gateway: Pier B Early Rail Enhancements Project - Locomotive Facility	Southern California Association of Governments/Caltrans/City of Long Beach	Los Angeles	Los Angeles/Inland	$ 14,934	$ 22,401	$ 33,106	$ 57,654
Otay Mesa East Port of Entry							
East Otay Mesa Land Port of Entry - Segment 3	San Diego Association of Governments/Caltrans	San Diego	San Diego/Border	$ 27,840	$ 57,960	$ 85,800	$ 532,154
CVEF Design and Construction - Segment 2C	San Diego Association of Governments/Caltrans	San Diego	San Diego/Border	$ 54,200	$ -	$ 54,200	$ 61,700
Westbound I80 Cordelia Commercial vehicle Enforcement Facility	Solano Transportation Authority/Caltrans	Solano	Bay Area/Central Valley	$ 51,600	$ 77,400	$ 129,000	$ 243,270
I-5 Harbor Drive							
I-5/SR 15/Harbor Drive 2.0**	San Diego Association of Governments/Caltrans	San Diego	San Diego/Border	$ 6,500	$ -	$ 6,500	$ 68,400
SR-15 Operational Improvements	San Diego Association of Governments/Caltrans	San Diego	San Diego/Border	$ 6,900	$ 5,100	$ 12,000	$ 62,800
I-10 Corridor Freight and Managed Lane Project**	Southern California Association of Governments/San Bernardino County Transportation Authority	San Bernardino	Los Angeles/Inland	$ -	$ 85,000	$ 85,000	$ 806,000
Tulare Six Lane and Paige Ave	Tulare Association of Governments/Caltrans	Tulare	Bay Area/Central Valley	$ 14,788	$ 22,181	$ 36,969	$ 238,143
Port of Oakland Microgrid							
Green Power Microgrid Project - Substations/BESS	Caltrans/Metropolitan Transportation Commission	Alameda	Bay Area/Central Valley	$ 18,573	$ 12,382	$ 30,955	$ 44,221
Green Power Microgrid - EV Chargers	Caltrans/Metropolitan Transportation Commission	Alameda	Bay Area/Central Valley	$ 2,139	$ 1,426	$ 3,565	$ 5,092
Green Power Microgrid - Solar	Caltrans/Metropolitan Transportation Commission	Alameda	Bay Area/Central Valley	$ 4,269	$ 2,846	$ 7,115	$ 10,163
Fresno UPRR Double Track (dependent on approved SCS)	San Joaquin Regional Rail Commission/Caltrans	Stanislaus	Bay Area/Central Valley	$ 16,000	$ 24,000	$ 40,000	$ 133,400
I-605 Valley Boulevard Interchange Improvements	Southern California Association of Governments/Los Angeles County Metropolitan Transportation Authority	Los Angeles	Los Angeles/Inland	$ -	$ 33,570	$ 33,570	$ 53,280
SR 91 Operational and Multimodal Improvements	Caltrans/Orange County Transportation Authority	Orange	Los Angeles/Inland	$ -	$ 42,566	$ 42,566	$ 107,670
Rt 49 Corridor Improvement	Nevada County Transportation Commission/Caltrans	Nevada	Other	$ -	$ 14,615	$ 14,615	$ 33,100
EV Oasis South*	Caltrans/San Joaquin Valley Air Pollution Control District	Kern, San Bernardino, Riverside	Los Angeles/Inland/Bay Area Central Valley	$ 28,095	$ -	$ 28,095	$ 40,136
Southern California Hydrogen Fueling Facilities*	Caltrans	San Bernardino, Riverside, Los Angeles, San Diego	Los Angeles/Inland/San Diego/Border	$ 41,900	$ -	$ 41,900	$ 104,550
I-710 Integrated Corridor Management (ICM)	Southern California Association of Governments/Los Angeles County	Los Angeles	Los Angeles/Inland	$ 11,140	$ 16,700	$ 27,840	$ 40,150
I-5 Managed Lanes	Sacramento Area Council of Governments/Sacramento Transportation	Sacramento	Bay Area/Central Valley	$ -	$ 10,000	$ 10,000	$ 383,360
Southbound 99 to Westbound 58 Connector	Kern Council of Governments/Caltrans	Kern	Bay Area/Central Valley	$ -	$ 9,380	$ 9,380	$ 13,400
Fix 5 Cascade Gateway	Shasta Regional Transportation Authority/Caltrans	Shasta/Tehama	Other	$ 53,912	$ 16,937	$ 70,849	$ 82,611
I-80 San Pablo Dam Road Interchange Improvements	Metropolitan Transportation Commission/Caltrans	Contra Costa	Bay Area/Central Valley	$ 9,600	$ 10,100	$ 19,700	$ 112,000
SR 4 Wagon Trail Realignment	Calaveras Council of Governments	Calaveras	Other	$ -	$ 5,250	$ 5,250	$ 56,000
Sacramento County WattEV Innovative Freight Terminal*	Sacramento County	Sacramento	Bay Area/Central Valley	$ -	$ 33,688	$ 33,688	$ 61,850
SR 60 Potrero Boulevard Interchange	Southern California Association of Governments/City of Beaumont	Riverside	Los Angeles/Inland	$ -	$ 33,500	$ 33,500	$ 50,000
TOWN Rail Safety Improvements	Metropolitan Transportation Commission/City of Oakland	Alameda	Bay Area/Central Valley	$ -	$ 30,200	$ 30,200	$ 59,005
Maritime Support Facility Access – Terminal Island	Southern California Association of Governments/Port of Los Angeles	Los Angeles	Los Angeles/Inland	$ 5,974	$ 8,962	$ 14,936	$ 39,670
U.S. 395 Freight Mobility and Safety Project**	Southern California Association of Governments/San Bernardino County Transportation Authority	San Bernardino	Los Angeles/Inland	$ -	$ 35,000	$ 35,000	$ 79,583
Five Cities Multimodal Transportation Network Enhancement Project							
Five Cities Multimodal Transportation Network Enhancement Project	San Luis Obispo Council of Governments	San Luis Obispo	Central Coast	$ 49,666	$ 11,628	$ 61,294	$ 81,094
Shell Beach Road Shared Use Path Extension	San Luis Obispo Council of Governments	San Luis Obispo	Central Coast	$ -	$ 4,137	$ 4,137	$ 4,355
Grant Line Road Safety Freight Mobility***	Sacramento Area Council of Governments/Capital SouthEast Connector Joint Powers Authority	Sacramento	Bay Area/Central Valley	$ -	$ 3,000	$ 3,000	$ 47,859
				$ 431,273	**$ 649,793**	**$ 1,081,066**	**$ 3,782,033**

**Project scope is entirely zero-emission freight infrastructure related.*
***Project Scope is partially zero-emission freight infrastrucure related.*
****Commission staff are recommending partial funding to project ($3 million for PS&E phase)*

Over/Under programmed **$ 27,346**

EXECUTIVE SUMMARY

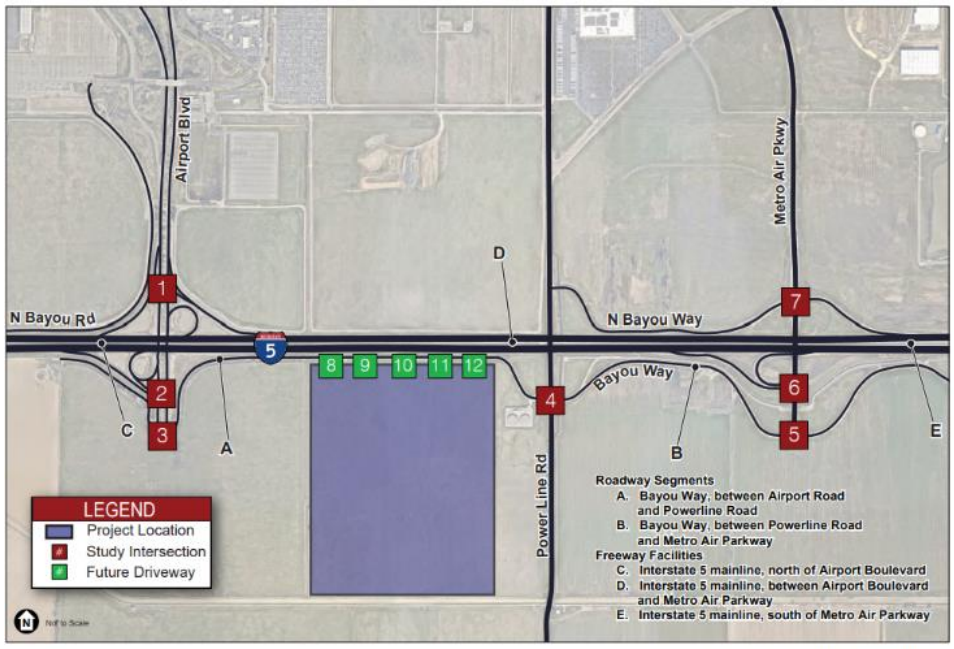
The Sacramento County Department of Airports, in partnership with WattEV, proudly presents a project scope report for the Sacramento County WattEV Innovative Freight Terminal or SWIFT. This groundbreaking project is designed to establish a cutting-edge public charging facility for electric mobility and freight at the intersection of multiple strategic freight corridors crucial for goods movement in the region. Through incorporating green energy solutions, SWIFT complies with California's stringent clean transportation regulations and contributes to the state's air quality objectives and drives forward fleet electrification efforts.

The project features state-of-the-art direct current fast chargers (DCFCs) tailored to support medium- and heavy-duty battery-electric vehicles (MHDEV). The project will deploy this publicly accessible MHDEV charging infrastructure with the following components: 90 combined charging standard DCFCs and 18-megawatt charging standard chargers, 15.6 MWac solar field (microgrid to power the site), and all necessary utility and stormwater upgrades.

SWIFT both enhances the functionality of nearby corridors in Sacramento and highlights the adaptability and responsiveness of the regional transportation system to evolving industry requirements. Through its strategic location, overarching objectives, and alignment with key industry initiatives, SWIFT promises to deliver significant benefits to stakeholders, propelling Sacramento towards a future characterized by environmentally conscious practices and cutting-edge transportation infrastructure.

This report details the impetus for the project and further information on the purpose it serves and needs it fulfills for meeting Sacramento's transportation future. It further details the status of the project's environmental review process and considerations for further discussion, i.e., hazardous waste, resource conservation, etc. Following this, it outlines project funding, programming, and estimates, and the anticipated delivery schedule. It concludes with a summary of associated project risks and necessary external agency coordination. All required attachments highlighting requested crucial aspects of the project can be found at the end of the project report.

VICINITY MAP



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1. INTRODUCTION

Project Limit/Footprint	District 3 – Unincorporated Sacramento County – Interstate 5 (I-5) R SAC 32.382 R/R SAC 32.07 R The project will be immediately south of Sacramento International Airport (SMF), bounded by Bayou Way and I-5 to the north, fallow farmland and water tanks that are a part of the SMF's water system to the east, the West Drainage Canal and farmland to the south, and fallow farmland to the west.
Total Project Cost	$61,850,000
Outputs	• 90 combined charging standard (CCS) direct current fast chargers (DCFC) • 18-megawatt charging standard (MCS) chargers • 15.6 MWac solar field
Outcomes	The deployment of a major, public-access electric vehicle charging facility on a 118-acre parcel of land.
Environmental Determination or Document	CEQA – Final Environmental Impact Report (link)

2. BACKGROUND

The Sacramento region is a vital part of California's economy and serves as a key hub for freight movement throughout the state. The significant level of goods moving along the region's heavily traveled transit corridors and the proximity to the Sacramento Metro Air Park, a 1,900-acre business park with 1,320 acres of fully entitled land zoned for industrial, manufacturing, distribution, office, research and development, and other commercial uses, makes it an ideal and essential location to deploy advanced clean transportation technologies.

The project was proposed to the California Transportation Committee in November 2022, and was included in the Regional Transportation Plan adopted in June 2023. The current state of the project is design and engineering in progress at CD(30) level. It is expected

that no right-of-way acquisitions will be required. These efforts are supplemental to the Sacramento International Airport Master Plan Update which was approved in 2022.

The regulatory landscape around clean transportation continues to progress rapidly and the need for access to zero-emission (ZE) technologies in support of California's air quality goals has never been greater. SWIFT proposes to deploy high-powered public electric vehicle (EV) charging solutions combined with large-scale solar energy generation infrastructure. This project presents a strategic investment for the movement of sustainable goods with immediate emissions reductions, community health benefits, and economic growth opportunities for the Sacramento region and broader state.

3. PURPOSE AND NEED

Purpose:
The purpose of this project is to provide a public charging facility for electric mobility and freight with onsite green energy. Larger project objectives include reduction of freight emissions in the Sacramento region, economic development, and equitable access to ZE technology to accelerate fleet electrification. Access to fast, high-powered, public charging is critical to achieving wide-spread adoption of battery EVs, particularly in the medium- and heavy-duty (MHD) sector. Its price model and user experience are much more comparable to traditional diesel and gasoline fueling. This will ease the typical hindrances associated with the transition to alternative fuel technologies and provide a more streamlined, affordable pathway to comply with regulatory mandates for emission reductions.

Need:

A. Problem, Justification (purpose and need)
Transportation creates nearly 30% of greenhouse gas (GHG) emissions in the United States. The transition to cleaner alternatives to power vehicles is necessary to both reduce GHG emissions and meet the State's aggressive climate goals. Current legislation in California related to climate change and reducing GHG emissions has increased the need for clean transportation technologies such as hydrogen fueling stations and battery EV charging infrastructure. The project site is strategically located to service several high capacity freight corridors including I-5, Interstate 80 (I-80), Highway 99 and Route 50. Located along the National Highway Freight Network (NHFN), this key node has some of the highest diesel pollution and environmental burden according to California EnviroScreen 4.0 (up to 93%).

Recognizing this, the Sacramento County Department of Airports (SCDA), in partnership with WattEV, will incorporate a ZE component to the overall project by deploying publicly accessible medium-and heavy-duty battery-electric vehicle (MHDEV) charging infrastructure powered by a solar microgrid. This infrastructure includes 90 CCS DCFC and

18 MCS chargers, 15.6 MWac solar field, and all necessary utility and stormwater upgrades.

WattEV is a California-headquartered company that is revolutionizing the transportation industry through large scale deployments of sustainably powered, affordable, and conveniently accessible MHDEV charging infrastructure. The installation of MHDEV at the Sacramento location will add to a network that will expand across Southern California, enabling ZE goods movement throughout California. The construction of battery EV charging infrastructure is necessary as the production and use of EVs increases. To support the transition EVs, a vast network of charging stations must be built to support the increase in these vehicles.

B. Regional and System Planning

Sacramento serves as one of the busiest transportation corridors for the movement of goods in the region. As such, SWIFT more than satisfies the Trade Corridor Enhancement Program's (TCEP) objective of funding infrastructure improvements along high-volume freight corridors.

The implementation of SWIFT will enable Sacramento to support the large volume of ZE trucks soon to be required by state regulations, thus, ensuring this essential transportation corridor is able to continue to serve communities throughout the ongoing, industry-wide electrification transition. As mentioned, this project is intended to be implemented as part of the approved the Sacramento International Airport Master Plan Update. Additionally, SWIFT is in alignment with transportation investments included in Sacramento Area Council of Governments' (SACOG) 2020 Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS). SACOG is required to maintain a regional transportation plan in coordination with local governments, and the current 2020 MTP/SCS identifies a transportation investment strategy that promotes improving air quality and helping California achieve its goal of reducing GHG emissions contributing to climate change.

The goal of the National Highway Freight Program is to improve efficient movement of freight along the NHFN. Located just south of Sacramento International Airport, SWIFT's site is directly adjacent to and will support vehicles traveling along the NHFN. The charging hub will support increased efficiency in the movement of goods by encouraging electrification and providing MHDEVs a location to charge along this corridor. These efforts will further ensure the continued use of this NHFN corridor as regulations increase zero-emission electric vehicle (ZEV) requirements within goods movement. The California Freight Mobility Plan was created by California State Transportation Agency (CalSTA) and California Department of Transportation (Caltrans) to set policies that promote a more efficient, less-polluting, and higher-capacity state highway freight network. SWIFT accomplishes all these objectives through utilizing state-of-the-art DCFCs that allow for fast and efficient charging, encouraging the use of ZEVs thus decreasing air pollution exponentially, and allowing this corridor to continue to

support the same high-volume of vehicles even as regulations require more of these vehicles to transition to ZE. As regulations mandating the use of MHDZEVs persist, the current high-volume of traffic that this Sacramento corridor receives will begin to shrink. SWIFT provides a convenient, public charging solution that encourages and supports fleets as they transition to ZE. It is the only solution to maintain this throughput.

C. Traffic (Discuss current and forecasted traffic impacts and collision rates. Explain how the project will help/address the issue. If N/A, please explain.)

Not Applicable, as this project is off-system and is a non-capacity enhancing project. The nature of the proposed project as an EV charging stop for both passenger EVs and commercial electric trucks as well as the project location along the regional highway system will primarily facilitate pass-by and locally diverted link trips for passenger EVs (in the near-term) and trucks (in the long-term) already traveling on I-5 and SR-99 from origins or to destinations within the Sacramento region. In other words, the project would not attract vehicles that are not already passing through the area and would likely operate in the same manner as a gas station along a major travel corridor. These types of facilities do not tend to attract users travelling from within the broader region for the specific purpose of visiting the facility, as would be the case with, say, a regional shopping center. Accordingly, the proposed project is not expected to generate a substantial amount of vehicle-miles-travelled (VMT) and would not contribute to a traffic increase.

4. ENVIRONMENTAL CLEARANCE DESCRIPTION

As an initial step in the environmental review process, the proposed project was compared with a previously completed environmental impact report prepared for the Sacramento International Airport Master Plan Update. A supplemental report was developed for the SWIFT project as it is located within the Airport Master Plan area south of I-5 between Airport Boulevard and Power Line Road in unincorporated Sacramento County. The Sacramento County Board of Supervisors certified the original environmental report on February 16, 2022, and approved the Sacramento International Airport Master Plan Update.

Notice of the draft supplemental report prepared by Sacramento County was published on February 2, 2024. Comments were accepted until March 18, 2024. Changes to the prior project along with new topical environmental analyses were considered to determine whether the proposed project would have the potential to result in significant impacts. The report identified impacts that are insignificant with mitigation measures associated with air quality (short-term construction emissions), biological resources, cultural resources (archaeological resources, including human remains), transportation (design hazards or incompatible uses), and tribal cultural resources. These impacts were identified as significant or potentially significant, which can be addressed through various mitigation measures.

Impacts associated with aesthetics, air quality (long-term operational emissions, toxic air contaminants, odors), climate change, cultural resources (historic resources), energy, hazards and hazardous materials, hydrology and water quality, land use, noise, transportation (conflict with transportation policies, vehicle miles traveled, emergency access), and utilities are considered less than significant.

Comments were received from the following agencies:

- California Department of Fish and Wildlife (CDFW)
- Caltrans
- City of Sacramento
- SACOG
- Sacramento Municipal Utility District (SMUD)
- Environmental Council of Sacramento et al (ECOS)

A public hearing for the proposed project is anticipated. The date, time, and place are presently unknown.

CEQA – Final Environmental Impact Report link

5. CONSIDERATIONS REQUIRING DISCUSSION

5A. Hazardous Waste

N/A – Hazardous waste impacts would be less than significant per Draft Environmental Impact Report (begins on pg. 11-17)

5B. Value Analysis

Under the comparative analysis conducted, two alternative projects were considered including no-build project. The environmentally superior alternative would be a Reduced Development Footprint which would reduce project size from 110 acres to 50 acres. While some environmental impacts to related to aesthetics, biological resources, cultural and tribal cultural resources, hazards and hazardous materials, construction-related air quality impacts, hydrology and water quality, and noise. However, some effects would be worsened under, such as effects related to GHG emissions and energy use. This is because the beneficial reductions in GHG emissions and energy consumption of the proposed project would not be realized to the same extent as the proposed project due to the decrease in solar power generation. Ultimately, the project's solar component at the size proposed is required to make the project a net-zero-emissions operation. A reduction in the development footprint and the resultant decrease in solar power generation would eliminate that possibility and render the project potentially infeasible. The project would be developed with the intent of realizing specific public benefits related to criteria emissions reductions, GHG emissions reductions, net-zero energy use, and the efficient and safe transport of persons

and goods. The longer-term economic viability of the proposed project is largely made possible by its self-sustaining nature which would generate enough electric power on site to meet the charging and operational demands of the project.

5C. Resource Conservation

SMF employs several resource conservation and waste minimization programs, including the Integrated Waste Management Program, the Paper Recycling Program, the Terminal and Concourse Mixed Recycling Program, and other resource conservation and waste minimization programs detailed in the 2022 Airport supplemental environmental impact report. Construction waste would be managed in accordance with ordinances promulgated by the DWMR—in particular, in accordance with DWMR's requirement that haulers achieve at least 30% recycling rate and up to 50% pursuant to AB 939. Recyclable construction materials—concrete, metals, wood, and other materials—would be diverted to recycling facilities.

5D. Right-of-Way Issues

N/A – Project will not connect or interact with any rail route. For all construction work within the road right of way, mitigation measures shall be implemented. Water demand, wastewater infrastructure construction, and on/offsite facilities would not result in significant impacts.

5E. Environmental Compliance

CEQA analysis ongoing. Additional environmental compliance and mitigation measures include:

- Setting aside airport land via a deed restriction.
- Ozone precursor analysis, reporting, and mitigations.
- Construction air quality mitigation plan (cover and watering of exposed soil, piles, haul roads, and loads) and fee.
- Mitigation and management plan for waste discharge and mitigation of lost state waters if applicable.
- Ground disturbance occurring within prescribed period in the year, compensation for loss of foraging habitat.
- Survey of active migratory bird nests, tree removal, and non-disturbance buffer as applicable.
- Tree inventory and native tree preservation.

5F. Air Quality Conformity

Air quality analysis was conducted under the Draft Environmental Impact

Report. It is expected that emissions, air pollutants, and dust from construction and operation would be insignificant.

5G. Title VI Considerations

SCDA and WattEV have taken Title VI into consideration for the various stages of this project where external staffing is required. SCDA and WattEV comply with Title VI and do not discriminate on the basis of race, color, and national origin in our programs and activities.

5H. Noise Abatement Decision Report

N/A – Temporary increase in ambient noise and from truck operations would be less than significant per Draft Environmental Impact Report (begins on pg. 14-24)

6. FUNDING, PROGRAMMING, AND ESTIMATE

Funding

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

The total estimate for the procurement and construction phase of this project is $59,400,000.00 for a total project cost of $61,850,000.00. State TCEP funds in the amount of $32,670,000 will be used to fund construction as well as $26,730,000 in local funds.

Programming

Fund Source	Project Component (in $1,000)						
	PA&ED Support	PS&E Support	Right-of-Way Support	Construction Support	Right-of-Way Support	Construction	Total
SB1-TCEP		1,018				32,670	33,688
Local	600	832				26,730	28,162
Other							
Total	600	1,850				59,400	61,850

Estimate

Engineer's estimate

Sacramento County WattEV Innovative Freight Terminal (SWIFT)	
Preliminary Stage	**$85,000.00**
Preparation of Technical Studies	**$100,000.00**
Environmental Scoping	**$85,000.00**
Administrative Draft EIR	**$155,000.00**
Final EIR	**$175,000.00**
Design & Engineering	**$1,395,000.00**
Permitting & Approval	**$155,000.00**
Plan/Check Compliance > Construction drawings final	**$300,000.00**
Procurement	**$33,250,000.00**
Construction	**$26,150,000.00**
TOTAL PROJECT COSTS	**$61,850,000.00**

7. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Project Study Report Approved	6/29/23	Actual
Begin Environmental (PA&ED) Phase	12/15/22	Actual
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	09/20/23	Actual
Draft Project Report	10/21/23	Target
End Environmental Phase (PA&ED Milestone)	06/30/24	Target
Begin Design (PS&E) Phase	07/01/24	Target
End Design Phase (Ready to List for Advertisement Milestone)	02/01/25	Target
Begin Right of Way Phase	02/01/25	Target

End Right of Way Phase (Right of Way Certification Milestone)	02/01/25	Target
Begin Construction Phase (Contract Award Milestone)	08/22/24	Target
End Construction Phase (Construction Contract Acceptance Milestone)	12/16/25	Target
Begin Closeout Phase	01/16/26	Target
End Closeout Phase (Closeout Report)	02/16/26	Target

8. RISKS

This project is not likely to encounter any risks of budget overruns. In case of such a risk materializing, WattEV will take remedial actions to either attempt to reduce the cost or increase its share of match funding. Furthermore, WattEV will follow the *Project Risk Management Handbook: A Scalable Approach* to ensure risk is minimized and project delivery is successful. Beyond this, the risks involve events beyond WattEV's control such as utility and energization delays at the site. WattEV has had extensive experience working with utilities in California including projects with SCE and PG&E and has been in active discussion with SMUD working extensively with the utility to mitigate delays, including periodic meetings with SMUD and WattEV leadership.

9. EXTERNAL AGENCY COORDINATION (anticipated agreements)

The project requires the following coordination:

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

10. ADDITIONAL INFORMATION

Not Applicable

11. ATTACHMENTS

A. Project Programming Request PPR (7 pages)
B. Project Location Map (2 page)
C. Approved Environmental Document (476 pages)
    a. CEQA – Draft Environmental Impact Report Notice of Availability
    b. Full report accessible via link on notice
D. Engineers Estimate (1 page)
E. Site plan (8 pages)