STAFF REPORT

LOCALIZED HEALTH IMPACTS REPORT

Addendum for Selected Projects Awarded Funding Through the Alternative and Renewable Fuel and Vehicle Technology Program Under Solicitation PON-11-604 Advanced Vehicle Technology Manufacturing

CALIFORNIA
ENERGY COMMISSION

Edmund G. Brown Jr., Governor

December 2012

CEC-600-2012-005-AD

CALIFORNIA ENERGY COMMISSION

Larry Rillera
Primary Author

Jean Baronas
Project Manager

John P. Butler II
Office Manager
Emerging Fuels and Technologies Office

Randy Roesser
Deputy Director
Fuels and Transportation Division

Robert P. Oglesby
Executive Director

DISCLAIMER

Staff members of the California Energy Commission prepared this report addendum. As such, it does not necessarily represent the views of the Energy Commission, its employees, or the State of California. The Energy Commission, the State of California, its employees, contractors and subcontractors make no warrant, express or implied, and assume no legal liability for the information in this report addendum; nor does any party represent that the uses of this information will not infringe upon privately owned rights. This report addendum has not been approved or disapproved by the Energy Commission nor has the Energy Commission passed upon the accuracy or adequacy of the information in this report addendum.

ACKNOWLEDGEMENTS

The staff members from the California Energy Commission who have contributed to this document follow:

Jacob Orenberg
Pilar Magana
Phil Cazel
Sarah Williams

PREFACE

The *Localized Health Impacts (LHI) Report for Selected Projects Awarded Funding Through the Alternative and Renewable Fuel and Vehicle Technology Program Under Solicitation PON-11-604 – Advanced Vehicle Technology Manufacturing* (CEC-600-2012-005) was posted July 25, 2012, and the 30-day public comment period ended August 27, 2012. The LHI posted on July 25, 2012, reflects the original Notice of Proposed Awards (NOPA) for PON-11-604. On September 27, 2012, the California Energy Commission posted a revised NOPA for additional projects proposed for funding under PON-11-604, and this *Localized Health Impact Report Addendum* assesses and reports on the potential localized health impacts for those projects.

The increased use of alternative and renewable fuels supports California's commitment to curb greenhouse gas emissions, reduce petroleum use, and improve air quality in California. This *Localized Health Impact Report Addendum* addresses some of the advanced vehicle technology manufacturing that will contribute to the state's climate change goals.

Assembly Bill 118 (Núñez, Chapter 750, Statutes of 2007) created the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP). This statute, amended by Assembly Bill 109 (Núñez, Chapter 313, Statutes of 2008), authorizes the California Energy Commission to "develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies." The statute also directs the California Air Resources Board (ARB) to develop guidelines to ensure air quality improvements. The ARB *Air Quality Improvement Program (AQIP) Guidelines*, approved in 2008, are published in the *California Code of Regulations (CRR), Title 13, Motor Vehicles, Chapter 8.1, AB 118 Air Quality Guidelines for the Alternative and Renewable Fuel and Vehicle Technology Program and the AQIP*. The *AQIP Guidelines* require the Energy Commission as the funding agency to analyze the localized health impacts of ARFVTP-funded projects that require a permit (13 CCR § 2343).

AB 118 Air Quality Guidelines (California Code of Regulations [CCR], Title 13, Chapter 8.1, Section 2343[c][6] [A]) require the Energy Commission to analyze the collective locations of funded projects and the impacts in communities with the most significant exposure to air contaminants, or both, including communities of minority or low-income populations, and to identify outreach to community groups and other affected stakeholders.

The Energy Commission received proposals in response to PON-11-604 for Advanced Vehicle Technology Manufacturing (AVTM) and is considering approving and funding the projects described in this addendum. This addendum contains site descriptions for the proposed projects, including geographic locations, potential benefits, and outreach efforts as the project applicants declare in their applications. The projects potentially require building permits, mechanical/electrical permits, or fire/workplace safety permits for activities determined to have no likely impacts on the environment.

ABSTRACT

California Code of Regulations (CCR), Title 13, Motor Vehicles, Chapter 8.1, § 2343(c)(6), requires the California Energy Commission to consider the localized health impacts when selecting projects for funding. This addendum reviews the project proposals under consideration for funding submitted in response to the Advanced Vehicle Technology Manufacturing (AVTM) Grant Solicitation (PON-11-604) under the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP).

This *Localized Health Impact Report Addendum* analyzes the locations for the projects, the impacts in communities with the most significant exposure to air contaminants, or localized air contaminants, or both, including but not limited to, communities of minority populations or low-income populations as declared by the project proposers in their applications or as determined by Energy Commission staff. This *Localized Health Impact Report Addendum* also identifies outreach to community groups and other affected stakeholders, as declared by the project proposers.

The projects analyzed in this *Localized Health Impact Report Addendum* follow.

- Motiv Power Systems, Inc., *Pilot Production Line for Powertrain Components of Medium- and Heavy-Duty Electric Vehicles*
- Trexa LLC, *TREXA BEV M9 Pilot Production Facility and Third Party BEV Business Accelerator Facility*
- Vantage Vehicle International, Inc., *California Electric Vehicle Project*

Keywords: Air quality, demographics, electric vehicles, environmental justice, greenhouse gas emissions, localized health impact, manufacturing

Please use the following citation for this addendum:
Rillera, Larry. 2012. *Localized Health Impacts Report.* California Energy Commission, Fuels and Transportation Division. Publication Number: CEC-600-2012-005-AD.

TABLE OF CONTENTS

ACKNOWLEDGEMENTS i

PREFACE ii

ABSTRACT iii

TABLE OF CONTENTS iv

LIST OF TABLES v

EXECUTIVE SUMMARY 1

CHAPTER 1: 3

Projects Proposed for Funding 3

CHAPTER 2: 4

Assessment Approach 4

Permits 5

Community Status 5

High Risk Communities 6

Community Outreach 6

CHAPTER 3: 8

Project Overviews 8

(3-A.) Project Name: Motiv Power Systems, Inc., "Pilot Production Line for Powertrain Components of Medium- and Heavy-Duty Electric Vehicles" 8

(3-B.) Project Name: Trexa LLC, "TREXA BEV M9 Pilot Production Facility and Third-Party BEV Business Accelerator Facility" 9

(3-C.) Project Name: Vantage Vehicle International, Inc., "California Electric Vehicle Project" 10

CHAPTER 4: 11

Location Analysis and Community Impacts 11

CHAPTER 5: 13

Summary 13

CHAPTER 6: 14

Acronyms 14

LIST OF TABLES

Table 1: Cities With Environmental Justice Indicators..……...…….....10

Table 2: Summary of Demographic Data……...…….……12

Table 3: Facilities, Locations, Communities, and Anticipated Impacts…….……..….……..13

EXECUTIVE SUMMARY

Under the *California Code of Regulations (CCR) Title 13, (CCR § 2343),* this addendum describes the Advanced Vehicle Technology Manufacturing (AVTM) projects proposed for Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) funding that may or may not require a conditioned or discretionary permit or environmental review, such as conditional use permits, air quality permits, wastewater permits, hazardous waste disposal permits, and other land-use entitlements. The projects require building permits, mechanical/electrical permits, or fire/workplace safety permits for activities determined to have no likely impact on the environment.

The California Energy Commission is required to assess the localized health impacts of the projects proposed for ARVTP funding under PON-11-604. This *Localized Health Impact Report Addendum* focuses on the potential impacts the projects may or may not have on a particular community, particularly those considered vulnerable to emissions increases. For projects located in high-risk communities, this addendum assesses the impacts from criteria emissions/air toxics, the air quality attainment status, and mitigation plans, if available. This addendum includes information about the applicants' community outreach efforts.

Environmental justice communities are low-income and minority communities considered the most impacted by an activity that could result in increased criteria and toxic air pollutants because these communities typically have the most significant exposure to the emissions. Assessing these projects and the communities surrounding them is important due to the associated health risks. Preventing health issues from contributions to air pollution in any community is important, but it is especially important to minimize any negative impacts in communities already considered to be at risk due to their continued exposure to these pollutants.

The proposed projects include modifications to vehicle component manufacturing facilities, none of which, in the course of normal operations, generate criteria emissions, particulate matter, or air toxics at an appreciable level. The proposed projects are assessed for potential health impacts for the communities in which they could be located. Based on this assessment, it is not anticipated that implementing the proposed projects will have negative impacts on surrounding communities (including those communities considered most vulnerable) because there will not be a net increase in criteria and toxic emissions. Potentially, the projects stand to provide solutions and alternatives that could provide cleaner air.

CHAPTER 1:

Projects Proposed for Funding

This chapter summarizes the projects proposed for California Energy Commission funding. The summaries follow:

Motiv Power Systems, Inc., 1991 Senter Road, San Jose, CA 95112. Motiv will:

- Prepare assembly areas for 20 electric powertrain control system (ePCS) units per month.
- Build test stations with tools and equipment and develop test procedures.
- Install quality control stations and develop procedures.
- Build and equip shipping, receiving, and stocking areas.
- Build a "Returned Materials Authorization" analysis area.

Trexa LLC, 411 S. Hewitt Street, Los Angeles, CA 90013. Trexa will:

- Develop and install manufacturing equipment and an assembly area for the Trexa® M9 battery electric vehicle (EV) platform.
- Build and assemble Trexa® M9 EV platforms (100 units per month).

Vantage Vehicle International, Inc., 1740 N. Delilah Rd., Corona, CA 92879. Vantage will:

- Build pilot lines for vehicle metal fabrication and glass-reinforced plastic molding.
- Implement just-in-time (JIT) techniques in pilot lines.
- Validate, test, and run quality control procedures.

CHAPTER 2:

Assessment Approach

On February 6, 2012, the California Energy Commission, through the ARFVTP, released competitive Grant Solicitation PON-11-604. Under PON-11-604, applications were due March 20, 2012. The solicitation was issued to share the development costs of manufacturing facilities that produce alternative fuel vehicles, advanced technology vehicles, or vehicle components to help California meet greenhouse gas emissions and petroleum fuel demand reduction goals. On September 27, 2012, the Energy Commission posted a revised NOPA for additional projects, which this addendum addresses. The Energy Commission is required to analyze and publish this *Localized Health Impact Report Addendum* for public review and comment for 30 days.

This *Localized Health Impact Report Addendum* collects available information about the potential air quality impacts of proposed manufacturing projects and provides a collective, narrative analysis of the potential for localized health impacts from the projects. The projects propose to establish manufacturing facilities for electric powertrain control systems, battery EV platforms, and EVs. In normal operations, these facilities and projects do not generate criteria emissions, PM, or air toxics at a significant level.

Based on the Energy Commission's interpretation of the *California Air Resources Board (ARB) Air Quality Improvement Program (AQIP) Guidelines*, this *Localized Health Impact Report Addendum* provides information about the communities surrounding the potential project sites and assesses the potential impacts to public health in those communities as a result of the projects. This *Localized Health Impact Report Addendum* is prepared under the *California ARB AQIP Guidelines, California Code of Regulations, Title 13, Motor Vehicles, Chapter 8.1 (CCR § 2343)*:

> "(6) Localized health impacts must be considered when selecting projects for funding. The funding agency must consider environmental justice consistent with state law and complete the following:
>
> > (A) For each fiscal year, the funding agency must publish a staff addendum for review and comment by the public at least 30 calendar days prior to approval of projects. The addendum must analyze the aggregate locations of the funded projects, analyze the impacts in communities with the most significant exposure to air contaminants or localized air contaminants, or both, including, but not limited to, communities of minority populations or low-income populations, and identify agency outreach to community groups and other affected stakeholders.
> >
> > (B) Projects must be selected and approved for funding in a publicly noticed meeting."

This *Localized Health Impact Report Addendum* is neither intended to be a detailed environmental health or impact analysis of projects potentially to be funded nor is it intended to be a substitute for the comprehensive environmental review conducted by regulatory agencies during the California Environmental Quality Act (CEQA) process. The application of CEQA would provide a more detailed analysis of the potential for adverse environmental effects of the proposed projects.

The Environmental Justice Screening Method (EJSM) identifies the various risk levels in regions throughout California. With EJSM, high-risk communities are considered especially vulnerable to even the smallest impacts. The EJSM integrates data on exposure to air pollution, cancer risk, ozone concentration, frequency of high ozone days, race/ethnicity, poverty level, and sensitive populations (populations under 5 years, or over 65 years of age).

The ARB applied the EJSM to the San Francisco Bay Area, San Joaquin Valley, and California's desert region. However, the results considered only income among the list of social vulnerability indicators. For communities not yet assessed in the EJSM, the Energy Commission identifies high-risk areas as those in nonattainment basins for ozone, pollution, along with those having populations with high poverty and minority rates and those with a high percentage of sensitive populations. This addendum assesses these communities since their populations are presumed to be the most susceptible to health risks due to exposure to criteria and toxic air pollutants on a more continual basis as compared with other geographic regions.

Permits

For this assessment, the Energy Commission interprets "permits" to connote discretionary and conditional use permits because they require a review of potential impacts to a community and the environment before issuance. For air permits, local air districts conduct a New Source Review (NSR) to determine the emission impacts. Since ministerial-level permits, such as building permits, do not assess public health-related pollutants, the Energy Commission staff does not intend to assess projects requiring only ministerial level permits.

Community Status

The following community status of the proposed projects is based on the ARB *Proposed Screening Method,* which integrates data to identify low-income communities that are highly impacted by air pollution.[1] The California State Implementation Plans (http://www.arb.ca.gov/planning/sip/sip.htm) are used as a source for public notices for attainment plans. The *Green Book Nonattainment Areas for Criteria Pollutants* (http://www.epa.gov/oaqps001/greenbk) is also used. In some cases the air district websites or the districts, themselves, were consulted.

1 California Air Resources Board (ARB), *Proposed Screening Method for Low-Income Communities Highly Impacted by Air Pollution, 2010* (Sacramento, California).

High Risk Communities

For high-risk cities/communities, more detail is provided in the following chapters. Staff identifies high-risk communities using the following factors: (1) those located in nonattainment air basins for ozone, particulate matter (PM) 2.5, and/or PM 10[2], (2) those located in communities with high poverty, minority, and/or unemployment rates, and (3) those with a high percentage of sensitive populations. Those in high-risk communities would be located in nonattainment air basins and also have one or more of the other two factors.

Community Outreach

Motiv Power Systems, Inc.

Motiv plans to communicate the benefits of the proposed project through press releases, articles, and open houses with the local community. Motiv's partner, Airtronics Metal Products (Airtronics) works closely with the local San Jose community. San Jose's Mayor Chuck Reed and the San Jose City Council commended Airtronics in 2009 for Airtronics' contributions to the San Jose economy. The Bay Area Air Quality Management District's experience issuing permits will ensure that Motiv complies with all federal, state, and air district standards to guarantee the safety and health of surrounding communities.

Trexa LLC

Trexa plans "e-car fests" in Los Angeles to bring together utilities, advocacy organizations, and EV vendors in locally oriented events to promote electric vehicle (EV) adoption. The "e-car fests" rotate over 2-3 months through Los Angeles communities. Trexa participates in presentations and conferences to promote EV adoption with local fleet owners, and these outreach efforts promote awareness of the opportunities to electrify more fleets. The frequency of these outreach events will increase when the Trexa® M9 battery EV platform goes into production. The South Coast Air Quality Management District's experience issuing permits will ensure that Trexa complies with all federal, state, and air district standards to guarantee the safety and health of surrounding communities.

Vantage Vehicle International, Inc.

Vantage Vehicle plans to educate the surrounding community about the environmental and economic benefits of EVs. They plan to donate EVs to the city of Corona. Vantage will collaborate with the Western Riverside Council of Governments (WRCOG) Clean Cities Coalition in expanding the EV charging infrastructure around Riverside County and the city of Corona, in addition to providing opportunities for the population to test out EVs. The EV consumer and fleet operators are creating internships for college engineering and environmental studies students in Corona. The South Coast Air Quality Management District's

[2] "Particulate matter" is unburned fuel particles that form smoke or soot and stick to lung tissue when inhaled. Airborne particles with a nominal aerodynamic diameter of 2.5 micrometers or less are known as PM2.5; 10 micrometers or less are known as PM10. www.epa.gov

experience issuing permits will ensure that Vantage complies with all federal, state, and air district standards to guarantee the safety and health of surrounding communities.

CHAPTER 3:

Project Overviews

(3-A.) Project Name: Motiv Power Systems, Inc., "Pilot Production Line for Powertrain Components of Medium- and Heavy-Duty Electric Vehicles"

Technology: Pilot manufacturing line for electric powertrain control systems (ePCS)
Permits: City of San Jose
Community: One EJ indicator for a minority population.
Other: Three elementary schools, two middle schools, and one high school within a one-mile radius of the project site.

Motiv Power Systems will install a pilot manufacturing line in the Airtronics Metal Products facility. The manufacturing line will combine five electronic components into an ePCS for installation in trucks. The ePCS will be compatible with off-the-shelf batteries and motors, so truck builders can build traditional trucks with zero-emissions and all-electric power trains with their current manufacturing lines.

Site Description

This project will be located at 1991 Senter Road, San Jose, California, 95112, in a state enterprise zone and target employment area. The pilot line will use a 10,000-square-foot existing warehouse building near two freeways and located amidst other industrial buildings.

The site is not environmentally sensitive nor is it located on agricultural land. Further, the project will not generate noise or odors in excess of permitted levels. No known public controversy exists over the project, and no historical resources or historical buildings will be impacted.

Potential Impacts

No major negative health impacts have been identified. A modest increase in daily traffic at the industrial site is anticipated due to employees driving to work at newly created jobs.

(3-B.) Project Name: Trexa LLC, "TREXA BEV M9 Pilot Production Facility and Third-Party BEV Business Accelerator Facility"

Technology: Pilot manufacturing line for M9 battery electric vehicle platform
Permits: City of Los Angeles
Community: Three EJ indicators for minority, poverty level, and unemployment rate.
Other: Several medical facilities, one middle school, four elementary schools, one high school, and a recreation center within a one-mile radius of the project site.

Trexa LLC will construct a pilot manufacturing line for the M9 battery electric vehicle platform for vehicle chassis the size of a small car used in package delivery, emergency response, and agricultural applications. The product is targeted at low-volume vehicle manufacturers and developers for use as a platform for building nonroad, light-duty specialty vehicles. They will have a battery pack that contains about 7 kilowatt-hours (kWh) of energy capacity, which is sufficient to provide between 21 and 42 miles of all-electric range, depending on the vehicles' weight. Developers will be able to use the platform to quickly and easily integrate and deploy new vehicle configurations without significant engineering expense.

Site Description

This project will be located at a site currently operated by the Los Angeles Clean Tech Incubator (LACI) at 411 S. Hewitt Street, Los Angeles, California, 90013, in the East Los Angeles Enterprise Zone and in a Federal Empowerment Zone. The project will use space within a 60,000-square-foot building on three acres. The area has urban features such as four major freeways, a large commuter intercity rail and light rail yards, the Los Angeles City Hall, the University of Southern California, and the Los Angeles Memorial Coliseum.

The site is not environmentally sensitive nor is the site located on agricultural land. The project will not generate noise or odors in excess of permitted levels. No known public controversy exists over the proposed project. No historic resources or historic buildings will be impacted by this project.

Potential Impacts

No major negative health impacts have been identified. A modest increase in daily traffic at the industrial site is anticipated due to employees driving to work at newly created jobs.

(3-C.) Project Name: Vantage Vehicle International, Inc., "California Electric Vehicle Project"

Technology: EV manufacturing line
Permits: City of Corona
Community: One EJ indicator for a minority population.
Other: Several private and public college facilities, four elementary schools, one high school, and a hospital within a one-mile radius of the project site.

Vantage Vehicle International, Inc., will install a new assembly powertrain manufacturing system for producing EV mini-trucks typically found on golf courses, colleges, airports, and military bases.

Site Description

This project will be located at 1740 N. Delilah Street, Corona, California, 92879. The pilot manufacturing line will use 10,000 square feet within an existing building. The surrounding area is residential, retail, and light industrial. The site is near two major freeways.

The site is not environmentallysensitive nor is it located on agricultural land. Further, the project will not generate noise or odors in excess of permitted levels. No known public controversy exists over the proposed project. No historical resources or historical buildings will be impacted by this project. The proposed site for this project is located in a state enterprise zone and target employment area.

Potential Impacts

No major negative health impacts have been identified. A modest increase in daily traffic at the industrial site is anticipated due to employees driving to work at newly created jobs.

CHAPTER 4:

Location Analysis and Community Impacts

Based on the Energy Commission staff's assessment of the projects, it is expected that none of the surrounding communities would be disproportionately impacted by the implementation of the projects. EJ indicators are evaluated, as follows.

- A ***minority EJ*** is indicated if a minority subset represents more than 30 percent of a given city's population.
- A ***poverty level EJ*** is indicated if a city's poverty level exceeds the state of California's poverty level (13.7 percent for the entire state).
- An ***unemployment EJ*** is indicated if a city's unemployment rate exceeds the state of California's unemployment rate (10.9 percent as of January 2012 for the entire state).
- An ***age EJ*** is indicated for cities where the percentage of persons younger than 5 years or older than 65 years of age is 20 percent higher than the average of the percentage of persons over 5 years or under 65 years of age for the entire state. (The percentage of persons under the age of 5 years is 6.8 percent, and the percentage of persons over the age of 65 years is 11.4 percent for the entire state.)

Table 1 provides the EJ indicators where the projects will be located; all three project sites have minority EJ indicators. The poverty EJ indicator exists in one, and another has an unemployment EJ indicator. No age EJ indicators exist where the projects will be located. The projects are expected to have a net benefit by reducing emissions, and while overall air quality depends on a number of factors, the Energy Commission also expects that air quality will improve over time at the sites.

Table 1: Cities With Environmental Justice Indicators

City	Minority	Poverty Level	Unemployment Rate	Age	# of EJ Indicators
San Jose	X				1
Los Angeles	X	X	X		3
Corona	X				1

Source: Energy Commission staff analysis

Table 2 provides a summary of city-level data to give additional insight into the community demographics where the proposed projects, if funded, would be located.

Table 2: Summary of Community Demographics
(Percentage of the total population in 2010)

	San Jose	Los Angeles	Corona
Below Poverty Level (2006-2010)	10.8	19.5	8.9
Black persons (2010)	3.2	9.6	5.9
American Indian and Alaska Native (2010)	.9	.7	0.8
Persons of Hispanic or Latino Origin (2010)	33.2	48.5	43.6
White persons (2010)	28.7	28.7	38.1
Persons under 5 years (2010)	7.3	6.6	7.4
Persons over 65 years (2010)	10.1	10.5	7.3
Unemployment Rate	9.4	12.3	9.4

Source: U.S. Census Bureau State and County QuickFacts (Accessed October 2012

CHAPTER 5:

Summary

Staff concludes that the projects will reduce emissions, exposure, and health risk at a local level, based on the assumption that the vehicles deployed and operated with the projects are cleaner than gasoline or diesel-fueled vehicles. This is true for those communities described as having EJ indicators and would be highly impacted by air pollution. (See Table 3.)

Table 3: Facilities, Locations, Communities, and Anticipated Impacts

Proposal Number	Facility/location	Community	Anticipated Potential Impact
10	Existing facility at 1991 Senter Road, San Jose, CA 95112 Six schools located within a one-mile radius.	Project is located in San Jose and has one EJ indicator.	No major negative health impacts have been identified for the proposed project site. A modest increase in traffic at the site due to the new jobs created will occur. Impacts considered negligible.
8	Existing facility at 411 S. Hewitt Street, Los Angeles, CA 90013 Several medical facilities and six schools are located within a one-mile radius.	Project is located in Los Angeles and has three EJ indicators.	No major negative health impacts have been identified for the proposed project site. A modest increase in traffic at the site due to new jobs created will occur. Impacts considered negligible.
4	Existing facility at 1740 N. Delilah Rd., Corona, CA 92879 3 colleges, 5 schools, and a hospital are located within a one-mile radius.	Project is located in Corona and has one EJ indicator.	No major negative health impacts have been identified for the proposed project site. A modest increase in traffic at the site due to the new jobs created will occur. Impacts considered negligible.

Source: Energy Commission staff analysis.

CHAPTER 6:

Acronyms

Air Quality Improvement Program (AQIP)

Bay Area Air Quality Management District (BAAQMD)

Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP)

California Air Resources Board (ARB)

California Code of Regulations (CCR)

California Environmental Quality Act (CEQA)

Electric vehicle (EV)

Environmental justice (EJ)

Environmental justice screening method (EJSM)

Greenhouse gas (GHG)

Localized health impact (LHI)

New Source Review (NSR)

Particulate matter (PM)

South Coast Air Quality Management District (SCAQMD)

United States Environmental Protection Agency (U.S. EPA)